Welcome

High Leverage Stakeholder Committee Meeting

November 18, 2015
11:00 am – 2:00 pm
 Agenda

» 11:00 – 11:15 am: Welcome, Safety Briefing, Meeting Purpose
» 11:15 – 11:25 am: State Freight Plan and State Rail Plan Background
» 11:25 – 11:35 am: Issues Analysis Discussion and Public Involvement Update
» 11:35 – 2:00 pm: Input Exercises and Working Lunch
  » 11:35 – 12:30 pm: State Freight Plan
  » 12:30 – 1:00 pm: Working Lunch
  » 1:00 – 2:00 pm: State Rail Plan
» 2:00 pm: Next Steps and Wrap-up
Meeting Purpose

» Receive input on strategies developed for the State Freight Plan

» Receive input on the draft vision, goals and objectives for the State Rail Plan

» Present future opportunities to participate and provide input
Background
State Freight Plan
State Rail Plan
# 2016 State Rail, Freight Plan Task Overview

## PURPOSE, GOALS AND OBJECTIVES

- **JUNE**: Develop Vision, Goals and Objectives for the Rail System
- **AUG**: Confirm Purpose, Strategic Goals and Objectives for the Rail System
- **SEPT**: Develop Conceptual Analysis of Rail Transportation’s Role within the System
- **OCT**: Develop Economic Context of Freight Transportation Planning

## ROLES OF THE SYSTEM

- **JUNE**: Describe and Inventory Existing Rail Systems
- **JULY**: Describe and Inventory Existing Freight Transportation Assets
- **JUNE**: Identify Rail Needs and Opportunities
- **JULY**: Identify Rail Trends and Forecasts

## INVENTORY OF THE SYSTEMS

- **JUNE**: Describe Conditions and Performance of the Freight Transportation System
- **JULY**: Identify Freight Trends, Forecasts and Issues

## STRATEGIES, INITIATIVES AND PROJECTS

- **JUNE**: Develop Rail Service and Investment Programs
- **JULY**: Assess Funding and Institutional Strategies for Implementation
- **JUNE**: Identify and Develop Decision Making Process
- **JULY**: Develop Strategic Solutions, Freight Improvement Strategies and Projects List

## OUTREACH AND PUBLIC INPUT

- **JUNE**: Conduct Stakeholder and Public Outreach
- **JULY**: Outreach
- **AUG**: Conduct Stakeholder and Public Outreach
- **SEP**: Conduct Stakeholder and Public Outreach

### Timeline

- **JUNE**: 45-Day Public Input Period
- **JULY**: 45-Day Public Input Period
2016 State Rail, Freight Plan Task Overview

2015

- September 24, 2015: Issues-Based Workshop

2016

- November 2015: Meeting 1 - High Leverage Stakeholder Committee
- Winter 2016: Meeting 2 - High Leverage Stakeholder Committee
- Spring 2016: Meeting 3 - High Leverage Stakeholder Committee
- Spring/Summer 2016: Public Meeting

We are here!
2016 State Freight Plan Overview
Goals of the State Freight Plan

- Improve contribution of freight system
- Reduce congestion
- Improve safety, security and resiliency
- Improve state of good repair
- Use advanced technology, innovation and competition
- Use performance management and accountability
- Reduce adverse environmental and community impacts
Stakeholder Input Gathering

- Freight White Papers
- Freight Plan Document Outline
- Revised Freight Plan Document Outline
- Freight Mobility Issues Exercise and Survey
- Freight Goals Exercise
- Revised Freight Plan Development Timeline
- Performance Measures Exercise
- Implementation Strategies and Improvements
- Issues-Based Workshop

Timeline:
- Start of plan development
- Reset timeline

2016 Iowa Rail Plan
2016 State Rail Plan Overview
Federal Railroad Administration (FRA) Guidance

- Stakeholder engagement
- Identify proposed rail improvements
- Safe, efficient, convenient freight and passenger transportation
- Economic development
State Rail Plan Draft Vision

“A safe and efficient state rail system that enables the economic wellbeing of Iowans by expanding access and enhancing mobility for people and goods in an environmentally sustainable manner.”
Draft Goals of the State Rail Plan

- Enhance the safety and security of the rail system
- Improve efficiency
- Maintain the rail infrastructure
- Provide access and connectivity
- Ensure economic competitiveness and development
- Sustain the environment
Issues-Based Workshop Summary

