Idaho Statewide Rail Plan

Prepared for the
Idaho Transportation Department

Project No. A013(334)
Key No. 13334

June 21, 2013

DAVID EVANS AND ASSOCIATES INC.

IDAHO TRANSPORTATION DEPARTMENT

COMPLIANCE STATEMENT

The State of Idaho is in full compliance with the requirements of Title 49 United States Code Section 22102, and therefore eligible to receive Local Rail Freight Assistance.

POLICY STATEMENT

Consistent with the intentions of Congress as expressed in PRIIA, the State of Idaho hereby sets forth its 2013 Idaho State Rail Plan (ISRP) as State Policy. The ISRP reflects the State's leadership, with public and private transport providers at the state, regional, and local levels, to expand and enhance passenger and freight rail and better integrate rail into the larger transportation system. This ISRP:

- Plans for freight and passenger rail transportation, including commuter rail operations, in the State;
- Prioritizes projects and describes intended strategies to enhance rail service in the State that benefits the public;
- Establishes the period covered by the Plan;
- Serves as the basis for Federal and State investments within the State.

The SRP was prepared by Idaho Transportation Department (ITD), the State rail transportation authority that will also maintain, coordinate and administer the Plan. The ISRP was adopted by the Idaho Transportation Board, the State authority that establishes state transportation policy, on July 24, 2013, as official State Policy.

The Director of ITD attests to the adoption of this 2013 Idaho State Rail Plan as the state's official policy document for rail:

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Brian Ness, P.E.
Director

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Rail *POWERS* Idaho's Economy

EXECUTIVE SUMMARY

The Idaho Transportation Department (ITD), in partnership with the Idaho Departments of Agriculture and Commerce, recently completed a Statewide Rail Plan with grant funding from the Federal Railroad Administration (FRA). The purpose of this plan was to identify, evaluate, and encourage the development and preservation of essential freight and passenger rail and multi-modal services. The Plan complies with federal and state rail planning requirements.

This effort relied heavily on involvement from key freight stakeholders including the system users, shippers, carriers, and Idaho commodity producers; network owners/operators; and public agencies/organizations. Input was gathered through several tools including a steering committee that guided the entire effort. Steering Committee members included representatives from the following organizations:

- AMTRAK
- BNSF
- Clearwater Economic Development Association
- Dairymen's Association
- Idaho Cattle Association
- Idaho Grain Association
- Idaho Grain and Shippers Association
- Idaho Potato Commission
- Idaho Public Utilities
- Idaho Transportation Department
- Idaho Trucking Association
- McCall Airport
- Port of Lewiston
- Union Pacific
- WATCO

This effort resulted in the identification of recommended policy and programmatic changes, needed studies and plans, and proposed capital investments that support consensus-based goals for Idaho's freight and passenger rail networks and services. These overall goals include:

> **GOAL 1:** Idaho's rail system features seamless, modal connectivity while maintaining safety and efficiency in moving goods and people.

GOAL 2: Idaho's rail system features effective partnerships that leverage resources and opportunities.

GOAL 3: Idaho strategically invests in its rail system infrastructure while maximizing existing capacity and preserving the system.

Table ES-1 provides a summary of the recommended policy and programmatic changes, and **Table ES-2** identifies the additional studies and plans needed to identify long range investments necessary to reach the overall goals established in this report.

Table ES-1.

Recommended Policy/Program Changes	
Name	**Description**
Dry Port Legislation	Enact legislation to enable a port authority
Rail Freight Education and Information Program	Establish on-going public education program to promote Idaho's objectives relative to freight rail.
Operation Lifesaver	1) Provide staff resources/support to Operation Lifesaver. 2) Research funding sources for marketing/educational campaigns.
Truck/Rail Equity Project	1) Identify and prioritize rail improvements that provide the best opportunity to provide economic development and enhance revenue opportunities through the state by moving freight via rail in lieu of motor carriers. 2) Monitor and enact legislation that ensures motor carrier standards are uniform and do not give competitive advantage over rail.
Local Land Use Rail Planning Assistance Program	1) Identify available land use planning resources. 2) Work with rail owners/operators to disseminate policies regarding land use/transportation policies along rail right-of-way
Idaho Rail Preservation Program	1) Annually assess rail volume reports (from IPUC) for trends. 2) Conduct benefit/cost analysis on individual lines showing decreasing volumes over time, including potential for new industries. 3) Identify economic development partnerships/investments. 4) Develop partnerships between state/local jurisdictions and rail line owners/operators to apply for funding for rail line preservation and/or to apply for other funding for corridor preservation (including using the corridor for alternate means).
Interstate Rail Partnership Program	1) Expand existing partnerships with adjacent states and private railroads. 2) Monitor rail network improvements for impact on Idaho's economic competitiveness. 3) Use the Freight Advisory Committee and existing partnerships to increase awareness of enhancements.
BGCM Rail Corridor Preservation Program	Identify potential funding sources to preserve rail corridor and capacity. Consider railbanking.
Commuter Rail Corridor Preservation Program	Identify funding to acquire rail corridor right-of-way for commuter rail operation.
Heritage Tourism Rail Projects	Evaluate abandoned rail lines for potential heritage tourism (partner with State Historic Preservation Office).

Table ES-2.

Additional Studies and Plans	
Name	**Description**
Treasure Valley Freight Multi-Modal Transload Center	Work with key stakeholders to identify local, state, Federal and private funding opportunities, and develop business plan
Multi-modal Rail Yard Improvements	Identify facility thresholds and potential site locations using results from multi-modal facility analysis. Assess viability of existing yards. Use regional forums to identify public/private partnership opportunities to build facilities.
High Cube Intermodal Service Study	Work with rail line owners and neighboring states to prioritize corridors based on cost-benefit; Identify funding needs for installation of high-cubed double stack intermodal service.
Statewide Multi-Modal Freight Facilities Study	1) Obtain research funds to define multi-modal facility types, thresholds and potential site locations in Idaho and the region. 2) Consider double-tracked transload facilities, dry ports, rail spurs, transload facilities, intermodal facilities, etc.).
Truck/Rail Equity Project	Identify and prioritize rail improvements that provide the best opportunity to provide economic development and enhance revenue opportunities through the state by moving freight via rail in lieu of motor carriers.
Amtrak Pioneer Route Feasibility Study	Coordinate/communicate with adjoining states on future studies to evaluate the restoration or replacement of the line that Amtrak terminated in 1997 along UP line.
Commuter Rail Service Feasibility Study	Evaluate potential support/demand and potential locations for commuter rail service

Table ES-3 summarizes the recommended 5-year Capital Investment plan for Idaho, while **TableES-4** summarizes the recommended long-range (20-year) capital investments. Many of the projects listed in the 20-year Capital Investment plan are contingent upon the outcome of studies and plans listed in **Table ES-2**.

Table ES-3.

5-Year Capital Investment Plan			
Project Name	**Description**	**Est. Cost**[i]	**Potential Funding/Financing**
Treasure Valley Freight Multi-Modal Transload Center	Develop 50 acre transload facility with 50,000 square foot warehouse facility	$15.5m	CMAQ; EDA; RRIF (loan); PAB (bonds); REDIFiT (loan); TIF/URD
Multi-modal Rail Yard Improvements	Construct facilities as identified F14-A Multi-modal Facility Analysis and Feasibility Assessment, including multimodal improvements to Port of Lewiston's Northport Project.	Under $10m	CMAQ; EDA; RRIF (loan); PAB (bonds); REDIFiT (loan)

[i] FRA recognizes that specific dollar estimates for individual projects in the Capital Projects List are not likely to be available. Where not currently available, a cost range has been provided to indicate the order of magnitude of potential project cost in the "Est. Cost" column.

5-Year Capital Investment Plan			
Project Name	**Description**	**Est. Cost**[i]	**Potential Funding/Financing**
Railroad Crossing Safety Program	Multiple projects listed in the Rail Crossing Safety Project List in Section 6, as detailed in the Idaho State Transportation Improvement Plan 2013-2017	$5.421m	Railway-Highway Crossings Program; HSIP
High Cube Intermodal Service	Establish high-cubed double stack intermodal service in Idaho, as based on finding and priorities identified in F-16A, Cost Benefit Analysis.	$1 - 5m	RRIF (loan); PAB (bonds); REDIFiT (loan)
Rail Trespassing Deterrence Program	1) Identify key railroad yards, interchange points, and major structures that may need to be secured from open public access. 2) Partner with local jurisdictions to identify security strategies including education, enforcement, and awareness.	$100,000 - 500,000	RRIF (loan)
P&L Short line Railroad Bridge Replacement and Shuttle Train Loader Facility	1) Upgrade the P&L branch bridges to the level required by the FRA in order to accommodate 286,000 lb. (286K) rail cars and 2) provide reliable rail access to a new private sector $17 million commercial grain storage and loading facility at McCoy.	$8.5m	CMAQ; EDA; RRIF (loan); PAB (bonds); Qualified Railroad Track Maintenance Tax Credit

Table ES-4.

20-Year Capital Investment Plan			
Project Name	**Description**	**Est. Cost**[ii]	**Potential Funding/Financing**
Treasure Valley Freight Multi-Modal Transload Center	Phase 3: Develop adjacent 100 acres as a rail-based industrial park	$12.5m	CMAQ; EDA; RRIF (loan); PAB (bonds); REDIFiT (loan); TIF/URD; Revenue Anticipation Bond
Multi-modal Rail Yard Improvements	Phase 3: Continue to construct facilities as identified F14-A Multi-Modal Facility Analysis and Feasibility Assessment (including potential facilities at Kuna and Post Falls).	N/A	CMAQ;EDA; RRIF (loan); PAB (bonds); REDIFiT (loan)
Railroad Crossing Safety Program	1) Continue Work with rail line owners and local jurisdictions to identify high risk grade crossings that meet the Railroad Crossing Safety Program requirements. 2) Increase awareness of program.	$16.5m	Railway-Highway Crossings Program; HSIP

[ii] Where not currently available, "N/A" is listed in the "Est. Cost" column.

20-Year Capital Investment Plan			
Project Name	**Description**	**Est. Cost**[ii]	**Pot**ential Funding/Financing
Pocatello Dry Port	Phase 2: Design and construct inland dry port facility.	N/A	CMAQ; EDA; RRIF (loan); PAB (bonds); REDIFiT (loan); TIF/URD
High Cube Intermodal Service	Continue to implement high-cubed double stack intermodal service capability in Idaho, as based on finding and priorities identified in F-16A, Cost Benefit Analysis.	N/A	RRIF (loan); PAB (bonds); REDIFiT (loan)
Bridging The Valley: Grade Crossing Improvement (BNSF route) and Realignment of UPRR mainline	1) Work with KMPO to identify funding for benefit cost analysis and prioritization of Bridging the Valley projects. 2) Engineering and construction.	N/A	RRIF (loan); TIFIA (loan)
Bridging The Valley: Grade Crossing Improvement only (BNSF route)	1) Work with KMPO to identify funding for benefit cost analysis and prioritization of Bridging the Valley projects. 2) Engineering and construction.	$268m	Railway-Highway Crossings Program; HSIP; Transportation Mobility Program; TIFIA (loan)
Commuter Rail Corridor Preservation Program	Acquire rail corridor right-of-way for commuter rail operation, as based upon P2 Feasibility study findings.	N/A	
Treasure Valley High Capacity Transit Project	Implement commuter rail service, if supported by findings of feasibility study.	N/A	TIFIA (loan)

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Section 1 Role of Rail in Statewide Transportation

1.1 Introduction

The Passenger Rail Investment and Improvement Act of 2008 (PRIIA) tasks each state with producing a State Rail Plan to establish policy, priorities and implementation strategies for freight and passenger rail transportation within its boundaries, enhance rail service in the public interest, and serve as the basis for Federal and State rail investments within the state. PRIIA requires State Rail Plans be submitted to the Federal Railroad Administration (FRA) for review and approval.

In response, Idaho Transportation Department (ITD) has developed this statewide rail plan to identify, evaluate, and encourage the development and preservation of essential freight and passenger rail and multi-modal services. The Plan complies with federal and state rail planning requirements.

The Idaho Rail Plan addresses a broad spectrum of rail issues, including identification of the State's freight and passenger rail objectives and plans, an inventory of the rail system's transportation infrastructure, analysis of rail-related economic environmental impacts, and establishment of a long-range investment program for current and future freight and passenger rail infrastructure throughout the State.

This Statewide Rail Plan was funded through a grant from the Federal Railroad Administration and was done in conjunction with a statewide Freight Study which was funded with state funds. The Statewide Freight Study served as a foundation for development of the freight component of Idaho's Statewide Rail Plan, which is currently in development.

1.2 Process

The Rail Plan used a process intended to: 1) deliberately and systematically engage stakeholders; 2) identify the State's passenger rail objectives and plans; 3) inventory the rail system's transportation infrastructure; 4) analyze rail-related economic environmental impacts; and, 4) establish a long-range investment program for current and future passenger and freight rail infrastructure throughout the State, as an outcome of a collaborative process.

Stakeholders were engaged throughout the study process through the use of a Project Steering Committee made up a broad cross section of rail and freight stakeholders, a Statewide Freight Summit, Stakeholder Interviews, Regional Freight Forums, and focus group meetings.

The Project Steering Committee, representing the interests of diverse stakeholders, provided feedback to the Idaho Transportation Department on freight and passenger issues and recommendations. The Steering Committee included agricultural producers representing a variety of commodities; other freight-intensive industries and manufacturers; owners and operators representing a variety of modes,

including Amtrak; and, federal, state, and local agencies supporting transportation services, economic development, and agriculture.

The Steering Committee worked collaboratively, helping to ensure that the study process and products balanced the varied interests of statewide stakeholders. They also played a critical role in disseminating project information and collecting feedback from their networks of industry contacts and affiliated interest groups. They also reviewed and provided recommendations to ITD on project products and deliverables, and played a key role in formulating study recommendations. Their input was provided through a series of full-day meetings, workshops, and facilitated discussions, along with a series of "homework assignments" used to inform the development of the vision statement, performance measures, scenarios development and evaluation, and ultimately, study recommendations.

A Statewide Freight Summit was held in December of 2011 to kick off the freight study with nearly 80 stakeholders in attendance. The goal of the Summit was to identify key issues, opportunities, and challenges related to Idaho's freight system, including freight rail and intermodal system needs and opportunities.

Stakeholder interviews were also conducted with key informants early in the process to gather an in-depth understanding of the perspectives of owners, operators, and users from various industries and modes. A number of data- and/or issue-specific interviews were conducted to inform the team regarding particular freight issues and opportunities. In addition, numerous and frequent informal discussions were conducted by team members with industry groups and coalitions, freight- and transportation-related professional organizations, special-interest groups, and members of the general public through the course of the study.

Regional Freight Forums were held in each of Idaho's six transportation districts in July and August of 2012, to provide a regional perspective on the freight issues and opportunities facing Idaho. These forums were attended by local transportation agencies, system users and operators, local economic development professionals, and the general public, and provided region-specific inputs on freight system goals, performance measures, infrastructure improvements, and project prioritization.

Passenger rail stakeholders and key informants were engaged through stakeholder interviews and surveys. An expanded list of passenger rail stakeholders was identified through those interviews and surveys, and the draft plan was provided directly to that group with a set of focused questions, to maximize participation and input on the passenger role components of the plan.

1.3 Idaho's Rail Vision and Goals

The vision and goals for Idaho's Rail Network are based on input received through input from the Freight Summit and the Project Steering Committee, and vetted through focus group meetings, regional briefings, and stakeholder interviews, and the public participation process, as detailed in Section 8 of this report. **Table 1-1** summarizes the vision and goals established for Idaho's Rail Network.

Table 1-1. Vision for Idaho's Rail Network

Rail *Powers* Idaho's Economy
GOAL 1: Idaho's rail system features seamless, modal connectivity while maintaining safety and efficiency in moving goods and people.
GOAL 2: Idaho's rail system features effective partnerships that leverage resources and opportunities.
GOAL 3: Idaho strategically invests in its rail system infrastructure while maximizing existing capacity and preserving the system.
Outcomes: • **Idaho goods and people are transported efficiently** • **Transportation costs are competitive nationally** • **Rail-related safety improves**

1.4 Role of Freight Rail in Idaho's Transportation System

Since Idaho's statehood in 1890, rail transportation has been vital to the growth of important sectors of the Gem State's economy. Until the technology sector boom around Boise, Idaho's two most important industries were agribusiness and the extraction of raw materials. According to the Union Pacific Railroad Company (UPRR), the top five commodities by volume both shipped and received on their Idaho trains were either related to agricultural products or raw materials.[1]

With total freight tonnage in Idaho anticipated to increase by nearly 72% by 2040[2], cost effectiveness and efficiency of transport will become important considerations in modal choice and modal investment in the future. From a fuel efficiency standpoint, rail can transport one ton of freight 469 miles per

gallon of fuel, which is four (4) times more than truck, on average. The U.S. rail industry transports 40 percent of the nation's goods, in terms of distance and value, for only 10% of the intercity freight revenue.[3]

According to FAF3 data sources, rail transports 14% (by weight) of all freight originating in or destined for Idaho. This excludes freight rail through-tonnages, one of the shortcomings of the FAF3 data.[4] According to the Surface Transportation Board (STB) Waybill 2010 data, tonnage of through-freight on Idaho's network totaled over 87% of all rail freight in Idaho.[5]

For non-through commodities (those originating and/or destined for Idaho), cereal grains and non-metallic minerals comprise the top two non-through commodities flowing in Idaho over rail, with significant movements of other agricultural products and raw materials, such as fertilizers, wood products, foodstuffs, and non-metallic minerals.[6]

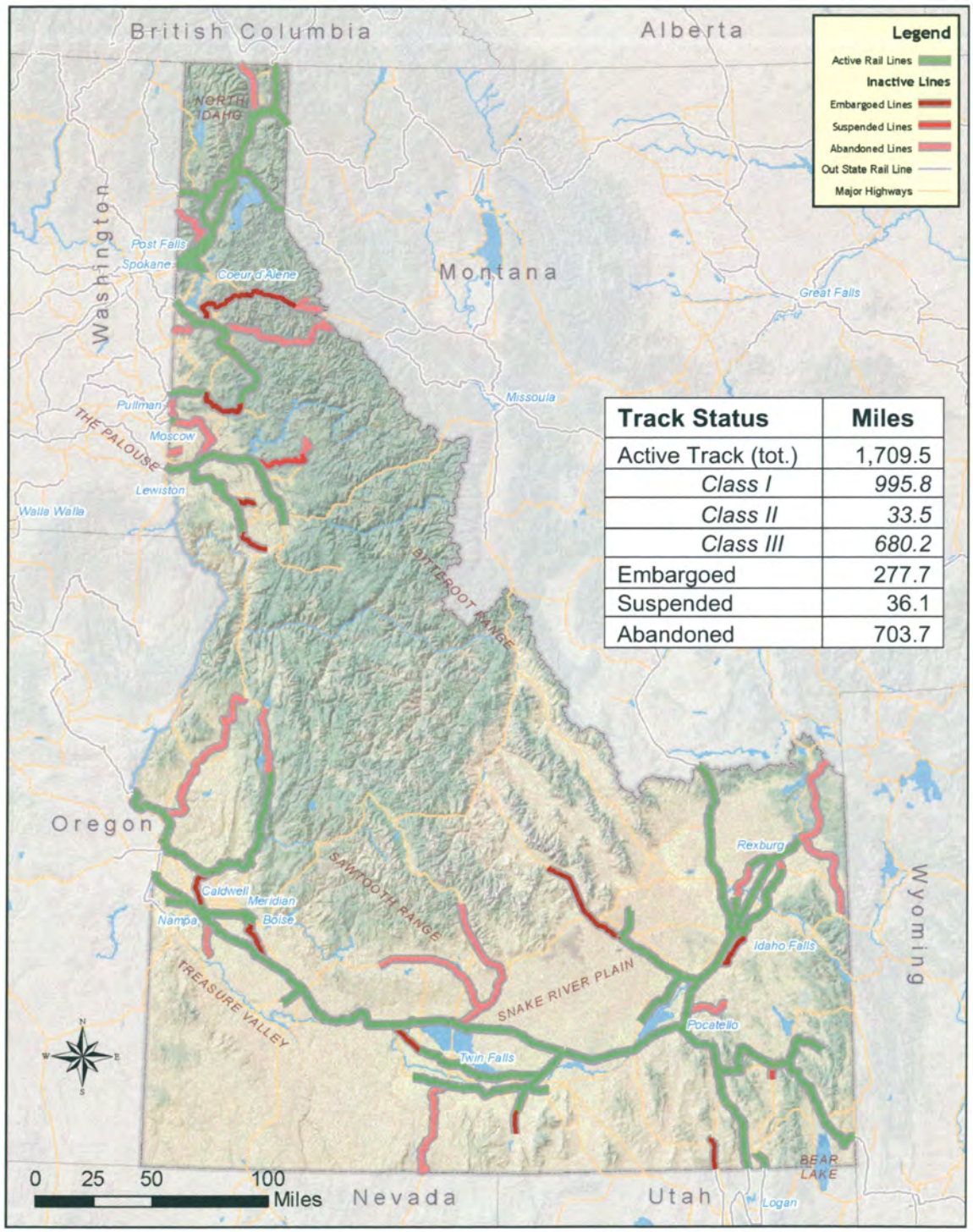
Out of an estimated total of 2,727 miles of track, Idaho has approximately 1,709.5 miles of active track, according to several available data sources analyzed via geographic information systems (GIS) technology.[7] For the purposes of this study, active track is defined as all railroad segments not officially designated as embargoed, suspended, or abandoned by the Federal Railroad Administration (FRA), the American Association of Railroads (AAR), or appropriate regulatory organization. The network contains a variety of rail lines and services, but is comprised primarily of internationally important Class I transcontinental rail lines and localized short line (Class III) operations specializing in end user origin and destination of rail freight interchanged from Class 1 lines. The state also has a regional Class II rail line and federally owned lines serving governmental facilities. Approximately 1,676 miles of rail lines are classified as either Class I or Class III, as indicated in **Figure 1-1**.[8] UPRR's Class I lines and Watco's Class III shortlines make up the majority of the active trackage in Idaho.

1.5 Role of Passenger Rail in Idaho

For the purpose of the statewide rail plan, passenger rail is defined as any type of passenger service along rail lines, including regional services (inter-city, low frequency, multiple stops) and commuter rail service (city to suburb or city, more frequent service during commute times, and limited stops).

The only current passenger rail service in Idaho is Amtrak's Empire Builder, which runs from Chicago, Illinois to Seattle, Washington, and Portland, Oregon (see **Figure 1-2**). In Idaho, the Empire Builder operates on the BNSF Railway (successor to the Great Northern Railway and Northern Pacific Railroad) main line and enters Idaho in the vicinity of Moyie Springs, then runs southwest to Sandpoint, and continues southwest where it crosses into Washington. The train stops in Sandpoint, with service twice daily (one train in each direction). According to Amtrak, the station at Sandpoint, which is the only active passenger rail station in the state of Idaho with intercity service, averages 15 daily boardings and alightings combined.[9]

Figure 1-1. Idaho Rail Network Overview



Track Status	Miles
Active Track (tot.)	1,709.5
Class I	*995.8*
Class II	*33.5*
Class III	*680.2*
Embargoed	277.7
Suspended	36.1
Abandoned	703.7

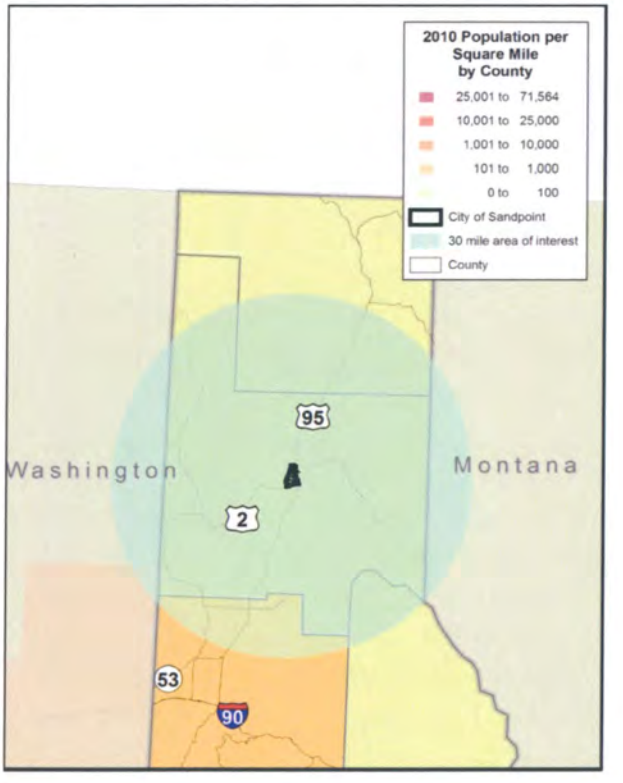
Source: ESRI[10], FRA[11], ITD[12], Oak Ridge Nat'l Lab.,[13] Railroads

Figure 1-2. Empire Builder Route

Source: Amtrak

According to the 2010 Census, the population within a 30-mile radius of the Sandpoint station totals an estimated 23,000, and includes portions of Montana and Washington, as depicted in **Figure 1-3**. Population densities in this area are generally less than 100 persons per square mile.

Figure 1-3. Population Densities within 30 Aerial Miles of Sandpoint's Amtrak Station



Source: US Census, 2010.[14]

1.6 Rail Institutional Framework

Federal Agencies

At least nine federal departments, agencies, and boards are involved in rail related matters. The U.S. Department of Transportation (U.S. DOT) has the most extensive involvement, both directly with the carriers and indirectly in conjunction with the state departments of transportation and regional jurisdictions. The purpose and relationship of the agencies that are most heavily involved with the railroad industry are summarized below.

Federal Highway Administration (FHWA)

One of the modal agencies within U.S. DOT, FHWA is responsible for public highway-rail grade crossing issues that affect highway safety. FHWA provides guidelines and standards for the correct design of grade crossings, the assessment of safety at highway-rail grade crossings, and appropriate placement of traffic control devices at and on the approach to highway-rail grade crossings. These traffic control devices include circular advance warning signs, crossbucks, pavement markings, and, in some locations, bells, gates, and flashing lights as described in the FHWA's Manual on Uniform Traffic Control Devices (MUTCD). States determine which public crossings are in need of improvements, and rely heavily on federally supplied funds, as previously authorized under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) program (known as "Section 130"). This Railway-Highway Crossing Program allocated money to the States specifically for eliminating hazards at public highway-railroad grade crossings. Under Map-21 (the recently authorized surface transportation funding program), the Rail Highway Safety Program is continued under the Highway Safety Improvement Program (HSIP). The FHWA distributes HSIP to the states, with funds to be administered by the states strategically, consistent with the state's Strategic Highway Safety Plan, on a "data-driven basis".[15]

Federal Railroad Administration (FRA)

One of the modal agencies within U.S. DOT, the Federal Railroad Administration holds responsibility for developing and enforcing railroad safety rules, manages the Railroad Rehabilitation and Improvement Financing (RRIF) program, provides oversight of Amtrak for U.S. DOT, and manages a small research program. With the passage of the Passenger Rail Improvement and Investment Act (PRIIA) in 2008, and the subsequent provision of capital funding for intercity passenger rail in the American Recovery and Reinvestment Act (ARRA), the FRA was tasked with managing these programs. Traditionally, the vast majority of FRA personnel and financial resources have been devoted to safety enforcement activities.

