32nd meeting of the

IOWA FREIGHT ADVISORY COUNCIL

March 26, 2021
10:00 AM to 11:00 AM
Online - Microsoft Teams

Meeting input objectives

1. Provide thoughts and recommendations on the freight networks in the state freight plan update.
2. Provide thoughts and questions relating to numerous projects and initiatives being led by the Iowa Interstate Railroad.

10:00 AM	**Welcome & Roll Call**	**Mike Steenhoek, Chair** **Soy Transportation Coalition**
10:05 AM	**Soy Transportation Coalition Update** Update on a recently released report that highlights innovative approaches to repairing and replacing bridges.	**Mike Steenhoek, Chair** **Soy Transportation Coalition**
10:10 AM	**Iowa DOT Update** A brief update of COVID-19 impacts, State legislative actions, and Federal funding, as well as other updates from the agency.	**Stu Anderson** **Iowa DOT**
10:25 AM	**State Freight Plan: Freight Networks** Input on National and Iowa freight networks to be included in the updated document.	**Sam Hiscocks** **Iowa DOT**
10:40 AM	**Update from Iowa Interstate Railroad** An overview of current projects and initiatives.	**Joe Parsons** **IAIS**
11:00 AM	**Adjourn**	

2021 meetings:

- Friday, March 26th *(virtual)*
- Friday, June 25th
- Friday, September 10th
- Friday, December 10th

32nd meeting of the

IOWA FREIGHT ADVISORY COUNCIL

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Members

x	Tom Determann, Clinton Regional Development	x	Joe Parsons, Iowa Interstate Railroad
x	Greg Dickinson, Ten D/Merchants Distribution		Dan Sabin, Iowa Northern Railway
x	Don Egli, Iowa Motor Truck Association		Jody Sandy, Hy-Vee
x	Calean Kokjohn, Cryotech	x	Mike Steenhoek, Soy Transportation Coalition
	Ron Lang	x	Reilly Vaughan, Agribusiness Assoc. of Iowa
x	Don McDowell, Iowa Farm Bureau	x	Jillian Walsh, Travero
	Delia Moon-Meier, Iowa 80 Group	x	Ron White, Artco Fleeting Service
	James Niffenegger, Landus Cooperative		Tim Woods, Woods Development
x	Kelli O'Brien, Union Pacific Railroad		

Ex-Officio Members

	Todd Ashby, Des Moines Area MPO	x	Mike Norris, Southeast Iowa RPC
	Mike Hadley, Keokuk County		Paul Ovrom, IDALS
	Michael Kober, Iowa Dept. of Public Safety	x	Joseph Rude, Iowa Economic Dev. Authority
x	Sean Litteral, FHWA Iowa Division		Col. Steven Sattinger, USACE Rock Island District
	Scott Marler, Iowa DOT		Louis Vander Streek, Iowa Utilities Board
x	Tim Marshall, FHWA Iowa Division	x	Jennifer Wright, Iowa DNR
x	Shirley McGuire, FMCSA		

Iowa DOT

x	Stu Anderson	x	David Miller
	Zac Bitting	x	Tammy Nicholson
	Mikel Derby		Garrett Pedersen
x	Brenda Freshour-Johnston	x	Charlie Purcell
x	Sam Hiscocks		Angel Robinson
x	Laura Hutzell		Melissa Spiegel
x	Troy Jerman		Jeff von Brown
x	David Lorenzen	x	Susan Wallace
x	Craig Markley	x	Andrea White
x	Amanda Martin		Lee Wilkinson
x	Justin Meade		

Guests

Meeting input objectives

1. Provide thoughts and recommendations on the freight networks in the state freight plan update.
2. Provide thoughts and questions relating to numerous projects and initiatives being led by the Iowa Interstate Railroad.

10:00 AM **Welcome & Roll Call** — **Mike Steenhoek, Chair, Soy Transportation Coalition**

Chair Mike Steenhoek opened the meeting by thanking the group members for attending the virtual meeting of the Freight Advisory Council and stressed the importance of continued engagement. Mr. Steenhoek then made announcements related to meeting logistics and completed roll call before moving to the first presentation.

10:05 AM **Soy Transportation Coalition Update** — **Mike Steenhoek, Chair, Soy Transportation Coalition**

Update on a recently released report that highlights innovative approaches to repairing and replacing bridges.

Chair Mike Steenhoek provided an overview of the recently released *Top 20 Innovations for Rural Bridge Replacement and Repair* study. This research looks to address deteriorating bridges and limited funding in rural areas. The goal of the study is to highlight a relatable number of innovative concepts that (1.) Will provide initial or lifecycle cost savings, (2.) Have been validated by a credible engineering entity or organization, and (3.) Are accessible in a large section of rural America.

A group of 13 bridge engineers and experts (county engineers, state DOTs, LTAP programs, universities, engineering firms) were assembled from the 13 states in the central U.S. The three engineers served as principal analysts for the project with the remaining ten engineers or experts serving as advisory committee members. These engineers and experts developed a list of the top 10 innovations for both bridge replacement and bridge repair. These include:

- Bridge replacement innovations – railroad flat car bridges, geosynthetic reinforced soil-integrated bridge system, vibratory H-piling drivers, buried soil structures, all steel piers, galvanized H-piling, press brake tub girders, galvanized steel beams, prestressed precast double tees, and precast inverted tee slab span bridges

- Bridge repair innovations – piling encasements, concrete pier piling repairs, driving piling through decks, epoxy deck injections, deck overlays with type O concrete and plasticizers, deck patching, thin polymer concrete overlays, penetrating concrete sealers, spot cleaning painting steel beams, and concrete overlay on adjacent box beams

10:10 AM **Iowa DOT Update** — **Stu Anderson, Iowa DOT**

A brief update of COVID-19 impacts, State legislative actions, and Federal funding, as well as other updates from the agency.

Stu Anderson provided an update from Iowa DOT including COVID-19 impacts to transportation and funding and the status of the five-year program. There are still lingering impacts on transportation due to COVID-19 including declines in rail carloads, passenger air enplanements, and vehicle traffic. Traffic has begun to increase again and are back to near pre-pandemic numbers in some areas. Although traffic levels and vehicle sales decreased, the overall COVID-19 impacts to funding have been significantly less than originally feared. COVID-19 relief allocation to highway, transit, aviation, and trails was also summarized.

Iowa DOT is currently developing the next five-year program with expected approval in June 2021. None of the projects programmed in FY2021 were delayed to later fiscal years or removed due to COVID-19 but there is only limited room to add large new projects. Overall, there is an optimistic outlook for future programs.

10:25 AM	**State Freight Plan: Freight Networks** Input on National and Iowa freight networks to be included in the updated document.	**Sam Hiscocks** **Iowa DOT**

Sam Hiscocks gave an overview of the work Iowa DOT is doing to verify and update freight networks as part of the state freight plan (SFP) update. The presentation began with a general description of the purpose, objectives, and timeline for the SFP document update. The SFP is required by the Fixing America's Surface Transportation Act and is intended to include the immediate and long-range freight planning activities and investments of the state. Input from the Freight Advisory Council will be a critical piece of the update process. The SFP is due in July 2022.

One item to be included is the designation of freight networks – the National Multimodal Freight Network and the Iowa Multimodal Freight Network. These networks are designated to (1.) Inform freight transportation planning, (2.) Recognize corridors to protect and enhance for improved freight movement, (3.) Develop department policies for these corridors related to design and use, and (4.) Assist with strategically directing resources and investments to improve performance. The methodology and proposed thresholds for being designated were covered for both networks. The networks should be finalized in the next few weeks. No concerns were shared by Freight Advisory Council members.

10:40 AM	**Update from Iowa Interstate Railroad** An overview of current projects and initiatives.	**Joe Parsons** **IAIS**

Joe Parsons of Iowa Interstate Railroad presented on current projects and initiatives the company is involved with. Iowa Interstate is a railroad operating over 400 miles of track in Iowa and Illinois with access to multiple transload, barge, intermodal, grain, and ethanol facilities.

FRA reportable injuries are on a downward trend and the company continues to invest in safety initiatives like technology, positive train control, train operating monitoring enhancements, and other items that contribute to a strong safety culture. Overall traffic is trending upward with growth across different commodities such as ethanol, ag products, grain, intermodal, and aggregates. Iowa Interstate is also involved with a number of other recent and ongoing projects such as the new Booneville bridge, a continuous welded rail project, a new site in Iowa City, an empty container site in West Liberty, the Watco site in Council Bluffs, Elite Octane Ethanol in Atlantic, and Central Plains Cement in Altoona.