» Freight Plan - Goal Verification

» The following goals were validated during the Issues-Based Workshop.
  » Goal #1: Improve economic efficiency, productivity and competitiveness
  » Goal #2: Reduce congestion
  » Goal #3: Improve safety, security, resilience
  » Goal #4: Improve state of good repair
  » Goal #5: Use advanced technology, innovation, and competition
  » Goal #6: Use performance management and accountability
  » Goal #7: Reduce adverse environmental and community impacts

» After discussing the current goals, participants discussed additions that could be considered:
  » Adding a goal for regulatory environment
  » Adding a goal that reflects regional differentiation
  » Separating broad goals
# Rail Plan – SWOT Analysis

## Strengths
1. Private ownership and funding
2. Efficiency driven
3. The need to move large quantities of bulk freight
4. Class 2 and 3 railroad connection to community
5. Connection of modes

## Weaknesses
1. Bottlenecks associated with yard capacity
2. No major intermodal hub
3. Too many grade crossings
4. High volume of pass through traffic
5. Availability of railcars – for lease or purchase

## Opportunities
1. Expand transload and intermodal load facilities
2. Additional state funding for railroads
3. Economic development
4. Railroad capacity expansion
5. Congestion reduction on highway system

## Threats
1. Aging infrastructure
2. Truck size and weight – 33’ trailers specifically
3. Uncertainty
4. Uncertainty renewal of 45G rail tax credit
5. Regulatory issues – Positive Train Control (PTC)
## Rail Plan – Issues Areas

### Passenger Rail
- Lack of dedicated line
- Competing modes and costs of modes
- Lack of demand
- Need appeal, incentive
- Creates jobs, develops economy

### Safety and Security of Freight Operations
- Very good compared to other states
- Cities lack enough information, resources on hazmat derailments
- Need additional training, education
- Additional funding

### Economic and Workforce Development
- Transportation is key
- Efficiency
- Workforce development
- Additional funding
- Aging infrastructure
- Connections to rural communities
- Worker availability

### Multimodal Freight Networks
- Globalization
- Aging infrastructure
- Need greater connectivity
- Selective rail investments
- New industry trends driven by Panama Canal expansion
- Not enough vehicle/container capacity to move freight
- Intermodal/multimodal transportation facilities (to transfer goods mode to mode)
- Lack of enough access points
- Transit time of railroads

### Multimodal Freight Link and Connectors
- Underutilized transloads
- Improved rail car availability and capacity
- Global access
- Improved efficiency and standardization
- Service issue with capacity
- Corridor development
- Economic development opportunities
The State Rail Plan and State Freight Plan survey was available online from October 23, 2015 to November 11, 2015.

Outreach included email, LinkedIn, blog and Yammer.

227 people responded to the survey.

Economic Workforce and Development and Safety and Security were two highest selected categories.

Note that these items are just summaries of initial survey results and does not reflect an exhaustive list.

Responses included:

- The overall transportation system is moderately efficient in Iowa.
- The transportation modes are competitive in Iowa.
- Infrastructure is the top hurdle that may block economic development in Iowa.
- Funding should be targeted at increasing access and the number of intermodal/transloading facilities.
Responses (cont.)

» Responses included:

» Iowa DOT should develop, facilitate and fund freight, marine and rail improvements.

» Intermodal access is not sufficient and additional locations/lanes are required.

» There is not enough information for companies to assess the cost and benefits of intermodal/transloading facilities. The Iowa DOT should both target increasing access/number of those facilities and target logistic parks to encourage transport growth.

» Respondents are likely to use passenger rail for business and leisure.

» Passenger rail should be coordinated with other multi-modal transportation options, completely integrated into every transportation option and connect with other cities.

» Vehicular accidents is the highest safety concern for highways.

» Infrastructure improvements would increase safety in communities but would have a neutral effect on the quality of life.
Input Exercise
State Freight Plan
Strategy Improvement Process

Strategies for the State Freight Plan

» You may suggest additional strategies or improvements to strategies.