Federal Transit Administration (FTA)

The FTA administers formula and grant funding for the development of public transportation in urban and rural areas, supports existing and recommends funding for new services, and coordinates research and training. Through the New Starts process, the FTA establishes criteria and evaluates applicants seeking federal funding for new transit lines. The most common funding requests for rail transit entail urban light rail, rapid transit (which is fully grade separated), and commuter or regional services. While

light rail and rapid transit usually operate over dedicated trackage, commuter services utilize the freight network, and thus are subject to FRA and railroad industry standards that are administered by the Association of American Railroads (AAR). The FTA presents an option for funding some improvements where intercity operations are shared with commuter rail and transit.

Surface Transportation Board (STB)

Established in 1996 as a successor to the long-lived Interstate Commerce Commission, the Surface Transportation Board adjudicates disputes over rates and services between shippers and carriers, and has administrative authority over railroad mergers and line abandonments. In 2008, PRIIA expanded its role to mediate conflicts between passenger rail operators with freight rail owners. This new provision is intended to address long-standing concerns about enforcement of Amtrak's statutory rights to operate passenger trains over the freight network.

Idaho Agencies

Idaho Transportation Department

The Idaho State Rail Plan was prepared by the Idaho Transportation Department (ITD), the state agency that is responsible for maintaining, coordinating and administering the Plan. ITD's role includes assisting in the preservation of essential rail lines through planning and coordination with private railroad owners and addressing potential safety hazards at at-grade railroad crossings. Planning and coordination is a function of the Division of Transportation Performance, formerly the Division of Transportation Planning, while the Railroad Crossing Program is a function of the Resources Division.

In addition to federal funding received for rail-highway crossing projects, the Idaho Transportation Board provides an additional annual allocation of $250,000 to fund state rail-highway safety projects. A crossing over any public road is eligible for this program. Projects are identified by the Districts, the Office of Highway Safety, or local officials and prioritized by the Rail Operations and Safety Team, which is made up of representatives of each District Office within ITD, Highway Operations, and the Rail Program Manager, along with representatives from Idaho Operation Lifesaver and FHWA Safety Division. Projects are prioritized based on safety data, with priority given to low-cost, near term projects, and railroad/road corridors and crossings. Requests for projects are sent through the Districts and reviewed for eligibility by the Utility/Railroad Supervisor (URS), then submitted to the Idaho Transportation Board for final approval and allocation. The projects are included in the Statewide Transportation Improvement Program (STIP). The current Rail-Highway Safety Program 5-Year Capital Projects List is included in Idaho's Long-Range Rail Service and Investment Program as Project F-6A in Table 6-6 (Freight Rail 5-Year Capital Projects List), and detailed in Table 6-7 (Rail-Highway Safety Program 5-Year Capital Projects List.

The responsibility for installation and maintenance of rail-highway crossings within the railroad right-of-way is the sole responsibility of the railroad company unless a cooperative maintenance agreement has

been signed between ITD and the railroad company. Local jurisdictions have responsibility for installation and maintenance of traffic control devices associated with rail-highway crossings on the Local Road system. The ITD District Traffic Engineer has responsibility for all devices on the State Highway System.

The Chief Engineer is authorized to approve release of State Railroad Grade Crossing Protection funds for protection projects, including advanced warning railroad signing, cross bucks, IdaShields, Idaho Operation Lifesaver, railroad inventories and other safety projects. New projects are prioritized by engineering judgment using safety data, existing crossing protection, number of collisions, and other available safety information.

Public Utilities Commission

The Idaho Public Utilities Commission (PUC) was established in May of 1913 by the Idaho Legislature, with statutory authorities detailed in Title 61 and 62 of Idaho code. The PUC oversees the intrastate operation of investor-owned electric, gas, water, and telecommunications utilities, as well as rail and pipeline safety programs. The PUC has responsibility for ensuring all rail services operating within Idaho do so in a safe and efficient manner. The PUC has rail inspectors that investigate highway-railroad crossing issues and safety projects throughout the state. State safety inspectors are also responsible for inspection of rail cars carrying hazardous materials in and through the state of Idaho, and enforce federal hazardous materials regulations, which the State of Idaho has adopted.

In 1999, motor carrier responsibilities were transferred to the Department of Law Enforcement and Idaho Transportation Department, with Idaho PUC retaining its jurisdiction in rail carrier matters. Approval of any new or reinstituted rail service requires approval through the Idaho PUC according to statue IDAPA 31.01.01, Rules of Procedure, in addition to approval by the STB. Rail line abandonments also require PUC review and approval, as well as STB approval.

Idaho State Department of Agriculture

The Idaho Legislature created the Idaho State Department of Agriculture (ISDA) in 1919 to assist and regulate the state's fast-growing agricultural industry. The primary purposes for establishment were to protect Idaho's crops and livestock from the introduction and spread of pests and transmittable diseases, to help provide the industry with a system for the orderly marketing of agricultural commodities, and to protect consumers from contaminated products or fraudulent marketing practices.

The Department of Agriculture is responsible for administering the Idaho Rural Economic Development and Integrated Freight Transportation (REDIFiT) loan program. The mission of the REDIFiT Program is to assist businesses and industries to develop and expand options for shipping freight and products to market. The state's interest is served by maintaining competitive transportation services for Idaho's freight shippers, reducing public roadway maintenance and repair costs, increasing economic development opportunities, increasing domestic and international trade, creating and preserving jobs, and enhancing safety. State funding for projects is contingent upon appropriate private sector

partnerships with the participation and cooperation of state and local governments. A Revolving Loan Fund (RLF) was created in the state treasury for the specific purpose of assisting qualified short line rail or intermodal freight shippers to upgrade, expand, rehabilitate, purchase, or modernize equipment and facilities for Idaho's freight shipping infrastructure. Any unexpended funds, together with interest earned, repayments, and any penalties assessed and received for failure to repay loans on time, are credited to the fund to be allocated for the purposes of the program. Revolving loan funds cannot be used for operating costs. If the applicant is a local unit of government or a county-based intermodal commerce authority, the applicant may pledge funds to the extent that the funds are attachable. A resolution from the governmental body or intermodal authority requesting the loan must pledge future allocations or receipt of funds to the extent needed to provide collateral for the loan. Eligible projects for consideration must have the purpose of:

- Rehabilitating or improving rail lines to preserve essential local rail service;
- Purchasing or rehabilitating railroad equipment necessary to maintain essential rail service;
- Construction of loading or reloading facilities or other capital improvements; and
- Coordinating intermodal traffic for integrated rural freight transportation.

Funds are also available for planning activities. Applicants can apply for up to $100,000 to study potential rail investments. Applicants are required to provide a 100 percent match.

Regional Planning Organizations

A Metropolitan Planning Organization, commonly referred to as a MPO, is an association of local agencies that coordinate transportation planning and development activities within a metropolitan area. Establishment of a MPO is required by law in urban areas with populations of more than 50,000 in order for the area to use federal transportation funding. MPOs are designed to ensure coordination and cooperation among the various jurisdictions that oversee transportation within the urban area. MPO decision-making is guided by:

- A policy board, generally comprised of local elected officials and public agency officials who administer or operate major modes of transportation, and
- A technical advisory group of professional planners and engineers who are often employees of the same agencies.

An MPO has effective control over transportation improvement funding within the metropolitan planning area, since a project must be a part of the MPO's adopted long-range plan and be placed in their Metropolitan Transportation Improvement Program (MTIP) in order to receive federal funding. Current MPOs in Idaho include:

- Bannock Transportation Planning Organization (BTPO)
- Bonneville Metropolitan Planning Organization (BMPO)
- Community Planning Association of Southwest Idaho (COMPASS)

- Kootenai Metropolitan Planning Organization (KMPO)
- Lewis-Clark Valley Metropolitan Planning Organization (LCVMPO)

County and Local Agencies

County and local government projects throughout the state range from preparing transit supportive land use plans and adopting appropriate zoning and development regulations to crossing improvement projects. On the state level, local projects are selected by ITD on a statewide basis and scheduled into the ITD Statewide Transportation Improvement Program (STIP). Rail-Highway Crossing Projects are selected and scheduled in the STIP based upon the crossing's location and priority rating as determined by ITD's Rail Operations and Safety Team.

Public/Private Partnerships

The Passenger Rail Investment and Improvement Act (PRIIA) of 2008 contains several provisions to facilitate increased private sector participation in intercity passenger rail service, including:

- Section 214 of PRIIA creates an Alternate Passenger Rail Service Pilot Program that would allow one of more private railroads over which Amtrak operates to receive federal operating subsidies in return for assuming responsibility for the operation of up to two intercity passenger rail routes currently operated by Amtrak.
- Section 217 of PRIIA would allow states that select an entity other than Amtrak to operate a state-supported intercity passenger rail route to request use of Amtrak facilities, equipment and services necessary to operate that route, with the Surface Transportation Board responsible for resolving any disputes.
- Section 502 of PRIIA required the FRA to solicit private sector proposals for development of federally designated high-speed rail corridors.

An item not included in PRIIA is Amtrak's statutory access rights to the national rail system. These rights ensure Amtrak's ability to operate over rail lines owned by freight railroads and regional transportation authorities, which account for all but 655 miles of Amtrak's current 21,000 route system and nearly all of the rail lines on which new 125 mph or less intercity passenger service has been proposed. Current legislation gives these rights exclusively to Amtrak, and the Surface Transportation Board has ruled that they are not transferable or assignable to other entities.[16]

1.7 Prior Studies, Initiatives, and Plans

The following section summarizes prior plans, studies and initiatives used to provide context and background, historical trends, as well as identification of potential issues and opportunities.

Freight Rail

Freight Study

The Idaho Transportation Department, in partnership with the Idaho Departments of Agriculture and Commerce, completed a statewide study of the multimodal freight network in 2012. The purpose of

this study was to analyze all modes, strengthen the partnerships between private and public partners, and establish framework for more strategic investments that support Idaho's economic future.

This effort resulted in the identification of recommendations and action steps that support consensus based goals for the movement of freight in, out and through Idaho. These overall goals include:

- Strategic investments in resources and capacity
- Seamless and safe multi-modal connections
- Effective partnerships

Success of the goals will be measured by analyzing the following outcomes over time:

- Idaho goods transported effectively
- Freight transportation costs are competitive
- Freight-related safety improves

The study resulted in the identification of six key recommendations that are designed to framework future activity related to freight in Idaho. These recommendations include:

- Create an institutional framework for communication, collaboration and partnership
- Align transportation policy and projects with economic development strategies
- Strategically invest in a freight network including corridors and new/expanded multi-modal facilities and connections
- Facilitate the efficient movement of freight
- Collect and analyze freight data
- Expand sources for freight infrastructure funding

This effort relied heavily on involvement from key freight stakeholders including the system users, including shippers, carriers, and Idaho commodity producers; network owners/operators; and public agencies/organizations. Input was gathered through several tools including a steering committee that guided the entire effort which included the Burlington Northern, Union Pacific, and WATCO.

1996 Idaho State Rail Plan

Completed in 1995, and adopted by the Idaho Transportation Board in 1996, the 1996 Idaho Rail Plan Update is the state's most recent prior Rail Plan Update. It was considered the railroad modal plan for Idaho's long range transportation plan, and was intended to establish a vision for rail transportation in the year 2015 and beyond. The plan was prepared pursuant to Local Rail Freight Assistance Program (LFRA), which established the plan as a prerequisite for eligibility for local rail freight assistance. At the time of the plan development, there were 1,940 miles of active rail line in the state. The Plan identified concerns over the possible loss of passenger service provided by Amtrak's Pioneer line; financial assistance needed for the short line railroads to maintaining the physical condition of the rail lines to ensure adequate service in the future; a shortage of rail cars to haul grain; safety of grade crossings; rail

transport of spent nuclear fuel; line abandonments and, rail project funding. Goals and objectives identified in that plan are detailed below.

Goal I: A viable, competitive, and safely operated rail system to serve the citizens of the state of Idaho. Objectives for this goal included:

- To remove outdated public institutional and regulatory barriers.
- To level the playing field between transportation modes.
- To coordinate rail planning and implementation activities with state and local land use policies, and advocate mutually beneficial practices, such as the preservation of industrial sites which can be served by rail.
- To reduce the potential for at-grade rail-highway accidents.
- To promote the development and improvement of rail-served intermodal transportation service throughout the state, freight and passenger.

Goal II: The retention and maintenance of operations over all lines of the rail system which serve as essential components of the state's transportation system. Objectives for this goal included:

- To identify endangered components of the rail system, define problems and causes, and formulate solutions.
- To identify all potential sources of federal funds for application in problem situations.
- To define a dedicated source of state funds for rail service preservation and to encourage the use of local funds.

Goal III: The preservation of rights-of-way of rail lines for which the prior goal cannot be met for future rail or alternative uses. Objectives for this goal included:

- To assure local decision makers are aware of the potential to preserve rights-of-way through the federal Public Use and Interim Trail Use procedures
- To encourage localities to examine alternative uses of rights-of-way of endangered or abandoned rail lines.
- To identify potential funding sources – federal, state, and local – for right-of-way preservation.[17]

Limited progress has been made in the implementation of this plan, due in large part to limited resources. With recent organization changes at ITD providing greater emphasis on freight, Idaho is better positioned for the implementation of this plan update than previously. The ability to effectively implement the current plan update will depend, at least in part, on the availability of federal resources to assist Idaho's efforts.

Boise Valley Railroad & City of Boise REDIFiT Assessment

In November of 2011, Boise Valley Railroad and City of Boise received a grant to assess the feasibility of a multimodal freight center in Boise, to serve southwestern Idaho. The grant was funded through the Idaho Rural Economic Development and Integrated Freight Transportation (REDIFiT) Program described in a previous section. The proposed facility is anticipated to expand opportunities to combine rail service and local truck service, reducing overall freight costs and improving the competitiveness of outbound Idaho-produced freight and inbound goods and materials.[17]

The study, completed in February, 2012, evaluated freight flows in southwestern Idaho (including the counties of Owyhee, Elmore, Ada, Canyon, Boise, Gem, Payette, Valley, Adams and Washington) in order to estimate potential rail car volume in the region. The findings of that analysis suggested that Southwest Idaho had the potential to support and grow a multi-modal transload[i] facility premised principally on agriculture and heavy industrial commodities. In assessing the feasibility of locating such a facility in the Boise/Treasure Valley area, it was concluded that Boise is a natural nexus for such a facility due to the geographic distribution of industries, rail and highway infrastructure. The study also concluded that a transload and industrial park site appeared to be a potentially viable opportunity.

The study then focused on facilities, identifying a two-phase approach, with the first phase including a multi-modal transload facility with approximately 50,000 square feet of warehousing capacity that will enable transloading, material handling, outside and inside storage of the commodities, including agricultural grains and bulk commodities; minerals and related aggregates; chemical, fuels, and other liquids; miscellaneous bulk materials; and, palletized, crated, and boxed goods. The cost of the first phase was estimated at $15.5 million. The second phase recommended development of a rail based regional industrial park of approximately 140 acres, requiring investment of approximately $28 million, to include the development of loop track service to the park. The study concluded that, while the site would not generate huge returns on investment, however, the potential of increased rail volumes could make the concept attractive to a railroad operating partner. The direct economic impact of the site would be equivalent to a moderately large manufacturing enterprise locating in the region. While the study noted that the impacts associated with the "magnet effect" were difficult to quantify, transloading by rail is a growing market across the county with estimates that 1 in 4 rail cars of industrial products carloads could be handled through transload facilities in 2013.[18]

Inland Pacific Hub

The Inland Pacific Hub (IPH) is a nineteen county region encompassing the eastern third of Washington and the panhandle of Idaho. IPH is a public-private partnership created to "establish the Inland Pacific Hub as a multi-modal global gateway to increase international commerce". The IPH Board has

[i] Transload is defined as the practice of transferring product between truck and rail transportation. In most instances, a transload facility operator, third-party logistics company, or broker facilitates transloading for both the shipper and the consignee. These companies coordinate truck and rail connections, and frequently offer warehousing and other services to facilitate storage delivery.

partnered with the ITD and the Washington State Department of Transportation (WSDOT) to study the region's capacity for economic development. The Inland Pacific Hub Transportation Study has two objectives: 1) to identify the Inland Pacific Hub's capacity as a globally-connected, multi-modal transportation gateway; and, 2) to identify the critical infrastructure requirements needed to drive the Inland Pacific Hub's future economic growth.

Phase 2 of the study, Transportation Investment and Project Priority Blueprint was completed in 2012. Recommendations of this study relevant to Idaho include:

- A regulatory strategy to work harmonize trucking regulations across the states and the Canadian border;
- Continuation of a public-private, cross-state advisory council to facilitate regional planning advocacy efforts;
- Support of local efforts to establish Port Districts in Spokane and Kootenai Counties to serve as important economic drivers in the IPH Region;
- Promotion of the establishment of a bi-state port district to unify the regional vision and give political and economic weight to the hub vision; and,
- Encourage expansion of border crossing hours with Canada.

Priority transportation investments identified by the study included:

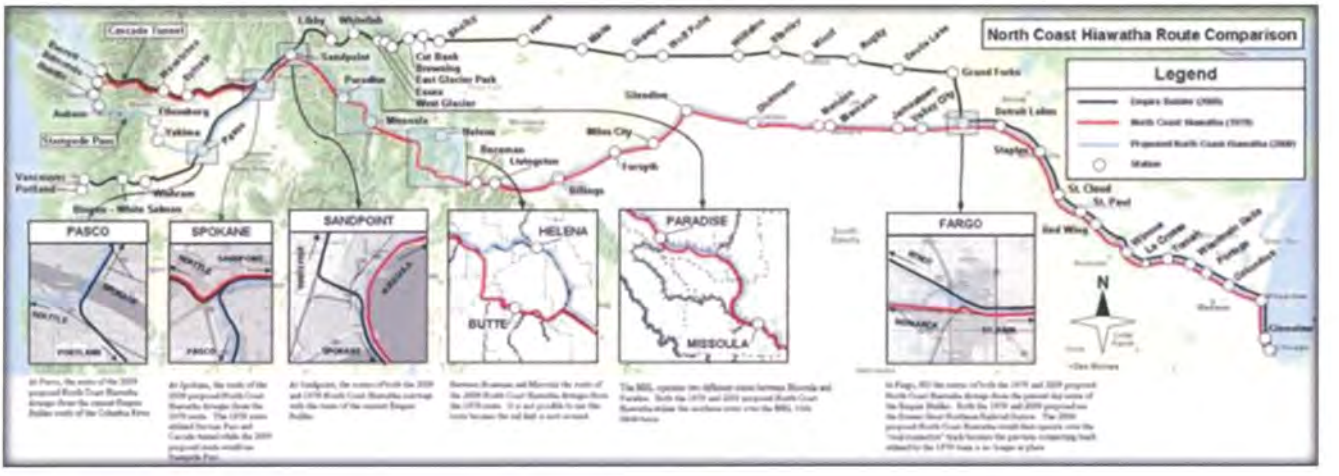
- Expansion of US-95 from Bonners Ferry to Canada in the short-term;
- US-95 Improvements to and from the Snake River Ports in the mid-term;
- Widening of I-90 through Kootenai County in the long-term;
- Construction of the Huetter Road Bypass in Kootenai County in the extended term.[19]

Passenger Rail

Amtrak North Coast Hiawatha Service

In 2008, PRIIA reauthorized Amtrak to undertake a study to examine the reinstatement of the North Coast Hiawatha route. Amtrak published the feasibility study in October 2009, which proposed restoring the North Coast Hiawatha to its 1979 route. **Figure 1-4** shows both the proposed route of the North Coast Hiawatha and the route over which the train last operated in October 1979 as potential route alternatives.[20]

Figure 1-4. North Coast Hiawatha Route Alternatives



Source: Amtrak North Coast Hiawatha Study Plan, 2009

With one exception, the train would follow the 1979 route through southern North Dakota and southern Montana, restoring service to a line Amtrak has not operated since the North Coast Hiawatha's discontinuance. The service would operate over rail lines owned by BNSF and Montana Rail Link (MRL), and would pass through Livingston, Montana. The route from Sandpoint, Idaho to Spokane, Washington would follow the 1979 route, which is owned by BNSF and is currently served by the Empire Builder.

This report assumes that the North Coast Hiawatha would operate as a separate, daily train between Chicago and Seattle, providing a second frequency on the route already served by the Empire Builder.

Annual projected ridership on the proposed North Coast Hiawatha service is 359,800 passengers, and projected annual revenue is approximately $43 million. These figures include 65,800 riders who are projected to ride the restored North Coast Hiawatha service instead of the current Empire Builder route. This would result in an estimated $8 million reduction in Empire Builder annual revenue. **Table 1-2** provides a summary of the financial costs and performance elements for restoration of the North Coast Hiawatha service.[21]

The single largest cost to commence operating the restored North Coast Hiawatha is the cost of upgrading existing track structure, signaling, and grade crossing warning devices. A total of $619.8 million is required to cover the necessary capital investments to restore the North Coast Hiawatha service. Further studies and negotiations between Amtrak and host railroads will be required to determine an appropriate level of infrastructure investments.[22]

Table 1-1. North Coast Hiawatha Key Financial and Performance Metrics

Projected Performance	($ Millions)
Capital/Implementation Costs	$1,043.2

Annual Passenger Revenue	$43.0
Direct Costs	$74.1
Direct Operating Contribution/Loss	$31.1
Farebox Recovery	58.0%
Total Annual Ridership	359,800
Passenger Miles/Train Mile	153.1

Source: Amtrak North Coast Hiawatha Study Plan, 2009

In addition, an estimated total of up to 18 locomotives and 54 passenger cars are required to restore the North Coast Hiawatha. The estimated purchase cost of the required locomotives and passenger cars is $330 million.[23]

Additional funding beyond PRIIA is required for capital or operating expenses. Based on the cost estimates identified in the study, Amtrak will need significant additional funding to restore the North Coast Hiawatha.

Amtrak has stated that they will not launch new intercity service that would increase the already large operating losses. Congress provides appropriations to the Federal Railroad Administration (FRA) for Amtrak operating losses, which are tied only to existing routes. Reinstating multi-state passenger routes will require all affected states to agree to provide subsidies for operating losses and also require additional federal capital funding, which could be problematic given the projected ridership volumes.[24]

Amtrak has also been pursuing partnerships with the private sector. For instance, the company has formed a consortium with SNCF, the French national railroad, and Bechtel, an international engineer and construction firm, to pursue a design, build, operate and maintain contract for the proposed, but now halted Orlando-to-Tampa high-speed rail project. Amtrak plans to participate in other joint efforts with private companies to pursue high-speed rail projects elsewhere.[25]

Amtrak Pioneer Service

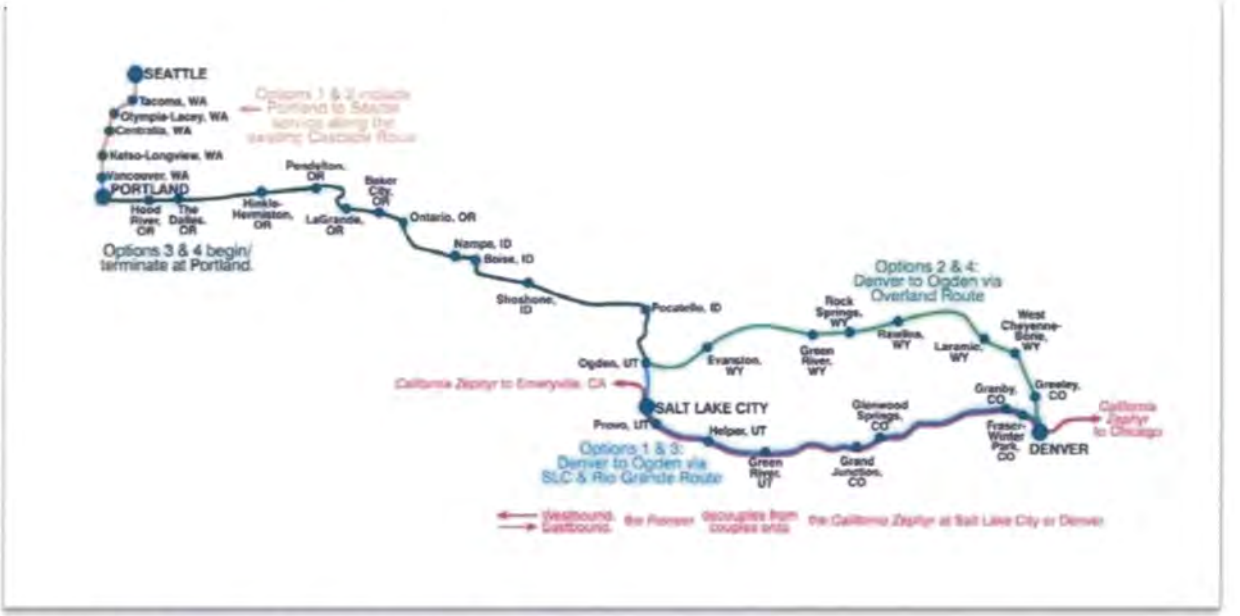
In accordance with the PRIIA, Amtrak evaluated the possibility of restoring the Pioneer service in October 2008. The Pioneer first operated from Salt Lake City and Ogden to Seattle. Idaho stops included Boise and Pocatello. In 1983, the Pioneer was rerouted over the Denver and Rio Grande Western Railroad between Denver and Salt Lake City (Rio Grande Route). In June 1991, Amtrak extended the Pioneer east from Ogden over the Union Pacific Railroad (UPRR) line through Wyoming (Overland Route) to connect with the California Zephyr in Denver. This route remained until the train's discontinuance in May 1997.[26]

As part of the study, Amtrak considered four options to restore the Pioneer, all of which would have through service to Chicago via the California Zephyr (see **Figure 1-5**):

- Salt Lake City-Seattle
- Denver-Seattle

- Salt Lake City-Portland
- Denver-Portland

Figure 1-5. Pioneer Route Options



Source: Amtrak Pioneer Route Passenger Rail Study

Since the track east of the Boise depot is out of service, trains will have to bypass Boise, perhaps stopping at Nampa and continuing on the present freight-only bypass.

