

38<sup>th</sup> meeting of the  
**IOWA FREIGHT ADVISORY COUNCIL**

September 16, 2022  
10:00 AM to 2:00 PM

**Meeting location:** **Des Moines Area Metropolitan Planning Organization**  
420 Watson Powell, Jr., Way, Suite 200 Des Moines, Iowa 50309

**Tour location:** **Des Moines Transload**  
1551 E. Martin Luther King Jr. Parkway Des Moines, IA 50309  
*\*\*\*The facility is located immediately North of this address across the road. Use the entrance located at the SE 15<sup>th</sup> Street/Martin Luther King Jr Pkwy intersection.*

**Meeting input objectives**

1. Identify individuals to potentially serve as the next FAC Vice Chair.
2. Discuss North American supply chain competitiveness and identify opportunities for improvement, including things that can be done by state departments of transportation.

**10:00 AM Safety Briefing**

**Amanda Martin**  
**Iowa DOT**

**Welcome & Introductions**

*Ice breaker: What changes to the FAC would you like to see? What would be most valuable to you and the other members?*

**Mike Steenhoek, Chair**  
**Soy Transportation**  
**Coalition**

**FAC Chair and Vice Chair Nominations**

Iowa DOT is now accepting nominations for the next FAC Chair and Vice Chair to serve during the 2023-2024 term.

**10:30 AM Iowa DOT Update**

**TBD**

General update from the Department.

**10:45 AM Canadian Pacific-Kansas City Southern Railroad Merger**

**Amanda Martin**  
**Iowa DOT**

Status update from the ongoing merger process.

**11:00 AM North American Strategy for Competitiveness (NASCO)**

**Tiffany Melvin**  
**NASCO**

An trinationl membership organization focused on the North American supply chain and logistics, energy, and the environment, and closing the skilled workforce gap.

**12:00 PM Lunch and Travel to Tour**

Attendees will drive themselves to tour location.

**1:00 PM Tour: Des Moines Transload**

**Gabe Claypool**  
**Des Moines Industrial**

**2:00 PM Adjourn**

**Next meeting:** December 16, 2022

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**Members**

x	Gabe Claypool, Des Moines Industrial	x	James Mattsen for Joe Parsons, Iowa Interstate Rail.
x	Tom Determann, Clinton Regional Development	x	Cheryl Rangel, Traverro
x	Greg Dickinson, Ten D/Merchants Distribution	x	Amy Homan for Dan Sabin, Iowa Northern Rail.
x	Jackson Doud, Iowa Farm Bureau	x	Chad Masters for Jody Sandy, Hy-Vee
x	Doug Martin, Amazon	x	Mike Steenhoek, Soy Transportation Coalition
	Allison Meiners, Iowa Motor Truck Assoc.	x	Reilly Vaughan, Agribusiness Assoc. of Iowa
x	Delia Moon-Meier, Iowa 80 Group	x	Marty Wadle, Ruan Transportation
	James Niffenegger, Landus Cooperative		Ron White, Artco Fleeting Service
	Kelli O'Brien, Union Pacific Railroad		Tim Woods, Woods Development

**Ex-Officio Members**

x	Zhi Chen for Todd Ashby, Des Moines Area MPO	x	Tim Marshall, FHWA Iowa Division
	Andrew Goodall for Col. Jesse Curry, USACE	x	Shirley McGuire, FMCSA
x	Mike Hadley, Keokuk County		Mike Norris, Southeast Iowa RPC
x	Mike Harrington, IDALS	x	Joseph Rude, Iowa Economic Dev. Authority
x	Corey Champlin for Michael Kober, Iowa DPS		Louis Vander Streek, Iowa Utilities Board
x	Sean Litteral, FHWA Iowa Division	x	Jennifer Wright, Iowa DNR
x	Scott Marler, Iowa DOT		

**Iowa DOT**

	Stu Anderson	x	David Lorenzen
x	Tom Bruun		Craig Markley
	Mikel Derby	x	Amanda Martin
	Brenda Freshour-Johnston	x	Tammy Nicholson
	Melissa Gillett	x	Garrett Pedersen
x	Sam Hiscocks	x	Charlie Purcell
x	Maria Hobbs	x	Caleb Whitehouse
x	Alex Jansen	x	Lee Wilkinson
	Troy Jerman		

**Guests**

x	Tiffany Melvin, NASCO		
x	Patrick Tomka, Iowa Governor's Office		

## Meeting input objectives

1. Identify individuals to potentially serve as the next FAC Vice Chair.
2. Discuss North American supply chain competitiveness and identify opportunities for improvement, including things that can be done by state departments of transportation.

### 10:00 AM Safety Briefing

**Amanda Martin**  
Iowa DOT

#### Welcome & Introductions

*Ice breaker: What changes to the FAC would you like to see? What would be most valuable to you and the other members?*

**Mike Steenhoek, Chair**  
**Soy Transportation**  
**Coalition**

Amanda Martin begins the safety briefing by reminding everyone of the DMAMPO address and designating 911 callers and telling everyone where the emergency exits and shelters are.

Mike Steenhoek suggested follow-up discussion in December re: FAC improvements. Mike then begins the icebreaker session with Sean Litteral with FHWA.

- Greg Dickinson: supply chain issues and thankful rail strike was averted.
- Doug Martin: DOT construction on U.S. 65 in Bondurant has become an issue for his drivers.
- Jennifer Wright: thankful for infrastructure funds and the bottle bill.
- Mike Harrington: introduced himself to the group as a representative of the Iowa Department of Agriculture and Land Stewardship.
- Jackson Doud: introduced himself to the group as a representative of Iowa Farm Bureau.
- Shirley McGuire: BIL, distributing grants.
- Gabe Claypool: Ziegler Caterpillar has signed a long-term lease for 100% of floor space at the Des Moines Transload. He is excited to further integrate Des Moines Industrial into Iowa's supply chain.
- Amy Homan: relieved by the strike aversion and is seeking funds to build infrastructure.
- Mike Hadley: the importance of the rail strike being averted this week because of the impacts a labor shut down on the economy.
- Mike Steenhoek: efforts to raise money for inland waterway projects. He also mentioned how crucial soybean oil is to reach renewable fuel targets set by different industries.
- Scott Marler: thanked the council for coming. DOT has approved the 5-year program with federal money from the BIL being implemented. Scott also mentioned the State Freight Plan and thanked Sam Hiscocks for completing it. Scott said that the DOT is working as hard as possible to process CDLs quickly address truck driver shortages.
- Delia Moon-Meier: excited about the BIL's electric vehicle infrastructure funds and how quickly Iowa DOT has been able to "pass out" those funds. Delia also recommended that the FAC look into the carbon capture pipeline projects in the state.
- Tim Marshall: priority is implementing the BIL and getting new FHWA staff up to speed.
- Corey Champlin: introduces himself to the group as a representative of the Iowa Department of Public Safety.
- Riley Vaughan: Iowa Agribusiness is looking forward to the harvest and is focusing on safety for farmers during the harvest time. Reilly is also grateful that the strike was averted.
- Marty Wadle: Ruan has met some of its driver shortages, but Ruan's current facility is low on empty space because of lack of demand. Ruan is using 4 electric vehicles in yard operations and is saving money on fuel and has placed an order for 10 hybrid road vehicles.