» You will vote on the level of impact and effort that each strategy would have on freight movement in the state.
Draft Freight Strategies

1. Maximize the advantages inherent to Iowa’s geographic proximity
2. Explore/create other funding sources to increase investment in the freight transportation system
3. Target investment to address mobility issues that impact freight facilities
4. are compatible with oversize/overweight freight movements
5. Target investment on the interstate system at a level that reflects the importance of this system for moving freight
Draft Freight Strategies

6. Right-size the highway system and apply cost-effective solutions to locations with existing and anticipated issues

7. Advance a 21st century farm-to-market system that moves products seamlessly across road, rail, and water to global marketplaces

8. Implement asset management tools and practices and promote their use at the local level

9. Optimize the freight transportation network to minimize cost and travel time and improve supply chain efficiency

10. Optimize the availability and use of freight shipping containers
Draft Freight Strategies

11. Explore opportunities for increasing value-added production within the state
12. Continue to advance efforts on the M-35 Marine Highway Corridor
13. Provide real-time information on system conditions to support the movement of freight
14. Leverage information from users of the system to support advanced decision-making and incident avoidance
15. Provide measured, clear, non-technical performance results for the freight system
16. Streamline and align freight-related regulations and minimize unintended consequences
17. Act as a point of contact and educator on freight transportation options
How to Use the Survey Device

» Technology - *Turning Point Technologies* Audience Survey Devices

» Time Limit - Approximately 30 seconds per question
   » Read the presentation slide and determine your answer.
   » Press the corresponding number on your device that matches the entry for which you are voting.
   » Your device will light up to show your vote was cast.
   » You can change or re-enter your vote during the voting period; the device will only record your last answer.

» Let’s practice!
**TEST: What is your favorite kind of cake?**

1. White cake with white frosting
2. Yellow cake with chocolate frosting
3. Chocolate cake with chocolate frosting
4. Chocolate cake with cream cheese frosting
5. I like every kind of cake!
Practice Poll

» Any questions or concerns?
» Let’s begin!
BIGGEST BANG

MODERATE PRIORITY

LOWEST PRIORITY

MODERATE PRIORITY

EFFORT

IMPACT

HIGH

LOW

S1

S2

S3

S4

S5

S6

S7

S8

S9

S10

S11

S12

S13

S14

S15

S16

S17
To what level of impact will this strategy optimize freight operations in the State of Iowa?

Maximize the advantages inherent to Iowa’s geographic proximity

1. **No Impact** on the Desired Outcome
2. **Minor Impact** on the Desired Outcome
3. **Some Impact** on the Desired Outcome
4. **Significant Impact** on the Desired Outcome
5. **Greatest Impact** on the Desired Outcome

Mean = 2.00
To what level of **effort** will this strategy optimize freight operations in the State of Iowa?

*Maximize the advantages inherent to Iowa’s geographic proximity*

1. **Minimal Effort** to accomplish Desired Outcome
2. 
3. **Moderate Effort** to accomplish Desired Outcome
4. 
5. **High Effort** to accomplish Desired Outcome

Mean = 2.50
To what level of impact will this strategy optimize freight operations in the State of Iowa?

Explore/create other funding sources to increase investment in the freight transportation system

1. **No Impact** on the Desired Outcome
2. **Minor Impact** on the Desired Outcome
3. **Some Impact** on the Desired Outcome
4. **Significant Impact** on the Desired Outcome
5. **Greatest Impact** on the Desired Outcome

Mean = 3.00
To what level of effort will this strategy optimize freight operations in the State of Iowa?

*Explore/create other funding sources to increase investment in the freight transportation system*

1. **Minimal Effort** to accomplish Desired Outcome
2. 
3. **Moderate Effort** to accomplish Desired Outcome
4. 
5. **High Effort** to accomplish Desired Outcome

Mean = 1.50
To what level of **impact** will this strategy optimize freight operations in the State of Iowa?

*Target investments to address mobility issues that impact freight facilities*

1. **No Impact** on the Desired Outcome
2. **Minor Impact** on the Desired Outcome
3. **Some Impact** on the Desired Outcome
4. **Significant Impact** on the Desired Outcome
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To what level of **effort** will this strategy optimize freight operations in the State of Iowa?

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3. **Moderate Effort** to accomplish Desired Outcome
4. 
5. **High Effort** to accomplish Desired Outcome

Mean = 2.50
To what level of **impact** will this strategy optimize freight operations in the State of Iowa?

*Utilize designs that are compatible with oversize/overweight freight movements*

1. **No Impact** on the Desired Outcome
2. **Minor Impact** on the Desired Outcome
3. **Some Impact** on the Desired Outcome
4. **Significant Impact** on the Desired Outcome
5. **Greatest Impact** on the Desired Outcome

Mean = 2.00
To what level of **effort** will this strategy optimize freight operations in the State of Iowa?

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3. **Moderate Effort** to accomplish Desired Outcome
4. 
5. **High Effort** to accomplish Desired Outcome

Mean = 3.00
To what level of **impact** will this strategy optimize freight operations in the State of Iowa?