For each of the four options, the report assumes that the reintroduced Pioneer will operate daily, and is comprised of a locomotive and four Superliner cars. The study found that all the Pioneer options will produce a net Amtrak ridership increase of between 82,000 and 111,000 passengers annually, with a corresponding increase in passenger revenue of $7.6 million to $13.1 million annually.[27] The study reported the following ridership and revenue by option:

- Option 1 (Salt Lake City-Seattle Option): 102,000 passengers and $11.6 million revenue
- Option 2 (Denver-Seattle Option): 111,000 passengers and $13.1 million revenue
- Option 3 (Salt Lake City-Portland Option): 82,000 passengers and $7.6 million revenue
- Option 4 (Denver-Portland Option): 95,000 passengers and $9.2 million revenue

Projected direct operating loss (revenue minus direct operating costs) based on study findings include:

- Option 1 (Salt Lake City-Seattle): $25.0 million
- Option 2 (Denver-Seattle): $33.1 million
- Option 3 (Salt Lake City-Portland): $28.3 million

- Option 4 (Denver-Portland): $35.5 million

The reintroduction of the Pioneer will require significant capital/mobilization expenditures for infrastructure improvements, new equipment, station restoration, and employee training and qualifying. **Table 1-3** provides a summary of the financial costs and performance elements for restoration of the Pioneer service.[28]

Table 2-3. Pioneer Key Financial and Performance Metrics

Projected Performance (dollar figures in millions)	Option1 (Salt Lake City to Seattle)	Option 2 (Denver to Seattle)	Option 3 (Salt Lake City to Portland)	Option 4 (Denver to Portland)
Capital/Implementation Costs	$373.9	$469.8	$370.5	$484.8
Annual Passenger Revenue	$11.6	$13.1	$7.6	$9.2
Direct Costs	$36.6	$46.2	$35.9	$44.7
Direct Operating Contribution/Loss	($25.0)	($33.1)	($28.3)	($35.5)
Farebox Recovery	31.7%	28.4%	21.2%	20.6%
Total Annual Ridership	102,000	111,000	82,000	95,000
Passenger Miles/Train Mile	131	100	103	77

Source: Amtrak Pioneer Route Passenger Rail Study

An initial analysis identified $200 million in proposed infrastructure investments if Pioneer service is restored between Salt Lake City and Portland, and a total of $309 million in investments if the Pioneer were to operate via the Overland Route between Denver and Portland. If a decision is made to reinstitute the Pioneer, Amtrak and UPRR will need to conduct further analyses, including capacity modeling and simulation of the entire route, and negotiate an agreed-upon level of investments.[29]

The study found that approximately $13.5 million in additional capital investments is required to directly serve Boise via the "Boise Cutoff" (a 25-mile rail section of Watco's Boise Valley Railraod between Nampa to just southeast of Boise). Total expenditures of $16.1 million for 19 stations are projected if the Pioneer operates via the Overland Route. Reinstatement of daily Pioneer service is expected to require a total of four to six locomotives and 23 to 26 Superliner cars, depending upon the option selected.[30]

Similar to the North Coast Hiawatha service, restoration of the Pioneer would require large expenditures for initial capital costs and ongoing operating costs not covered by farebox revenues. Additional funding beyond PRIIA will be required for capital or operating expenses.

To reinstate the Pioneer service, federal and state policymakers will need to determine whether passenger rail service along the former Pioneer route should be reintroduced. One method of

determination is to perform a cost-benefit analysis to determine if additional public subsidies can be justified to support an increase in public benefit. If the analysis shows such a justification, Amtrak will need additional funding to provide the required levels of capital and operating funding that will restore the service. This can be in the form of public funds or through public-private partnerships. Reintroduction of service will require approximately four years from the date which funding is made available.[31]

High Speed Rail

In 1997, the Federal Railroad Administration issued a report, "High Speed Ground Transportation for America," that defines high-speed rail as follows:

> "High-speed ground transportation (HSGT) is self-guided intercity passenger ground transportation — by steel-wheel railroad or magnetic levitation — that is time-competitive with air and/or auto for travel markets in the approximate range of 100 to 500 miles."[32]

This is a market-driven, performance-based definition of HSGT. It recognizes that total trip time (including access to and from stations), rather than speed, influences passengers' choices among transport options in a given market. It also recognizes that travelers evaluate each mode not in isolation, but in relation to the performance of the other available choices.

The Federal Railroad Administration's 2009 High Speed Rail Strategic Plan envisions networks in the Federal High-Speed Intercity Passenger Rail Program to include high-speed rail service to the top 47 metropolitan areas of the United States, though none is proposed for Idaho.[33]

Treasure Valley High Capacity Transit Study

The Treasure Valley High Capacity Transit Study began in 2007 in conjunction with Valley Regional Transit and other member agencies to address the expectation that traffic in the I-84 corridor is expected to double by 2030. The study consisted of evaluating three related planning projects: a passenger multimodal transportation center; a downtown circulator; and, an east-west high-capacity corridor.[34]

Major goals of the study included:

- Improve Transit Connectivity
- Improve Transit Mobility
- Manage Travel Demand
- Support Transportation and Land Use Plans
- Financial Feasibility

A passenger multimodal center in downtown Boise is intended to serve as a "hub" for various transportation services. The center could house buses, streetcars, and regional passenger rail. A

downtown circulator was envisioned to improve mobility among primary destinations within and adjacent to downtown Boise. The study also includes a plan for high-capacity transit service (passenger rail) for locations along I-84 within Ada and Canyon counties. The study began analysis of potential corridors and potential modes in 2009 to narrow down options to move forward for a more in-depth alternatives analysis.

The study initially considered a range of potential High Capacity Transit (HCT) alignments to serve the corridor from Chinden Boulevard on the north to Victory Road on the south. The study included an early screening step which determined that the following alignments best addressed the study's purpose and need.

- Fairview Avenue/Cherry Lane
- Boise Cutoff Rail
- Franklin Road
- I-84
- Overland Road

The arterial alignments used Caldwell-Nampa Boulevard for the connection between the cities of Caldwell and Nampa.

The Phase 1 Alternatives Analysis process was completed October 2009. The study recommends the following HCT alternatives be considered for the detailed analysis in the next phase of the alternatives analysis.

- Boise Cutoff Light Rail (Recommended by Study team)
- Boise Cutoff BRT- Exclusive (Recommended by Study team)
- Franklin BRT-Exclusive (Recommended by Study team)
- Fairview BRT-Exclusive (Recommended by Study team)
- Boise Cutoff Commuter Rail (Potential Inclusion)
- Franklin Light Rail (Potential Inclusion)

While the initial analysis found these to be the most promising alternatives, a number of issues remain that will merit further assessment, including:

- Further exploration of exclusive guideway connections from the Boise Cutoff and Franklin Road to the downtown Boise (passenger) Multimodal Center.
- Further exploration of routing feasibility for all modes between the cities of Nampa and Caldwell.
- Refinement of shuttle service options for providing a connection between commuter rail at the Boise Depot and the downtown Boise (passenger) Multimodal Center.
- Detailed traffic analysis to understand the impacts associated with exclusive HCT operations in Franklin Road and Fairview Avenue.

- Examination of the potential for phased implementation of HCT improvements.
- Rail line owner interest.

Valley Regional Transit Rail Corridor Evaluation Study

This Rail Corridor Evaluation Study was conducted in 2003 for ValleyRide in cooperation with Ada and Canyon Counties, Ada County Highway District, the cities of Boise, Meridian, Nampa and Caldwell, Community Planning Association of Southwest Idaho (COMPASS), and ITD. The primary purpose of the study was to provide information and the background necessary for the sponsoring agencies to make an informed decision regarding the potential for a public acquisition of certain rail corridors within Ada and Canyon Counties.[35] The potential impacts of introducing a commuter operation in the corridor on traffic and utilities were addressed.

ValleyRide, along with partner jurisdictions, have initiated discussions focused on negotiating an acquisition of the remaining portions of the Boise Cut-Off. Securing public control of the proposed rail passenger corridor is the preferred long-term solution. According to WATCO (owner of BVRR), BVRR has not been involved in these discussions to date, and would not prefer this to be a long term passenger rail corridor.

With the assumption that ValleyRide would pursue Federal Transit Administration (FTA) New Starts funding to implement a project, the next steps for the project include completion of an alternatives analysis, selection of a Locally Preferred Alternative (LPA), preparation of an environmental assessment or environmental impact statement in accordance with the National Environmental Planning Act (NEPA), and Preliminary Engineering (PE).

Communities in Motion 2040

COMPASS, the joint Metropolitan Planning Organization (MPO) for Ada and Canyon Counties, develops and updates a regional long-range transportation plan for Ada and Canyon Counties every four years. These 20- year plans to help ensure roads, bridges, and transportation services (buses, rail, etc.) are adequate in future years, by helping to prioritize projects based on public input and how the region is likely to grow. The intent of the Communities in Motion 2040 (CIM 2040) is to move beyond a traditional long-range transportation plan to become a regional long-range transportation and sustainability plan.[36]

In 2006, Communities in Motion described a bus and rail system, with rail service between the cities of Nampa and Boise (to Micron, one of the region's largest employers). The total capital development cost was estimated to be approximately $1.28 billion, with initial annual operating costs of $14 million, increasing to $232 million per year by 2035. The combined bus and rail service includes 26 routes with an annual operating cost of about $9 million. At build out, the future system would increase services eleven-fold over current levels, providing seven-day per week service, with approximately 11 times more service hours than the current system.

Currently, development of COMPASS' Long Range Transportation Plan is currently underway. Communities in Motion 2040 will integrate transportation, housing, healthy living, and community infrastructure planning to identify a "preferred growth scenario", or vision of what Treasure Valley residents want the valley to look like in the year 2040, taking into account practical trade-offs and priorities. The plan is scheduled to be complete by 2015.

BNSF's Great Northern Corridor Multistate Planning and Development Study

The Montana Department of Transportation, on behalf of a coalition of corridor stakeholders, submitted a grant application to the U.S. DOT to fund the *Great Northern Corridor Multistate Planning and Development Study*. The Study received full funding from the Multistate Corridor Operations and Management Program and is expected to kick-off mid- 2013.

The study will include a transportation needs and opportunities analysis to enhance the corridor by addressing topics such as safety, performance, connectivity, and economic opportunity. The study will engage stakeholders to find the most cost-effective and environmentally sustainable solutions to develop the Great Northern Corridor into a seamless multistate freight rail corridor to promote economic growth for neighboring communities and to accommodate the demand for efficient and environmentally-sound transportation services.

Stakeholders supporting this undertaking include: transportation departments from the states of Idaho, Minnesota, Montana, Oregon, North Dakota, Wisconsin, and Washington; a number of ports in Montana, Washington, and Oregon; six metropolitan planning organizations; a number of economic development agencies; and BNSF.[37]

Adjacent State Rail Plans

Washington

In 2012, the Washington State began development on the Washington State Rail Plan. This plan will serve as a strategic blueprint for future public investment in the state's freight and passenger rail network. It is intended to provide an integrated plan that meets federal and state requirements and will propose 5- and 20-year strategies to improve the overall rail environment. The final plan is targeted for release by the end of 2013.[38]

Previous state plans addressed freight and passenger rail separately, with passenger rail planning focused on the Amtrak Cascades route, a north-south Amtrak line providing service between Vancouver, BC and Eugene, Oregon. The Washington State 2010-2030 Freight Rail Plan, adopted in 2009, explored freight economic benefits of rail in Washington, as well as the rail needs issues. It emphasized that the primary challenge was funding for rail needs, and evaluated policies for prioritizing rail investments based on cost-benefit principles, evaluated strategies for funding, but did not identify a project list or capital improvement plan for freight rail.[39]

Oregon

Oregon's last adopted Rail Plan dates back to 2001. In 2010, Oregon released the Oregon Rail Study which documented the existing condition of Oregon's freight and passenger rail system. The study identifies general investments needed to maintain and grow rail in Oregon. With regard to freight rail, needs identified included funds to maintain and upgrade deteriorating existing short line rail infrastructure, additional for rail cars to address the rail car shortage, capacity enhancements, and new intermodal facilities to consolidate and move shipments between truck and rail. Facilities identified included grain aggregation facilities in eastern Oregon or hub facilities for short-haul bulk and intermodal markets along the I-5 corridor.

In 2011, ODOT formed the Oregon Rail Funding Task Force to identify a long-term sustainable funding source for passenger and freight rail. In December of 2011, the Task Force issued its Final Recommendations, which included the formation of a special district to fund passenger rail service between Eugene and Portland; lottery proceeds to fund freight rail needs; railroad property tax re-allocation; a telephone access fee; a rail tax credit.

These planning efforts were undertaken as foundational to the development of an updated Oregon Rail Plan. [40]

Nevada

Nevada adopted its current Statewide Rail Plan in September of 2012. Nevada emphasizes the fact that Amtrak and private operators, notably Union Pacific Railroad, rather than NDOT, provide and fund passenger and freight rail services available in Nevada. Thus, Nevada identifies its role as one of supporting, coordinating, and enhancing the services these third-party owner/operators provide, rather than taking on the role of owning and operating its own rail facilities and services.

The recommended projects included in the Nevada state rail plan involve a combination of private and public-sector conventional and high speed passenger rail, freight rail, excursion rail, and rail-highway grade crossing improvements to be made in the short-, mid-, and long-term. One project with potential relevance to Idaho was related to the east-west California Zephyr Amtrak line that runs along 1-80, south of Idaho. It involved developing consolidated multimodal terminals facilities. The goal of this passenger rail project was for each Nevada city with Amtrak Rail/Thruway Bus, or Greyhound and local bus service to provide such facilities in the mid-term (6-20 years). Other potentially relevant future projects which were identified for further study also involved the California Zephyr Amtrak route, and included:

- Addressing passenger constraints at Elko CA Zephyr Amtrak facilities. This conventional passenger rail project was identified as requiring further study and coordination with Amtrak and UPRR.
- Developing a high speed, intercity passenger rail service between Boise, Elko, and Las Vegas. This would connect to the proposed Las Vegas to Los Angeles high speed rail service. This

project was identified as requiring further study to determine the demand for service, and the potential location where such a high speed rail line would be built.

Utah

Utah's Unified Transportation Plan, 2011-2040, only lists highway and transit projects, and makes no mention of rail projects.[41] Utah does not have an adopted State Rail Plan but is planning to initiate a rail plan effort in 2013.

Wyoming

Wyoming's State Rail Plan, adopted in 2004, focuses on freight rail. The plan identifies goals for Wyoming's for rail network, provides an overview of the network and policy issues associated with rail in Wyoming, provides details on grade crossing safety issues, and provides an overview of the relationship between Wyoming's resource industries and the railways. As with Washington's Rail Plan, does not provide a list of projects or a potential capital improvements plan. It recognizes that rail network infrastructure is privately held, and states that the State Constitution prohibits state funds from being spent on rail improvements.[42]

In 2008, the State of Wyoming is assessed the feasibility of initiating passenger service along a north-south corridor between Fort Collins, Colorado and Casper, Wyoming. The 2008 Passenger Rail Interim Report serves as a foundational to a collaborative effort with Colorado in further evaluation of the feasibility of developing this as a high-speed, intercity rail corridor.[43]

Montana

The 2010 Montana State Rail Plan details historical and forecasted freight trends, provides operating and system characteristics of the State's freight rail network, summarizes ongoing efforts to expand and secure funding for additional passenger rail service through the state, and identifies potential rail funding programs to acquire, improve, establish, or rehabilitate intermodal rail equipment and facilities. It does not identify specific freight projects, or detail a capital improvement plan.

It does recognize Montana's existing passenger rail service is Amtrak's Empire Builder, which has the highest ridership and highest revenue of any long-distance line. It traverses the northern part of the state). The south has not had service since the termination of the North Coast Hiawatha route in the 1970s. The 2010 Montana State Rail Plan Final Report (December, 2010) discusses potential funding for the rail line North Coast Hiawatha line, as considered in the 2009 Amtrak study, recognizing that it would require substantial state investment for capital improvements and operations .[44]

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Section 2 Idaho's Rail System

2.1 Freight Rail

Rail transportation is vital to the growth of important sectors of the Idaho's economy. Two of Idaho's most important industries remain agribusiness and the extraction of raw materials which rely on rail service. The two sectors are still vastly important, as approximately 60% of all freight rail tonnage generated within Idaho are related to agricultural or food products, while at least 22% pertain to raw materials.[1] According to the Union Pacific Railroad Company (UPRR), the top five commodities by volume both shipped and received on their Idaho trains were either related to agricultural products or raw materials.[2] The geography and profile of the state's rail network, which began to take shape in the 1870s, during a territorial farming and mining boom, reflects this legacy. Local rail lines were established in areas of high agricultural or mineral yield with the design to get Idaho's resources to the transcontinental rail network and into the market.

The importance of the agribusiness and raw materials processing sectors can be seen in the dispersal of the state's rail network, especially in southern Idaho where the agriculturally productive lands of the Snake River Plain, Magic Valley, and Treasure Valley are found. One of UPRR's transcontinental railways travels across the state from the foot of the Grand Tetons to northwest of Boise. Across the Snake River Plain, several feeder lines extend off the main UPRR line into dairy, wheat and potato producing areas. In the Treasure Valley, feeder lines peel away from the UPRR main to serve the area's onion growing regions, as well as other industries including manufacturing. Key mining concerns also have rail service in this part of the state. A cluster of phosphate mines north of Soda Springs, for example, are served by the UPRR's Dry Valley Subdivision, which connects the mines to one of the company's transcontinental routes.

The pattern in North Idaho is similar, but the network in the state's panhandle is not as connected to the key economic centers in the state. No in-state rail connection exists between northern Idaho and either the Treasure Valley or the Snake River Plain. Freight traveling by rail between southern and northern Idaho is routed as far west as Hermiston, Oregon, or east across the Snake River Plain then north through Butte and Missoula, Montana, before returning to Idaho. Within northern Idaho, connectivity is an operational challenge, as only circuitous out-of-state rail links exist between Lewiston, Moscow, and greater Coeur d'Alene, all important regional centers in the north.

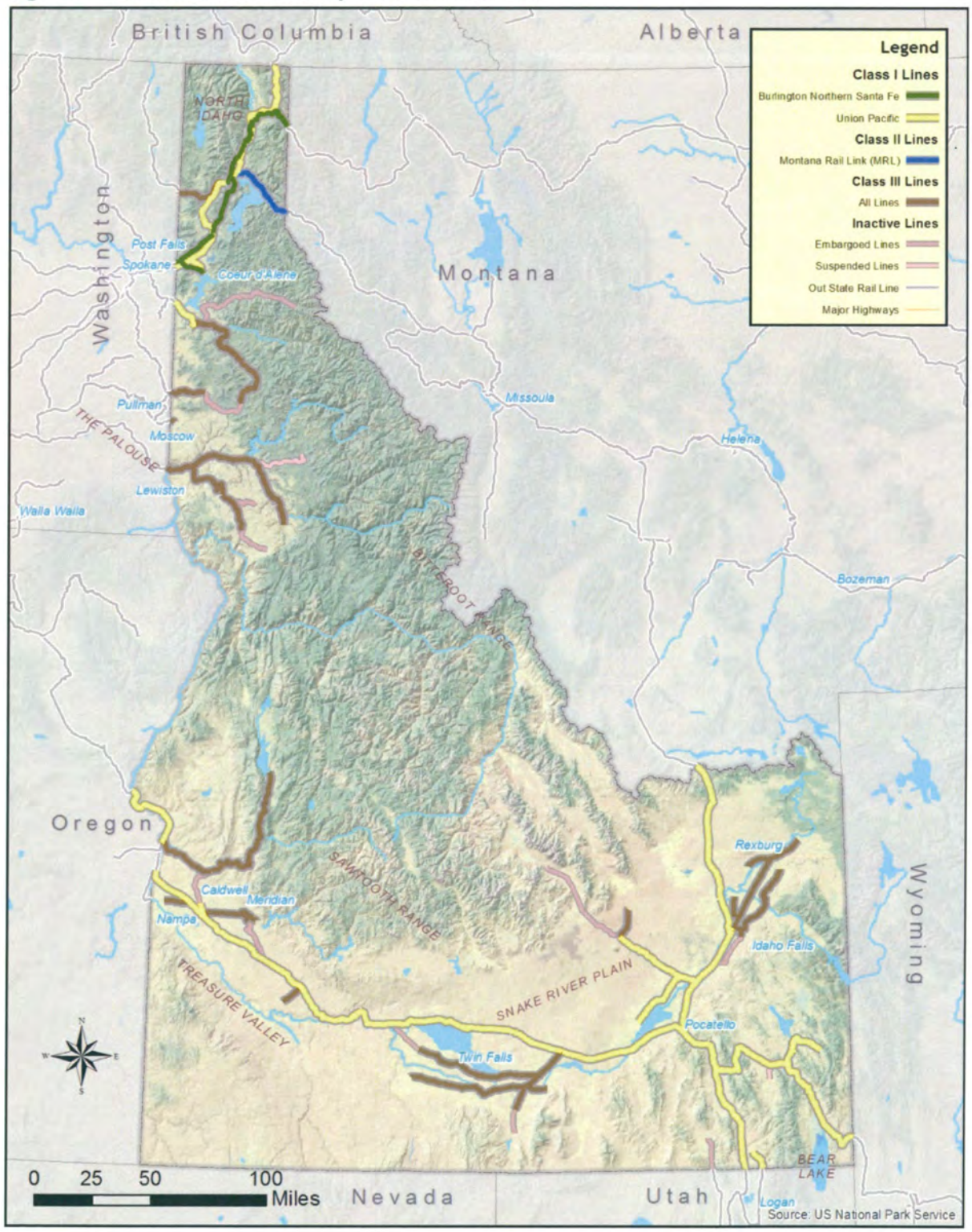
The Palouse region centered in Idaho around Lewiston is served by several rail lines (including Watco's Great Northwest railroad line, providing Idaho Palouse grain growers with access to international markets through the ports of Seattle and Portland. Palouse growers also have rail access to the grain elevator facility at the Port of Lewiston on the Clearwater River, which is the most inland marine port on the West Coast. The port is unique in that it also boasts the capability to handle containerized cargo to

and from barges and can effectuate rail-to-water transfers of containers with its crane.[3] Watco's Great Northwest railroad lines provide freight service to the paper industry and other freight customers at Lewiston along with the rail traffic to and from the port, UPRR, BNSF, and the Bountiful Grain and Craig Mountain (BGCM) line to Kooskia.[4] Additional timber, mineral, and gem mining operations in the region once had rail service but many are now abandoned or out of service due to embargo or suspension.[5]

Farther north, one of the transcontinental lines for the BNSF Railway Company (BNSF) railroad crosses the state's panhandle, the Great Northern Corridor. Historically, BNSF's Great Northern Corridor is one of the more important rail lines in the country.[6] The line provides a direct link to Puget Sound and Chicago from northern Idaho, although less than 8% of all freight on the BNSF Great Northern Corridor either originates or terminates in Idaho.[7] Most freight trains on this line represent through traffic which originated, and is destined for, points outside of the state. Also located in northern Idaho are the remnants of the country's first northern transcontinental railroad, which was built by the Northern Pacific Railroad (NP). The Great Northern Corridor sits in the NP's old alignment southwest of Sandpoint. The Montana Rail Link uses the NP route along the Clark Fork River east of Sandpoint into Montana. The impetus for both transcontinental lines was not to bring rail service to Idaho, but to connect the West Coast with the Midwest. The local economies have benefitted from the lines' proximity by connecting to the system via short line operations serving farming and mining industries.

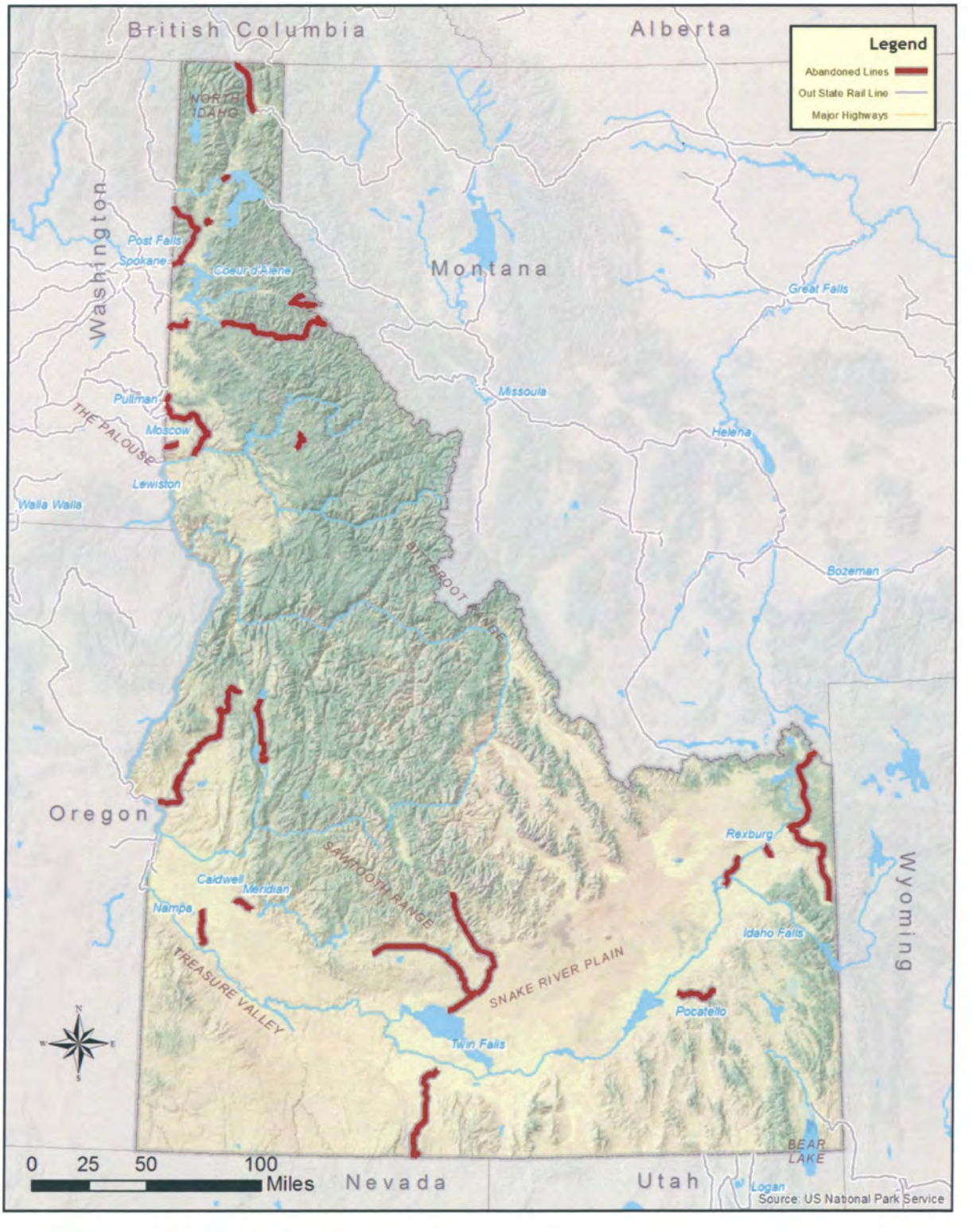
Public documents and available data were used to assign rail ownership and trackage rights across the network for analysis. In some cases, track ownership is difficult to determine, and official filings with the FRA and documents from the railroad companies were examined to understand the relationship between railroad operators and the existence of often contradictory information. Trackage rights, defined as the permission to operate trains over track owned by a different company, were investigated in a similar fashion. **Figure 2-1** shows the Idaho rail network by track ownership. **Figure 2-2** shows abandoned rail lines in Idaho. **Table 2-1** provides a detailed overview of each railroad's mileage and trackage rights.