11:00 AM Adjourn

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Top 20 Innovations for Rural Bridge Replacement & Repair

Iowa DOT Freight Advisory Council

March 26, 2021

SOY TRANSPORTATION COALITION

Rural Bridges – The Problem…

- Challenge facing rural America: The area of the country in which our bridge problem is most severe also happens to be the area of the country in which resources are most limited.
- A typical rural county can often have 100-300 bridges. Replacing a single bridge via traditional methods can often cost $250,000 - $500,000. Many rural counties will only have $500,000 - $1.5 million available annually to repair and replace their bridges.
- Therefore, our options are:

  1.) Close the bridge or impose load restrictions

  2.) Spend more of our own money (if available)

  3.) Hope for more funding from other sources

  4.) Embrace opportunities to decrease costs
- Question for rural policymakers/stakeholders: To what extent are we embracing innovation to make the taxpayer $ stretch further?

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The Top 20 Innovations for Rural Bridge Replacement and Repair

- Goal: Highlight a relatable number of innovative concepts that 1.) Will provide initial or lifecycle cost savings, 2.) Have been validated by a credible engineering entity or organization, and 3.) Are accessible in a large section of rural America.
- STC assembled a group of 13 bridge engineers and experts (county engineers, state DOTs, LTAP programs, universities, engineering firms) from the 13 states that comprise the organization. Three engineers served as principal analysts for the project with the remaining ten engineers or experts serving as advisory committee members.
- STC and farmers can play a role in 1.) Increasing awareness, 2.) Increasing understanding, and 3.) Increasing motivation

SOY TRANSPORTATION COALITION

Principal Analysts & Advisory Committee Members

Principal Analysts:

- Indiana: Pat Conner, P.E. (Lead Engineer, Asset Management, Local Technical Assistance Program at Purdue University)
- Iowa: Brian Keierleber, P.E. (County Engineer, Buchanan County, Iowa; President of the National Association of County Engineers – 2017-2018)
- North Dakota: Kelly Bengtson, P.E. (Bridge and Pavement Engineer – Upper Great Plains Transportation Institute at North Dakota State University)

Advisory Committee Members:

- Illinois: Duane Ratermann, P.E. (County Engineer, Knox County, Illinois; President of the National Association of County Engineers – 2015-2016; President of the Illinois Association of County Engineers – 2019-2020)
- Kansas: Calvin Reed, P.E. (Director of Engineering and Design – Kansas Department of Transportation)
- Kentucky: Duane Campbell, P.E. (County Engineer, Boyle County, Kentucky; President of the Kentucky Association of County Engineers and Road Supervisors)
- Michigan: Dave Juntunen, P.E. (former Bridge Engineer – Michigan Department of Transportation; Bridge Management Practice Lead – The Kercher Group)
- Minnesota: Dave Conkel, P.E. (State Aid Bridge Engineer – Minnesota Department of Transportation)
- Missouri: Derin Campbell, P.E. (former County Engineer, Boone County, Missouri; Project Manager – Allstate Consultants, LLC)
- Nebraska: Josh Steelman, P.E. (Associate Professor, Civil Engineering – University of Nebraska)
- Ohio: Warren Schlatter, P.E. (County Engineer, Defiance County, Ohio)
- South Dakota: Andrew Peterson (Field Services Manager – Local Technical Assistance Program at South Dakota State University)
- Tennessee: Matt Cate, P.E. (Director, Tennessee Transportation Assistance Program – University of Tennessee)

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The Top 20 Innovations for Rural Bridge Replacement and Repair

Bridge Replacement Innovations

- Railroad Flat Car Bridges
- Geosynthetic Reinforced Soil – Integrated Bridge System (GRS-IBS)
- Vibratory H-Piling Drivers
- Buried Soil Structures
- All Steel Piers
- Galvanized H-Piling
- Press Brake Tub Girders
- Galvanized Steel Beams
- Prestressed Precast Double Tees
- Precast Inverted Tee Slab Span Bridges

Bridge Repair Innovations

- Piling Encasements
- Concrete Pier Piling Repairs
- Driving Piling through Decks
- Epoxy Deck Injections
- Deck Overlays with Type O Concrete and Plasticizers
- Deck Patching
- Thin Polymer Concrete Overlays
- Penetrating Concrete Sealers
- Spot Cleaning Painting Steel Beams
- Concrete Overlay on Adjacent Box Beams

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Railroad Flat Car Bridges

Railroad flatcars can be an attractive option for bridge superstructures – particularly for lower volume roads. Railroad flatcar bridges are quick and easy to install; can be placed on existing abutments; are available in a variety of lengths; require minimal maintenance; and are very economical. The availability of retired railroad flat cars can fluctuate and should be considered. Railroad flatcars utilized for bridges should be designed to accommodate 80 or more tons per car. Railroad flatcar bridges do not require more frequent inspection.

Cost Savings: 50% – 60%

COST PER BRIDGE:
$120,000
vs. $275,000 – $350,000 (prevailing method)

APPLICABLE:
Low volume roads throughout rural America

STRUCTURAL INTEGRITY:
Can support loads far in excess of legal loads

CONSTRUCTION TIME:
15% – 25% faster

TIME TO CONSTRUCT:
6 weeks
vs. 7 – 8 weeks (prevailing method)

Research source(s): Iowa State University Bridge Engineering Center;
https://bec.iastate.edu/research/completed/field-testing-of-railroad-flatcar-bridges-tr-498/

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Railroad Flatcar Bridges

Railroad Flatcar Bridge – Buchanan County, Iowa;
Photo credit: Brian Keierleber

Railroad Flatcar Bridge – Buchanan County, Iowa;
Photo credit: Mike Steenhoek

Vibratory H-Piling Drivers

Vibratory pile driving is an alternative pile installation method in which a vibrator hammer grabs a pile and inserts it into the ground by vertical vibration. The vibrator hammer is attached to a hydraulic excavator. The prevailing method of utilizing a crane to drive piling is not necessary. In contrast to the traditional method of impact pile driving, vibratory pile driving produces less noise and damage to the pile. Perhaps most consequentially, vibratory pile driving can result in significantly faster penetration. Vibratory pile driving has been successfully used in most types of soils, including sands and clays. Worker safety is enhanced by no longer needing to climb the leads as required in traditional pile driving. Adapting a drop hammer to the hydraulic excavator alleviates any concerns with achieving complete load bearing.

Cost Savings: 90%

COST PER BRIDGE:
(to drive 10 piling, e.g.) **$2,000**
vs. $25,000 – $40,000 (prevailing method)

APPLICABLE:
Most types of soils, including sands and clays

STRUCTURAL INTEGRITY:
Equal to prevailing method

CONSTRUCTION TIME:
50% faster

TIME TO CONSTRUCT:
(to drive 10 piling, e.g.) **4 – 6 hours**
vs. two days (prevailing method)

Research source(s): Hindawi Journals;
https://www.hindawi.com/journals/sv/2017/7236956/#abstract

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Vibratory H-Piling Drivers

Vibratory H-pile driving – Howard County, Iowa;
Photo credit: Nick Rissman

Buried Soil Structures

Buried soil structures are arch, three-sided, or box-shaped structures with unsupported spans greater than 20 ft. that rely on soils for support. Buried soil structures are economical to construct and quick to install, result in significantly reduced maintenance, and offer enhanced durability. Buried soil structures can result in increased load capacity compared to conventional bridges due to load sharing with the soil embedment. While periodic inspection may be necessary, buried soil structures do not include bridge decks or approaches, which can be expensive to clean, maintain, or replace. On the underside of the bridge, routine maintenance involves removing debris or vegetation – similar to other bridges.