- David Lorenzen: a rail shutdown of 7,000 trains would need to be replaced by 460,000 trucks to move the same freight. David is looking into proactive traffic management (including Bondurant, referring to Doug Martin's comments).
- Cheryl Rangel: very focused on the rail strike.
- Tom Determann: his organization has merged with the Clinton Chamber of Commerce and is now called Grow Clinton. Tom is focused on the CP-KCS merger and says that many of the towns in his county are settling with CP and the rest are frustrated with the increased traffic.
- Chad Masters: impressed with the electric vehicles they use.
- Charlie Purcell: BIL implementation and the additional work associated with the oversight of new federal funds. Charlie is looking for ways to streamline the additional work.
- Tammy Nicholson says that the Modal Transportation Bureau Rail Team has added staff and introduces Maria Hobbs, Tammy H (not present) and James Crane (not present) who comes with a background in rail. Tammy also noted the benefits of having council members to reach out to as SMEs.
- Zhi Chen introduces himself and the MPO and its structure. Zhi manages the MPOs Des Moines Freight Roundtable.
- Tom Brunn: department is being proactive to work with stakeholders to advance safety efforts and recruiting officers, which is challenging.
- Patrick Tomka: introduces himself as a liaison from the Iowa Governor's Office.

**10:37 AM Iowa DOT Update**

**TBD**

General update from the Department.

**FAC Chair and Vice Chair Nominations**

Iowa DOT is now accepting nominations for the next FAC Chair and Vice Chair to serve during the 2023-2024 term.

Mike Steenhoek introduces Scott Marler again to give the DOT update. Scott mentions that AASHTO has begun working on a Transportation Operations Manual.

Sam Hiscocks says that the Iowa State Freight plan was officially approved by the FHWA on August 18<sup>th</sup>. Copies of the freight plan were available to the group and is available to the public online.

Sam also mentioned the current status of the FAC Chair and Vice Chair and the nomination and succession process. The next meeting will be the final meeting for Mike Steenhoek as chairperson, so FAC members were asked to nominate a new chairperson via email next week.

**10:41 AM Canadian Pacific-Kansas City Southern Railroad Merger**

**Amanda Martin**

Status update from the ongoing merger process.

**Iowa DOT**

Amanda Martin mentioned the railroad strike and questions that her office receives about the strike despite it not being directly pertinent to the DOT at the state level.

CP railway filed for the acquisition of KCS on October 29, 2021. These two railroads do not currently overlap, which makes the STB process different than if they had overlapped. The area most impacted is between

Sabula, IA and Kansas City, MO. The draft Environmental Impact Statement was published on August 5<sup>th</sup>. Increased traffic is forecasted and depends on the success of the new company.

The Surface Transportation Board (STB) has concluded that, apart from train noise, the impact of the proposed merger would be negligible. Categories that the STB looked at include freight and passenger rail safety, hazardous materials transportation, grade crossing safety, grade crossing delay, and noise and vibration.

Tom Determann asked who pays for the quiet zone in Ames (which Amanda used as example). Amanda said that the locality usually pays because of the cost of improving the safety of the area that enables a quiet zone to exist. Tom asked about a program to provide funding for quiet zones. Such a program doesn't currently exist.

CP is looking to use voluntary mitigation, where the railroad pays the locality a lump sum, no strings attached, to avoid the EIS process. CP is using this process to support crossing closures, quiet zone improves, grade separations, and pedestrian accommodations and safety improvements.

Amanda showed a list of communities that the DOT is aware of that have taken the voluntary mitigation path or have yet to strike a deal or have rejected the voluntary mitigation. Amanda reiterated that the negotiations do not involve the DOT, they are between the railroad and the community.

Comments on the draft EIS are due October 14<sup>th</sup>, 2022. Comments can be submitted at [www.CP-KCSMergerEIS.com](http://www.CP-KCSMergerEIS.com).

A question was asked if a public entity has ever moved a rail line. Doug Martin replied (based off his previous experience at Union Pacific) that rail lines are rarely moved because of the investment that the railroad has put into the area. Gabe Claypool and Jennifer Wright concurred.

Mike Steenhoek asked Amanda what benefits the CP offers the Iowa DOT. Amanda said that CP believes Iowa will see the greatest positive impact through economic development and CP is hiring 1,200 new positions in the Quad Cities.

Amy Homan mentioned that the FAC should understand that the merger (should it go through) will change the market for grain positively or negatively depending on "which side of the fence you're on."

**11:07 AM North American Strategy for Competitiveness (NASCO)**

A trilateral membership organization focused on the North American supply chain and logistics, energy, and the environment, and closing the skilled workforce gap.

**Tiffany Melvin  
NASCO**

Mike introduces Tiffany Melvin and NASCO. NASCO is holding a North American reunion in Kansas City to highlight the CP-KCS merger. NASCO was founded in 1994 along the I-35 corridor in Texas and now has members from all over the continent including states, provinces, corporations, DOTs, and other corporations and businesses.

Trade within the three North American countries accounts for \$100 million per hour. USMCA is up for review in 4 years, and NASCO is looking to ensure that the deal continues. Supply chains in North America are deeply integrated between the three countries. \$0.40 of every dollar for goods imported into the US are actually

“Made in the USA.” The President of Mexico is rolling back energy reforms. Texas is facing an energy crisis as well. NASCO is also focusing on how climate change will impact supply chains.

What is holding North America back? The swing of politics between parties really slows down the competitiveness of the continent globally. The BIL will go a long way to improve the continent’s competitiveness in response to other nations investing in infrastructure as well.

Tiffany recommended an I-35 corridor FAC meet annually to discuss freight issues along the corridor.

Garrett asked if NASCO looks at bottlenecks along the I-35 corridor. Tiffany said no because the bottleneck or project level of analysis is too granular for NASCO.

Scott Marler asked how the competitive advantage of Iowa stacks up against other I-35 corridor states. Tiffany said she is unable to answer the question.

Mike Steenhoek said the last couple of years has made us rethink how we implement our supply chains and whether or not it is good to offshore our supply chains overseas (referring mainly to non-North American countries). Mike asked for Tiffany’s thoughts on the sentiment of bringing manufacturing back closer to home, be it near shoring or back to the US. Tiffany responded that NASCO is capitalizing off of that sentiment and is trying to address reasons that corporations decided to off-shore manufacturing (i.e. corporate tax rates, labor rates, etc.).

Tiffany talked about the differences in training available or required in the three North American countries and how that could be standardized.