Figure 2-1. Idaho Rail Network by Track Classification



Source: ITD, FRA, Oak Ridge Nat'l Lab., Railroads[8]

Figure 2-2. Abandoned Rail Lines



Source: ITD, FRA, Oak Ridge Nat'l Lab., Railroads[9]

Table 2-1. Idaho Railroad Mileage and Trackage Rights [10]

	Trackage Owned (mi.)	Trackage Rights (mi.)
BNSF Railway Company	118.4	457.9
BNSF sub tot. - Transcontinental	*101.1*	*101.1*
Union Pacific Railroad (UPRR)	877.4	1,520.4
UPRR sub tot. - Transcontinental	*438*	*438*
Class I sub tot. - Transcontinental	*539.6*	*539.6*
Class I Total	**995.8**	**1,978.3**
Montana Rail Link (MRL)	33.5	82
Class II Total	**33.5**	**82**
Bountiful Grain and Craig Mountain Railroad (BGCM)	126.6	128.2
St. Maries River Railroad (STMA)	72.3	72.3
Class III sub tot. - Switching/Terminal Railroads	*198.9*	*200.5*
Boise Valley Railroad (BVRR)	42.1	60.6
Eastern Idaho Railroad (EIRR)	264.5	266.1
Great Northwest Railroad (GNRR)	4.3	4.3
Idaho Northern and Pacific Railroad (INPR)	101.3	157.8
Pend Oreille Valley Railroad (POVA)	25.7	28.7
United States Government (USG)	24.3	24.3
Washington & Idaho Railway (WIR)	19.1	19.1
Class III sub tot. - Local Railroads	*481.3*	*560.9*
Class III Total	**680.2**	761.4
Total Idaho Track	**1,709.5**	

Class I Railroads

The majority of the 1,709.5 miles of active track in Idaho are owned by major U.S. railroad operators, or Class I railroads. These U.S. railroads are defined by their transcontinental scope and, more specifically, as companies with operating revenues greater than $398.7 million, or more, annually[i]. Two of the seven U.S. Class I railroads operate in the state – BNSF Railway, headquartered in Fort Worth, Texas and Union Pacific Railroad (UPRR) based in Omaha, Nebraska. Together, BNSF and UPRR own 995.8 miles of track, or just over 58% of all rail line mileage in the state and have trackage rights over 1,666.7 miles of active lines in the state.[11] Only portions of the Pend Oreille Valley Railroad and the Washington & Idaho Railway lack trackage rights from one of the two Class I railways according to the data.

Union Pacific Railroad Company (UPRR)

The UPRR has the largest single railroad presence in Idaho with 877.4 miles of active rail lines, trackage rights for 89% of all lines in the state, and several feeder lines leased to smaller local railroads.[12,13] UPRR is the only railroad in operation in both northern Idaho and southern Idaho. UPRR's presence is absent only in the rugged territory between the Salmon River and the Wood River Valley where no railroads exist. The company has major operations centers in Idaho at Nampa and Pocatello.

[i] Class 1 threshold is adjusted annually. This data reflects Class I railroad operating revenue in 2010. Published by AAR November 8, 2011.

UPRR operates one of the state's two transcontinental rail lines, the Northwest Corridor. The line connects the Port of Portland and western Washington Ports, via the Columbia River Gorge, to Chicago. As a result, the UPRR Northwest Corridor is a vitally important line for the nation's rail network and for Idaho's economy.

The Northwest Corridor enters the western portion of the state near Weiser and roughly follows the Snake River across the state into the Bear River Valley southeast of Pocatello, then follows the Bear River 438 miles out of the state near Montpelier. The line passes through seven of the 10 largest cities in Idaho. Over a third of the state's population is within 25 miles of the UPRR Northwest Corridor.[ii]

The Huntington, Nampa, and Pocatello Subdivisions comprise the Northwest Corridor, and all possess automated train stop (ATS) signal controls. The Huntington Subdivision has a double track main line in a busy industrial and agricultural corridor between junctions with two Boise Valley Railroad (BVRR) lines at Caldwell and Nampa. The transition between the Treasure Valley and Magic Valley on the Nampa Subdivision is also double tracked. A third stretch of double track main line is found on the Pocatello Subdivision in the Portneuf River Valley at a busy crossroad with the Ogden and Montana Subdivisions. Passing sidings exist along the corridor, but are not of sufficient length to handle longer single-unit trains.[14] Plans to lengthen some sidings have been proposed, along with corridor-wide improvements, such as a second main line on the Pocatello Subdivision at Topaz.[15,16] Traffic on the Northwest Corridor is challenged with navigating grade changes and tight canyon lands in the southeast corner of the state, including a tight switchback at Lava Hot Springs.

The Northwest Corridor carries double-stack containers, many destined for West Coast ports and foreign markets or toward Chicago and domestic distribution, but none are loaded or unloaded on UPRR's system in Idaho.[17] According to UPRR, the three lines see an average of seven intermodal trains per day out of approximately 20 daily trains, or 35% of all traffic; none of these seven intermodal trains stop in Idaho.[18] Manifest trains are more frequent than intermodal trains. While each line carries one local train per day, the Huntington Subdivision and its BVRR connections in the Boise area carry slightly more local traffic. The Huntington and Nampa Subdivisions carry 20 daily trains on average, while the Pocatello Subdivision carries 19 daily trains.

The remainder of UPRR's line between Salt Lake City and Montana on the Ogden and Montana Subdivisions is a single track main. It also has more antiquated signal controls, using automated block signaling (ABS) south of Idaho Falls and a track warrant control (TWC) north of Idaho Falls. The Ogden and Montana Subdivisions see three to four average daily trains. According to UPRR, most of the traffic on the Montana Subdivision north of Pocatello is local.[19] Two daily trains run on this line, and connects with the Eastern Idaho Railroad (EIRR) at Idaho Falls. EIRR's broad 110-mile network of track serves the productive agribusiness industry north and east of Idaho Falls. All of EIRR's locally generated traffic on

[ii]Determined through GIS Analysis.

its routes funnels into the UPRR Montana Subdivision. South of Pocatello, the UPRR Ogden Subdivision carries mostly manifest mixed-order trains between the Salt Lake Valley in Utah and Idaho. A summary of UPRR's network in Idaho is provided in **Table 2-2**.

Table 2-2. Union Pacific Railroad Company Network[20]

UPRR Subdivision	Mi. in ID	Terminus	Terminus	Snapshot
Aberdeen	28.3	Aberdeen	Rockford	Agricultural products
Cache Valley	8.3	Preston	ID-UT Border	Agricultural products
Coeur d'Alene Industrial	2.3	Coeur d'Alene Junction	Feeley Spur	Abandoned most of line in 2008; no customers
Dry Valley	26.5	Soda Springs	Dry Valley	Phosphate
Huntington	71.7	ID-OR State Line	Nampa	Northwest Corridor transcon; Treasure Valley industries and agribusiness
Idaho Northern Industrial Lead	5.8	Nampa	Middleton	Services CalPortland Co. ready mix concrete facility
Malad	14.1	Malad City	ID-UT Border	Embargoed; not counted in active rail line totals
Montana	131.6	ID-MT State Line	Pocatello	N-S route, used by local ag concerns
Nampa	238.6	Nampa	Pocatello	Northwest Corridor transcon.
Ogden	48.9	McCammon	ID-UT State Line	N-S route, connects to Salt Lake City
Pocatello	124.3	Pocatello	ID-WY State Line	Northwest Corridor transcon.
Scoville	31.3	Blackfoot	INL	Idaho National Lab. (INL)
Spokane	121.2	State Line	Eastport	Links with Canadian Pacific
Wallace	15.1	ID-WA Border	Plummer	Timber products

UPRR's third Idaho corridor runs northwest through the state's Panhandle and features the state's only international interchange at Eastport. UPRR's Spokane Subdivision runs east from Spokane and enters Idaho at Post Falls. The line runs parallel to the BNSF Great Northern Corridor, crossing under it at Athol. The line then crosses at Sandpoint at-grade, and again crosses until it once more north of Naples. The BNSF's Great Northern Corridor runs in the alignment of the former NP transcontinental line southwest of Sandpoint but with the general alignment of the Great Northern Railway's transcontinental line northeast of the city. The UPRR line connects to the BNSF Great Northern line, as well as the Montana Rail Link at Sandpoint, where geography and a number of operational factors create challenges for train operators. An additional connection between the UPRR and BNSF routes occurs farther northeast from Sandpoint at Bonners Ferry. The UPRR line leaves the BNSF route less than 10 miles from the Montana border, then extends north for 20 miles to the international port of entry at Eastport, Idaho and Kingsgate, British Columbia, Canada. Here, sidings on both sides of the

border facilitate the interchange between the UPRR system and the Canadian Pacific Railroad's (CP) Kingsgate Subdivision. Approximately 45 miles northeast, the CP line links to Canada's original transcontinental line at Cranbrook, with connections at Vancouver, BC and east at the St. Lawrence Seaway. The UPRR Spokane Subdivision averages eight trains per day, the fourth busiest UPRR line in Idaho. Half of the daily trains are manifest trains, while three trains carry bulk materials, and one handles local traffic. Portions of the subdivision consist of a single track main line with a non-signal based traffic control system, both factors that reduce operational capacity. Recognizing this, UPRR spent an estimated $10.9 million on track improvements for the Spokane Subdivision, specifically from Athol to Eastport during the summer 2012. The project will replace aging ties, install more ballast for track stability, and resurface dozens of at-grade crossings.[21]

UPRR also operates on an additional seven active short lines and one embargoed line. None of these lines, with the exception of the Dry Valley line in southeast Idaho, carry more than one train per day and all are single-tracked and operating under non-signalized traffic control. The Dry Valley Subdivision travels into the mountains northeast of Soda Springs to service phosphate mining sites and mills. Other lines include the Cache Valley Subdivision, which terminates in Preston. The line proceeds south into Utah, through the city of Logan, and connects to the UPRR Ogden Subdivision at Cache, following the Bear River around the northern promontory of the Wasatch Mountains. A parallel line on the west side of the UPRR Ogden Subdivision – the Malad Subdivision – links the farming community of Malad to the UPRR main line farther south at Brigham City. This line is embargoed due to weight restrictions.

The UPRR Scoville Subdivision serves the Idaho National Laboratory (INL), a government research center northwest of Idaho Falls. The tracks entering the INL facility are owned by the federal government but UPRR has trackage rights. A feeder line for the Scoville Subdivision is the UPRR Aberdeen Subdivision, which serves the agribusiness concerns on the northeastern shore of the American Falls Reservoir. The UPRR Idaho Northern Industrial Lead Subdivision provides freight rail service, primarily aggregate, to CalPortland Company's ready mix concrete facility in Caldwell along with other industries. The line connects the plant with UPRR's major rail yard at Nampa.

The UPRR Coeur d'Alene Industrial Lead Subdivision was mostly abandoned through the 2000s. It once connected the city of Coeur d'Alene to the UPRR Spokane Subdivision. Currently only the 2.25 miles of track at Coeur d'Alene Junction remain.[22] The remainder of the alignment, specifically the track inside the city of Coeur d'Alene itself, is removed from service. The UPRR Wallace Subdivision connects the Coeur d'Alene Indian Reservation and the St. Maries River Railroad (STMA) with the Spokane Subdivision and access to the core rail lines of both UPRR and BNSF. The STMA and, by extension, the UPRR Wallace line mostly handle finished and raw timber products.

BNSF Railway Company

Formerly known as Burlington Northern and Santa Fe Railway, the BNSF Railway Company (BNSF) network contains 118.4 miles of track across North Idaho as shown in **Table 2-2.** [23] BNSF does not have a presence through track ownership or trackage rights south of the Salmon River. And while the Great

Northern Corridor in the Panhandle of northern Idaho presently carries little local freight, its presence provides potential access for North Idaho industries to markets anywhere in the world.

Table 2-3. BNSF Railway Company Network[24]

BNSF Corridors	Mi. in ID	Terminus	Terminus	Snapshot
Coeur d'Alene Subdivision	12.7	Hauser Yard	Coeur d'Alene	Less than one daily train to/from Coeur d'Alene; weight restricted
Great Northern Corridor	101.1	State Line	ID-MT Border	Kootenai & Spokane Subdivisions; works in concert with the MRL.
Newport Subdivision	4.5	Sandpoint Jct.	Dover	Connects with UPRR, MRL, POVA

The BNSF Great Northern Corridor runs in the alignment of the Northern Pacific Railroad transcontinental railroad. North of Sandpoint, the alignment is that of the former Great Northern Railway's transcontinental railroad. BNSF has also constructed a double track main over nearly half of the subdivision's Idaho extent, plus seven passing sidings. BNSF's improvements have driven the line's track rating to Class 4[25] for much of its length, which means that freight trains can travel at a maximum speed of 60 mph, while Amtrak passenger trains can travel a maximum speed of 79 mph. There are several grade-separated crossings including two on the UPRR's Spokane Subdivision. The line also includes centralized traffic control (CTC) signalization. The rail line's infrastructure and geography allow BNSF to run an average of 48 trains per day over the Great Northern Corridor southwest of Sandpoint.[26]

The Great Northern Corridor line northeast of Sandpoint is not certified by the railway to handle large dimensional shipments due to some of the clearances of the line in Montana.[27] According to BNSF, the Great Northern Corridor is cleared to handle double-stacked trains, but not all large dimensional shipments between Sandpoint and Whitefish, Montana.[28]

BNSF's other two Idaho rail lines feed its transcontinental service. The Newport Subdivision is 4.5 miles long and links the Great Northern Corridor with three other railroads – the UPRR Spokane line, the MRL Fourth Subdivision, and the Pend Oreille Valley Railroad (POVA), a short line with service between Sandpoint and Metaline Falls, Washington. The other BNSF Idaho subdivisions are the Coeur d'Alene Subdivision, which connects Coeur d'Alene to the larger Spokane area via the Kootenai River line. Currently, service over the Coeur d'Alene Subdivision is temporarily embargoed due to weight restrictions.[29] The line also once connected to UPRR's Coeur d'Alene Industrial Lead line downtown, but UPRR abandoned that portion of the subdivision in 2008. Currently Coeur d'Alene has no freight rail service. These BNSF subdivisions average less than one daily train.

Administratively, BNSF's Idaho operations, including the Great Northern Corridor, are split at Sandpoint between two regional divisions – the Montana Division headquartered in Billings and the Northwest

Division with office headquarters in Seattle.[30] In 2011, the company employed 202 people in Idaho, with $12.3 million in payroll. BNSF has major operations at a yard in Sandpoint, plus a refueling yard in Hauser near the Washington border.[31]

Class II Railroads

Class II Railroads, often referred to as regional railroads, are those with operating revenue of $31.9M, or more, but less than $398.5M. This definition naturally describes railroad companies with a large regional presence, too large to be considered a short line but not large enough to span the country. Yet, Class II railroads fill a noticeable gap between the operations of Class I companies and the short lines. Idaho's only Class II operator is the Montana Rail Link.

Montana Rail Link

In 1987, Burlington Northern (BN) spun off nearly 900 miles of track between northern Idaho and the plains of eastern Montana to the Montana Rail Link (MRL). MRL operates these rail lines, but, in an important distinction, still leases the track from BNSF, rendering it a BNSF bridge line. The main line between Sandpoint, Idaho and Huntley, Montana serves as an important link in the BNSF network. The MRL enters Idaho from the east near present day Cabinet Gorge Dam on the Clark Fork River and travels 33.5 miles to Sandpoint near water level, where it links with the BNSF Kootenai River and UPRR Spokane on the peninsular city of Sandpoint. As previously noted, southwest of Sandpoint, the MRL has trackage rights over BNSF's Kootenai River line for 48.5 miles in Idaho toward Spokane.[32]

Operationally, the MRL's Fourth Subdivision in Idaho operates under centralized traffic control (CTC) on Class 4 track for part of its Idaho extent, allowing maximum freight train speeds of 60 mph.[33] Despite its high speeds and advanced traffic control, the capacity of MRL's Fourth Subdivision is slightly limited due to terrain and its single track main line, but the line does have numerous passing sidings. The line moves approximately 18 trains a day.[34] The MRL is privately owned by the Washington Companies, but independently operated from its Missoula, Montana, offices. It employs 950 people system wide.[35]

Short Line Railroads

Short line railroads, also known as Class III lines, are local in nature, run few daily trains, and usually provide niche, individualized services for customers that the larger railroads may be unable to offer. Class III lines typically service a particular customer and give the first/last mile delivery service, providing access to and from the transcontinental system for their products and supplies. **Table 2-1** provides track mileage and trackage rights for all lines, including Class III operations, while **Figure 2-3** provides a map of the short lines in the state. The following provides more detailed information on each of the shortlines and is in order of traffic volumes.

Eastern Idaho Railroad

The Eastern Idaho Railroad (EIRR), a subsidiary of WATCO Companies Incorporated, is the state's second largest railroad in active track with 264.5 miles. It is comprised of two lines, one extending northeast from Idaho Falls, and another located near Twin Falls. Both lines service mainly agricultural customers,

including dairy industry feeds/products and growers and packagers of sugar beets, potatoes, and beans.[36] The two EIRR networks moved nearly 48,424 carloads in 2012.[37]

To the east, the EIRR has 113.2 miles of track on four lines northeast of Idaho Falls, extending toward the Grand Tetons and Yellowstone National Park. The EIRR service includes connectivity to larger regional towns including Rexburg and Saint Anthony. These lines funnel into Idaho Falls and connect with the UPRR Montana Subdivision. To the west, the EIRR operates 151.3 miles of track in a spider web of lines serving the agricultural interests of the Magic Valley, including the city of Twin Falls, and the regional towns of Jerome, Burley, Buhl, and Wendell. These lines funnel into a connection with the UPRR Nampa Subdivision at Minidoka. EIRR has trackage rights for part of the distance between the two networks, between Minidoka and Pocatello.[38] The EIRR is operated out of Twin Falls.

Great Northwest Railroad

The Great Northwest Railroad (GNRR), a subsidiary of WATCO Companies Incorporated, now only has 4.3 miles of track remaining in Idaho. The railroad company once owned much of the BGCM but those lines were sold within the last five years. Currently, the GNRR handles switching and terminal duties for the Port of Lewiston, where it moved 3,921 carloads in 2011, a slight decrease over 2010.[39] The GNRR operates more main line track in Washington west of Lewiston and provides connectivity to the UPRR and BNSF systems for the BGCM and any cargo entering the port.[40]

Boise Valley Railroad

In 2009, WATCO Companies Incorporated purchased two UPRR lines servicing industrial and agricultural interests in the busy Caldwell-Nampa-Meridian-Boise corridor of the Treasure Valley. The purchase involved the Idaho Northern and Pacific Railroad (INPR), which had leased the lines from the UPRR. As a result, the BVRR now operates 37.19 miles of track in the region for a reported 84 customers, carrying potatoes, lumber, fertilizer, and fuel[41], on two lines – the 11-mile Wilder Branch line and the 31-mile Boise Cut-Off. Together, the lines moved 8,704 car loads in 2012 and are forecasted to move 12, 418 in 2013.[42]

The BVRR also secured trackage rights over the UPRR Huntington and Nampa Subdivisions, part of the UPRR Northwest Corridor transcontinental line that links its two branch services. According to the BVRR, the railroad also will assume switching duties for yards and sidings in the area.[43] The mileage reported in this report for BVRR was generated via GIS analysis of the active track and differs slightly from the mileage reported by the carrier; the 42.1 miles of active track were determined to be BVRR's likely extent.[iii]

[iii] Sources for rail mileage calculations include data from Idaho's railroads and GIS files. Where some data are contradictory, professional judgment was used when determining active rail locations and mileage. In some cases, railroads reported mileage that appeared inconsistent with geography.

Idaho Northern and Pacific Railroad

Operating 101.3 miles of track on old UPRR line in Idaho along the Payette River, the Idaho Northern and Pacific Railroad (INPR) serves timber industries north of the Treasure Valley region. Its single Idaho rail line, called the Cascade Branch, connects to the UPRR Huntington Subdivision at Payette on the Oregon border and terminates in the Sawtooth Range at Cascade. The movement of timber goods and most train traffic has been curtailed largely due to the closure of the Boise Cascade sawmill in Cascade in 2001, concluding a series of timber facilities along the route.[44] The INPR now operates a tourist train called the Thunder Mountain Line on the route[45]and some freight trains, moving a total of 2,708 carloads on the line in 2011.[46]

The railroad is a subsidiary of the Rio Grande Pacific Corporation but has its local operations based out of Emmett.[47] The railroad operations additional freight lines in Oregon but recently relinquished its lease on UPRR branch lines in the Treasure Valley. The BVRR now operates those lines.

St. Maries River Railroad

The St. Maries River Railroad (STMA) is classified as a Class III switching and terminal railroad. Approximately 35 miles north of the BGCM, the 72.3-mile STMA system feeds the UPRR Wallace Subdivision. The STMA was originally organized by Potlatch Corp., a real estate investment trust which expanded into lumber products. The STMA mostly handles raw timber products and finished lumber goods such as plywood and inbound carloads of magnesium chlorite.[48] It is one of the more lightly used lines in the state handling only 1,710 carloads in 2011.[49]

The STMA includes a 19-mile main line between St. Maries and Plummer, on the Coeur d'Alene Reservation, and a 53-mile branch line between St. Maries and Bovill, which was condemned by the US Forest Service in 1986.[50] At Bovill, the line once connected to the BNSF, but the Class I railroad has abandoned that line, leaving the area without rail service. The STMA still maintains a connection with the UPRR Wallace line at Plummer, which in turn connects to Spokane.

Bountiful Grain and Craig Mountain Railroad

The Bountiful Grain and Craig Mountain Railroad (BGCM), a subsidiary of Williams Group, Incorporated, came into existence through a series of track purchases, leases, and transfers involving railroad interests around the Lewiston area. These transactions culminated within the last 5 years in the organization of two lines which funnel timber and agricultural products from the southern Clearwater River watershed into the Lewiston area. This area includes a small portion of the Palouse region plus timber producing regions in the uplands. Train cars from BGCM trains are transferred to Great Northwest Railroad (GNRR) and delivered to barges at the Port of Lewiston via GNRR, or transferred to the GNRR for transportation into Washington and interchanges with the UPRR and BNSF.

The BGCM is technically classified as a Class III switching and terminal railroad, likely due to its interaction with the Port of Lewiston, although port documents show that the GNRR operates its feeder lines[51]. The BGCM operates 126.6 miles of track over two lines – a 51-mile short line between Spaulding

and Cottonwood partially along Lapwai Creek, and a 75.5-mile line at water grade along the Clearwater River from Kooskia toward Lewiston.[52] The latter line collects the former and interchanges with the GNRR. Traffic is light on the Cottonwood line, with no service reported beyond Culdesac, according to Williams Group, the railroad owner.[53] Prospects for resumption of service to Cottonwood were dimmed when a wooden trestle north of Winchester was destroyed by a brush fire in 2011.

Pend Oreille Valley Railroad

The Pend Oreille Valley Railroad (POVA) originally did not serve Idaho. The original line from Metaline Falls to Newport, along the Pend Oreille River, served timber and raw material processors in Washington and was operated by the Milwaukee Road. When the Milwaukee Road filed to abandon the line in 1979, the citizens of Pend Oreille County decided to save the railroad – and the local businesses dependent upon its service – by forming a port authority to continue operations.[54]

The Port of Pend Oreille still owns the line but was forced to expand into Idaho as a hedge against a faltering local economy. Through a series of leases and trackage rights exchanges with BNSF, the railroad now stretches to Dover over the old Great Northern Railroad transcontinental alignment. Near Sandpoint, the line terminates at the core routes of three major railroad companies – the BNSF's Great Northern Corridor, the UPRR's Spokane Subdivision, and the Montana Rail Link's Fourth Subdivision. The POVA operates 25.7 miles of track in Idaho between Sandpoint Junction and the Washington state line, including service to Priest River, ID. Seven regular shippers are listed on POVA's website and the port operates a tourist train.[55]

United States Government

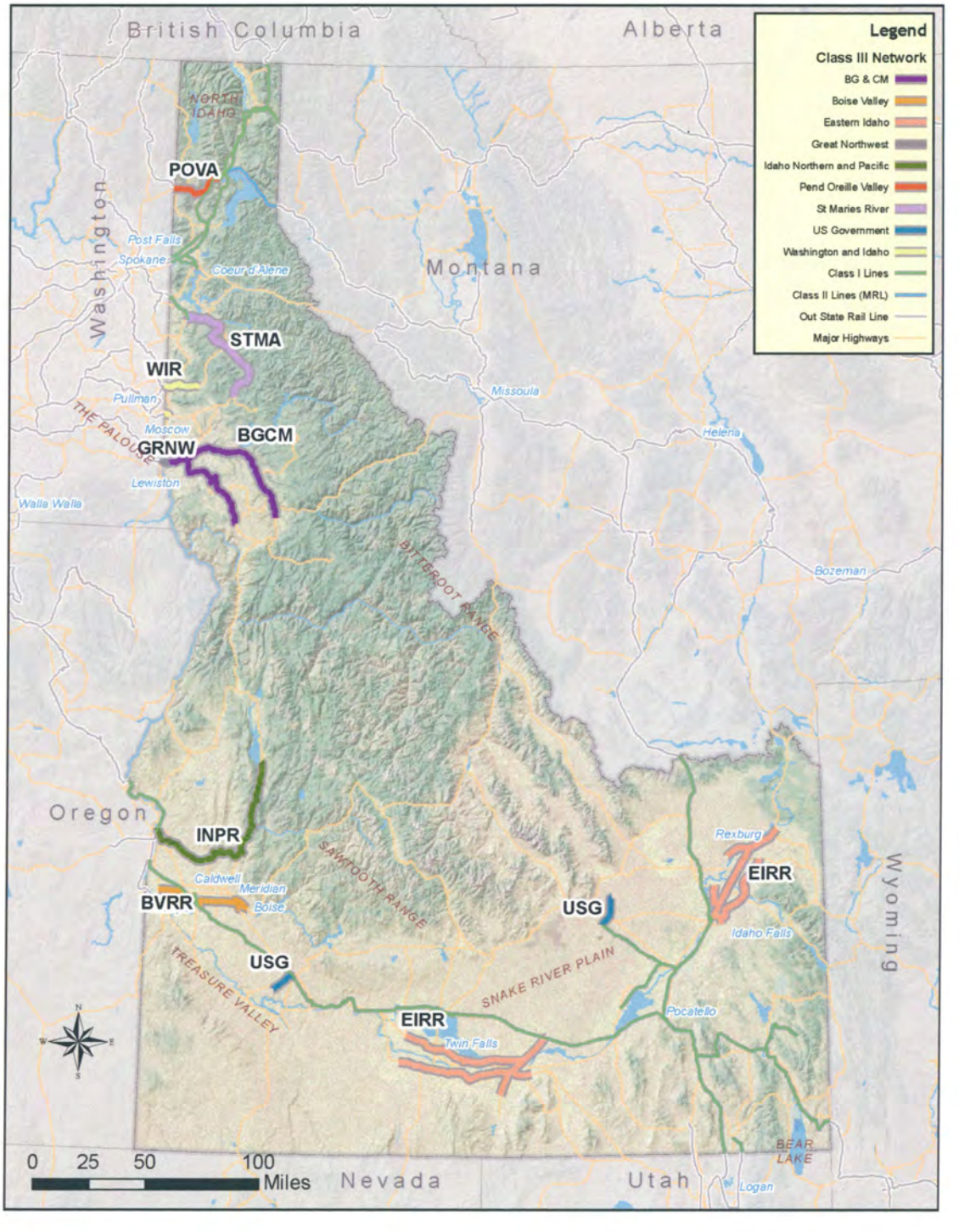
The federal government owns 24.3 miles of track on government property inside the boundaries of two high-security facilities in southern Idaho – the Idaho National Laboratory (INL) northwest of Idaho Falls and Mountain Home Air Force Base between the Treasure and Magic Valleys.[56] UPRR has trackage rights over these lines and both terminate at UPRR railroad. The UPRR Scoville Subdivision serves the INL and the UPRR Nampa Subdivision connects to MHAFB.