Cost Savings: 50% – 60%

COST PER BRIDGE:
$75,000 – $95,000
vs. $150,000 – $200,000 (prevailing method)

APPLICABLE:
Throughout rural America

STRUCTURAL INTEGRITY:
Equal to prevailing method

CONSTRUCTION TIME:
20% – 25% faster

TIME TO CONSTRUCT:
6 – 8 weeks
vvs. 8 – 10 weeks (prevailing method)

Research source(s): Transportation Research Board; http://onlinepubs.trb.org/onlinepubs/webinars/160623.pdf; National Council of Structural Engineers Associations; https://www.structuremag.org/?p=12752

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Buried Soil Structures

Buried soil structure – Houston County, Minnesota;
Photo credit: CONTECH Engineered Solutions, LLC

Buried soil structure – Appanoose County, Iowa;
Photo credit: CONTECH Engineered Solutions, LLC

Thank You

Soy Transportation Coalition

1255 SW Prairie Trail Parkway

Ankeny, Iowa 50023

515-727-0665

www.soytransportation.org

Mike Steenhoek, Executive Director

msteenhoek@soytransportation.org

SOY TRANSPORTATION COALITION

Iowa DOT Update

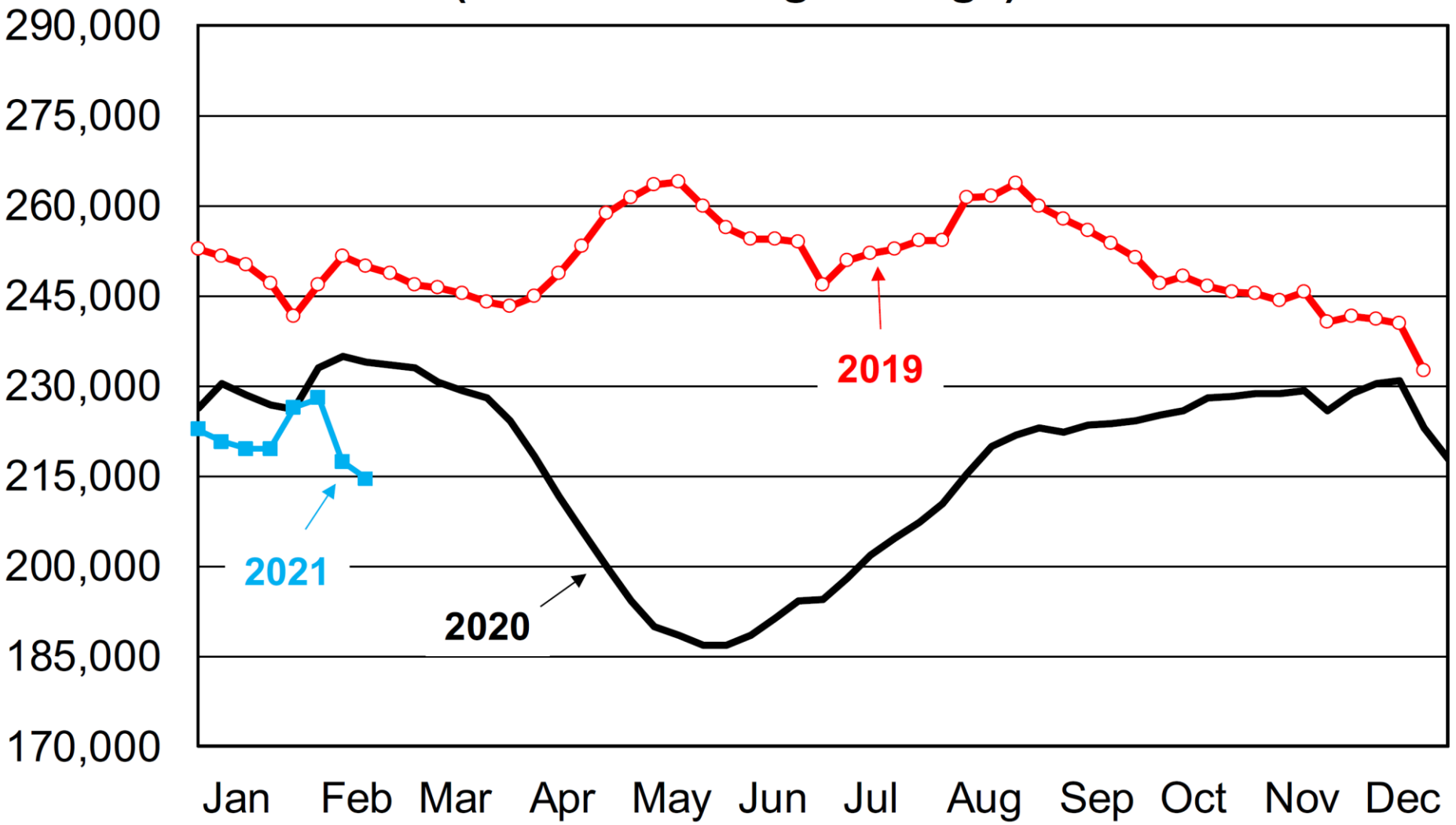
Iowa Freight Advisory Council
March 26, 2021

Stu Anderson

Update

- COVID – 19 Transportation Impacts
  - Travel trends
  - Funding
    - State Road Use Tax Fund
    - COVID-19 Relief Allocation
- Federal-Aid Swap Update
- Five-Year Program Status

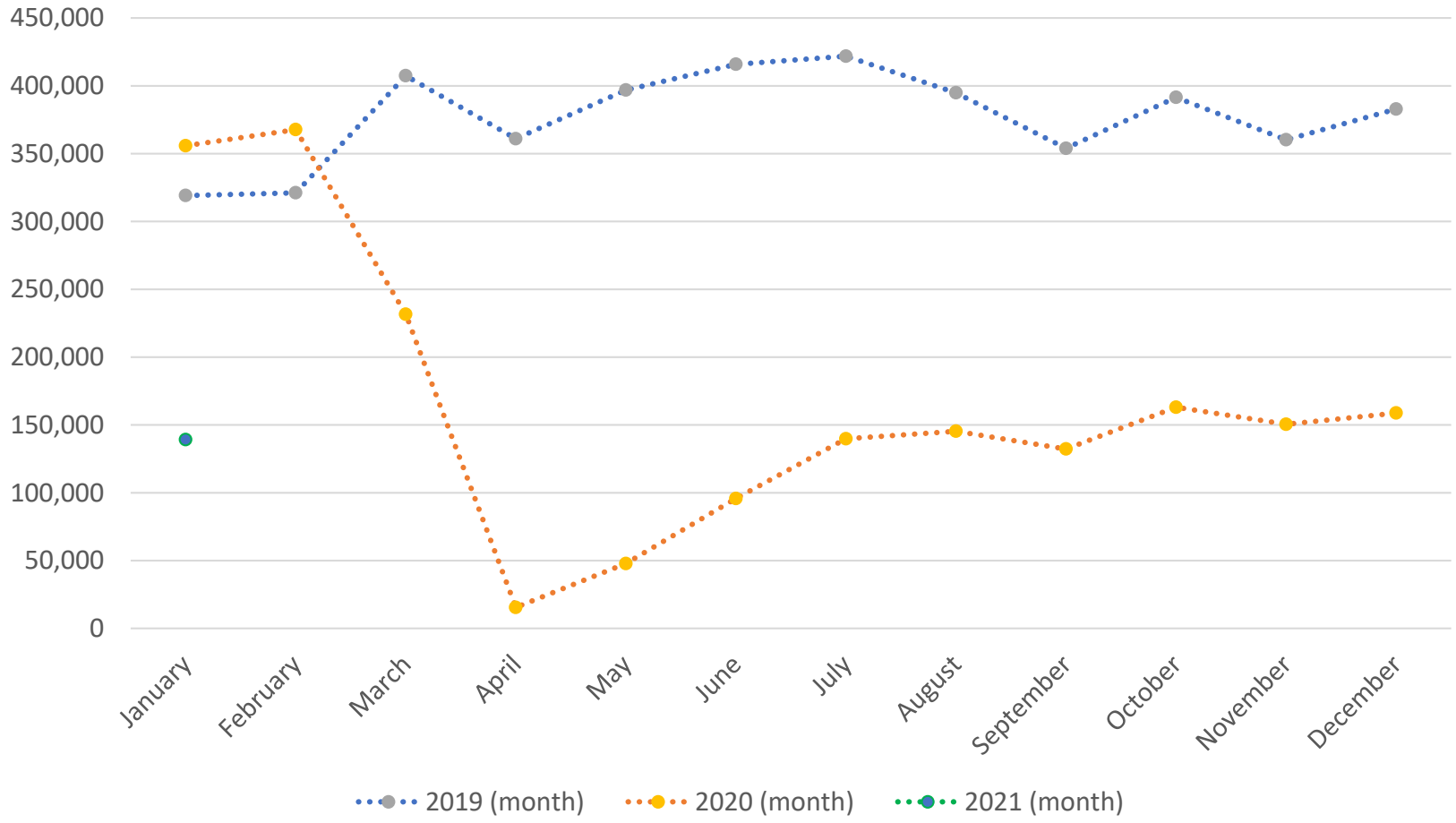
Total U.S. Rail Carloads
(6-week moving average)