*Target investments on the interstate system at a level that reflects the importance of this system for moving freight*

1. **No Impact** on the Desired Outcome
2. **Minor Impact** on the Desired Outcome
3. **Some Impact** on the Desired Outcome
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5. **Greatest Impact** on the Desired Outcome

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To what level of **effort** will this strategy optimize freight operations in the State of Iowa?

**Target investments on the interstate system at a level that reflects the importance of this system for moving freight**

1. **Minimal Effort** to accomplish Desired Outcome
2. 
3. **Moderate Effort** to accomplish Desired Outcome
4. 
5. **High Effort** to accomplish Desired Outcome

Mean = 2.00
To what level of impact will this strategy optimize freight operations in the State of Iowa?

**Right-size the highway system and apply cost-effective solutions to locations with existing and anticipated issues**

1. **No Impact** on the Desired Outcome
2. **Minor Impact** on the Desired Outcome
3. **Some Impact** on the Desired Outcome
4. **Significant Impact** on the Desired Outcome
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Mean = 2.50
To what level of **effort** will this strategy optimize freight operations in the State of Iowa?

**Right-size the highway system and apply cost-effective solutions to locations with existing and anticipated issues**

1. **Minimal Effort** to accomplish Desired Outcome
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3. **Moderate Effort** to accomplish Desired Outcome
4. 
5. **High Effort** to accomplish Desired Outcome

Mean = 2.00
To what level of **impact** will this strategy optimize freight operations in the State of Iowa?

Advance a 21st century *farm-to-market system that moves products seamlessly across road, rail, and water to global marketplaces*

1. **No Impact** on the Desired Outcome
2. **Minor Impact** on the Desired Outcome
3. **Some Impact** on the Desired Outcome
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To what level of **effort** will this strategy optimize freight operations in the State of Iowa?

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3. Moderate Effort to accomplish Desired Outcome
4. 
5. High Effort to accomplish Desired Outcome

Mean = 2.50
To what level of **impact** will this strategy optimize freight operations in the State of Iowa?

*Implement asset management tools and practices and promote their use at the local level*

1. **No Impact** on the Desired Outcome
2. **Minor Impact** on the Desired Outcome
3. **Some Impact** on the Desired Outcome
4. **Significant Impact** on the Desired Outcome
5. **Greatest Impact** on the Desired Outcome

Mean = 3.00
Implement asset management tools and practices and promote their use at the local level

To what level of effort will this strategy optimize freight operations in the State of Iowa?

1. Minimal Effort to accomplish Desired Outcome
2. 
3. Moderate Effort to accomplish Desired Outcome
4. 
5. High Effort to accomplish Desired Outcome

Mean = 1.50
To what level of **impact** will this strategy optimize freight operations in the State of Iowa?

*Optimize the freight transportation network to minimize cost and travel time and improve supply chain efficiency*

1. **No Impact** on the Desired Outcome
2. **Minor Impact** on the Desired Outcome
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Mean = 2.00
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To what level of effort will this strategy optimize freight operations in the State of Iowa?

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2. Moderate Effort to accomplish Desired Outcome
3. High Effort to accomplish Desired Outcome

Mean = 2.50
To what level of **impact** will this strategy optimize freight operations in the State of Iowa?

*Optimize the availability and use of freight shipping containers*

1. **No Impact** on the Desired Outcome
2. **Minor Impact** on the Desired Outcome
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To what level of **effort** will this strategy optimize freight operations in the State of Iowa?

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4. 
5. **High Effort** to accomplish Desired Outcome

Mean = 2.00
To what level of **impact** will this strategy optimize freight operations in the State of Iowa?

*Explore opportunities for increasing value-added production within the state*

1. **No Impact** on the Desired Outcome
2. **Minor Impact** on the Desired Outcome
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Mean = 3.50
To what level of **impact** will this strategy optimize freight operations in the State of Iowa?

*Continue to advance efforts on the M-35 Marine Highway Corridor*

1. **No Impact** on the Desired Outcome
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5. **High Effort** to accomplish Desired Outcome

Mean = 1.50
To what level of **impact** will this strategy optimize freight operations in the State of Iowa?

*Provide real-time information on system conditions to support the movement of freight*

1. **No Impact** on the Desired Outcome
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Mean = 1.50
To what level of impact will this strategy optimize freight operations in the State of Iowa?