Washington and Idaho Railway

The Washington and Idaho Railway (WIR) is headquartered in Rosalia, Washington, and operates two short lines in the Palouse region. Both lines enter Idaho from Washington then travel east. The 16.8-mile Harvard branch line originates in Washington near the town of Palouse and follows the Palouse River east through Potlatch and Harvard, hauling a mixture of timber and agricultural products.[57] The shorter WIR Idaho line moves east through Pullman, Washington, before terminating at Perimeter Drive just prior to downtown Moscow. This line does not appear to have any customers in Idaho, but it eventually connects with the WIR Harvard branch near Palouse. The WIR operates 19.1 miles of track over these two lines.[58]

Washington State assisted the railroad financially in the continued operations of some of the company's lines, which has connections with the BNSF southwest of Spokane, Washington.[59] Washington State,

Figure 2-3. Idaho Short line Rail Network



Source: ITD, FRA, Oak Ridge Nat'l Lab., Railroads[60]

with the Port of Whitman County, also prepared a federal stimulus application to build a shuttle loader grain facility capable of accommodating 110-car single-unit shuttle trains on the WIR system. Currently, the WIR can only operate 26-car grain trains and cannot run cars weighing more than 268,000 pounds.[61] As part of the application, the state and port sought to upgrade several bridges on the Washington side of the railroad in an effort to make them compliant with the needs for 286,000 pound grain hoppers, which could be used in the shuttle loader operations.

Intermodal and Transload Facilities

The state does not contain any large rail classification yards or intermodal container yards. However a recent feasibility study regarding locating a freight multimodal facility in the Boise/Treasure Valley area concluded that Boise is a natural nexus for such a facility due to the geographic distribution of industries, rail and highway infrastructure. The study also concluded that a transload and industrial park site appeared to be a potentiallyviable opportunity. Currently the majority of transload terminals in Idaho consist of grain companies that use rail transport, in both northern and southern Idaho, and several truck terminals providing logistics services located in southern Idaho. Existing intermodal facilities in Idaho are identified in **Figure 2-4.** Other notable intermodal facilities in neighboring states include:

Spokane – Inland Empire Distribution Systems, Inc. (IEDS)

The closest intermodal facility to Class I rail lines in north Idaho is Inland Empire Distribution System, Inc. (IEDS), a transloading facility located in the Spokane Industrial Park, approximately 2 miles north of I-90, and immediately south of SR-290 (which becomes SH-53 in Idaho). The IEDS facility, which includes 400,000 sq. ft. of warehouse space, 120,000 sq. ft of uncovered space, an overhead crane, a 16-ton forklift, and segregated facilities for consumer, chemical, industrial, and forest products. Both BNSF and UPPR provide service to facility.[62]

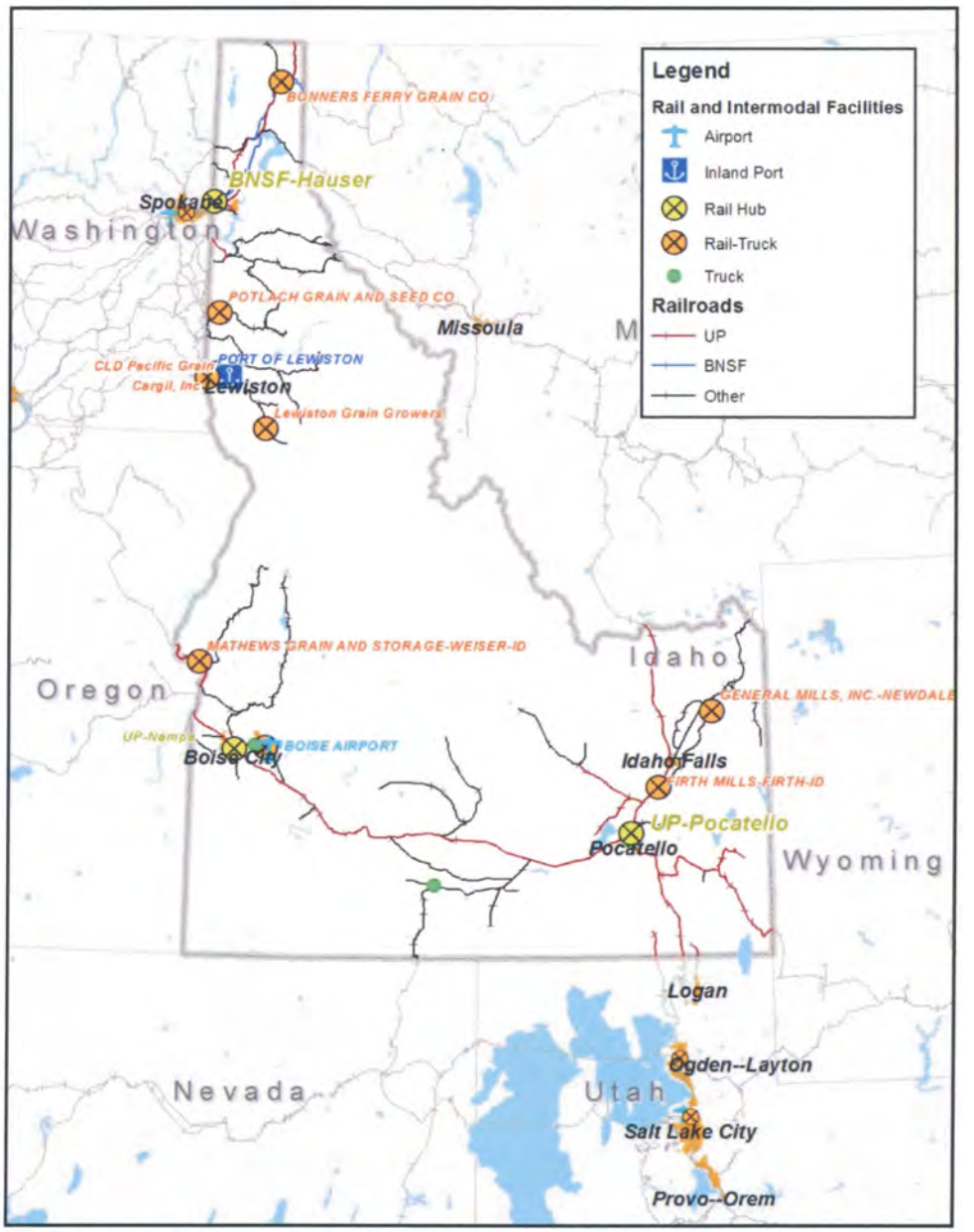
Spokane Intermodal Facility –BNSF

BNSF also has an intermodal facility located at 1800 N. Dickey Street, Spokane. It is typically trailer on flatcar (TOFC) service that is marketed through an Inter modal Marketing Company (IMC). Containers are loaded at the transload facility, with service available between Spokane, St. Paul, MN, and Chicago, IL.[63]

Salt Lake City Intermodal Facility

In southern Idaho, the closest intermodal terminal is located in over 300 miles from Boise, in Salt Lake City. The Salt Lake City Intermodal Terminal is owned and operated by UPRR. The facility provides four (4) loading/unloading tracks, with capacity to handle 60 intermodal double stack rail cars. Five storage tracks were built to stage up to 90 additional intermodal double-stack rail cars and one mobile packer to lift containers.[64]

Figure 2-4: Idaho Rail Intermodal/Transload Network



Source: Consultant Analysis of NTAD Intermodal Facilities Database

Rail Operational Characteristics

The following key operational conditions were analyzed: train volumes; double stacking and dimensional shipment capability of rail lines; weight restrictions; embargoed lines; and rail safety. Each investigation utilized a set of publically available data, often from multiple sources, to reach conclusions about the operational characteristics of the Idaho's rail lines. Information sources included federal or state transportation dataset or from the railroad companies directly.

Total Trains

The average number of daily trains on each Class I line was analyzed based on information from BNSF and UPRR. Train volume values for the Class II and Class III lines were generated by using a combination of railroad company data, Class I company data, federal and local data, and railroad crossing data from the Federal Railroad Administration. As **Figure 2-5** illustrates, the busiest corridor in the state is in northern Idaho, where the BNSF Great Northern Corridor handles transcontinental traffic between the West Coast and Chicago. The corridor also contains the Montana Rail Link's Fourth Subdivision, which works in concert with the BNSF Great Northern Corridor, and the UPRR's international service to Canada via the Spokane Subdivision.

The UPRR Northwest Corridor operates a large number of trains, as does its north-south core service in the state on the UPRR Ogden and Montana Subdivisions. A majority of the short lines see less than a few daily trains, with the exception of portions the EIRR lines from Rupert to Minidonka and in central Idaho Falls, the BVRR, and Pend Oreille Valley line west of Sandpoint.

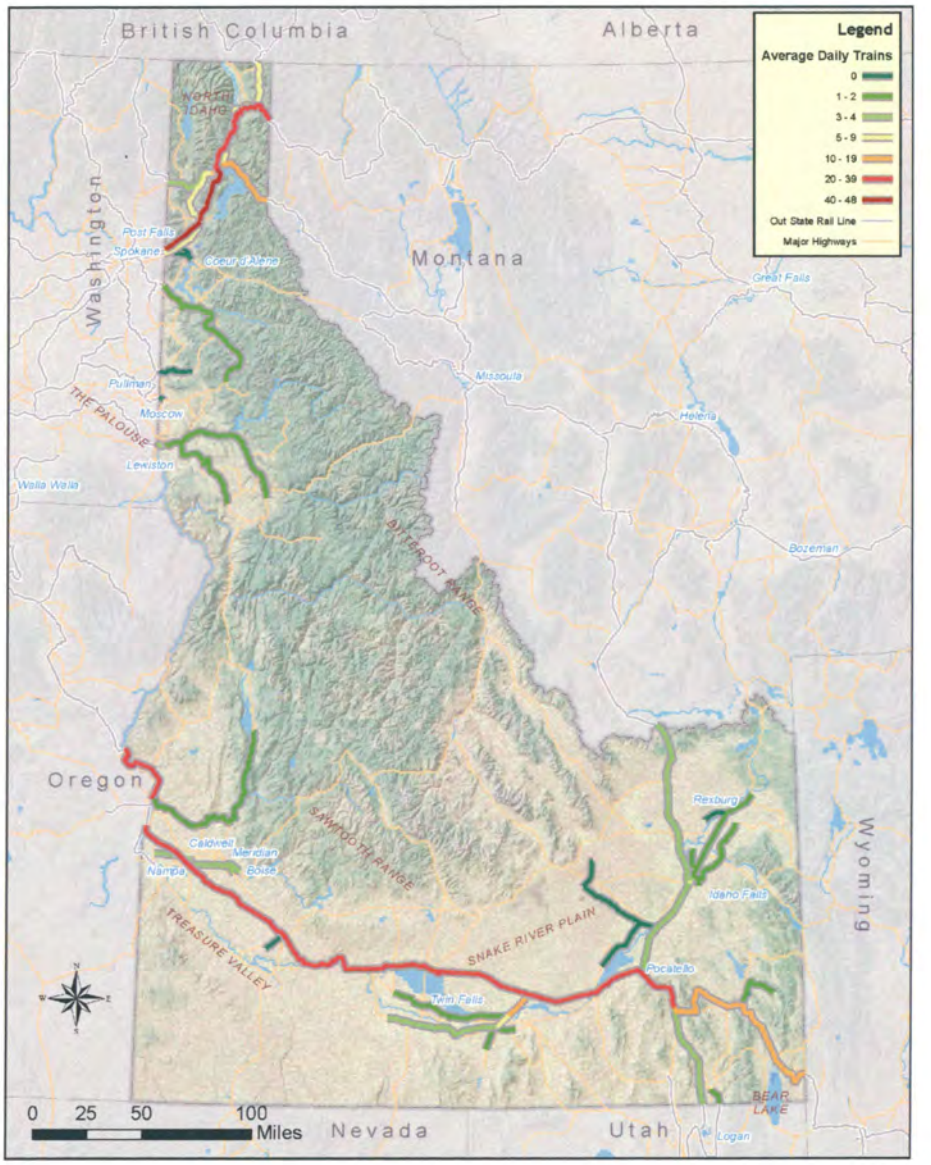
Double Stacking and Dimensional Shipments

The double stacking of containers on trains is an ability to stack an intermodal container atop another to provide a rail operator more efficiency, better car ride quality, and greater cargo capacity. A variety of double-stacked cars and dimensional cargo shipments (such as heavy equipment, certain wind turbine components, etc) exist but not every kind of double-stacked intermodal car and dimensional cargo can be accommodated on every line due to horizontal, vertical, or weight restrictions. These restrictions are most likely found on older rail lines or railroads which travel through mountainous terrain or have tunnels.[65]

Each line was examined to determine its ability to accommodate different double-stacked containerized cargo or large dimensional shipments. The analysis shows that BNSF's Great Northern Corridor cannot move large oversized equipment northeast of Sandpoint due to clearance restrictions, outside of Idaho.[66]

The UPRR Northwest Corridor has limitations regarding train lengths due to short sidings, restricting the efficiency of any intermodal or single-unit trains traveling through Idaho, but none regarding height and weight capacities.[67] This allows large dimensional shipments, including the Auto Rack (aka Hi-TriLevel or AutoMax) cars to move through to state to major UPRR intermodal and transload facilities adjacent to Idaho. UPRR automotive facilities exist in Oregon, Washington, Montana, and Utah, where the Salt Lake City yard has capacity to unload 60 AutoMax cars daily.[68]

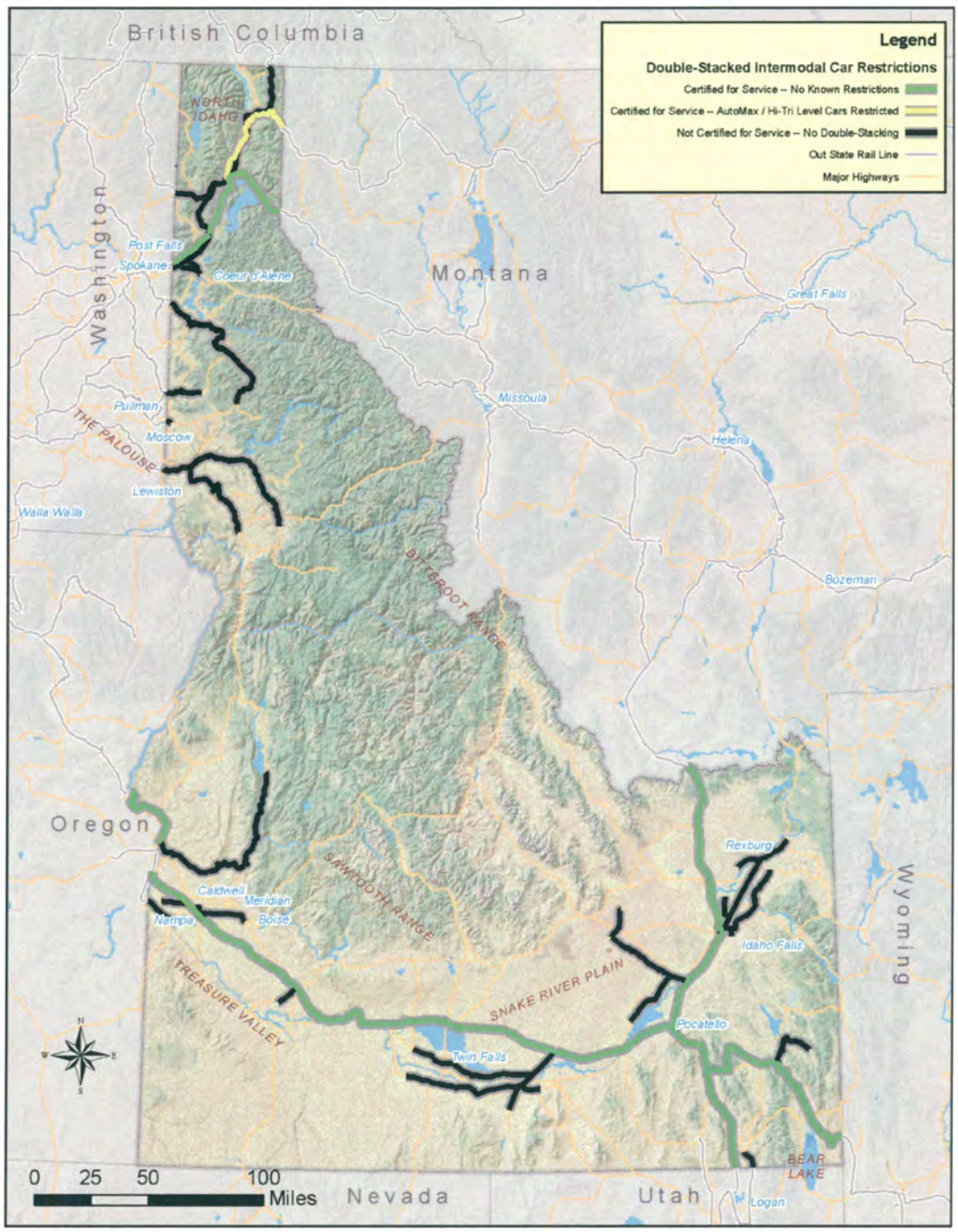
Figure 2-5. Idaho Rail Network Volume, Average Trains per Day



Source: ITD, FRA, Oak Ridge Nat'l Lab., Railroads[69]

Figure 2-6 provides a summary of double-stacked intermodal car restrictions. Double-stack capability of short lines was not examined as intermodal/transload facilities to serve these cars do not exist in Idaho outside of the Port of Lewiston, which can effectuate container-on-barge lifts. It is unclear how many rail transfers the port serves.

Figure 2-6. Idaho Rail Network, Double-Stack Intermodal Capability by Line



Source: ITD, FRA, Oak Ridge Nat'l Lab., Railroads[70]

Weight Restrictions

Beginning in the 1970s, rail cars manufacturers began introducing heavier, higher-capacity rolling stock to their customers. Recognizing the efficiencies these new rail cars brought to their long-haul

operations, Class I railroads began purchasing the new cars. The trend toward heavier rolling stock accelerated in the 1990s when the Class I railroads began ordering almost exclusively 286,000 pound cars, which were almost 20,000 pounds heavier than most of the existing stock.

In addition to the capital outlay for the new cars, rail line owners had to retrofit existing infrastructure (bridges, culverts, rails, ties, ballast, and switches) to accommodate the added, constant weight. If unable to upgrade the system, some rail line owners barred the heavier cars on their lines. This pattern is likely to persist due to continued discussions regarding 315,000 pound cars, which, along with double-stacked intermodal cars, are the potential new wave of transport with Class I railroads.

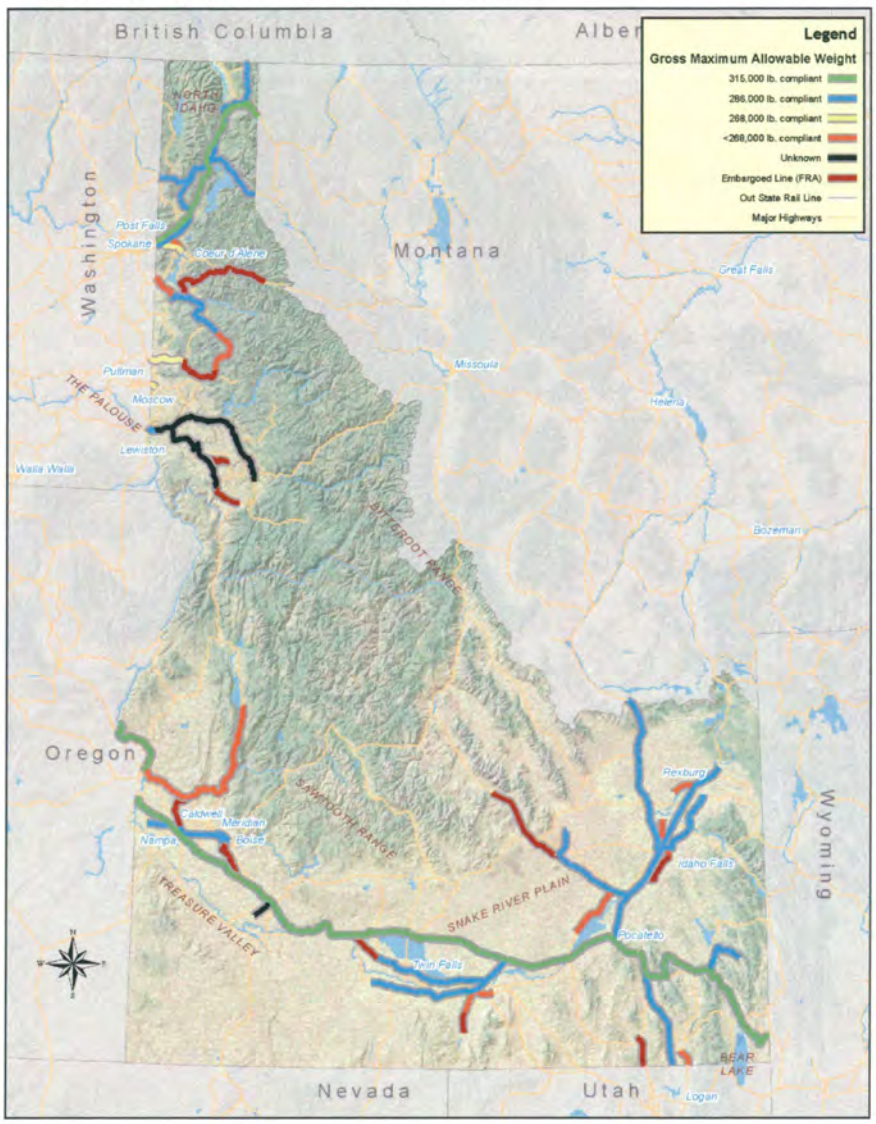
Upgrading track and bridges to accommodate heavy-axle rail cars is not always the best solution for a railroad operator. Improving operations to handle 286,000 pound or 315,000 pound rail cars could hurt the bottom line over time if a short line extracts fees from the connecting Class I railroad based on car delivery, not tonnage. Thus, having a rail network capable of handling cars with the maximum gross weight allowed can have benefits, including long-term cost savings, improved safety, and more efficient railroad service, but it might prove to be expensive and potentially terminal for some short line operators.[71]

As a state, it is important for Idaho to know the maximum allowable gross rail car weight on core lines. This study analyzed the maximum allowable gross weight of rail cars on 889.8 miles of Class I and II rail lines (for the remaining 139.5 miles of active track, the data is not unavailable). The analysis indicates that no restrictions exist on core operations (see **Table 2-4** and **Figure 2-7**). Further, 76.3% of all active tracks meet the standards for at least 286,000 pound heavy-axle cars. Some short lines, including nearly all of those owned by Watco Companies, have upgraded their track and/or bridges to at least 286,000 pound standards. Weight restrictions of less than 286,000 pounds do exist, however, on the UPRR Cache Valley Subdivision, and the EIRR lines to Martin, Delco, Elgin, Ammon, and Menan, among others.[72] All of EIRR mainline and 84% of total trackage is 286,000 pound capable.

Table 2-4. Gross Maximum Allowable Rail Car Weight Classes by Track Mileage

Allowable Rail Car Weight (Gross Max.)	Track Mileage	Pct. of Network
315,000	542.6	31.7
286,000	762	44.6
268,000	32.9	1.9
<268,000	232.3	13.6
Unknown	139.5	8.2

Figure 2-7. Idaho Rail Network, Known Weight Restrictions



Source: ITD, AAR, FRA, ORNL., American Short Line and Regional Railroad Association, Railroads[73]

Safety

Railroad accident data are collected by state departments of transportation, the Federal Railroad Administration (FRA), and the American Association of Railroads. Problematic rail-highway grade crossings and accident-prone rail lines were identified. Out-of-date, in some instances decades old, data made analysis difficult, but crossings where the accident prediction formula had been recalculated within the last two years were targeted for analysis.[iv] This database subset was used to identify the 25 most problematic rail-highway crossings in Idaho, all of which had a predicted annual crash frequency of

[iv] WBAPS does not rank crossings in terms of most dangerous due to lack of reporting or updating in some instances by transportation authorities.