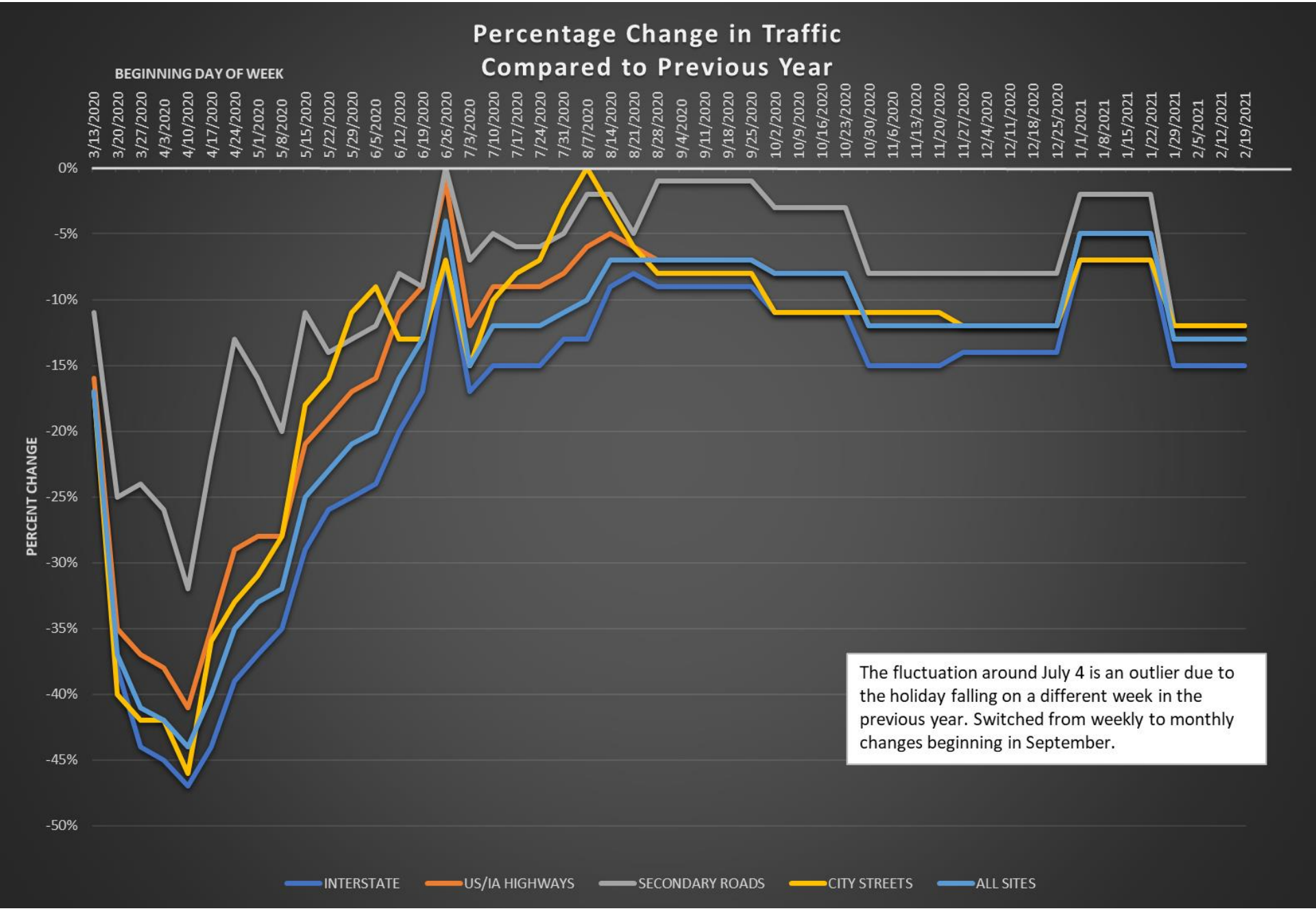


Data are 6-week moving average originations, do not include intermodal, and do not include the U.S. operations of CN, CP, and GMXT. Source: AAR *Rail Time Indicators*

Monthly Passenger Counts at Iowa's Eight Commercial Service Airports

(through January 2021)




Percentage Change in Traffic
Compared to Previous Year
BEGINNING DAY OF WEEK
3/13/2020
3/20/2020
3/27/2020
4/3/2020
4/10/2020
4/17/2020
4/24/2020
5/1/2020
5/8/2020
5/15/2020
5/22/2020
5/29/2020
6/5/2020
6/12/2020
6/19/2020
6/26/2020
7/3/2020
7/10/2020
7/17/2020
7/24/2020
7/31/2020
8/7/2020
8/14/2020
8/21/2020
8/28/2020
9/4/2020
9/11/2020
9/18/2020
9/25/2020
10/2/2020
10/9/2020
10/16/2020
10/23/2020
10/30/2020
11/6/2020
11/13/2020
11/20/2020
11/27/2020
12/4/2020
12/11/2020
12/18/2020
12/25/2020
1/1/2021
1/8/2021
1/15/2021
1/22/2021
1/29/2021
2/5/2021
2/12/2021
2/19/2021
0%
-5%
-10%
-15%
-20%
-25%
-30%
-35%
-40%
-45%
-50%
PERCENT CHANGE
The fluctuation around July 4 is an outlier due to the holiday falling on a different week in the previous year. Switched from weekly to monthly changes beginning in September.
INTERSTATE
US/IA HIGHWAYS
SECONDARY ROADS
CITY STREETS
ALL SITES

Road Use Tax Fund: COVID-19 Impacts by Funding Source

- Fuel tax revenue
  - Traffic down over 40 percent in mid-April but has grown since then.
  - Traffic has leveled off around 10 percent below previous year
  - Freight traffic has remained equivalent to 2019 or higher
- Fee for New Registration revenue
  - Vehicle sales down over 50 percent in April but has rebounded.
  - Vehicle prices have been increasing.
  - Basically no COVID-19 impact at this time
- Annual vehicle registration revenue
  - Was down very slightly early on – (Governor forgave late payment penalties)
  - Basically no COVID-19 impact at this time

Road Use Tax Fund: COVID-19 Impacts

- Overall, COVID-19 impacts have been significantly less than originally feared.
- Estimated impact through June 2021: -$50 million
- Long-term – estimate revenue will be down slightly due to reduced travel for an extended time period

Transportation Funding Impacts – COVID

HIGHWAY

- Fuel tax receipts are down due to travel impacts
- Vehicle registration revenue is steady to growing (despite early drop in vehicle sales)
- Estimated lost RUTF through June 2021

  - $50M

TRANSIT

- Initial drop in State Transit Assistance revenue but that has rebounded
- FY 2021 state vertical infrastructure appropriation lower due to reduced RIIF revenue
- Dramatic drop in local revenue due to reduced ridership

AVIATION

- State aviation fund revenue down about **40 percent** due to lower aviation fuel tax
- FY 2021 state vertical infrastructure appropriation lower due to reduced RIIF revenue
- Dramatic drop in local revenue due to reduced passengers

TRAILS

- FY 2021 state vertical infrastructure appropriations lower due to reduced RIIF revenue

Federal Support – COVID

FEDERAL APPROPRIATIONS

CARES Act - March 2020 Coronavirus Aid, Relief, and Economic Security Act

CRRSAA - Dec. 2020 Coronavirus Response and Relief Supplemental Appropriations Act of 2021

ARP - March 2021 American Rescue Plan Act of 2021

HIGHWAYS/BRIDGES IN IOWA

- CARES Act: None
- CRRSAA: $121.9 million
- ARP Act: No dedicated funding

TRANSIT AGENCIES IN IOWA

- CARES Act: $107 million
- CRRSAA: $26.6 million
- ARP Act: waiting for final numbers

AIRPORTS IN IOWA

- CARES Act: $70.5 million
- CRRSAA: $13.4 million
- ARP Act: waiting for final numbers

Federal Funding Update – COVID-19 Relief

- Part of FFY 21 appropriation signed Dec. 27, 2020
- Highway funding allocation:
  - Iowa share $121.9 m
  - Specific allocation requirements for MPOs over 200,000 population (Council Bluffs, Des Moines, and Quad Cities)
  - Intended to cover lost state revenues lost due to COVID-19
  - Broad eligibility
    - Typical FHWA eligibility (i.e. roads, bridges, trails)
    - Added eligible activities (maintenance, operations, salary)
  - 100 percent federal share

Federal Funding Update – COVID-19 Relief

- Allocation priorities
  - Meet congressional intent by allocating using Road Use Tax Fund Formula
    - DOT: 47.5 percent
    - County: 32.5 percent
    - City: 20 percent
  - Allocate to all cities and counties in Iowa
  - No match requirements
  - Get the funding out as quickly as possible
  - Allocate a portion to address lost state revenue for trail development

Federal Funding Update – COVID-19 Relief

- Allocation

Category	Percent	Amount
Trails		$5.0 million
Highway		
DOT	47.5 percent	$55.5 million
County		
Secondary Road Fund	24.5 percent	$28.6 million
Farm-to-Market Fund	8.0 percent	$9.4 million
City Street Fund	20.0 percent	$23.4 million
Total		$121.9 million

2022-2026 Program Status

- Under development now
- Draft Program in May with final approval in June
- Good news
  - No projects programmed in FY21 were delayed to later fiscal years or removed from the program
- Bad news
  - COVID relief funds will only be sufficient to make up for lost revenue and help erase previous program deficits
  - Limited room to add a lot of large new projects
- Optimistic outlook for future programs (infrastructure and reauthorization)

Questions?