**11:00 PM Lunch and Travel to Tour**  
Attendees will drive themselves to tour location.

**1:00 PM Tour: Des Moines Transload**

**Gabe Claypool**  
**Des Moines Industrial**

**Next meetings:**

- December 16, 2022
- 2023 TBD



# Canadian Pacific (CP) and Kansas City Southern Merger (KCS)

FAC/MPO/RPA/District Planner Outreach  
September 16 & 21, 2022



# Outline of today's discussion

- CP-KCS merger update
  - Draft EIS highlights
  - Voluntary Mitigation
  - Updated Schedule
- Open discussion and questions



# CP/KCS merger

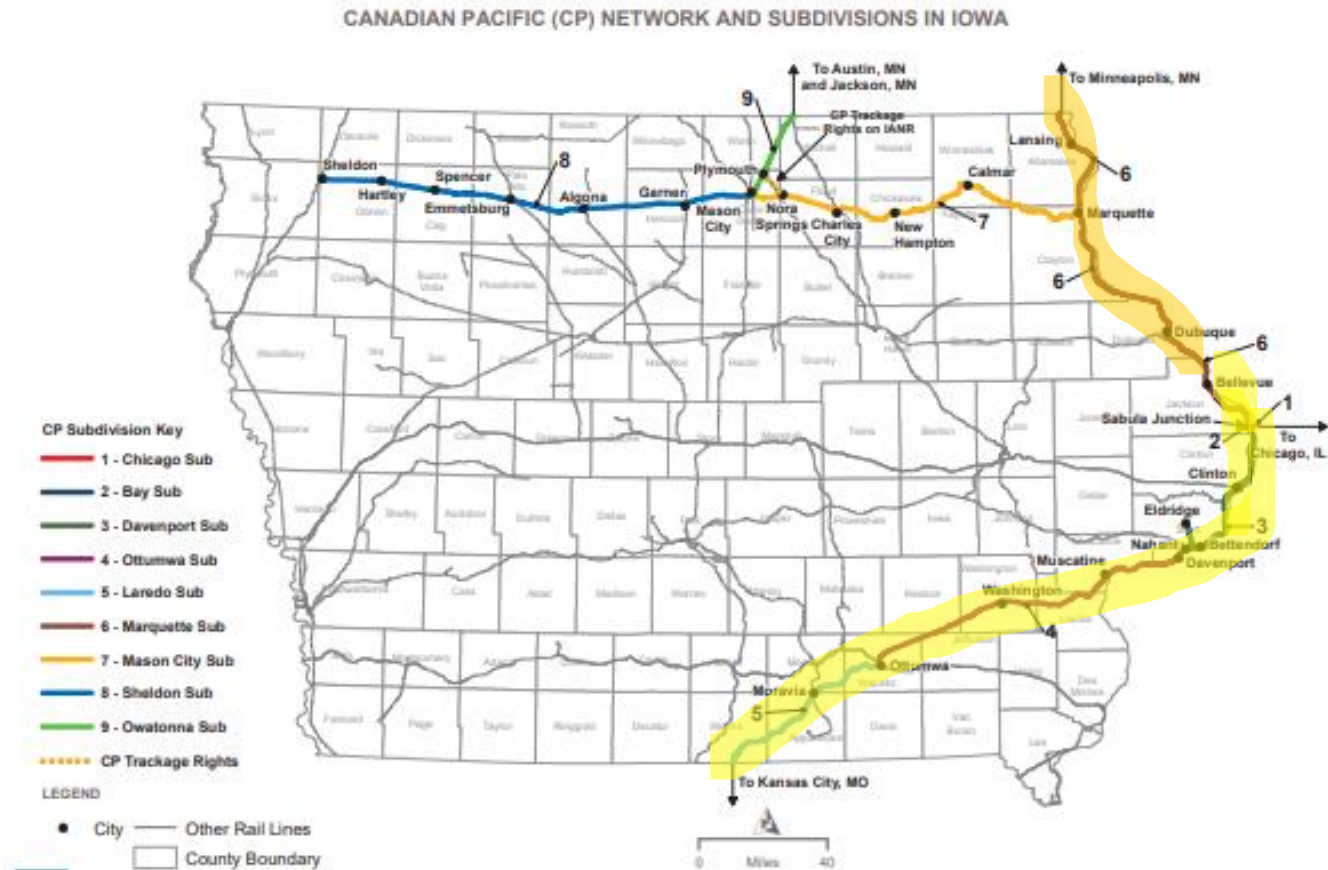
- On October 29, 2021, CP Railway filed with the STB for the acquisition of the KCS. The purpose of the merger is to combine America's two smallest Class I RR's to build a more efficient and competitive rail network. The combination of these two railroads is an "end-to-end" merger because the railroad networks do not overlap. The largest changes in the CP mainline would be between Sabula, Iowa and Kansas City, Missouri where rail traffic is expected to increase by 14.4 trains per day. Current rail traffic for these locations in Iowa is around 5 trains per day, expected to increase to 19 trains per day.
- On August 5, 2022, the STB published the Draft EIS.

# Rail Lines Affected



- CP
- - - CP HAULAGE/TRACKAGE RIGHTS
- KCS
- - - KCS HAULAGE/TRACKAGE RIGHTS/LEASED
- 📍 PORT
- 🚧 BORDER CROSSING

# Route affected in Iowa



Rail traffic increase of **14.4** trains/day between Sabula and Kansas City<sub>5</sub>

# Draft EIS Highlights

- STB has concluded that, apart from **train noise**, which will result in adverse impacts in some location, the impact of the proposed merger would be negligible, minor and/or temporary.
- Categories evaluated and impact conclusions:
  - Freight and passenger rail safety – minor adverse impacts, the number of accidents/incidents would remain low.
  - Hazardous Materials Transportation – low risk
  - **Grade Crossing Safety – minor adverse impacts.** In some locations, CP has proposed voluntary mitigation
  - **Grade Crossing Delay - minor adverse impacts.** In some locations, CP has proposed voluntary mitigation
  - Truck to Rail Diversion – no adverse impacts
  - Traffic at Intermodal Facilities – no adverse impacts
  - **Noise and Vibration – 6,307 noise receptors will experience adverse noise impacts. CP has proposed voluntary mitigation to help address potential noise impacts, including a commitment to fund improvements to maintain Quiet Zones that may be impacted.** Vibration impacts are minimal.

# Draft EIS Highlights

- Categories evaluated and impact conclusions (continued):
  - Air Quality and Climate Change- could result in an overall decrease in emissions due to diversion of freight from truck to rail, with some local distribution of emissions increased near the rail.
  - Energy – no adverse impacts
  - Cultural Resources – no adverse impacts
  - Hazardous Material Release Sites – four sites have potential to encounter hazardous materials due to rail projects, including in Camanche and Ottumwa, Iowa.
  - Biological Resources – may affect but is not likely to adversely affect federally endangered species
  - Water Resources – minimal impacts
  - Environmental Justice – no adverse impacts

# Voluntary Mitigation

- CP Railway has reached or are in discussion regarding voluntary mitigation with a number of Iowa communities.
- In general, CP is negotiating with communities for funding of Quiet Zones plus additional funds that the city can use towards grant applications for grade separations or other grade crossing improvements.
- CP has engaged with many communities during the merger to identify local desires for crossing closures, grade separations, pedestrian accommodations and safety improvements. CP has stated they will support grant applications for these improvements.
- **List the ones that have been passed**

# Voluntary Mitigation

- Voluntary Mitigation approved:
  - Bettendorf \$3M
  - Davenport \$10 M
  - Muscatine \$3M
  - LeClaire \$750,000
  - Clinton \$900,000
  -
- Voluntary Mitigation discussion ongoing or rejected
  - Moravia
  - Washington
  - Dubuque
  - Ottumwa
  - Camanche (rejected)
  - Plus other communities in Iowa not listed above.

# STB Merger Draft EIS Schedule and Decision schedule

- The STB Office of Environmental Analysis (OEA) published the Draft EIS August 5, 2022. **Comments on the DEIS are due October 14, 2022.**
- Public meetings are scheduled, including one in Davenport that occurred on September 13.
- The STB - OEA will issue a Final EIS that will respond to comments on the DEIS and include environmental mitigation measures.
- The Board-sponsored project website, [www.CP-KCSMergerEIS.com](http://www.CP-KCSMergerEIS.com), provides additional instructions on how to submit comments and additional information on the upcoming in-person and online public meetings.