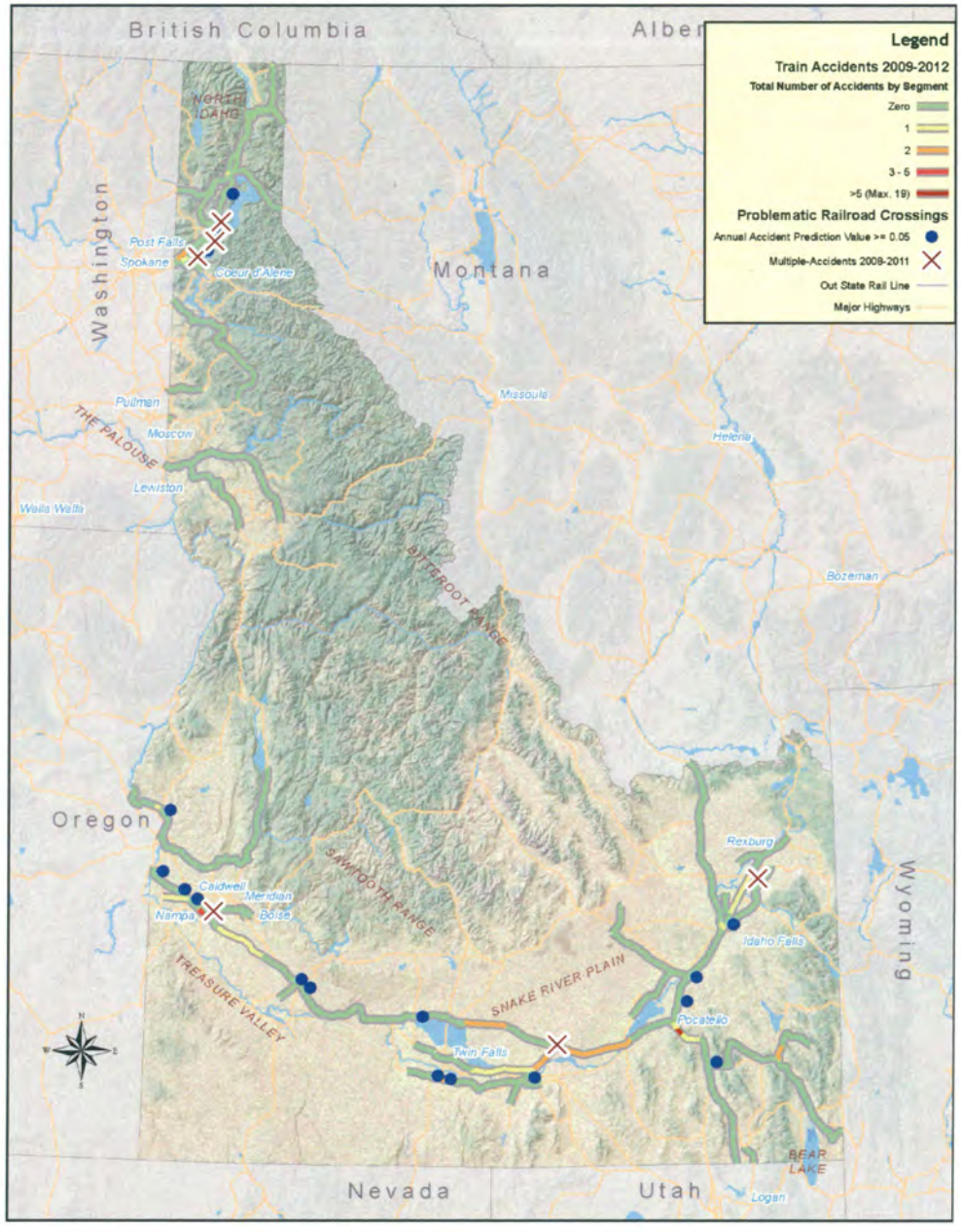
0.04 yearly crashes or greater, which is well above the standard deviation.[74] Additionally, analysts identified from the FRA database the six crossings that experienced multiple accidents since 2008. See **Table 2-5** for a list of these crossings. It should be noted that, because of the low number of annual train-vehicle accidents occurring, the accident prediction formula typically rates those crossings with a high rating resulting in a changing in high ratings each year.

Table 2-5. Rail-Highway Crossings with Multiple Accidents Since 2008

City	Road	Railroad	Years With Accidents	Predicted Accidents/Year	Comments
Garwood	Chilco Rd	UPRR Spokane	2008, 2009	0.13	Crossing w/short containment areas between two roads
Minidonka	600 East Rd	UPRR Nampa	2009, 2011	0.09	Agricultural area
Nampa	11th Ave. North Ext.	BVRR Boise Cut-Off	2009, 2010	0.04	Low-angle crossing with multiple spurs tracks
Post Falls	Hayden Ave	UPRR Spokane	2008 (x2)	0.1	Low-angle crossing near junction with UPRR Coeur d'Alene Industrial Lead
Rexburg	Burma Rd	EIRR Yellowstone	2011 (x2)	0.09	Complex intersection with crossing and two other roads
Sandpoint	Homestead Rd	BNSF Kootenai River	2008, 2011	0.08	BNSF transcon and Amtrak *Empire Builder*

In addition to rail-highway crossing accidents, all Idaho railroad accidents not involving highway-rail grade crossings since 2009 were identified. The number of total accidents each year since 2009 has either been consistently 15 or 16, generally occurring in yards or sidings[75]. See **Figure 2-8** for a map of accidents by rail segment from 2009 to the first quarter of 2012. Out of a total of 48 accidents since

Figure 2-8. Idaho Rail Network, Rail Safety



Source: ITD, AAR, FRA, ORNL[76]

January 2009, 19 accidents, or 40%, have occurred at UPRR's Pocatello yard. There have been a handful of main line accidents, including a derailment of four cars on the EIRR near Rexburg due to broken rail and an accident on UPRR's Nampa main line near Dietrich in which a crew failed to heed yellow, then red signals and damaged a switch when their train ran through the turnout without it being thrown for their route at a junction. The Railroad Safety Program Coordinator recorded a dozen or less annual

train-vehicle accidents at the 1,297 public rail-highway grade crossings in the past several years. A majority of the train-vehicle accidents resulted only in property damage. Some train-vehicle accidents occurred at crossing with active warning devices such as bells, lights, and gates.[77]

Rail Traffic Profiles

The emphasis of Idaho's railroad operations is two-fold: 1) the transcontinental system moving mostly containerized goods or single-unit trains through the state; and 2) the feeder lines for that system, which connects Idaho's agricultural products and raw materials to the transcontinental system for delivery anywhere in the world. The profile of Idaho's freight rail traffic confirms the network analysis. Most of Idaho's freight rail traffic consists of through movements. According to 2010 Carload Waybill Sample (WB) data from the Surface Transportation Board (STB), 87% of all Idaho freight tonnage moving through the state neither originates nor terminates in Idaho.[78] This amounts to 101,000 kilotons of freight in 2010 and, as described in **Tables 2-6** and **2-7**, 83 of the state's 94 daily trains. Traffic which either originates or terminates in Idaho each encompass roughly 5% of all freight tonnage, with intra local traffic comprising 2%, reflecting the poor rail connectivity between northern Idaho and the southern valleys. This means that 98% of all freight traveling via rail in Idaho is moving either through, into, or out of the state.[79]

Carload vs. Intermodal Traffic

In addition to the origins and destinations of Idaho rail freight, the WB provides a glimpse of the types of freight service railroads provide. Determining the service type can help to distinguish bulk from intermodal rail traffic, information which gives rail planners powerful tools. The four service type categories include:

- Auto Service. The delivery of automobiles via specialized intermodal auto rail cars called auto racks and the transportation of auto parts;
- Bulk Service. Heavy aggregates, ore, or other mass-transported commodities, which are often delivered in an uncovered manner;
- Intermodal Service. The transportation of containerized cargo in standard-sized containers which are the backbone of the intermodal network; and
- General-Merchandise Service. Miscellaneous goods traveling in boxcars and other non-intermodal or bulk commodity cars.

An analysis of the types of goods moving on Idaho's railroads continues to confirm the emphasis on transcontinental service and its feeder network, both of which were identified in the directional rail traffic profile and statewide network analysis. For example, four trains and 1,141 kilotons of freight classified as automobile freight moved through the state in 2010 without being unloaded, according to STB WB data. Over half of all through tonnage was classified as bulk cargo, but only a quarter of all through trains. The difference between bulk tonnage and daily trains is likely due to the heavier nature of bulk rail cargo. Intermodal trains are the most common train classification amongst through trains with 37 a day.

Of the 14,815 kilotons of goods not classified as through freight, general merchandise accounted for 11,562 kilotons of non-through freight in 2010, or about 78%. Seven of nine non-through trains involve the shipment of general merchandise.

The methodology used to calculate daily trains involves using two sources: The number of cars or intermodal units by train service type; and carloads from the WB were divided by these factors to get number of loaded trains annually. In order to account for empty trains, analysts multiplied by an empty load factor from the URCS for 2009 worktables, this generated a factor of 1.81817 for total freight traffic. Finally, analysts multiplied the loaded train numbers with this factor, and then divided by 365 days to come up with daily trains. The results are depicted in **Table 2-6**, which shows rail traffic in kilotons, and **Table 2-7**, which shows rail traffic in daily trains.

Table 2-6. Rail Traffic by Service Type by Movement, 2010, Tons (000's)

Service Type\Direction	Inbound	Intra	Outbound	Through	Total
General Merchandise	4,313	2,291	4,958	31,166	42,729
Intermodal	8	0	16	15,168	15,191
Bulk	1,927	54	1,248	53,928	57,157
Auto	0	0	0	1,141	1,141
Total	6,248	2,345	6,222	101,403	116,218

Source: STB Waybill 2010

Table 2-7. Rail Traffic by Service Type by Movement, 2010, Daily Trains

Service Type\Direction	Inbound	Intra	Outbound	Through	Total
General Merchandise	3	2	4	21	30
Intermodal	0	0	0	37	37
Bulk	1	0	1	21	23
Auto	0	0	0	4	4
Total	4	2	5	83	94

Source: STB Waybill 2010

Freight Flows by Railroad Class

The role of Class I railroads is magnified due to the manner in which Idaho's rail network developed, as has been discussed. In every analysis, the presence of Class I transcontinental service is emphasized in the data. **Tables 2-8** and **2-9** detail how these railroads move freight across the state. According to the STB WB, BNSF's presence is almost exclusively through traffic without robust local services of any kind. Only 2% of the railroad's freight tonnage either originates or terminates in Idaho. Its services are comprised nearly exclusively to move traffic through Idaho on its transcontinental line.

UPRR's service, conversely, is more balanced. Despite also operating a transcontinental service, a core north-south route in the state, and a significant international connection, at most 65% of its traffic is not Idaho-bound or Idaho-generated. With strong local feeder lines such as the UPRR Dry Valley Subdivision and the connections with the EIRR and BVRR, two short lines with strong local services.

The data from the waybill for the short lines may appear less logical, however, with most of the short line tonnage appearing as through traffic, which is impossible given Idaho's network. The WB understates short line and regional activity for at least two reasons; first, affiliated Class I railroads often perform billing functions so short line movements may show up as Class I movements on the waybill, and second, the WB is collected from railroads terminating at least 4,500 carloads per year[80], leaving most of smaller short lines out of the sample. As a result, while the WB is adequate for outlining the role of the larger Class I and Class II railroads in the state, may not be accurate for Class III operators or those terminating fewer than 4,500 carloads annually. The zeros in the columns for the Other Class I and Other classifications in the data indicate that these niche services may not available in Idaho, are being reported through Class I movements, or these movements are provided by railroads with fewer than 4,500 annual terminating carloads.

Table 2-8. Freight Tonnage by Origin Railroad

Railroad	Inbound	Outbound	Intra	Through	Total
BNSF	267	317	4	72,782	73,370
UP	4,804	5,889	2,341	17,256	30,291
Other Class I	985	16	0	10,691	11,692
Other	100	0	0	632	732
MRL	91	0	0	42	133
Total	6,248	6,222	2,345	101,403	116,218

Source: STB Waybill 2010

Table 2-9. Freight Tonnage by Destination Railroad

Railroad	Inbound	Outbound	Intra	Through	Total
BNSF	308	592	4	73,889	74,793
UP	5,932	4,748	2,341	24,845	37,867
Other Class I	7	824	0	2,472	3,302
Other	0	59	0	196	255
Total	6,248	6,222	2,345	101,402	116,217

Source: STB Waybill 2010

Commodity Flow

Cereal grains and non-metallic minerals comprise the top two non-through commodities flowing in Idaho over rail, with significant movements of other agricultural products and raw materials, such as wood products. These findings confirm the overall pattern found in the analyses of Idaho's rail network and rail traffic profile. Those findings suggest that the state's two transcontinental services are

dominant in terms of network distribution and traffic flows, yet the local lines which feed the transcontinental system carries Idaho's agricultural bounty and raw materials onto system. When through traffic is added back into the commodity flow numbers, cereal grains remain predominant, but the other changes echo the overall pattern. For instance, mixed freight increases as a share of traffic from 0% to 10% and coal, of which Idaho has very little, increases to 14% when through traffic numbers are considered. Moreover, fertilizers, wood products, foodstuffs, and non-metallic minerals drop significantly when through train traffic is considered. Non-metallic minerals are the top intra-Idaho commodity, while cereal grains are the most important inbound and outbound Idaho commodity in terms of tonnage. **Table 2-10** goes into additional detail regarding commodity flows.

Table 2-10. Commodity Flows by Destination

Commodity	Inbound	Intra	Outbound	Through	Grand Total	Percent Total	% Total w/o Thru
Cereal Grains (including seed)	1,409	54	1,231	24,161	26,855	23%	18%
Coal	502			15,781	16,283	14%	3%
Other Agricultural Products, except for Animal Feed	272		465	15,431	16,168	14%	5%
Mixed Freight	03		02	12,008	12,012	10%	0%
Wood Products	76	46	932	5,102	6,156	5%	7%
Animal Feed and Products of Animal Origin, n.e.c.	730		160	4,997	5,887	5%	6%
Basic Chemicals	920	12	167	3,809	4,909	4%	7%
Fertilizers	416	12	755	3,427	4,610	4%	8%
Other Prepared Foodstuffs, and Fats and Oils	214	66	1,085	2,392	3,757	3%	9%
Non-Metallic Minerals, n.e.c.	221	2,140	67	900	3,329	3%	16%
Pulp, Newsprint, Paper, and Paperboard	273		196	1,712	2,181	2%	3%
Coal and Petroleum Products, n.e.c.	231		21	1,502	1,754	2%	2%
Alcoholic Beverages	27		17	1,422	1,465	1%	0%
Waste and Scrap	87		379	928	1,394	1%	3%
Motorized and Other Vehicles (including parts)	07			1,214	1,221	1%	0%
Other	861	14	744	6,619	8,238	7%	11%
Total	**6,248**	**2,345**	**6,222**	**101,403**	**116,218**	**100%**	**100%**

Source: STB Waybill 2010

2.2 Passenger Rail

Historical Context for Passenger Rail in Idaho

Railroads were vital to the economy and development of settlements in Idaho during the late nineteenth century. The first transcontinental railroad was completed in 1869, and bypassed southern Idaho altogether and instead ran through Wyoming, Utah, and Nevada. During the 1870s, the state's closest freight depot was in Kelton, Utah, and the road to Kelton was well traveled by freight wagons and stage coaches for several years.

When Union Pacific completed its Oregon Short Line through Idaho in 1884, Boise was excluded from the route. Because Boise lay in a valley creating operating problems for trains, the tiny town of Kuna was the nearest connection point for visitors to Boise. Eventually, Idaho Central Railroad built a branch line to connect Caldwell and Nampa with Boise, requiring trains to back up the entire 20 miles from Nampa.

In 1925, the first passenger train arrived in Boise. In 1948, six passenger trains stopped each day at the Boise Depot. Following completion of the interstate highway system in the 1960s, train ridership nationwide steadily declined. Boise's Amtrak service was discontinued in 1997 when Amtrak ended the Pioneer service.

Railroads that have served the State of Idaho with passenger rail service since the mid-1800's are described below and illustrated in **Figure 2-9**.

Chicago, Milwaukee, St. Paul and Pacific Railroad

The Milwaukee Road, officially the Chicago, Milwaukee, St. Paul and Pacific Railroad (CMStP&P RR) operated in the Northwest from 1847 until 1980, via its Pacific Coast Extension through the states of Montana, Idaho, and Washington.[81] In 1906, construction started on the "Pacific Extension". It roughly paralleled the two earlier Great Northern and Northern Pacific railroads. The route was surveyed in 1906. The railroad company decided to cross the Bitterroot Mountains at St. Paul Pass. This pass was chosen because of the stands of marketable white pine timber and also because there was no other competing railroad nearby.[82] At the end of 1970, the railroad had carried 267 million passenger-miles. The railroad ended private intercity passenger service in 1971.[83]

Idaho Central Railway

Idaho Central Railway built 19 miles of rail line between Nampa and Boise, Idaho. Passenger train helpers were often attached at Nampa during steam days and ran eastbound to Orchard because of the steep grade east of Boise.[84]

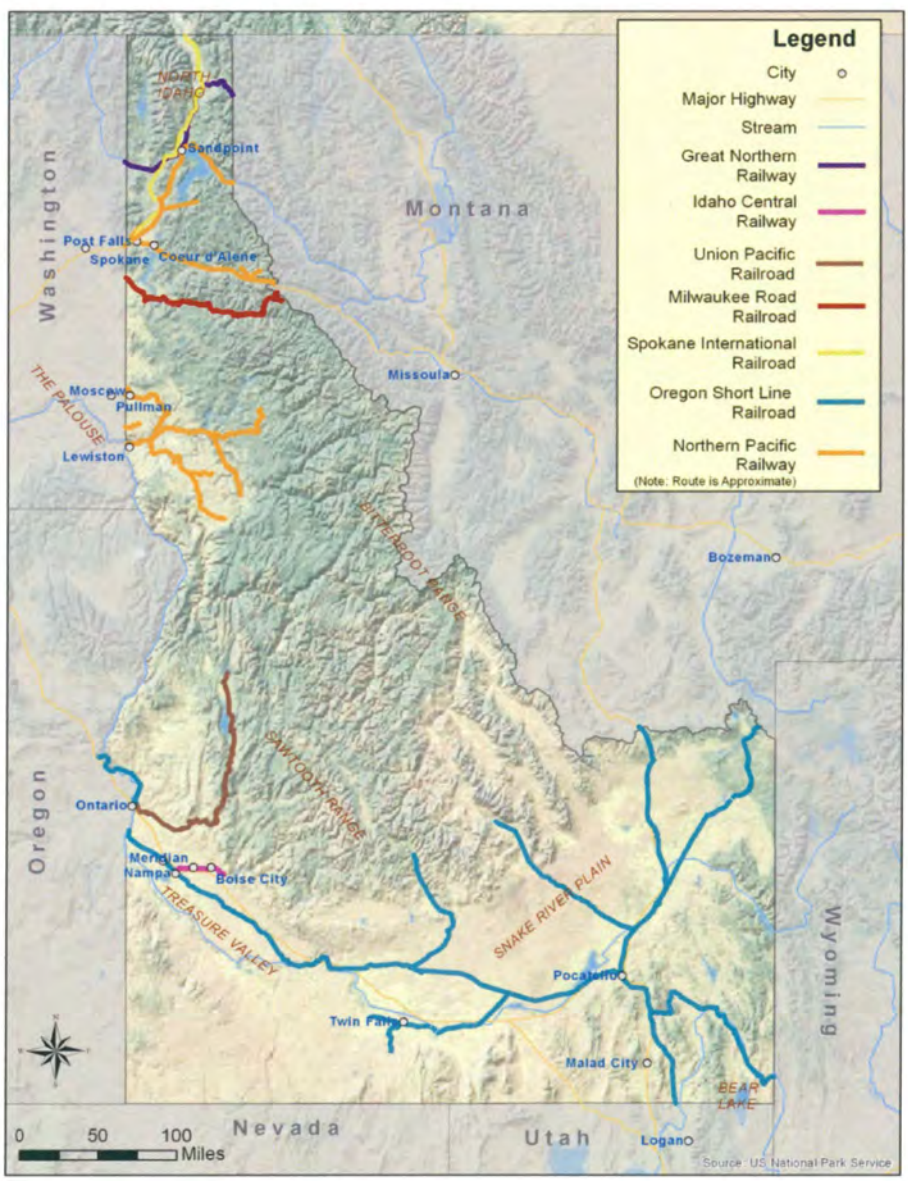
Northern Pacific Railway

Construction on the Northern Pacific Railroad began in 1870. The Railway operated across the northern tier of the western United States, including Idaho. The Idaho Division's main routes were from Paradise,

Montana, to Yakima, Washington, via Pasco, Washington. The division encompassed 1,123 route miles; 466 in main line tracks, and 657 in branch line tracks.

The North Coast Limited was operated by the Northern Pacific Railway between Chicago and Seattle. It commenced service on April 29, 1900, and ceased operation the day before Amtrak began service in April 1971.[85]

Figure 2-9. History of Railroads in Idaho



Source: Association of American Railroads (2003)[86]

Great Northern Railway

The Great Northern Railway began in September 1889, and ran from Lake Superior at Duluth and Minneapolis/St. Paul west through North Dakota, Montana, and Northern Idaho to Washington State, on to Everett and Seattle, WA. The Empire Builder, the top transcontinental passenger train of the line, began operating daily service between Chicago and the Pacific coast in 1929. The Empire Builder set an all-time record passenger ridership in 1945, with over 1.3 million passenger miles.[87]

Idaho Interurban and Streetcar Railroads

Since the early 1900s, Idaho has been home to about 133 miles of interurbans and four systems that served the state directly: the Boise Valley Traction Company; Sandpoint & Interurban Railway; Lewiston-Clarkston Transit Company; and the Caldwell-Traction Company. Idaho was also served by the Spokane, Coeur d'Alene & Palouse that extended from eastern Washington to western Idaho. The state's first system did not open until 1909.[88] Interurban and streetcar railroads that have operated in Idaho from the early 1900's are described below.

Boise Interurban Railway

The Boise Interurban Railway was part of 35-mile system which served Boise, Caldwell, Nampa, Wilder and McNeil. The Railway was the northern extension of a loop system connecting the towns along the Boise River, while the Boise Valley Railway completed the southern section. Both systems became part of the Idaho Railway Light & Power Company in 1912, and in 1915, became known as Boise Valley Traction Company. The Railway was abandoned 1928.[89]

Boise Valley Traction Company

The Boise Valley Traction Company was the successor to the Boise Interurban Railway, and consisted of two lines extending from Boise on each side of the Boise River. A northern line served Caldwell, and a southern line served Meridian, Nampa and north to Caldwell. The company was abandoned in 1928.[90]

Source: 2006 Ada County Preservation Plan (6)

Sandpoint & Interurban Railway

The Sandpoint & Interurban Railway began operation in 1909, and eventually built a 5-mile system connecting Sandpoint and Kootenai. It was abandoned in 1917.[91]

Source: City of Sandpoint

Caldwell Traction Company

The Caldwell Traction Company began in 1913, and served areas west of Caldwell including McNeil, Lake Lowell, and Wilder. The operation included both freight and passenger service. It was abandoned in 1924.[92]

History of Amtrak Service in Idaho

The National Railroad Passenger Corporation (Amtrak) is a government-owned corporation organized on May 1, 1971, to provide intercity passenger train service in the United States. The following Amtrak services have operated within the State of Idaho (see **Figure 2-10**).

North Coast Hiawatha

In June 1971, Amtrak began operating a tri-weekly section of the Chicago to Seattle Empire Builder over the former Northern Pacific Railroad line, running between Minneapolis/St. Paul, Minnesota and Spokane, Washington via southern Montana. Later, this service was given the name North Coast Hiawatha and became a separate Chicago-to-Seattle train operating on a variety of schedules on either a daily or tri-weekly basis.[93]

The North Coast Hiawatha was discontinued in October 1979 when Amtrak terminated service through southern Montana and North Dakota and shifted the Empire Builder to BNSF Railway's Cascade Tunnel route between Spokane and Seattle.

Pioneer

The Pioneer began service in June 1977, initially operating as a Seattle to Salt Lake City train. This restored passenger service to southern Idaho.[94] In 1991, Amtrak shifted the Pioneer's routing in order to restore service to Wyoming. The train ran as a section of the California Zephyr only between Chicago and Denver. In Denver, the westbound Pioneer train split off from the Zephyr and ran north to Wyoming, then west to Ogden, then along its established route north through Idaho and west to Portland and Seattle.[95] In 1993, Amtrak reduced the Pioneer to three days per week service in Idaho and all other points west of Denver. The service changes led to a significant drop in ridership. The route was discontinued in 1997.[96]

Figure 1-10. History of Amtrak Service - Idaho

Source: Amtrak[97]

Empire Builder

The Empire Builder service began in 1929, and ran between the Pacific Northwest and St. Paul, Minnesota on the Great Northern. The new train was named in honor of railroad tycoon James J. Hill, known during his life as "The Empire Builder" who reorganized several failing railroads into the Great Northern Railway, and extended the line to the Pacific Northwest in the late 19th century. In 1931, the Empire Builder was rerouted, and given a faster running time of 56-58 hours. In 1947, the train had a 45 hour schedule between Chicago and Seattle.

In 1966, the Empire Builder was slowed between St. Paul and Portland to match the slower running time of the North Coast Limited service. In 1979, frequency of the Empire Builder was further reduced to three days per week. In 1982, The Empire Builder began a seasonal daily operation.[98]

In 1995, Amtrak reduced the frequency of the Empire Builder to four times per week west of St. Paul. On the days that the Empire Builder did not operate, the Pioneer service ran on a tri-weekly schedule via Omaha, Denver, Laramie, and Boise. In 1997, the Empire Builder began operating on a daily schedule between Chicago and Seattle via northern Idaho with a stop in Sandpoint. [99] The Empire Builder celebrated its 75th Anniversary, June 11, 2004.

Existing Services

Amtrak in the U.S.

Amtrak operates a nationwide rail network, serving more than 500 destinations in 46 states and three Canadian provinces on more than 21,100 miles of routes, with more than 20,000 employees (see **Figure 2-11**).