State Freight Plan
Freight Networks

Iowa Freight Advisory Council | March 26, 2021

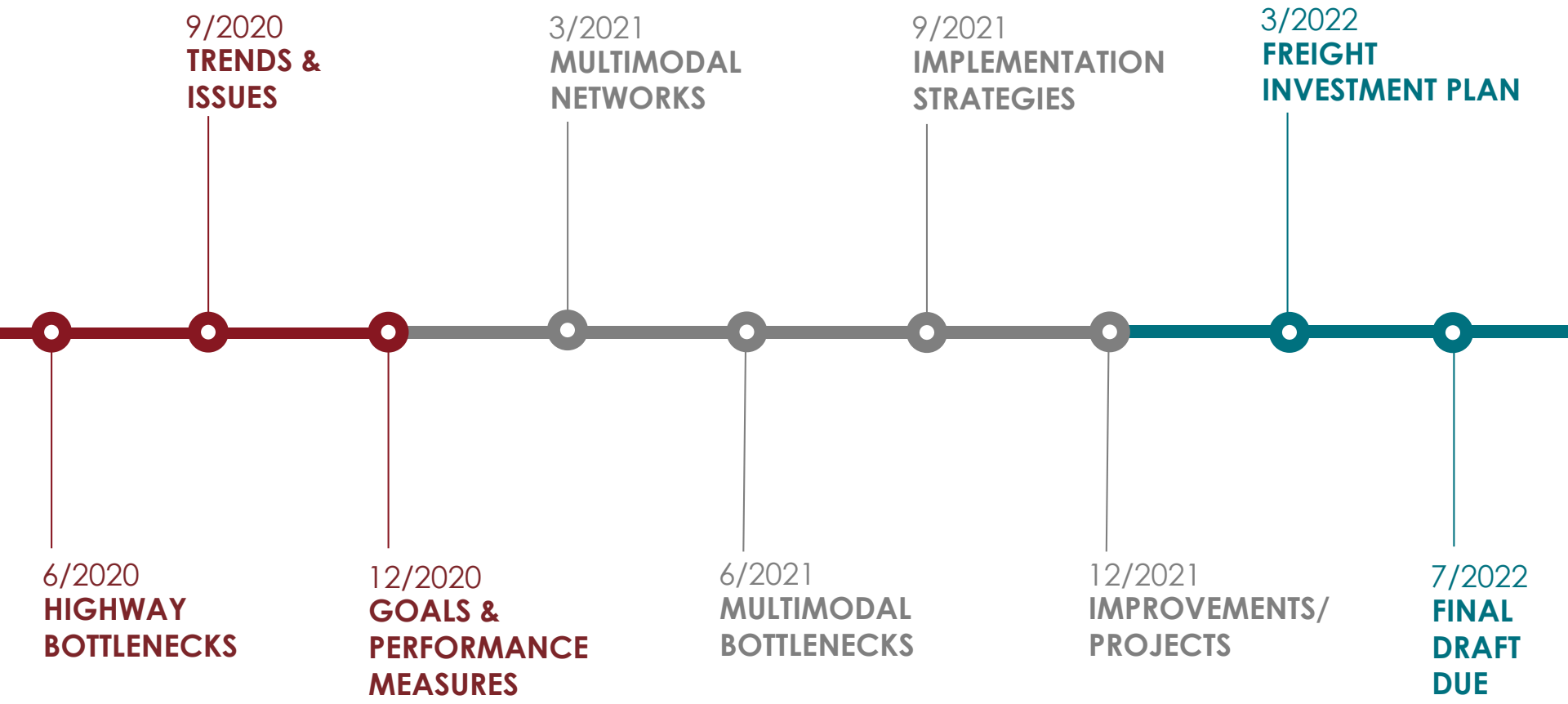
2022 State Freight Plan

- Required by FAST Act
- Immediate and long-range freight planning activities and investments
- Consultation with FAC
- Due July 2022

2022 State Freight Plan

- Platform for connecting all freight-related initiatives
- Assists with informed decision-making and investments

Input opportunities



Multimodal networks

- Purpose
- Components and methodology
  - National Multimodal Freight Network
  - Iowa Multimodal Freight Network
- Next steps

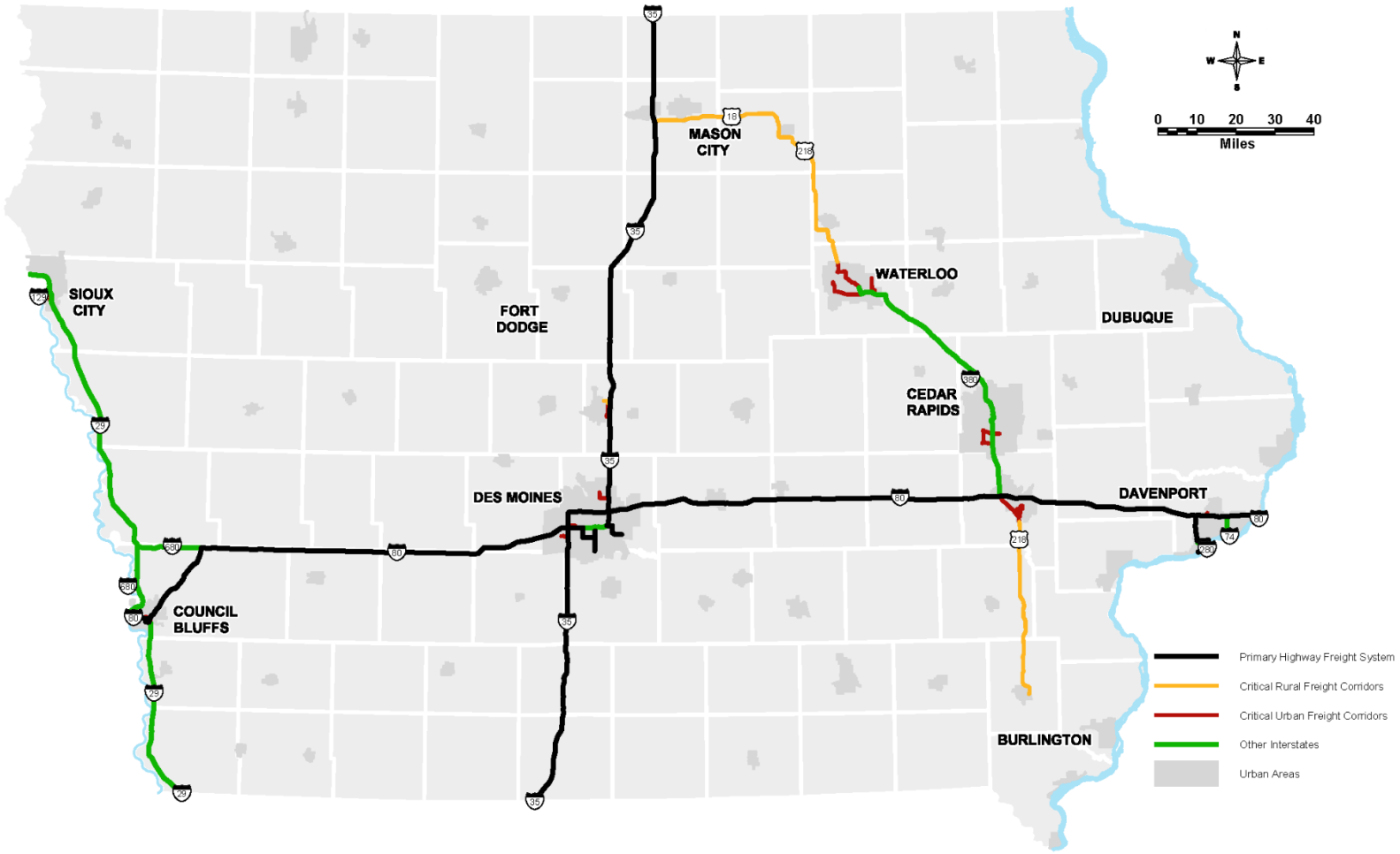
Purpose of designation

1. Inform freight transportation planning.
2. Recognize corridors to protect and enhance for improved freight movement.
3. Develop department policies for these corridors related to design and use.
4. Assist with strategically directing resources and investments to improve performance.