## Other meetings:

- STB Transportation Hearing September 28, 29, 30 in Washington, DC. Viewing available on the STB website. [www.stb.gov](http://www.stb.gov)



## STB Merger Draft EIS – general comments at September 13, 2022 meeting in Davenport

- 100+ people attended
- Camanche – many residents concerned with # of residences between CP tracks and Mississippi River, with no access if blocked by a train. Over 400 residences on east side of tracks.
- Environmental concerns: wetlands, Mississippi River, T&E habitat, contamination from derailment, flood plain vulnerability
- Safety: many concerned with hazardous materials shipping
- Noise impacts: concerns from Davenport, Illinois residents, others
- Blocked crossings and concerns with emergency services response
- Train speeds through communities
- Impacts to Davenport recreation areas and downtown
- Overall sentiment very concerned with the merger and increases in rail traffic through the communities.

## Questions?

### Key takeaways:

- Contact CP with your questions and requests
- Fall 2022: Draft EIS – comments due by October 14<sup>th</sup>
  - <https://cp-kcsmergereis.com/involvement.htm>
- Final EIS and STB Decision – anticipated Winter 2022/2023



# Canadian Pacific (CP) and Kansas City Southern Merger (KCS)

MPO/RPA/District Planner Outreach  
March 31 & April 7, 2022



# Outline of today's discussion

- CP-KCS merger information
  - Schedule
  - Useful data and resources
- State and Federal funding programs
- CP contacts
- Open discussion and questions

# CP/KCS merger

- **On October 29, 2021**, Canadian Pacific Railway Limited, Canadian Pacific Railway Company, and their U.S. rail carrier subsidiaries Soo Line Railroad Company; Central Maine & Quebec Railway U.S. Inc.; Dakota, Minnesota & Eastern Railroad Corporation; and Delaware & Hudson Railway Company, Inc. (collectively, CP) and Kansas City Southern, The Kansas City Southern Railway Company, Gateway Eastern Railway Company, and The Texas Mexican Railway Company (collectively, KCS) **filed an application with the Surface Transportation Board (Board) seeking the Board's approval of the acquisition of control by CP of KCS (Proposed Acquisition)**

# Rail Lines Affected



**CANADA**  
 128 MILLION CONSUMERS IN MEXICO AS WELL AS MARKETS IN TEXAS AND KANSAS CITY

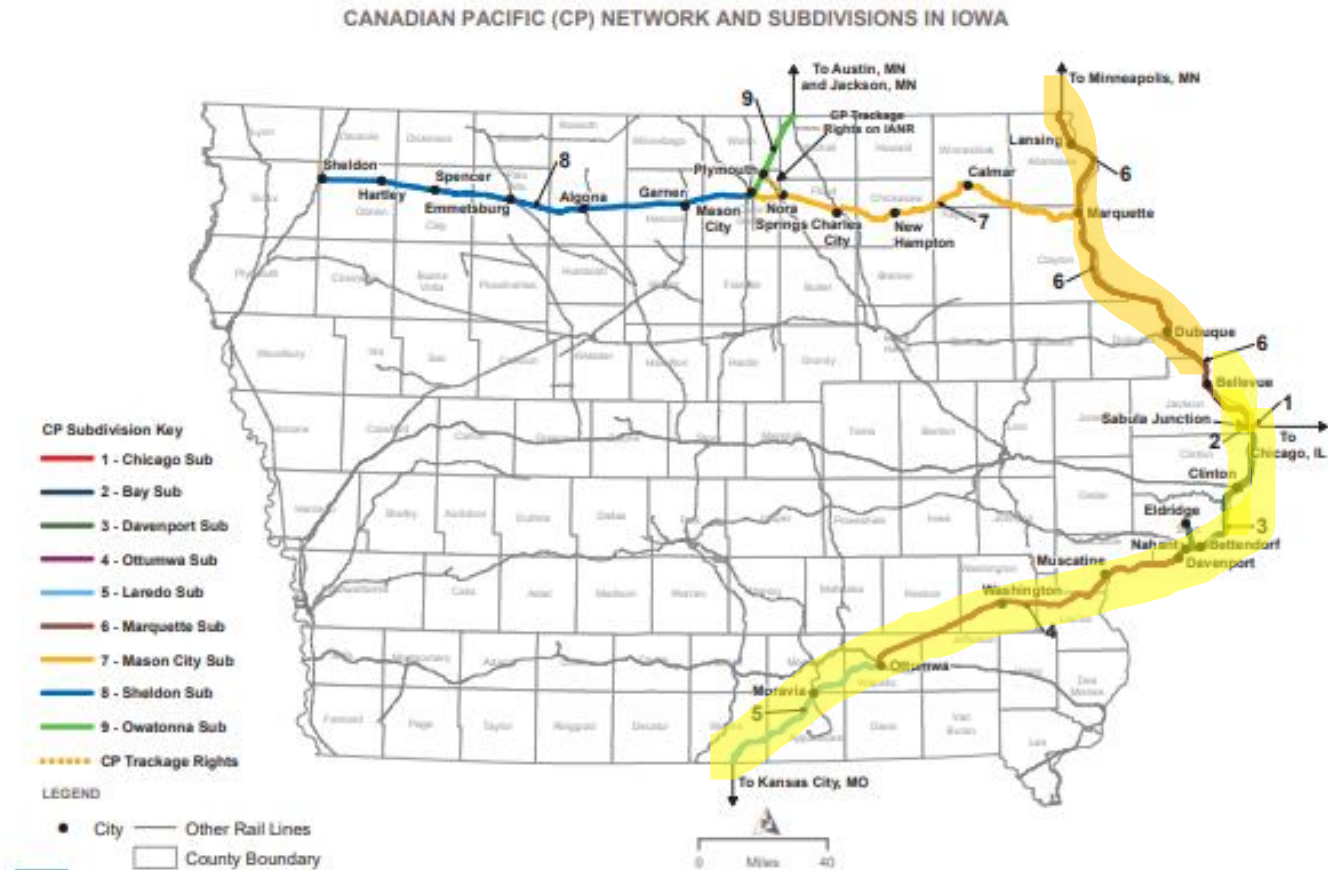
**BYPASS CHICAGO, CREATES NEW CAPACITY**

**TRULY END-TO-END WITH NO OVERLAP**

**MEXICO**  
 38 MILLION CONSUMERS IN CANADA AS WELL AS MARKETS IN LOUISIANA, CHICAGO AND DETROIT, BYPASSING CHICAGO

- CP
- - - CP HAULAGE/TRACKAGE RIGHTS
- KCS
- - - KCS HAULAGE/TRACKAGE RIGHTS/LEASED
- 📍 PORT
- 🚧 BORDER CROSSING

# Route affected in Iowa



Rail traffic increase of **14.4** trains/day between Sabula and Kansas City

# STB Merger Process – basic information

- Surface Transportation Board (STB) is an independent federal agency charged with the economic regulation of freight rail.
- Railroads are required to submit mergers to STB for review
  - Transactions must demonstrate public benefit.
  - A merger of 2 class 1 railroads is a major transaction, with larger burden of showing public benefit.
- STB goal is to preserve competition and prevent railroad from using market power to abuse shippers.
- **STB can impose conditions on approval of a merger to ensure competition, protect labor or protect the environment.**
- Railroads can negotiate with stakeholders before filings to reduce controversy.