Figure 2-11. Existing Amtrak System

Source: Amtrak, 2012

Amtrak operates 15 long distance trains on a national network of routes ranging in length from 764 to 2,438 miles. It is the nation's only high speed intercity passenger rail provider, operating nearly 50% of its trains at top speeds in excess of 90 mph.[100]

Since 2000, ridership on Amtrak has grown by 36%. Amtrak has also worked to improve Americans with Disabilities Act (ADA) compliance at over 100 stations. In FY 2010, Amtrak earned approximately $2.51 billion in revenue and incurred approximately $3.74 billion in expense. In 2009, Amtrak's farebox recovery (percentage of operating costs covered by revenues generated by passenger fares) was the highest reported for any U.S. passenger railroad.[101]

Ridership

Since 2000, Amtrak ridership is up nearly 44 percent. In 2010, Amtrak carried nearly 29 million riders (all- time record) across the country using 1,518 passenger cars and 459 locomotives. In 2011, 26 of 44 Amtrak services set all-time ridership records; and seven Amtrak routes carried more than one million passengers, up from five routes in 2010. Overall ridership in 2011 was 5.1 percent better than fiscal year 2010.[102] As shown in **Figure 2-12,** ridership has been increasing, from 20.9 million in 2000 to 30.2 million in 2011.[103]

Financial Performance

Despite records in both revenue and ridership, Amtrak's operating loss for fiscal year 2011 was $37.6 million (9.0 percent) greater than its operating loss for fiscal year 2010. The actual operating loss that resulted was $104.4 million (18.6 percent) less than projected. The year-over-year increase in operating loss was due primarily to increased expenditures on salaries, wages, and benefits, while the less-than-budgeted operating loss was due mostly to greater-than-expected ticket revenue.[104]

Revenues for fiscal year 2011 totaled $2.7 billion, $199.1 million better than revenues from 2010. These results were mostly due to Amtrak reaching its highest ridership total in 2011.[105]

Operating expenses for fiscal year 2011 totaled $3.1 billion, $236.7 million more than 2010. This increase was primarily due to increased wages and overtime payments. Wages for employees covered by labor agreements have increased by 1.5 percent every 6 months beginning in July 2010, according to union agreements. Amtrak attributes increases in overtime to three main factors: high vacancy rates in the engineering and mechanical departments; unanticipated service outage events such as disruption on the California Zephyr route from June to September due to flooding along portions of the line in the Midwest; and, increased work volume with American Recovery and Reinvestment Act (ARRA) capital improvements and tie replacements.[106]

Financial Projections

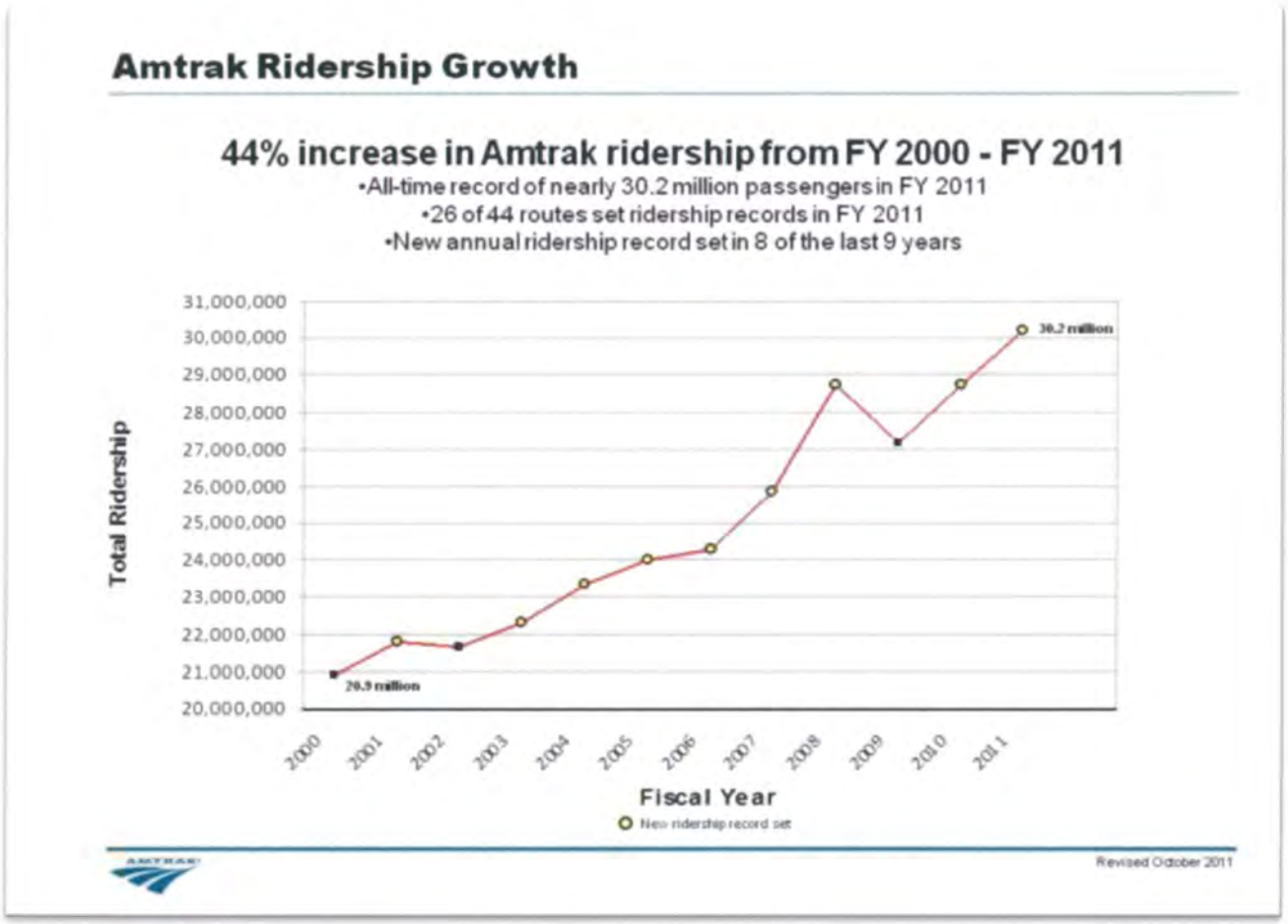
In its Five-Year Financial Plan, which covers fiscal years 2011 through 2015, Amtrak projects that costs of some operating improvement initiatives will outpace their associated revenues in fiscal years 2011, 2012 and 2013, and cause their cost recovery ratio to increase less than one percentage point during those years. However, in fiscal year 2014, initiatives should increase their cost recovery ratio by one-half of

one percent. In fiscal year 2015, Amtrak projects that improvement initiatives will increase their cost recovery ratio by approximately a one-third of one percent.[107]

Amtrak in Idaho

In Idaho, the only current passenger rail service is Amtrak's Empire Builder. It operates on the BNSF Railway on the Great Northern main line, entering Idaho near Moyie Springs, stopping in Sandpoint, and continuing southwest to Spokane (see **Figure 2-12**). Service is available twice daily, with the westbound train departing Sandpoint at 11:49 p.m., and the eastbound train departing at 2:35 a.m.[108] On-time performance for the Empire Builder is 76.2% over the past twelve months. Primary causes of delays include track and signals (31.6%), train interference (31.2%), and operational issues (20.3%).[109]

Figure 2-12. Amtrak Ridership FY 2000-2011



Source: Amtrak[110]

The Empire Builder operates over BNSF's Great Northern Corridor while in Idaho and Amtrak has trackage rights for all of the line's 101.6 Idaho miles. This constitutes all of Amtrak's presence in Idaho, although proposals have been made to develop new Amtrak services for southern Idaho. East-west service proposals include linking Boise with Portland, Pocatello with Portland, or Yellowstone National Park with Portland. North-south service ideas include connecting Salt Lake City with Pocatello or Yellowstone via Pocatello and Idaho Falls.[111]

Figure 2-13. Empire Builder Route

Source: Amtrak

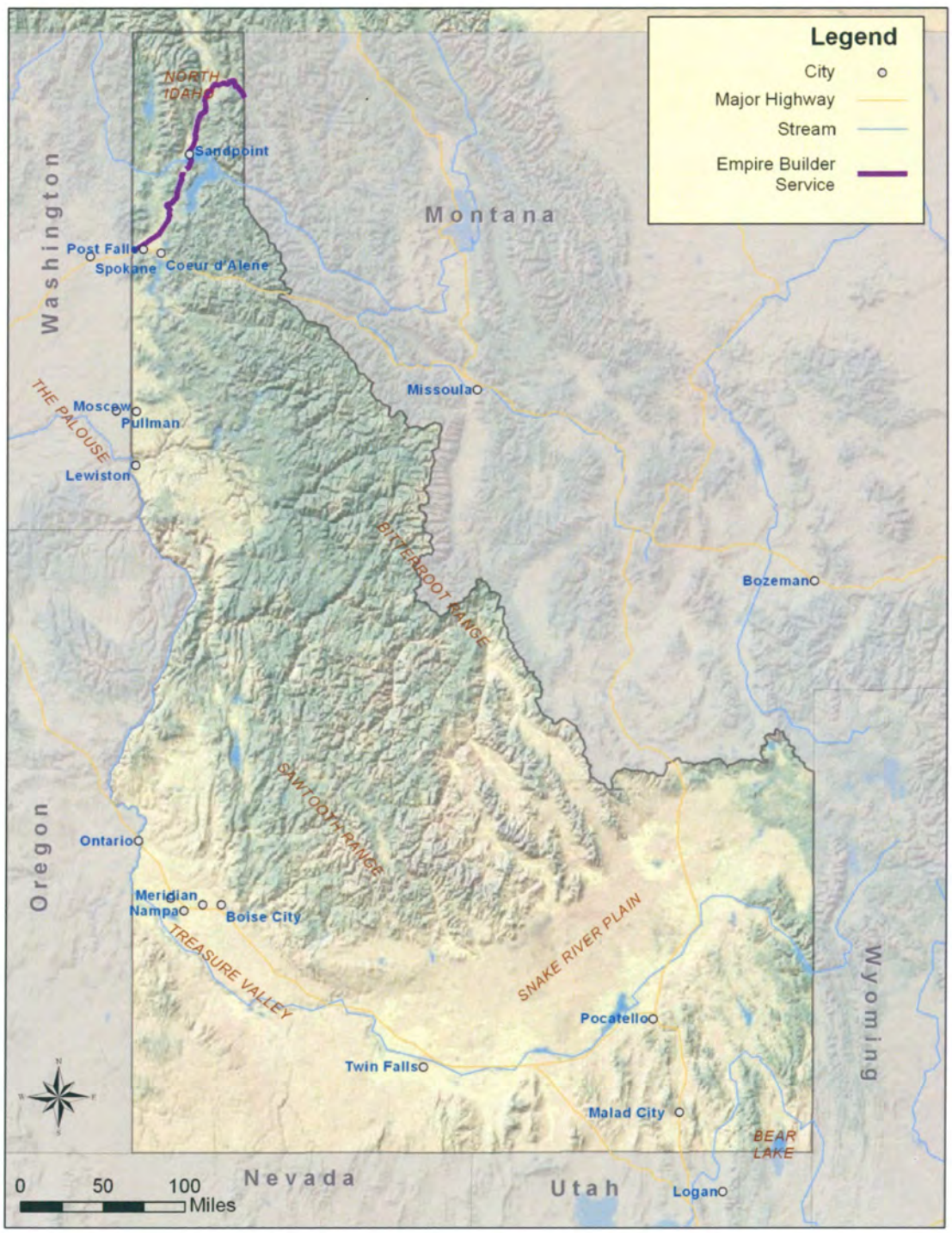
Amtrak Boardings and Alightings

In fiscal year 2011, Amtrak reported 5,296 boardings and alightings combined (15 daily boardings and alightings) at the Sandpoint station, a drop of 5.5% over FY2010. Amtrak attributed the drop in Sandpoint passenger movements to severe flooding in North Dakota, which suspended Empire Builder service for weeks during the busy summer traveling months of June and July.[112]

Amtrak Station

Sandpoint is the only active passenger rail station within the State of Idaho with intercity service. The station only provides service to the Empire Builder. The station has limited services and amenities, and has no defined hours of operation, ticket office, baggage service or enclosed waiting area, and a total of two parking spaces.[113]

Figure 2-13. Idaho Amtrak Service



Source: Amtrak Empire Builder

Sandpoint's station was built in 1916. It is the oldest former Northern Pacific Railroad (NP) depot in Idaho, and the only passenger depot still in active use in the state—and one of only a few nationwide that remains in operation. The station was listed on the National Register of Historic Places in 1973. Continued deterioration of the building led to the closure of the waiting room in June 2009. As a result, passengers can only use an adjacent platform.

In the early 2000s, the building's future was uncertain as planning progressed for a reroute of Interstate 95 that was to move the highway out of the congested downtown and onto the peninsula between Lake Pend Oreille and Sand Creek where the depot is located. The Sand Creek Byway bridge structure has been constructed, with the grand opening planned for the summer of 2012.[114] In the fall of 2011, Amtrak, the City of Sandpoint, and BNSF agreed to keep the stop at its current location. The structure is planned to be rehabilitated using the funds that the ITD originally gave to BNSF. The waiting room will reopen to passengers, and a portion of the interior could be rented for commercial or office use. Amtrak also plans to build an ADA-compliant concrete platform with tactile edging.

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Section 3 Trends and Forecasts

Idaho's ability to compete both nationally and globally depends on its diverse base of natural resources, and its workforce, and an efficient transportation system that delivers products reliably and on time. The efficiency and capacity of Idaho's rail system is a critical element of this freight network. In order to plan for future rail demands and needs, it is first important to gauge how Idaho will grow – what will drive the growth, and what will be the magnitude of this growth. This section discusses the factors that drive the demand for rail services in Idaho, as well as presenting high-level thoughts on factors outside of Idaho's control that may influence how goods and people are carried on the rail system, including:

3.1 Economy, Trade and Economic Development - this sub-section provides analysis of key trends regarding population, employment, output (gross domestic product), and industry, and describes how this may affect the use of the rail network in the future.

3.2 Environment and Energy - this sub-section provides an overview of modal contributions to greenhouse gas emissions, and the possible role rail could play in meeting state Clean Air Attainment, as well as contributing to meeting possible U.S. emission reduction targets.

3.3 Land Use and Community Impacts - this sub-section provides an overview of land uses/development patterns that may unintentionally be in conflict with local community goals, and explores potential mitigations that might address increases in activity.

3.4 Safety and Security - this sub-section highlights federal regulatory requirements that pertain to future rail systems, as well as funding to ensure rail system safety.

3.5 Freight Demand and Forecasts – this section looks at present freight rail volumes and future commodity flow forecasts, as well as current and future freight rail capacity, given Idaho's current infrastructure network.

3.6 Passenger Travel Demand – this section provides a summary of passenger rail ridership in Idaho,

3.1 Demographic and Economic Growth Factors

The growth of rail freight volumes in Idaho is influenced by the interplay of a variety of factors that have a bearing on transportation demand. These factors include overall population and employment growth, and the evolution of the state's industrial structure. Industries, ranging from agriculture to construction have specific freight rail needs, and their growth will affect rail demand. On the supply side (i.e., the provision of rail infrastructure and quality rail services), the strength of Idaho's rail transportation system and its ability to provide efficient rail service will affect, positively or negatively, the overall competitiveness of the state's industries and its economy. An efficient rail system can help to lower the cost of consumer goods to Idaho's residents by reducing travel times, adding capacity, potentially reducing future maintenance needs on the highway network, and/or by increasing the reliability of on-time shipments.

With a location amidst one of the fastest growing regions in the U.S. and Canada, Idaho's rail network and services need to respond not only to the intrinsic growth conditions of the state, but also to the transportation and economic needs of Western North America.

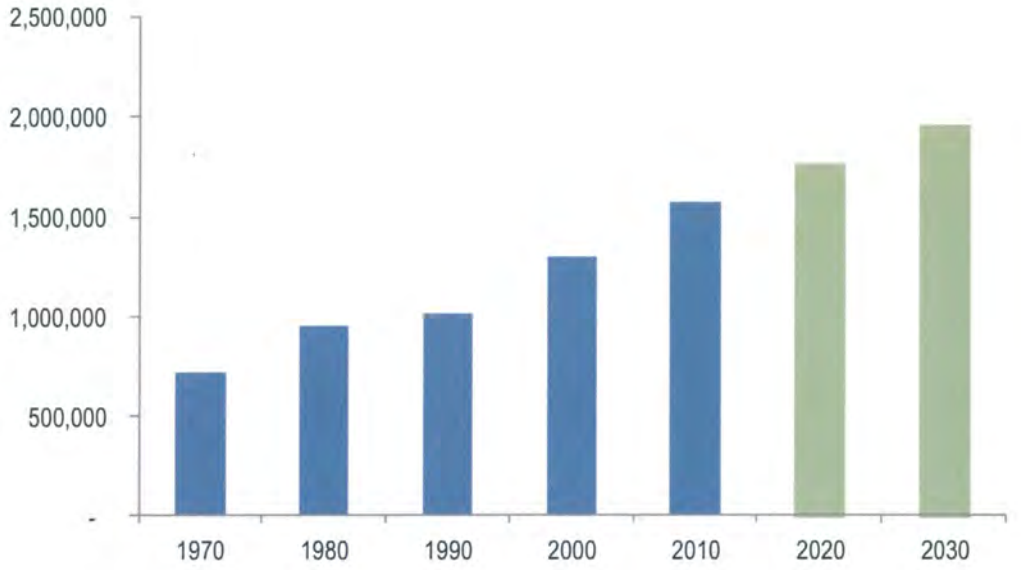
Population

For several decades, Idaho has ranked among the fastest growing states in population. Growth has recently slowed, however, but Idaho is continuing to add people, even during the recession, at a higher rate than the U.S. average. At the northern end of the Rocky Mountain West region, Idaho is located within one of the fastest growing regions in the country and is adjacent to the fastest growing parts of Canada as well. The pace of the state's population growth puts pressure on all aspects of Idaho's infrastructure: its water systems, schools, healthcare facilities, etc. In particular, the State's freight and passenger rail transportation system must accommodate the needs of an increasing number of residents, retirees, and workers, and do so reliably, safely, and efficiently. For these reasons, future plans regarding Idaho's infrastructure and services needs to incorporate and respond to a set of what are likely to be relatively high-population growth conditions.

Linked to consumption, population growth has a direct impact on freight transportation demand. More people need more goods to sustain themselves, and Idaho ranked 4th, behind three other western states (Nevada, Utah, and Arizona) in the rate of population growth between the 2000 and 2010 according to the U.S. Census Bureau. Idaho's population reached 1.6 million in 2011, and is now the 39th most populous state in the country.

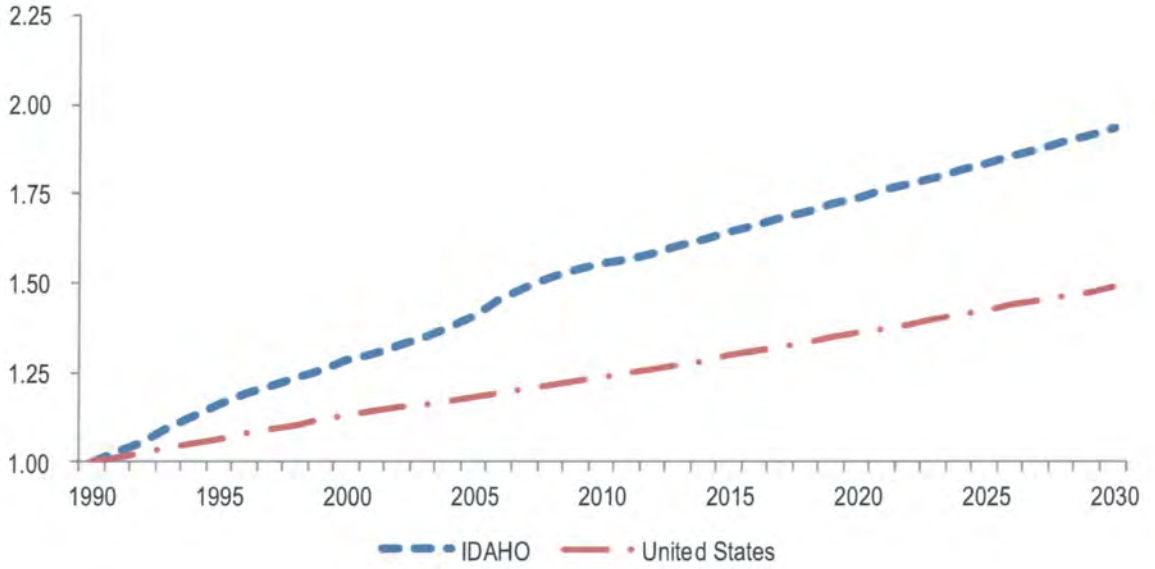
Population growth in Idaho helps to maintain and expand the State's labor pool, a primary factor of production upon which the State's businesses generate economic activity and compete. Idaho more than doubled in size between 1970 and 2010, shown in **Figure 3-1**, and strong growth is forecast to continue into future decades. According to Moody's Analytics' population projections, Idaho is expected to add about 385,000 people during the next 20 years and will reach a population of just below two million by 2030 (this growth is roughly equivalent to adding the current population of Ada County to the State over the next two decades). The rate of Idaho's population growth has been, and is forecast to continue to be, significantly above the U.S. average, as shown in **Figure 3-2**.

Figure 3-1 Idaho Population Growth, 1970-2030



Source: U.S. Census Bureau and Moody's Analytics' Economy.com (forecast)

Figure 3-2 Idaho's Population Growth Compared to the U.S., 1970-2030
Population Growth Index, 1970=1.00

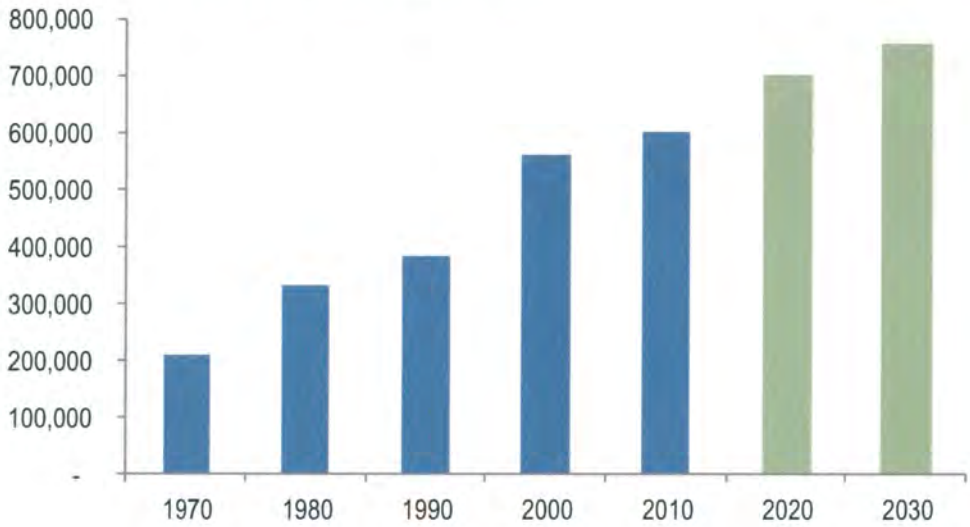


Source: U.S. Census Bureau (historic and US forecast), and Moody's Analytics' Economy.com (Idaho forecast).

Employment

From a jobs perspective, the Idaho economy employed more than 600,000 people in 2012. Similar to population, Idaho has also experienced substantial long-term increases in jobs (a tripling between 1970 and 2010, as shown in **Figure 3-3**). Until recently, the rate of Idaho's job gains has far exceeded that of the nation. Between 1990 and 2007, total employment in Idaho increased by 71 percent, compared to a U.S. growth rate of 25 percent, as the state added nearly 275,000 net new jobs. Despite this long record of fast gains, however, the impact of the recent recession on Idaho's jobs was worse than the nation's (see **Figure 3-4**). Idaho lost about 8 percent of its total jobs during the recession compared to about 6 percent for the U.S. As of mid-2012, Idaho had recovered about 10,000 of the 50,000 jobs lost between 2008 and 2010. While the recent recession and today's slower growth may relieve some pressure points on Idaho's rail networks (and other transportation facilities), existing problems will likely resurface, and new issues arise as jobs growth and the economy begin to recover more robustly.

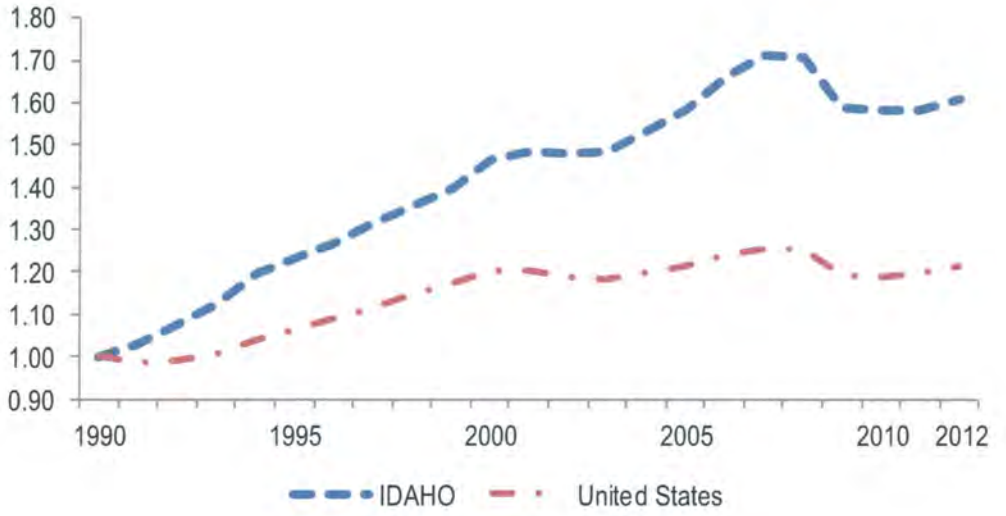
Figure 3-3 Idaho Jobs Growth, 1970-2030



Source: U.S. Department of Labor, Bureau of Labor Statistics and Moody's Analytics' Economy.com (forecast)

Looking into the future, employment in Idaho is expected to recover to 2007 job levels (the pre-recession peak) at some point in 2015. With continued growth, total employment in Idaho is expected to reach 700,000 and 757,000, respectively, in 2020 and 2030, as shown in **Figure 3-4**. This forecast represents moderate growth for Idaho (a post 2015 annual growth rate of 0.9 percent), compared to an average annual rate of 2.3 percent posted over the 1990-2010 period. Idaho's expanding economy and recovering job numbers will translate into higher demand for a full range of goods and services – all possessing some form of transportation requirement, including many that are or will be met by rail.