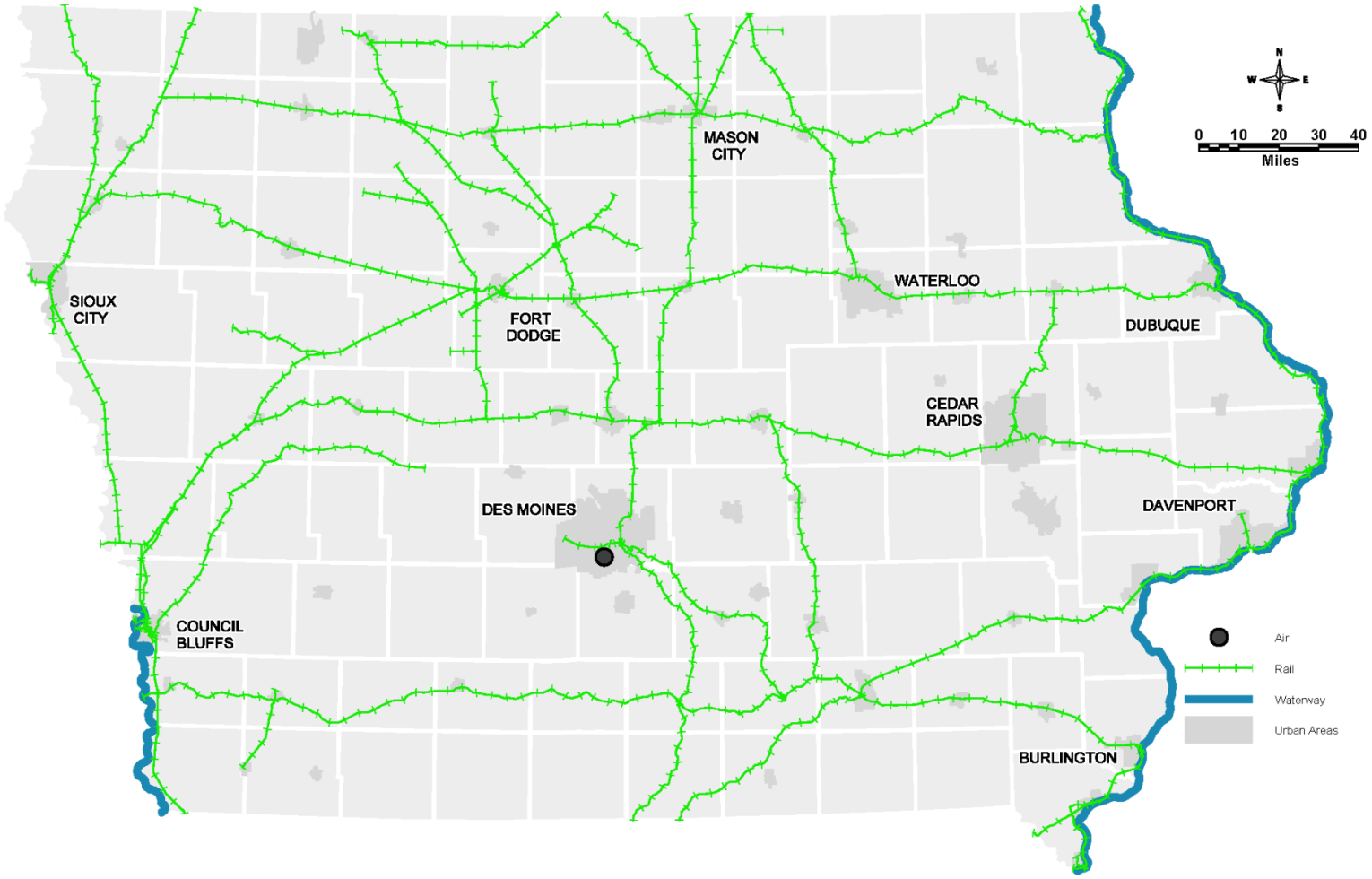
National Multimodal Freight Network

AIR	Top 50 cargo airports
HIGHWAY	National Highway Freight Network *(Primary Highway Freight System, Interstates, Critical Rural and Urban Freight Corridors)*
RAIL	Class I railroads Other strategic Class II and III railroads
WATERWAY	Major coastal ports Inland and intercoastal waterways Great Lakes, St. Lawrence Seaway Coastal and ocean routes

National Multimodal Freight Network - highway



National Multimodal Freight Network - nonhighway

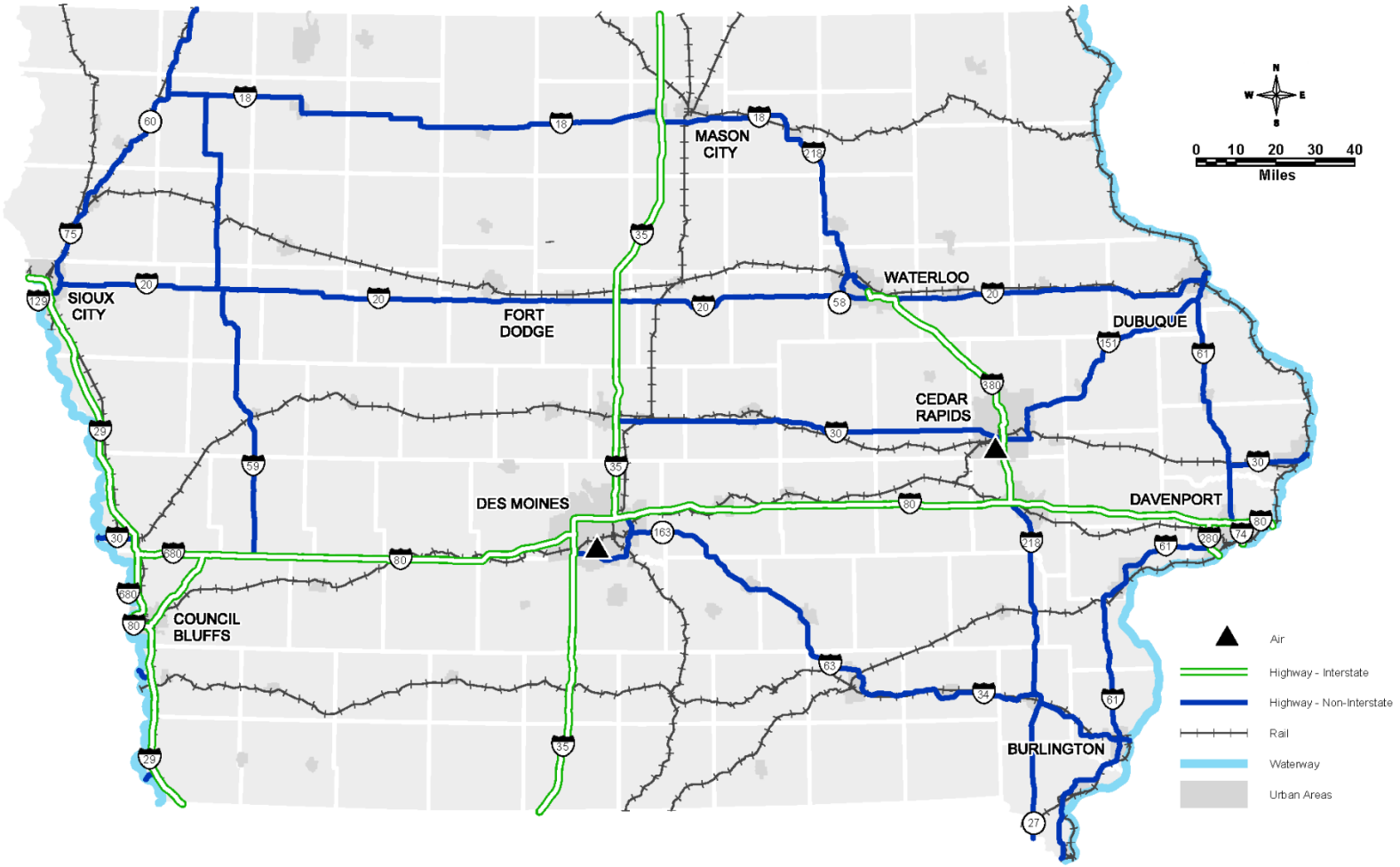


Iowa Multimodal Freight Network

AIR	Top cargo airports
HIGHWAY	Truck traffic *(30% truck traffic* or 1000 AADT*)* Oversize/overweight permitted loads *(1000 permits annually*)*
RAIL	Tonnage per line *(5 million tons per mile*)*
WATERWAY	Marine highways

*based on a multiyear average

Iowa Multimodal Freight Network



Next steps

- Feedback from FAC
- Finalize networks
- Utilize for design considerations, implementation strategies, improvements, prioritization, etc.