## STB Merger Process (continued)

- Steps in STB consideration of a merger:
  - Applicants submit pre-filing notices to STB
  - STB establishes a schedule allowing interested parties to comment and request conditions to protect their interests. Major transactions typically have a 12 month schedule
  - STB makes the Final Decision after 45-90 day comment period

Two part of STB review:

- Economic/competition
- Environmental

## STB Merger Process (continued)

**Threshold for environmental analysis:** A level of proposed change in railroad activities that determines the need for SEA's environmental review by the Office of Environmental Analysis (OEA), formerly the Section of Environmental Analysis. OEA first applies the Board's thresholds for environmental analysis at 49 C.F.R. Part 1105. The Board thresholds apply specifically to air quality and noise.

The Draft EIS will include:

- Mandatory mitigation
- Voluntary mitigation provided by the applicant

*Due to the increased rail traffic being over the triggering threshold for STB, all communities over the threshold can comment to the STB regardless of if they registered during the scoping process.*

# Procedural Schedule

Note: Per 49 CFR 1180.4, STB must complete the process 15 months after the primary application is accepted.

## APPENDIX

### PROCEDURAL SCHEDULE

October 29, 2021	Application filed.
November 26, 2021	Board notice of acceptance of Application to be published in the <u>Federal Register</u> .
December 13, 2021	Notices of intent to participate in this proceeding due.
December 28, 2021	Proposed Safety Integration Plan (SIP) to be filed with OEA and FRA.
January 12, 2022	Descriptions of anticipated responsive, including inconsistent, applications due. Petitions for waiver or clarification with respect to such applications due.
February 22, 2022	Responsive environmental information and environmental verified statements for responsive, including inconsistent, applicants due.
February 28, 2022	Comments, protests, requests for conditions, and any other evidence and argument in opposition to the Application due. This includes any comments from the U.S. Department of Justice (DOJ) and U.S. Department of Transportation (USDOT).  Responsive, including inconsistent, applications due.
March 30, 2022	Notice of acceptance of responsive, including inconsistent, applications, if any, published in the <u>Federal Register</u> .
April 22, 2022	Responses to comments, protests, requests for conditions, and other opposition due, including to DOJ and USDOT filings.  Rebuttal in support of the Application due.  Responses to responsive, including inconsistent, applications due.
May 23, 2022	Rebuttals in support of responsive, including inconsistent, applications due.
July 1, 2022	Final briefs due. <sup>12</sup>

<sup>12</sup> The Board will also determine the page limits for final briefs in a later decision after the record has been more fully developed.

# Environmental Schedule

## Steps of the Environmental Review Process

- NOI (Notice of Intent) – November 12, 2021
- Scoping – November 2021 – January 2022
  - Public Meetings - November 30 - December 9, 2021 [[Meeting details](#)]
  - Scoping Comment Period – November 12, 2021 – January 3, 2022
- Final Scope of Study – February 18, 2022
- Draft EIS – Spring 2022** - will contain STB preliminary recommendations for environmental mitigation measures – *mandatory and voluntary mitigation*
- Public Comment Period on Draft EIS including Public Meetings – Spring 2022** – 45 day public comment period, with public meetings
- Final EIS – Fall 2022
- Board's Decision on Acquisition

*Note: Schedule subject to change as the project progresses. Please check back for current available information.*

Note: The STB Decision will consider the Draft EIS, the Final EIS, any public comments received, and OEA's recommendations, including recommendations for potential environmental mitigation.

# STB Documents

- Notice of Intent
  - <https://cp-kcsmergereis.com/docs/CP-KCS-NOI.pdf>
- Scope of Study
  - <https://cp-kcsmergereis.com/docs/CP-KCS-Scope-of-Study.pdf>
- Surface Transportation Board Environmental Website for CP-KCS
  - <https://cp-kcsmergereis.com/>

## Surface Transportation Board Environmental Website for CP-KCS

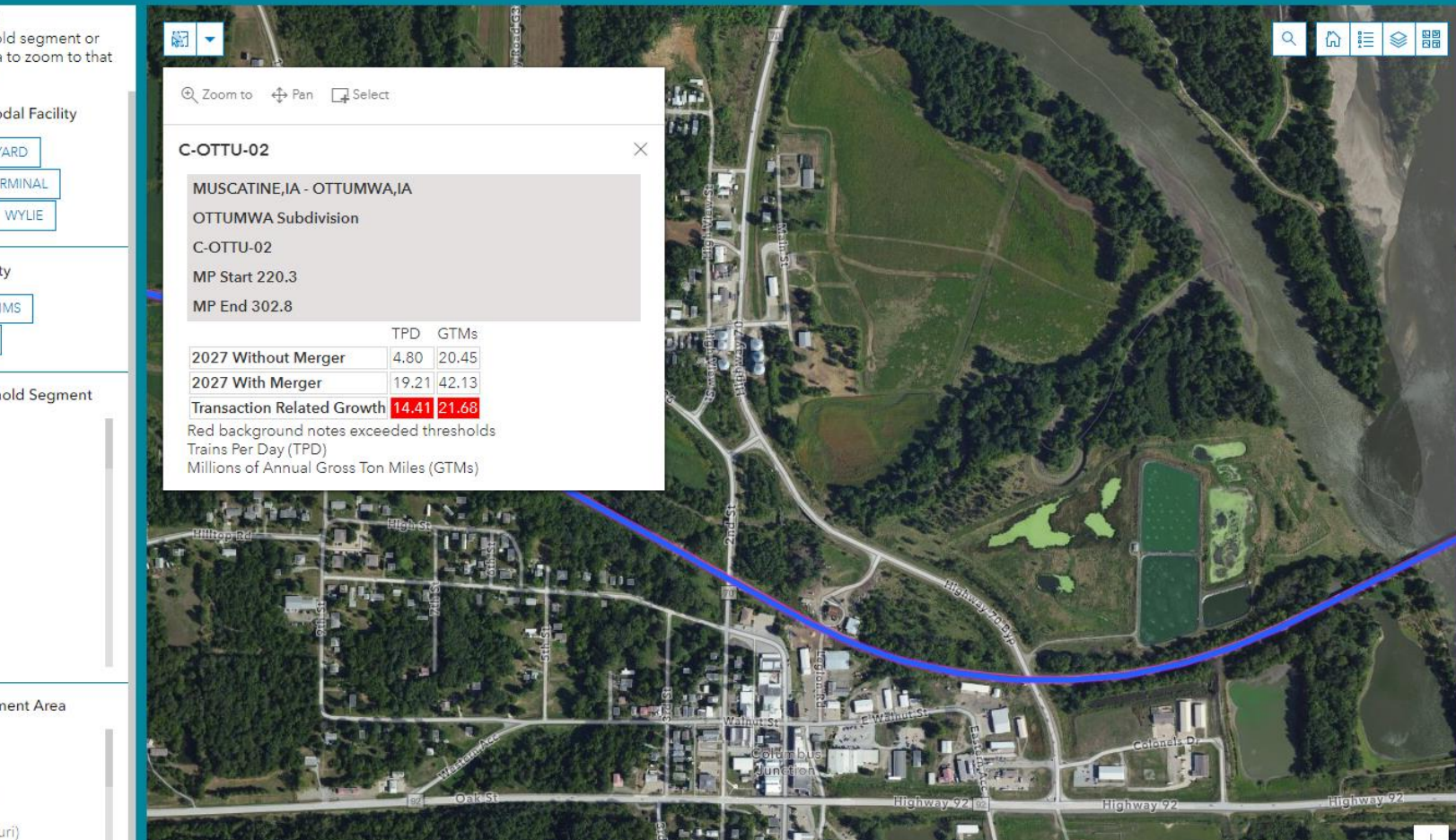
- <https://cp-kcsmergereis.com/>

[CP-KCS EIS Interactive Map](#)