Leverage information from users of the system to support advanced decision-making and incident avoidance

1. **No Impact** on the Desired Outcome
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5. **High Effort** to accomplish Desired Outcome

Mean = 2.50
To what level of **impact** will this strategy optimize freight operations in the State of Iowa?

*Provide measured, clear, non-technical performance results for the freight system*

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3. Some Impact on the Desired Outcome
4. Significant Impact on the Desired Outcome
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**Mean = 3.00**
To what level of **impact** will this strategy optimize freight operations in the State of Iowa?

Streamline and align freight-related regulations and minimize unintended consequences

1. **No Impact** on the Desired Outcome
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Mean = 2.00
To what level of **impact** will this strategy optimize freight operations in the State of Iowa?

*Act as a point of contact and educator on freight transportation options*

1. **No Impact** on the Desired Outcome
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Mean = 3.50
Issues Matrix Exercise
Five minute break
Results

- **BIGGEST BANG**
  - S1
  - S6
  - S7
  - S16
  - S15

- **MODERATE PRIORITY**
  - S2
  - S12
  - S17
  - S13

- **MODERATE PRIORITY**
  - S10
  - S14
  - S11
  - S9

- **LOWEST PRIORITY**
  - S3
  - S8
  - S4
  - S5
Input Exercise
State Rail Plan
State Rail Plan Vision Statement

A safe and efficient state rail system that enables the economic wellbeing of Iowans by expanding access and enhancing mobility for people and goods in an environmentally sustainable manner.
State Rail Plan Vision Statement Activity

» Does this vision statement provide a powerful picture of what Iowa rail will look like in 3 to 5 years from now?
» Does it represent the mountaintop of where rail in Iowa is headed?
» Does our vision statement clarify the direction in which rail in Iowa needs to move?
» Does it clarify the future direction rail in Iowa is headed?
» Does our vision statement give stakeholders a larger sense of purpose, personal ownership and responsibility?
» Is this vision statement worded in such a way that stakeholders see themselves as “building a cathedral” rather than “laying stones.”
» Is this vision statement worded in engaging language that inspires and engages people?
» Does it create a vivid image in people’s heads that provokes emotion and excitement?
» Does it create enthusiasm and pose a challenge that inspires and engages people in Iowa and surrounding states?
Draft Rail Plan Objective Exercise

» Groups will discuss the draft goals and current corresponding, draft objectives and identify any additional objectives that could be considered.

» Facilitators will rotate to each group every 20 minutes.

» Instructions:
  » Each facilitator will have two goals and will ask participants to identify any additional objectives needed for the corresponding goals.
  » Facilitators will scribe responses.
# Goals, Objectives

## Goals

### Enhance the Safety & Security of the Rail System
- Minimize accidents, injuries and fatalities at highway at-grade crossing in Iowa
- Continue Grade Crossing Safety Improvement Actions
- Provide Public Education Programs
- Continue to build upon coordination with and between the railroads
- Reduce track-caused accidents
- Monitor crude oil and ethanol routes for safety

### Maintain the rail infrastructure
- Upgrade rail line segments and bridges to accommodate heavier railcars and address aging infrastructure to meet current/future needs of modern rail transport
- Continue to promote the research opportunities for intermodal and transload facilities
- Support the improvement of passenger rail service throughout the state
- Leverage public-private partnerships for funding rail improvements

### Provide Access and Connectivity
- **Passenger Rail**
  - Improve existing station facilities
  - Encourage multimodal integration with transit, air and highway travel.
  - Continue to study the implementation of enhanced passenger rail services on existing corridors and new service on intercity corridors
  - Support a federal funding program for passenger rail initiatives
- **Freight Rail**
  - Continue to promote the research opportunities for intermodal and transload facilities
  - Continue to promote railroads and a shipping option for new and existing customers
  - Fund feasibility studies
Goals, Objectives