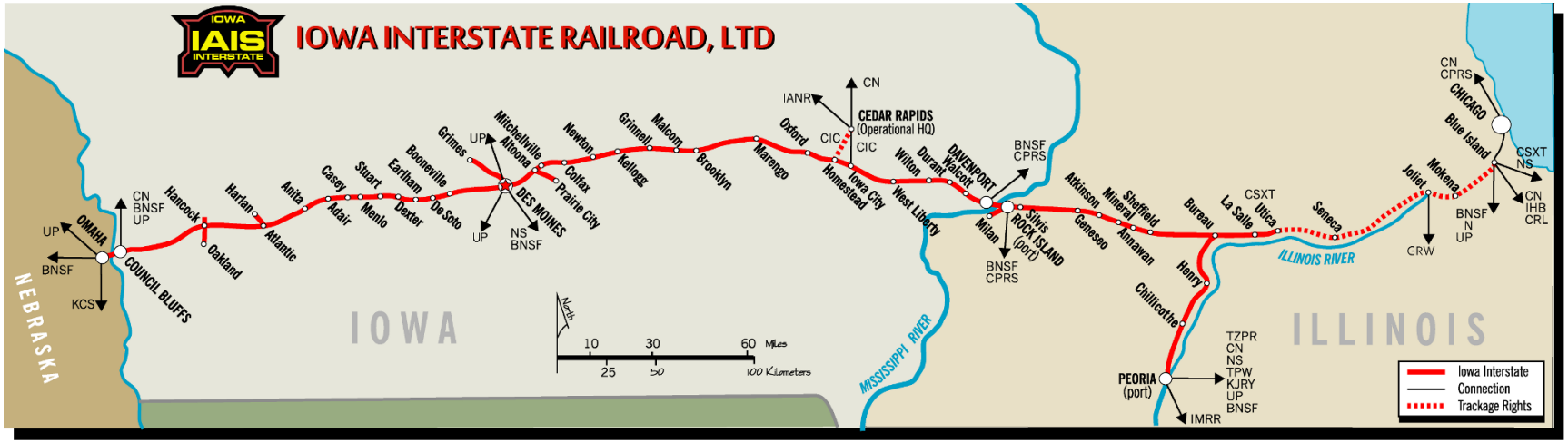
THANK YOU FOR YOUR TIME AND ATTENTION

Sam Hiscocks
Freight Planning Coordinator
515-239-1004
samuel.hiscocks@iowadot.com

Iowa Interstate Railroad, LLC
Update to Iowa DOT Freight Advisory Council

Friday, March 26, 2021

1. Safety
2. Infrastructure
3. Business Development


IOWA
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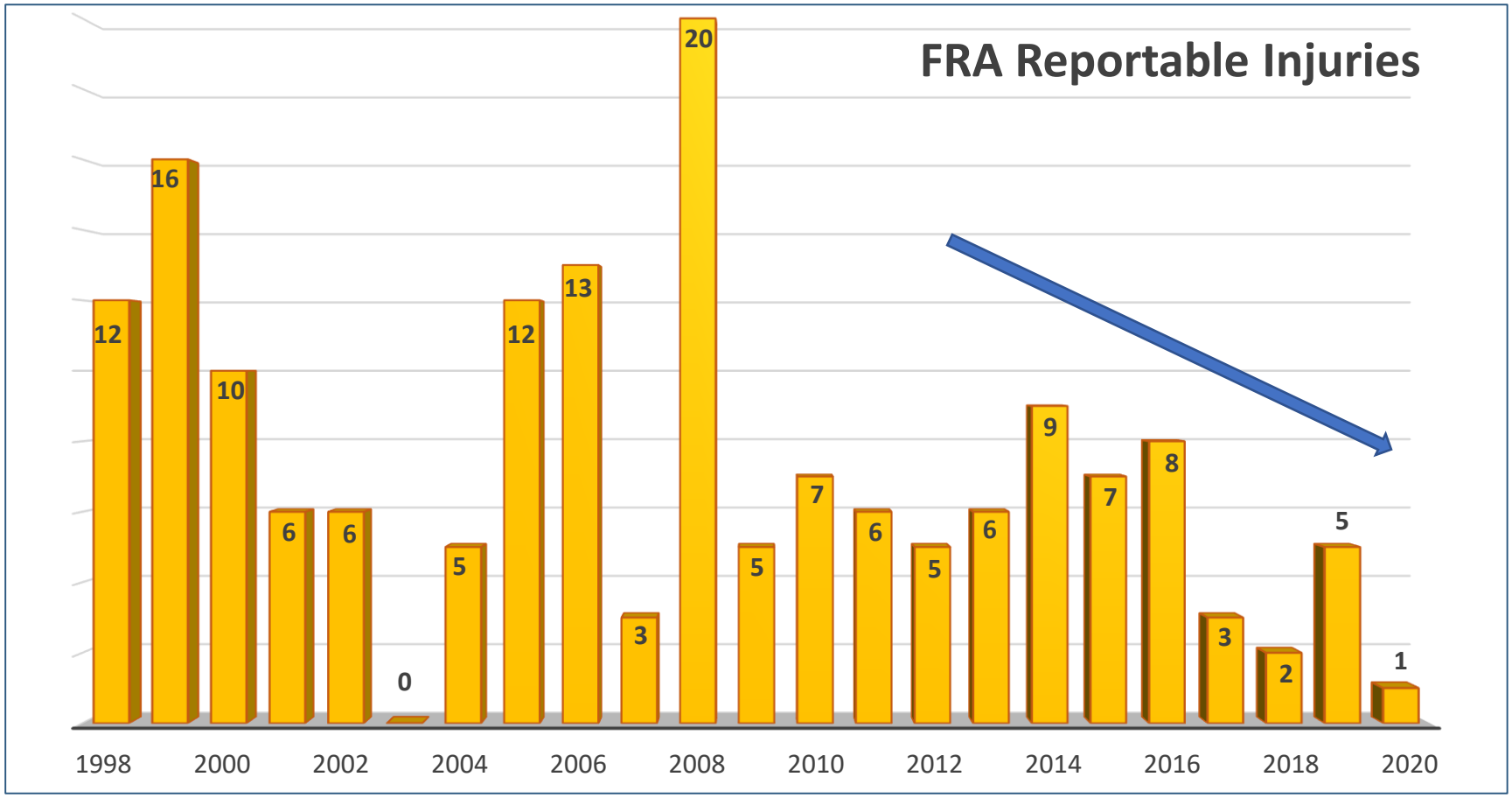
INTERSTATE
IOWA INTERSTATE RAILROAD, LTD
NEBRASKA
IOWA
ILLINOIS
MISSISSIPPI RIVER
ILLINOIS RIVER
OMAHA
UP
BNSF
KCS
COUNCIL BLUFFS
CN
BNSF
UP
Hancock
Oakland
Harlan
Atlantic
Anita
Adair
Casey
Menlo
Stuart
Dexter
Earlham
De Soto
Booneville
Grimes
UP
Mitchellville
Altoona
DES MOINES
NS
BNSF
UP
Prairie City
Colfax
Newton
Kellogg
Grinnell
Malcom
Brooklyn
Marengo
Oxford
Homestead
Iowa City
IANR
CN
CEDAR RAPIDS
(Operational HQ)
CIC
CIC
West Liberty
Wilton
Durant
Walcott
DAVENPORT
BNSF
CPRS
Milan
BNSF
CPRS
ROCK ISLAND
(port)
Silvis
Geneseo
Atkinson
Sheffield
Mineral
Annawan
Bureau
La Salle
CSXT
Utica
Seneca
Joliet
Mokena
Blue Island
CHICAGO
CN
CPRS
CSXT
NS
CN
IHB
CRL
BNSF
N
UP
GRW
Henry
Chillicothe
PEORIA
(port)
TZPR
CN
NS
TPW
KJRY
UP
BNSF
IMRR
North
10
30
60
Miles
25
50
100 Kilometers
Iowa Interstate
Connection
Trackage Rights