# Train Traffic with and without merger

Canadian Pacific Acquisition of Kansas City Southern



## Welcome to Canadian Pacific Acquisition of Kansas City Southern

On October 29, 2021, Canadian Pacific (CP) and Kansas City Southern (KCS) filed an application with the Surface Transportation Board seeking authorization for the CP-KCS merger. The Board is currently reviewing the application and may result from the proposed acquisition. The Office of Environmental Analysis (OEA) is conducting an Environmental Impact Statement (EIS) for the proposed acquisition.

- To search for a specific location use the search icon.
- Display the map legend by clicking the legend icon above.
- Select the layers to display on the map.

### Legend

CPRS KCS Rail Lines Segment Data

Conceptual Capital Improvement Project location of proposed new siding, double track, or working industrial



Rail Yard and Intermodal Facility Board's Thresholds





# Capital Improvement locations



Select a yard, intermodal facility, exceeded threshold segment or capital improvement area to zoom to that location within the map

Select Rail Yard/Intermodal Facility

- None
- BENSENVILLE YARD**
- DETROIT CONTAINER TERMINAL
- SCHILLER PARK YARD
- WYLIE

Select Intermodal Facility

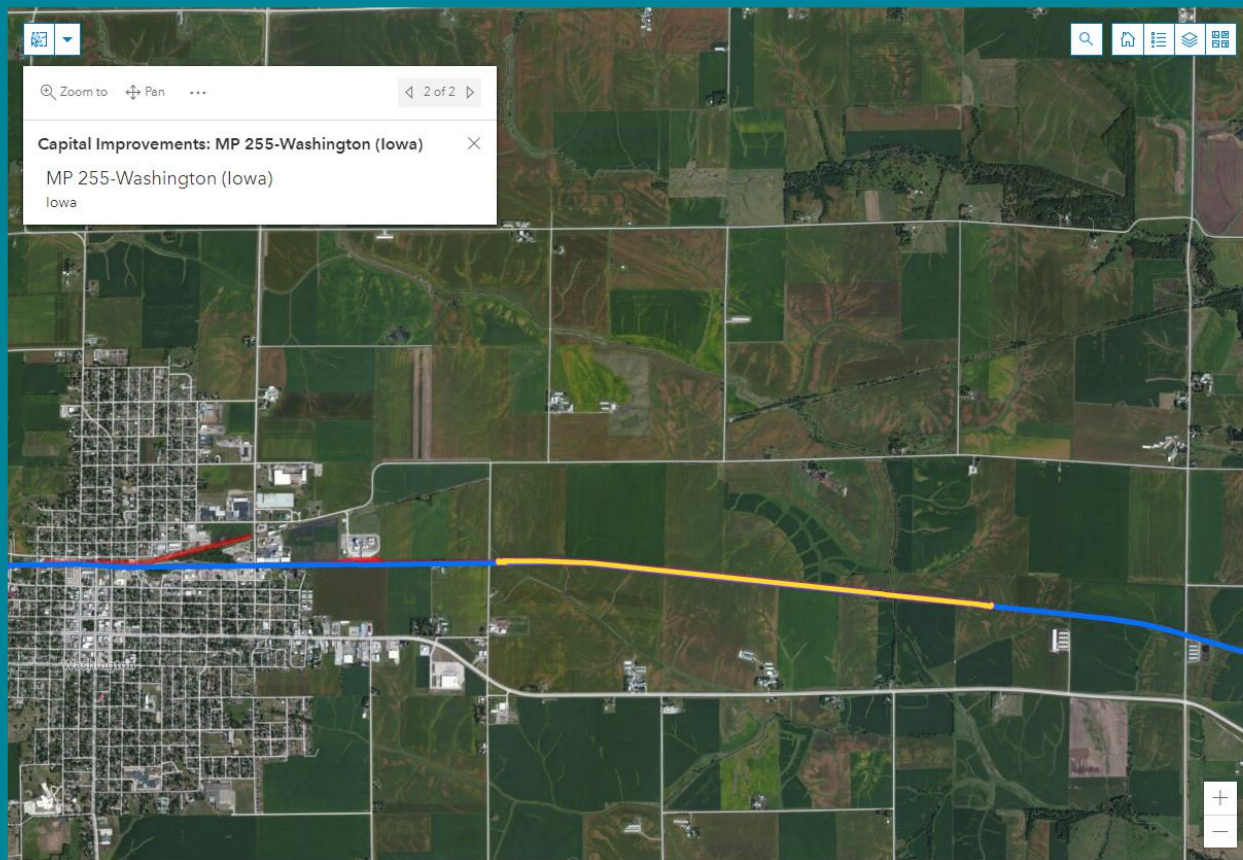
- None
- MINNEAPOLIS IMS**
- INTL FREIGHT GATEWAY

Select Exceeded Threshold Segment

- None
- C-CHIC-01
- C-CHIC-02
- C-CHIC-03
- C-DAVE-01
- C-DAVE-02

Select Capital Improvement Area

- None
- Asbury (Missouri)
- Blue Valley (Missouri)
- Camanche (Iowa)



## Welcome to the Canadian Pacific Acquisition of Kansas City Southern Viewer.

On October 29, 2021, Canadian Pacific Railway Limited et al. (CP) and Kansas City Southern et al. (KCS) filed an application with the Surface Transportation Board (Board) seeking authorization for CP to acquire KCS. We are currently conducting an environmental assessment to thoroughly assess potential environmental impacts that may result from the proposed acquisition. The Board's Office of Environmental Analysis (OEA) is preparing an Environmental Impact Statement (EIS).

- To search for a specific location use the search bar on the left of the icon.

- Display the map legend by clicking on the icon above.

- Select the layers to display on the map from the layers panel.