<table>
<thead>
<tr>
<th>Goals</th>
<th>Objectives</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improve Efficiency</td>
<td>• Upgrade rail line segments and bridges to accommodate heavier railcars and meet current/future needs of modern rail transport</td>
</tr>
<tr>
<td></td>
<td>• Leverage public-private partnerships for funding rail improvements</td>
</tr>
<tr>
<td></td>
<td>• Capacity improvements, especially on short lines</td>
</tr>
<tr>
<td></td>
<td>• Promote yard or interchange improvements</td>
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<tr>
<td>Ensure Economic Competitiveness and Development</td>
<td>• Encourage new and enhanced industrial spurs or industrial parks when suitable</td>
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<td></td>
<td>• Continue to support efforts that attract and sustain businesses in Iowa</td>
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<tr>
<td></td>
<td>• Encourage economic development in Iowa through investments in rail system</td>
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<td></td>
<td>• Improve access to the national rail network via new or enhanced industrial leads and spurs</td>
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<td></td>
<td>• Continue to promote the research opportunities for intermodal and transload facilities</td>
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<tr>
<td></td>
<td>• Upgrade rail line segments and bridges to accommodate heavier railcars</td>
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<td></td>
<td>• Leverage public-private partnerships for funding rail improvements</td>
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<tr>
<td>Sustain the Environment</td>
<td>• Reduce transportation-related congestion and air pollution</td>
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<tr>
<td></td>
<td>o Provide assistance for rail infrastructure improvements</td>
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<tr>
<td></td>
<td>o Promote the environmental benefits of rail transportation (passenger and freight)</td>
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<tr>
<td></td>
<td>o Promote use of emission reduction technologies</td>
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First, we will discuss the draft goals identified for the State Rail Plan.

You may suggest additions to existing draft goals that are not included to date.

We will then vote and discuss each goal.

Outcome: Refined goals.
To what level of impact will this goal optimize rail operations in the State of Iowa?

**Enhance the safety and security of the rail system**

*This could lead to grade crossing safety improvements, public education program, enhanced coordination between railroads*

1. **No Impact** on the Desired Outcome
2. **Minor Impact** on the Desired Outcome
3. **Some Impact** on the Desired Outcome
4. **Significant Impact** on the Desired Outcome
5. **Greatest Impact** on the Desired Outcome
To what level of impact will this goal optimize rail operations in the State of Iowa?

**Maintain the infrastructure**

*Improvements such as 286,000 (track and bridge upgrades); new and enhanced industrial spurs or industrial parks; development of an intermodal facility*

1. **No Impact** on the Desired Outcome
2. **Minor Impact** on the Desired Outcome
3. **Some Impact** on the Desired Outcome
4. **Significant Impact** on the Desired Outcome
5. **Greatest Impact** on the Desired Outcome
To what level of impact will this goal optimize rail operations in the State of Iowa?

**Provide access and connectivity**

Advances to improve existing station facilities used by Amtrak, improve connectivity with existing and potential future transit systems and airports in Iowa

1. **No Impact** on the Desired Outcome
2. **Minor Impact** on the Desired Outcome
3. **Some Impact** on the Desired Outcome
4. **Significant Impact** on the Desired Outcome
5. **Greatest Impact** on the Desired Outcome
To what level of impact will this goal optimize rail operations in the State of Iowa?

**Improve efficiency**

*Improve the capacity, efficiency, and safety of railroad operations in Iowa*

1. **No Impact** on the Desired Outcome
2. **Minor Impact** on the Desired Outcome
3. **Some Impact** on the Desired Outcome
4. **Significant Impact** on the Desired Outcome
5. **Greatest Impact** on the Desired Outcome

![Impact Level Bar Chart](chart.png)
To what level of impact will this goal optimize rail operations in the State of Iowa?

*Ensure economic competitiveness and development*

*Developments that would support business in Iowa*

1. **No Impact** on the Desired Outcome
2. **Minor Impact** on the Desired Outcome
3. **Some Impact** on the Desired Outcome
4. **Significant Impact** on the Desired Outcome
5. **Greatest Impact** on the Desired Outcome
To what level of impact will this goal optimize rail operations in the State of Iowa?

**Sustain the environment**

*Reduction of greenhouse gas (GHG) emissions and fuel savings*

1. **No Impact** on the Desired Outcome
2. **Minor Impact** on the Desired Outcome
3. **Some Impact** on the Desired Outcome
4. **Significant Impact** on the Desired Outcome
5. **Greatest Impact** on the Desired Outcome
Wrap Up Exercise
What’s Next?
Next HLSC Meetings and Topics

- **Meeting #2:**
  - Date: Winter 2016
  - Location: TBD
  - Topic: Performance Metrics

- **Meeting #3:**
  - Date: Spring 2016
  - Location: TBD
  - Topic: Draft Plans
Stakeholder Participation
Public and Online Meetings

- Solicit public input about rail and freight issues.
- Identify opportunities for freight and passenger rail.
- Educate the public about:
  - the purpose of the State Rail and State Freight Plans.
  - vision and goals.
- Online meeting
Stay Involved

http://engagefreightrailplans.iowadot.gov/

Email us info@EngageFreightRailPlans.com
Thank You