IAIS at a Glance

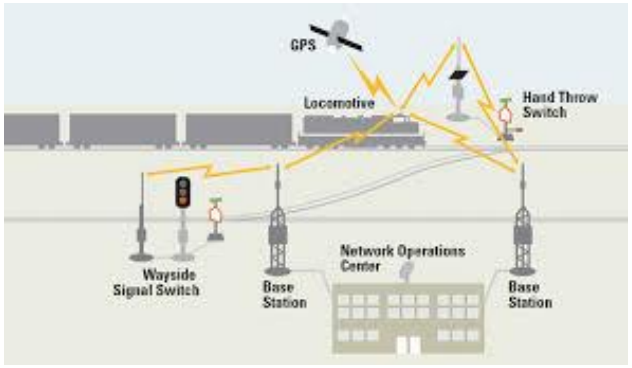
- ~ 230 total employees
- ~ 146K Carloads in 2019 - ~124K in 2020 (pandemic impacts)
- 42 Locomotive Fleet – 20 GE ES44AC “GEVO”, 16 GP38-2, 4 SD38-2, 2 Yard Slugs
- Operates roughly 572 miles of trackage with 412 miles owned / maintained
- Interchange with all 7 Class-I’s and numerous shortlines across 11 gateways
- Double stack capable clearances for intermodal between ramps in the Chicagoland (Blue Island, IL) and Omaha (Council Bluffs, IA) areas
- Currently 13 Transloading Facilities
- Access to 3 River terminals on the Mississippi and Illinois Rivers (Rock Island, Henry, and Peoria, IL)
- Access to 5 ethanol plants producing over 1.3 Billion Gals/Yr. or ~ 9% of total US production (CHS – Annawan, IL, ADM – Cedar Rapids, IA, Flint Hills – Menlo, IA, Elite Octane - Atlantic, IA, Southwest Iowa Renewable Energy - Council Bluffs, IA)
- Access to ~ 131MM Bushels of Corn and Soybeans Annually


FRA Reportable Injuries
12
16
10
6
6
0
5
12
13
3
20
5
7
6
5
6
9
7
8
3
2
5
1
1998
2000
2002
2004
2006
2008
2010
2012
2014
2016
2018
2020

Investing in Safety Technology

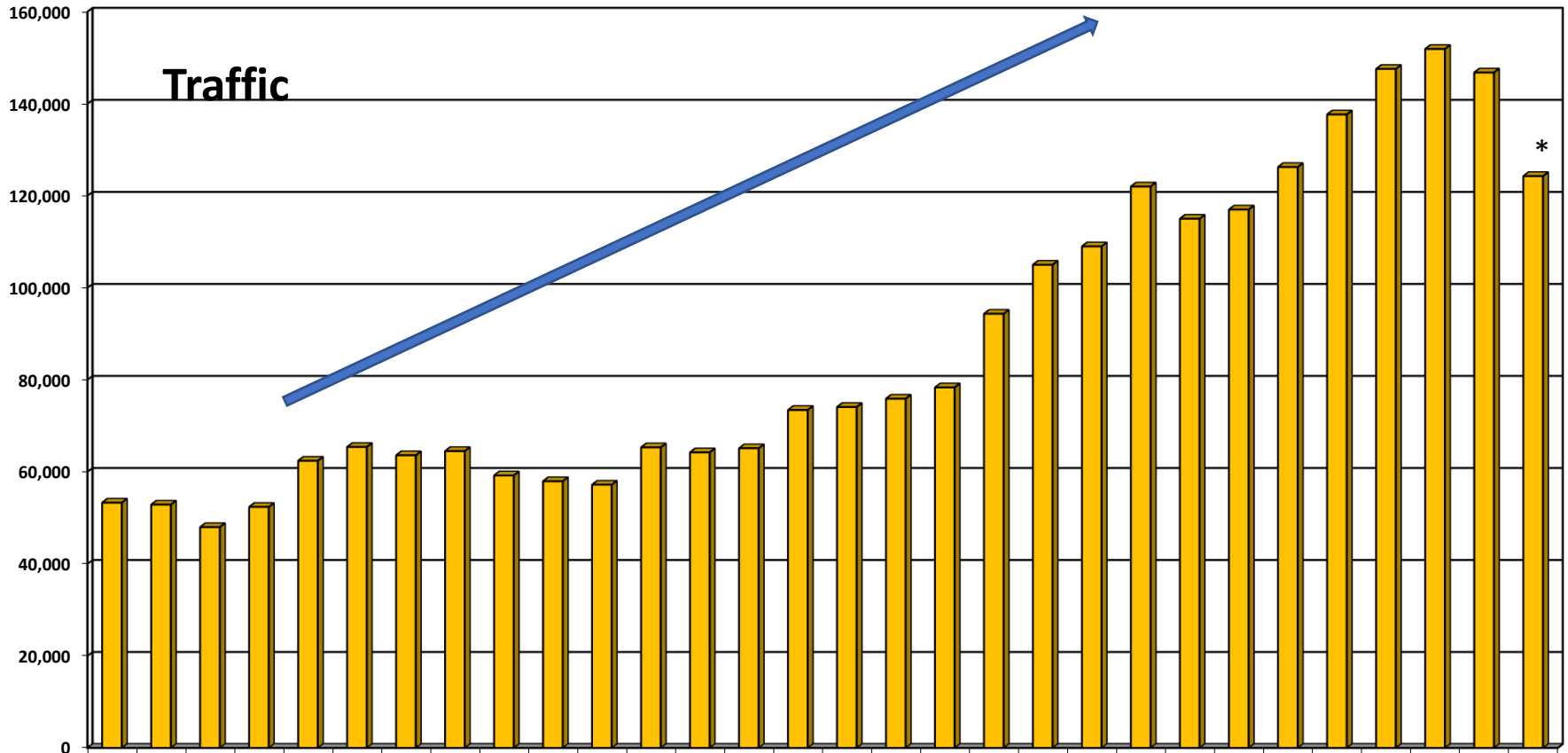
Train Operating Monitoring Enhancements

Asset Health Protection



Positive Train Control (PTC)

Iowa Interstate Overview – Traffic Volumes



	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 F
CARLOADS	53,31	52,87	47,98	52,36	62,40	65,39	63,59	64,50	59,21	57,96	57,20	65,30	64,22	65,11	73,43	74,07	75,89	78,33	94,34	105,0	109,0	122,0	115,0	117,0	126,2	137,6	147,5	151,9	146,7	124,2

* Pandemic impact

Diversified Traffic Base (2019 Volumes)

- Ethanol – 44,000
- Ag Products – 43,000
- Grain – 26,000
- Intermodal – 11,000
- Aggregates – 9,000
- Misc. (Metals, Paper, Other) – 8,000

William J. Duggan Bridge – Booneville, IA

- ~$3.5mm grant awarded to ~$7.0mm project under US DOT FRA CRISI grant program.
- Original thru-truss span was over 100 years old with clearance restrictions and slow ordered to extend life.
- Bridge placed into service June 2020.

Continuous Welded Rail (CWR) Installation Project

- ~$5.5mm US DOT FRA CRISI grant awarded to a $12.0mm project to replace 19 miles of jointed rail with new 115# CWR to improve safety and raise speeds.
- After completion in the fall of 2020, virtually all of the IAIS owned east-west main line consists of CWR.

Business Development Activities

- Due to recent partnership with iCON Infrastructure IAIS is actively looking to invest in opportunities to improve access to rail.
- Environmentally Sustainable - Most efficient mode of land transportation – 1 Gallon of fuel moves 1 ton of freight ~473 miles. (source: AAR)
- Safety - US Railroads transport annually over 2mm carloads of HAZMAT with over 99.999% of those arriving without release or accident. (source: AAR)

IAIS - Growing Iowa's and the Nation's Freight Network.

IOWA
IAIS
INTERSTATE

Council Bluffs Transload Site - Watco Companies

Opened 2018

Elite Octane Ethanol Facility – Atlantic, IA

Opened 2018

ELITEOCTANE

Central Plains Cement – Altoona, IA

Opened 2019

Central Plains Cement Company

CENTRAL STATES STEAM PRESERVATION ASSOCIATION CSSPA EST. 2014

OPERATION LIFESAVER®

Rail Safety Education

Annual First Responder Benefit Trips

Questions?