### Legend

CPRS KCS Rail Lines Segment Data

Conceptual Capital Improvement (preliminary location of proposed new siding, siding extension, double track, or working industrial track)



Rail Yard and Intermodal Facility that Exceeds Board's Thresholds



Intermodal Facility that Exceeds Board's Thresholds





# CP Website to Learn More

- <https://futureforfreight.com/>

# Data resources for grade crossings

## Iowa DOT Open Data Portal

<https://data.iowadot.gov/datasets/railroad-crossing-location/expire?location=41.518311%2C-90.585296%2C15.59>

**IOWADOT OPEN DATA**

### Railroad Crossing Location

Iowa DOT | GIS Team  
Iowa Department of Transportation

**Summary**  
Point and line geometry of all public railroad crossings in Iowa.

[View Full Details](#)

**Dataset**  
Feature Layer

**March 23, 2022**  
Info Updated

**March 23, 2022**  
Data Updated

**August 8, 2018**  
Published Date

**5,490 Records**  
[View data table](#)

**Public**  
Anyone can see this content

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**Public Railroad Crossings**

I.34. RAILROAD CONTACT(TELEPHONE NO)	8007169132
I.35. STATE CONTACT(TELEPHONE NO)	5152337741
II.1.A. TOTAL DAY THRU TRAINS	4
II.1.B. TOTAL NIGHT THRU TRAINS	4
II.1.C. TOTAL SWITCHING TRAINS	2
II.1.D. TOTAL TRANSIT TRAINS	0
II.1.E. CHECK IF LESS THAN ONE MOVEMENT PER DAY	
II.1.E. HOW MANY TRAINS PER WEEK	0
II.2. YEARS OF TRAIN COUNT	2018

# FHWA Grade Crossing Improvement Program

- **23 USC Section 130 Safety Program**
  - This is a Federally funded program, administered by states improves the safety at highway-railroad grade crossings. A 10% non-federal match is required from either the railroad company or public roadway jurisdiction.
  - The program is application based, whereas the railroad and roadway authority must submit an application to the program for funding consideration by July 1<sup>st</sup> of each year.
  - Projects are selected through the combination of an accident prediction formula as well as a [Benefit-Cost Analysis](#).
  - Projects that are solely for the establishment of Quiet Zones are not eligible for funding through Section 130.
  - Link to Iowa DOT program web page
    - <https://iowadot.gov/iowarail/safety/federal-aid-crossing-safety-program>

# Highway – Railroad Crossing Surface Repair Program

- This is a State funded program to replace railroad crossing surfaces and roadway approaches. The Iowa DOT pays 60% of the total project cost and each the railroad company and roadway authority pay 20%.
- The railroad is responsible for replacing the ballast, ties, rail, and surface through the railroad crossing and the roadway authority is responsible for removal and placement of the roadway approaches to match any track raise resulting from the railroad's replacement of the railroad crossing structure.
- Link to Iowa DOT program web page
  - <https://iowadot.gov/iowarail/safety/grade-crossing-surface-repair-program>

# Quiet Zones

- Designated by FRA, not Iowa DOT
- [49 CFR Parts 222 and 229](#) guidelines require train engineers to sound the train horn when approaching railroad crossings. Included in the regulations are ways in which communities can make safety improvements to silence the horns through the establishment of a [quiet zone](#). The Federal Railroad Administration (FRA) has sole jurisdiction pertaining to the establishment of quiet zones.
- Railroad crossing safety enhancements that may justify establishing a quiet zone include construction of active warning devices such as lights and gates, medians, and other such safety treatments. (A typical two-quad gate and light system can cost \$250,000-\$350,000 per crossing.)
- Link to FRA quiet zone web page, “How to create a quiet zone”
  - <https://railroads.dot.gov/elibrary/how-create-quiet-zone>

# Federal Funding Programs

New in Bipartisan Infrastructure Law 2021

- **Railroad Crossing Elimination Program** – Discretionary Grant Program for highway-rail or pathway-rail grade crossing improvements that focus on improving the safety and mobility of people and goods. Project eligibility includes grade separation or closure of crossings frequently blocked by trains, track relocation, installation of a bridge, protective devices, signals, technology, planning, PE, etc. Requires approval of the rail carrier or property owner (except for planning projects with an agreement for collaboration)
  - <https://railroads.dot.gov/elibrary/railroad-crossing-elimination-grant-program-fact-sheet>
  - [https://railroads.dot.gov/sites/fra.dot.gov/files/2022-03/RRCrossing-Elim\\_GradeCrossingSafety\\_March2022\\_PDFa.pdf](https://railroads.dot.gov/sites/fra.dot.gov/files/2022-03/RRCrossing-Elim_GradeCrossingSafety_March2022_PDFa.pdf)

# Federal Funding Programs

- **CRISI** – Discretionary Grant Program for improvements to safety, efficiency, and reliability of intercity passenger and freight rail.
  - <https://railroads.dot.gov/elibrary/consolidated-rail-infrastructure-safety-improvements-grant-program-fact-sheet>
- **INFRA** – Discretionary Grant Program for highway and freight projects of national or regional significance
- **RAISE** (previously BUILD) – Discretionary Grant Program for Surface Transportation Projects that will have significant local or regional impacts
  - NOFO was published in February, applications are due on April 14, 2022
  - <https://www.transportation.gov/sites/dot.gov/files/2022-02/FINAL-2022-RAISE-NOFO.pdf>

# Contact information

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[Contact@CP-KCSMergerEIS.com](mailto:Contact@CP-KCSMergerEIS.com)

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Tammy Nicholson, Modal Transportation Bureau Director

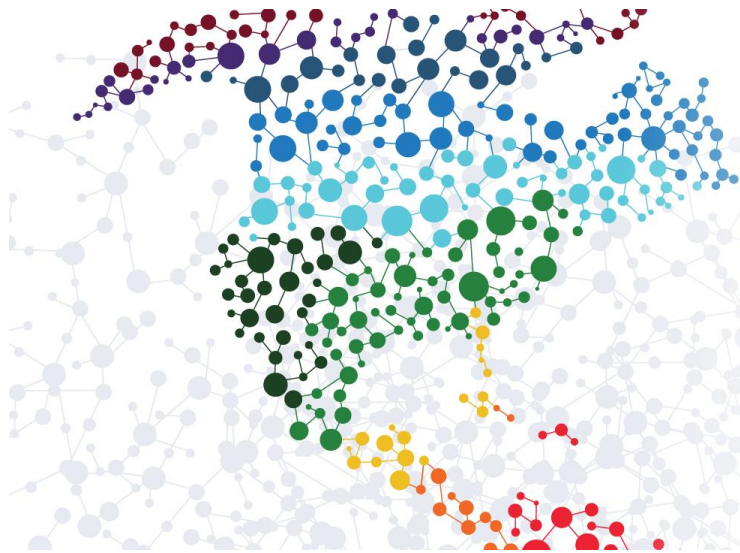
- (515)239-1052
- [tamara.nicholson@iowadot.us](mailto:tamara.nicholson@iowadot.us)



## Questions?

### **Key takeaways:**

- STB merger process moves quickly!
- Contact STB for information regarding traffic analysis and noise modeling
- Contact CP with your questions and requests
- Spring 2022: Draft EIS – 45 day comment period
- Final EIS and STB Decision
- STB Decision on Merger – will include mandatory and voluntary mitigation



# **NORTH AMERICAN STRATEGY FOR COMPETITIVENESS**



# North American Strategy for Competitiveness

## *Beyond borders, Beyond politics*

NASCO is the only tri-national membership organization focused on the competitiveness of the North American supply chains, environment, and skilled workforce.

NASCO is a **grass roots** tri-national coalition of governments, businesses and educational institutions driven by a common interest in collaboration along key freight and commercial trade networks.

Founded in 1994, NASCO encourages North America's competitiveness in the global marketplace.

# 20 FACTS ABOUT THE NORTH AMERICAN ECONOMY

The United States, Mexico, and Canada are bringing North American free trade into the 21<sup>st</sup> century with the new United States–Mexico–Canada Agreement (USMCA). For over 25 years, free and open trade has helped North America's economy grow, contributing to millions of well-paying, middle-class jobs. Here are the facts:

- 

**1** North America is the most economically-competitive region in the world.
- 

**2** Since 1994, NAFTA has allowed for free trade among 490 million consumers.
- 

**3** North America produces goods & services valued at more than \$23 trillion every year.
- 

**4** With only 6.5% of the world's population, Canada, the U.S. & Mexico together generate 27% of the world's GDP.
- 

**5** Since 1994, the GDP of North America has increased steadily at an average annual rate of 2.5%.
- 

**6** Trade among Canada, the U.S. & Mexico is estimated at \$144 million per hour.
- 

**7** Canada buys over 57% of its worldwide imports from its two NAFTA partners.
- 

**8** Canada and Mexico remain the United States' largest suppliers of agricultural products.
- 

**9** Canada and Mexico are the two largest agricultural export markets for the United States.
- 

**10** Trade among Canada, the U.S. & Mexico supports over 12 million American jobs.
- 

**11** The U.S. imports 40% of its crude oil from Canada and 7% from Mexico.
- 

**12** Nearly 5 million barrels of crude oil and petroleum products cross the Canada–U.S. border each day.
- 

**13** Total merchandise trade between Canada and the U.S. has more than doubled since 1993.
- 

**14** Total merchandise trade among Canada, the U.S. & Mexico has more than tripled since 1993.
- 

**15** On average, Canadian goods sold to the U.S. contain 25% American content.
- 

**16** Nearly 50% of U.S. imports from Canada are ultimately used by U.S. manufacturers to produce final products.
- 

**17** The United States has a 15% surplus in manufactured goods trade with Canada.
- 

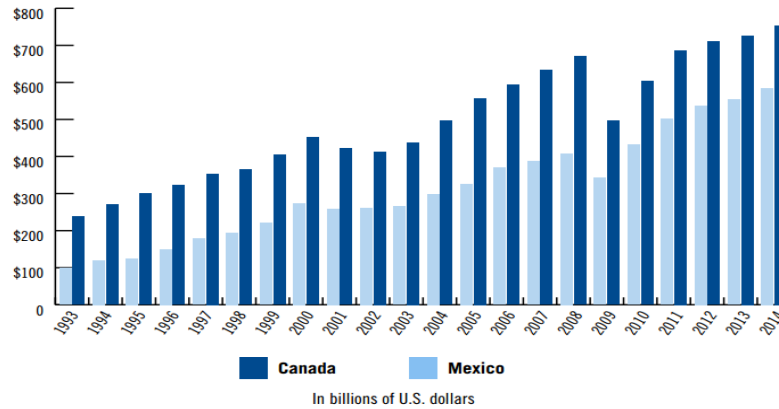
**18** Canadian tourists spend \$17 billion in the U.S. each year.
- 

**19** Canadian companies operating in the U.S. directly employ 825,000 Americans.
- 

**20** Export-related jobs pay 13% to 18% more than the national average.

1: Bush Institute | 2,3,4: World Bank | 5: International Monetary Fund  
6: U.S. Census Bureau & Statistics Canada | 7: Statistics Canada | 8,9 U.S. Department of Agriculture | 10: Business Roundtable  
11: U.S. Energy Information Administration | 12: Center for Strategic & International Studies | 13: Council on Foreign Relations  
14: U.S. Census Bureau | 15: Global Affairs Canada | 16: U.S. International Trade Commission | 17: USTR  
18: Statistics Canada | 19: U.S. Bureau of Economic Research | 20: U.S. International Trade Administration

## U.S. Trade with Canada and Mexico since NAFTA's Entry into Force



**25 cents** out of every dollar of goods that are imported from Canada to the U.S. is actually **"Made in USA"** content



**40 cents** out of every dollar for goods imported into the U.S. are actually **"Made in USA"**

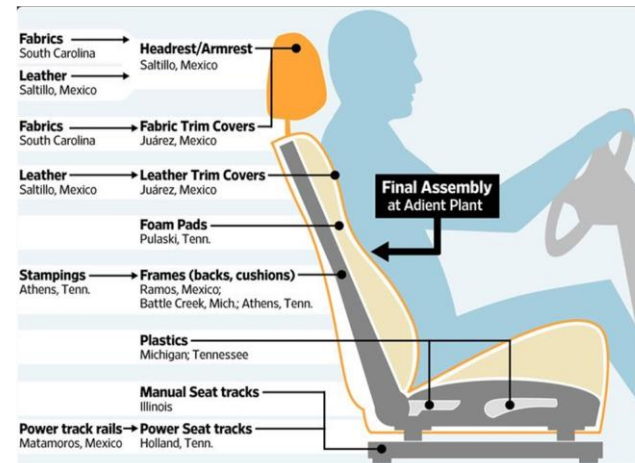
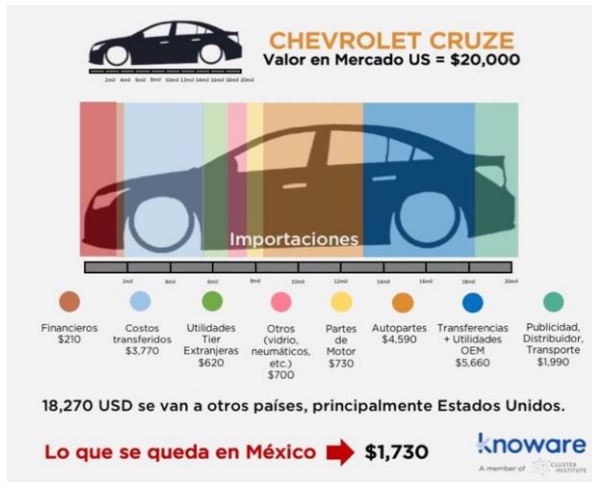
## NAFTA value chains



Auto parts travel across the border 8 times before completing a single vehicle.

## NAFTA works

Cars are “Citizens” from North America. There are no Mexican cars, there are no American cars, and there are no Canadian cars.



Source: Adient PLC

THE WALL STREET JOURNAL

# NASCO Focus Areas & Action Plan

## Supply Chain and Logistics

- Border Action Plans – Canada, US and Mexico
- Border Crossing Crisis Working Groups – US/CAN and US/MX
- “Ally” Shoring
- Innovation and Technology
- Freight Movement, Infrastructure and Multi-modal attention
- North American Emergency Supply Chain Continuity
- Regulatory Cooperation / Harmonization – OSOW and HazMat – across freight corridors / networks

## Closing the Skilled Workforce Gap

- Elevate public awareness and attention to the growing skills gap in Canada, the United States, and Mexico
- North American Workforce Initiative & Forum
- USMCA Chapter 26 Competitiveness Committee
- Convene stakeholders to identify ways to achieve more consistent quality across training and certification programs in North America
- Promote widespread use of a foundational career technical education curriculum and mutual recognition among North American certifying bodies
- Exchange and collaboration among certifiers and portability of credentials

## Continental Leadership Forum

- Expertise, strategies and solutions driven by the women of NASCO

## Energy and Environment

- Monarch Butterfly Challenge
- New technologies and approaches to addressing environmental impacts resulting from trade across North America
- Climate change impact on supply chains and access to better air quality data
- Alternative Fuels Corridors - increased charging infrastructure
- Electric Vehicle Rally
- Hydroelectricity
- Critical Minerals

# The NASCO Team

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