Figure 3-4 Jobs Growth, 1990-2012, Idaho Compared to the U.S.
Jobs Growth Index, 1990=1.00

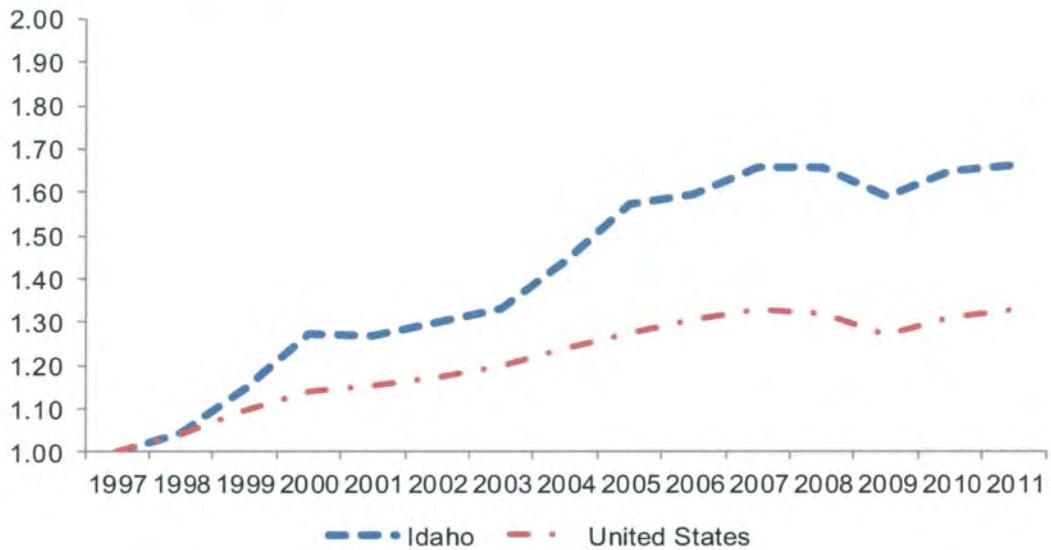


Source: U.S. Department of Labor, Bureau of Labor Statistics

Gross Domestic Product

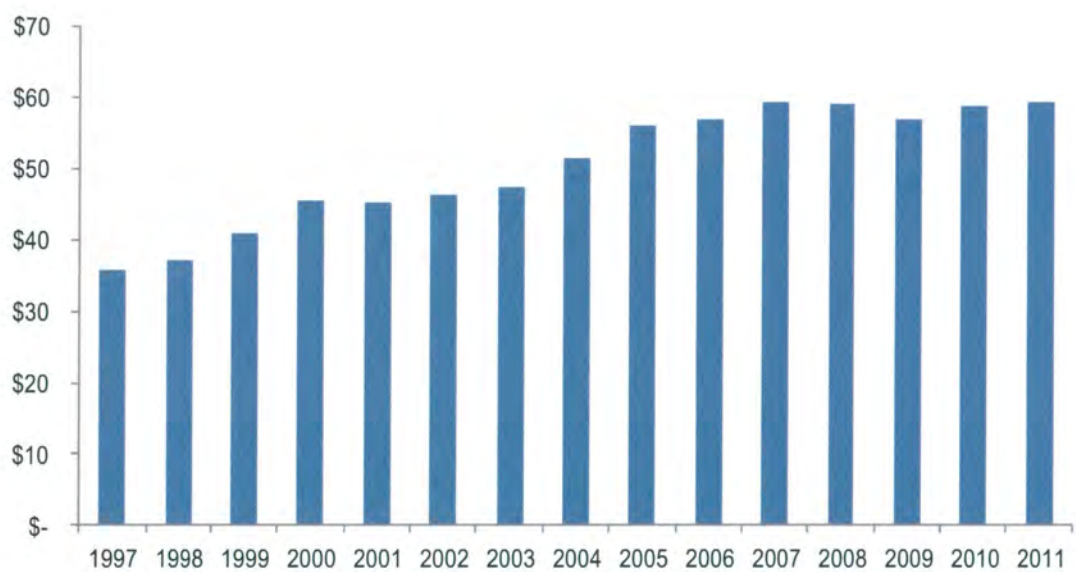
Idaho's rail transportation system helps to support the state's $60 billion economy. Idaho's economy as measured by gross domestic product (GDP, the value of goods and services produced by a state, region, or country and a universal measure of economic size and activity), grew by 31 percent between 2001 and 2011 (adjusted for inflation), twice as quickly as the 15 percent increase in U.S. gross GDP recorded over the same period, as shown in **Figure 3-5**. Unlike the state's employment levels, Idaho's GDP, by 2011, recovered from the recession, reaching a new record, as shown in **Figure 3-6**. This disparity can be explained by stronger rises in productivity compensating for slower growth in jobs. As in the past, continued economic growth in Idaho will rely on the efficient movement of goods and people to keep costs down, customers supplied, and to maintain economic competitiveness within the U.S. and world markets. The Idaho rail network can play an important role in this growth by linking to the rest of the freight network.

Figure 3-5 **Idaho and U.S. GDP Growth Index, 1997-2011**
1997=1.00



Source: Bureau of Economic Analysis, growth in real (inflation-adjusted) GDP

Figure 3-6 **Idaho Gross Domestic Products**
In Billions of 2011 Dollars



Source: Bureau of Economic Analysis

With the state's location at the confluence of three growing economic regions (the Rocky Mountains, the Pacific Coast, and the Canadian west) overall U.S. and Canadian growth also have a direct bearing on the needs and performance of the Idaho rail transportation system. The recovery and growth of the U.S. economy in future years will translate to more goods being shipped through and processed by Idaho's freight facilities. For these reasons, the ability of Idaho's rail infrastructure to respond to these shifts in demand will affect the West's overall competitiveness, as well as the State's.

The pace of Idaho's economic growth, as measured by GDP, will be a key determinant of overall rail service demand in future decades. High GDP growth linked to the increased production of goods and services will put great demand on Idaho's rail infrastructure to support the expansion of mining, manufacturing, agriculture, and retail, distribution, and construction activities. Each of these industries has relied on rail transportation in order to produce goods and bring them to market. On the other hand, much slower than anticipated GDP growth will lessen pressures on Idaho's transportation system but could spur interest in strategic investments to help stimulate economic growth.

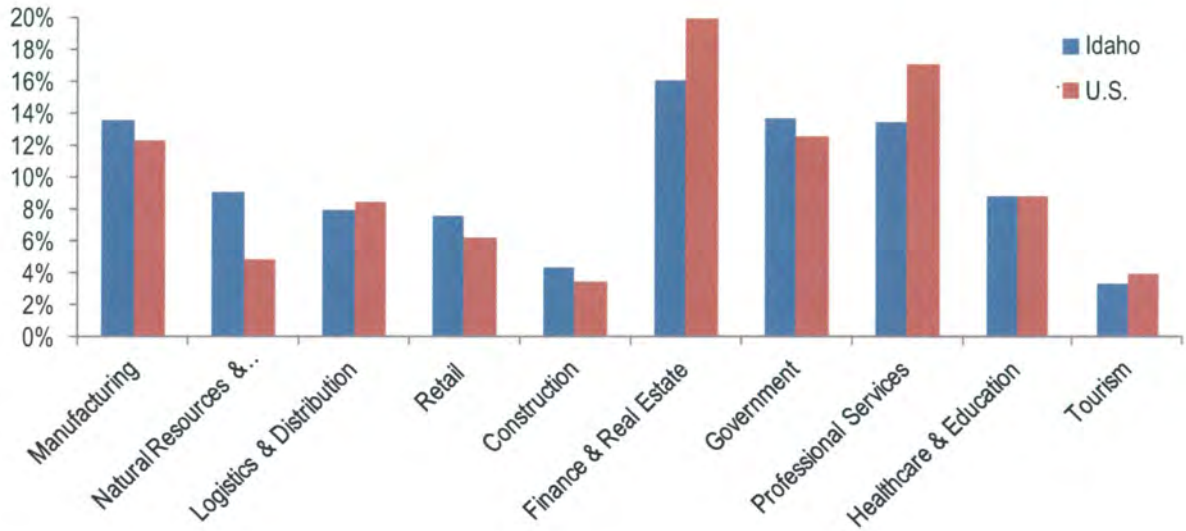
Industry Mix – Idaho's Economic Structure

A defining economic characteristic of Idaho compared to the nation and most other states is the relative size of its natural resources & energy sector (**Figure 3-7**) which includes agriculture, mining, and utilities. In addition to being the nation's top potato producer, Idaho also ranks among the leading states in dairy, sheep, vegetable, wheat, and barley production. Within mining, Idaho produces substantial volumes of silver, molybdenum (a metal used to strengthen steel), phosphates (used for fertilizer), sand, and gravel. In 2011, the natural resources and energy sector accounted for some 9 percent of the Idaho economy compared to less than 5 percent for the nation. **Figure 3-7** shows the contribution of each major industry sector to Idaho's GDP. Although it is not the state's largest economic sector, the relative significance of Idaho's natural resources sector compared to the U.S. can be easily seen. Manufacturing is also a comparative strength in Idaho, accounting for nearly 14 percent of the economy, in contrast to 12 percent for the United Sates.

Agriculture and mining count on rail more than most sectors to transport high volume/high weight products to processing or storage facilities as well as to reach major U.S. consumption markets and export gateways. Manufacturing also depends on rail to produce and deliver products reliably and in a cost-effective manner. Manufacturers keep inventories low to reduce costs and this requires a dependable, multimodal supply chain, including rail. Idaho's "freight-intensive" industries (i.e., those that require high levels of transportation inputs in order to produce) comprised 42 percent of state's economy in 2011, far higher than their 35 percent share for the U.S. This indicates that Idaho's economy is relatively more dependent on freight transportation, including rail, to support its economic growth and long-term competitiveness.

Figure 3-7 Structure of Idaho Economy Compared to U.S., 2011

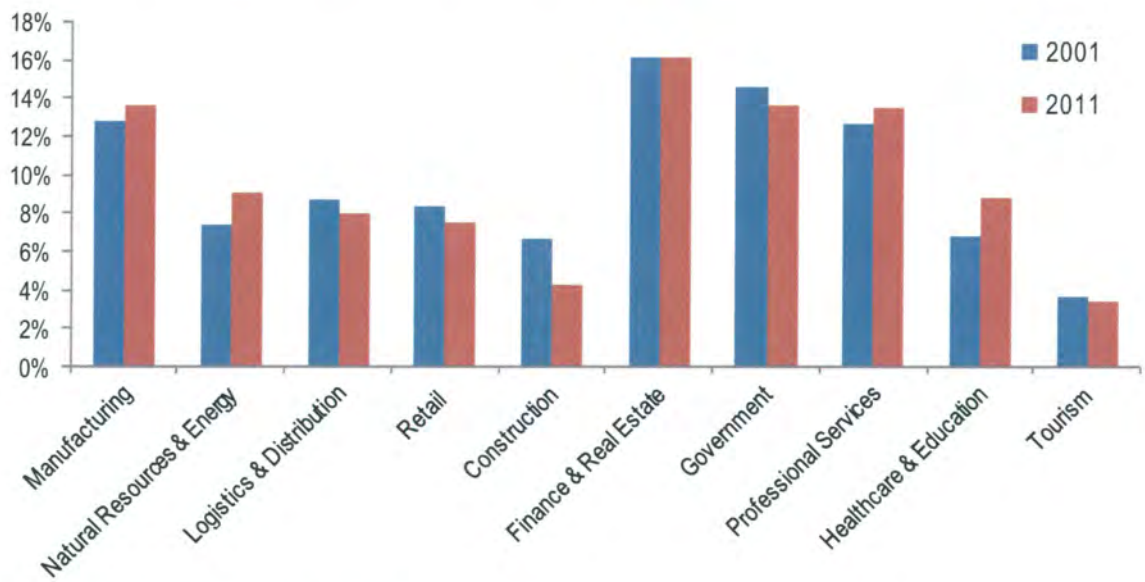
Industry Share of Economy



Source: Bureau of Economic Analysis

Figure 3-8 Structure of Idaho Economy, 2001 and 2011

Share of Idaho Economy by Industry



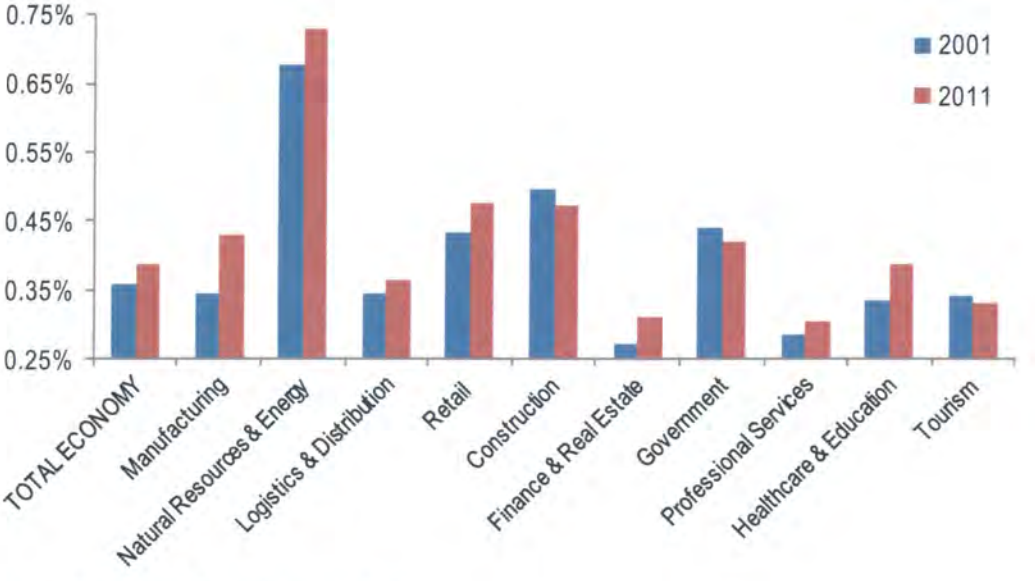
Source: Bureau of Economic Analysis

Idaho's economy is relatively less dependent than the U.S. economy on service-related industries, including finance, real estate, and professional services (professional, business, and personal). However, even as natural resources and manufacturing garner a larger share of the Idaho economy, as they did between 2001 and 2011, the services sectors continue to be the largest contributors to the state's overall economic output (see **Figure 3-8**). Service industries tend to move more time-sensitive goods (e.g., overnight parcel post). The trucking and air modes have historically dominated these types of shipments, but railroads have responded, in other parts of the country, by offering scheduled services and improved reliability for parcel shipments.

As mentioned earlier, the Idaho economy, at least until the recent recession, has been growing at a significantly faster pace than the nation. This is borne out in **Figure 3-9**, demonstrating that Idaho's share of the U.S. gross product in all major industry sectors, with the exceptions of construction and government, increased between 2001 and 2011. In particular, the state's share of the country's manufacturing and natural resources sectors, both intensive users of rail service, grew significantly over the period. Idaho's retail sector, another intensive user of rail transportation and fed by Idaho's overall economic and population growth, also increased its share of national production during the 2001-2011 period. Strategic improvements to the Idaho's rail transportation system to benefit rail intensive industries including manufacturing, agriculture, and mining, as well as the movement of consumer goods, can help to augment the overall competitiveness of the Idaho economy.

Figure 3-9 Idaho's Share of the U.S. Economy by Major Industry Sector

Idaho Share of U.S.



Source: Bureau of Economic Analysis

Projected growth in Idaho's economy is anticipated to continue with a freight intensive industries focus, particularly in the areas of manufacturing, agriculture, and mining. Coupled with population growth, these trends are likely to result in increased freight rail demand in the future. The implications of these trends in relation to freight rail demand and capacity is further evaluated in Section 3.5, Freight Demand and Growth.

In addition to its impact on freight demand, population growth has the potential to impact future passenger rail needs as well. Section 3.6 considers Passenger Rail Travel Demand.

3.2 Environment and Energy Trends

Rail service has lower greenhouse gas (GHG) emissions and potentially less energy consumption than some other freight modes. Because of these benefits, federal agencies are increasingly requiring states to address environment and energy issues in planning efforts and funding requests. This is also important to the state of Idaho; the Idaho Department of Environmental Quality (DEQ) regularly monitors six criteria pollutants in the state. With the exception of ozone, most pollutants meet the federal standards. However, the Boise metropolitan area has been categorized as being in nonattainment (maintenance) status for ozone per the Clean Air Act.[1]

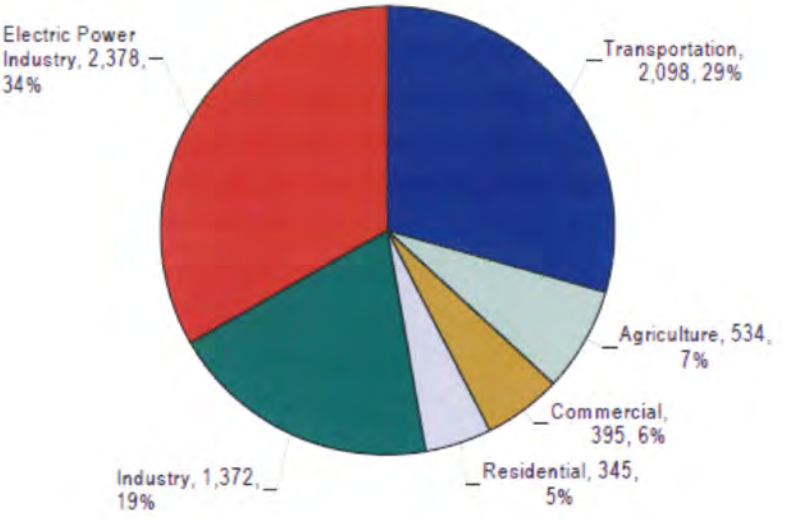
U.S. transportation sector GHG emissions are put into a global context when compared with transportation emissions from all countries in the world. International Energy Agency (IEA) data for 2006 show that while the U.S. accounts for only 5 percent of the world population, it accounts for 21 percent of global CO_2 emissions, with the U.S. transportation sector accounting for 33 percent of global transportation CO_2 emissions. Overall, direct emissions from the U.S. transportation sector represent about 7 percent of global CO_2 emissions and about 29 percent of U.S. total emissions, as shown in **Figure 3-10**.[2] The power generation industry is the U.S.'s largest GHG contributor at 34 percent of the U.S. total.

As shown in **Figure 3-11**, emissions from light-duty vehicles, which include passenger cars and light duty trucks accounted for 59 percent of U.S. transportation GHG emissions in 2006. Emissions from freight trucks accounted for 19 percent of emissions and rail accounted for nearly 3 percent.

Since 1990, GHG emissions from medium and heavy-duty trucks have increased 77 percent, growing at three times the rate of emissions from light-duty vehicles. This is the product of decreasing fuel efficiency—as measured per ton-mile carried—and steadily increasing demand for freight trucking. These changes were driven by an expansion of freight trucking after economic deregulation of the trucking industry in the 1980s; widespread adoption of just-in-time manufacturing and retailing practices by business shippers and receivers, increasing highway congestion; and structural changes in the economy that produce higher-value, lower-weight, and more time-sensitive shipments better served by trucking. GHG emissions from freight trucks have increased at a greater rate than all other freight sources, as shown in **Figure 3-12**.[3]

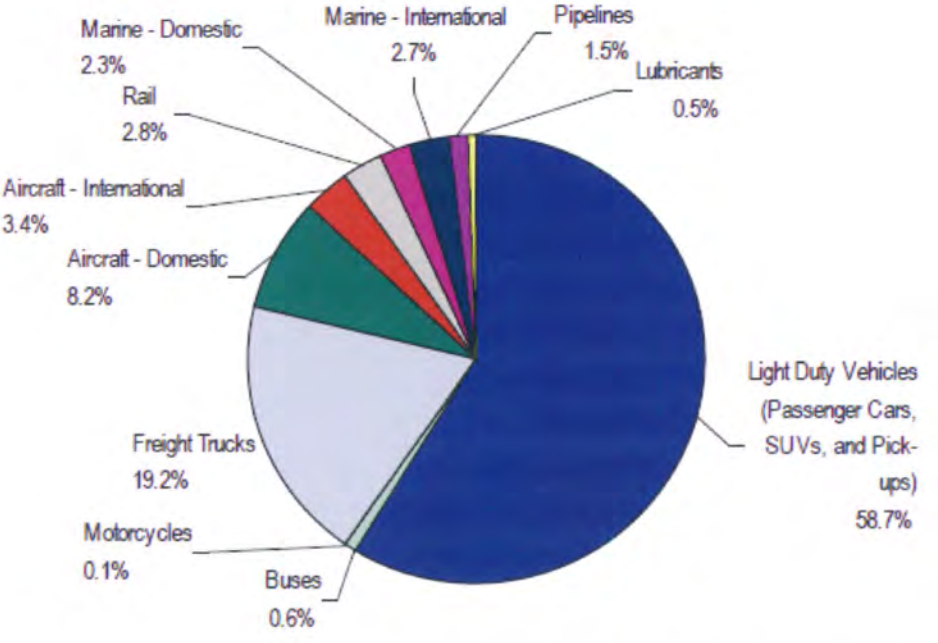
Figure 3-10 U.S. Greenhouse Gas Emissions by End Use Economic Sector, 2006

Million metric tons CO2 equivalent



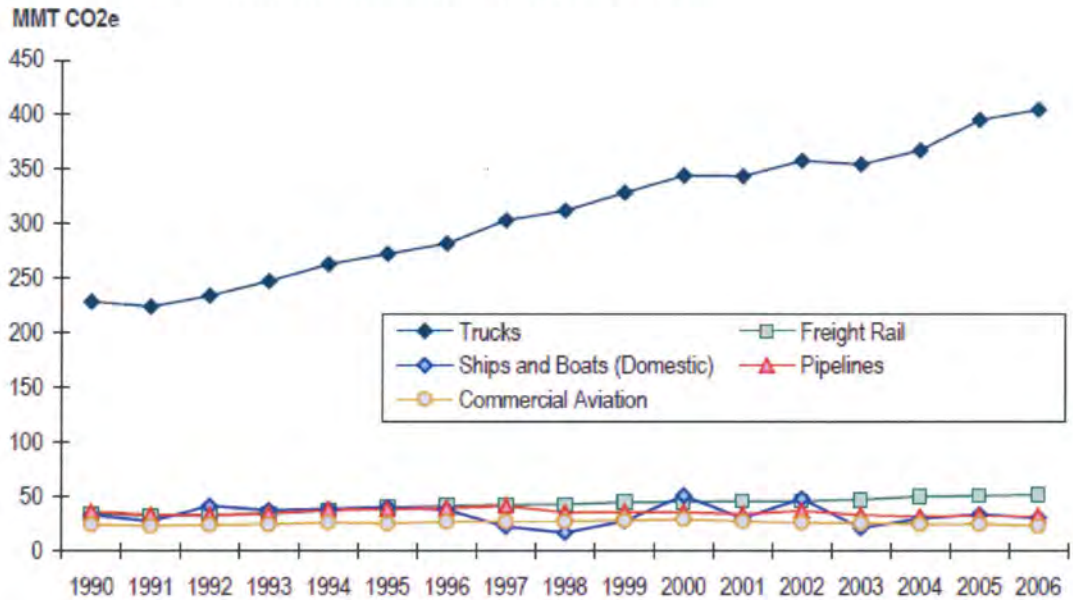
Source: U.S. EPA (2008). Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990 to 2006.

Figure 3-11 U.S. Greenhouse Gas Emissions by Transportation Mode, 2006



Source: U.S. EPA (2008). Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990 to 2006, pages 3-9, 3-30, 3-31.

Figure 3-12 GHG Emissions from U.S. Freight Sources



Source: U.S. EPA (2008). Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990 to 2006.

While **Figure 3-12** shows that freight rail emissions are lower than truck, significant emissions are still released as a result of line-haul trains which travel long distances on intercity routes; and switchyard locomotives which move around rail yards to assemble rail cars into trains. Passenger sources of rail emissions include urban transit, commuter, and inter-city rail. GHG emissions from freight rail have steadily increased from 1990 to 2006, while emissions from passenger rail have increased slightly over the same period.[4]

Increasing freight rail activity has led to increased freight rail emissions. However, simultaneous increases in fuel efficiency have counteracted this trend to slow the growth of rail GHG. In 2010, railroads moved a ton of freight with an average of 484 miles per gallon of fuel consumed. According to the AAR, railroad fuel efficiency has increased 106 percent since 1980, and rail transportation is currently four times more fuel-efficient than using trucks.[5]

In light of the aggressive national GHG reduction goals which seek to reduce U.S. GHG emissions by as much as 80 percent from 2005 levels by 2050, the transportation sector could play a significant role in meeting the goal. Certainly shifting from the use of trucks to rail for freight transport could make a positive contribution to the overall goal - according to the AAR, moving the same amount of freight on rail instead of by truck would reduce average GHG emissions by 75 percent[6] - but dozens of other strategies have also been proposed. These strategies each fall within four major solution groups:

- **Introduce low-carbon fuels.** The objective of these strategies is to develop and introduce alternative fuels that have lower carbon content and therefore generate fewer transportation

GHG emissions. Today, petroleum-based fuels account for 97 percent of U.S. transportation energy use. Switching to natural gas, biodiesel, electric or other fuels for freight and rail transport is becoming more and more viable as each begins to penetrate the market and supporting infrastructure is established.

- **Increase vehicle fuel efficiency.** The objective of these strategies is to reduce GHG emissions by using less fuel per mile traveled. Fuel efficiency improvements include advanced engine and transmission designs, lighter weight materials, improved aerodynamics, and reduced rolling resistance.
- **Improve transportation system efficiency.** The objective of these strategies is to improve the operation of the transportation system through reduced vehicle travel time, improved traffic flow, decreased idling, and other efficiency of operations; improvements that can also result in lower energy use and GHG emissions. The strategies range from truck-idle reduction, to reducing congestion through Intelligent Transportation Systems (ITS) and other innovative forms of traffic management. Efficiency can also be improved by shifting travel to more efficient modes, where such shifts are practical in terms of price and convenience—such as passenger vehicle to bus or rail, or truck to rail.
- **Reduce carbon-intensive travel activity**. The objective of these strategies is to influence travelers' activity patterns to shift travel to more efficient modes, increase vehicle occupancy, eliminate the need for some trips, or take other actions that reduce energy use and GHG emissions associated with personal travel.[7]

3.3 Land Use & Community Impacts

As states and other public sector stakeholders take an interest in harnessing the economic development potential of both freight and passenger rail projects, there is increasing opportunity to have a role in proactively planning these systems while mitigating any potential negative impacts that could stem from increased activity. These impacts may arise in the form of land use conflicts, noise and light pollution, perceived safety and congestion impacts, or other deterrents from overall community quality of life. Land use authority is typically vested within local municipal or county governments. However, the state has the opportunity to organize (and in some cases lead) appropriate stakeholders in a discussion of land use planning relevant to freight needs so that rail investments are appropriately planned and constructed to achieve both state and local community goals.

Because freight volumes, and their resulting impacts, are anticipated to increase significantly in the future, growing by over 60 percent (nationally) over the next 25 years[8], it is important to plan appropriately to accommodate freight-generating industries while protecting the health, safety, and quality of life of residents. If freight planning and land-use decision-making activities are well integrated, both the public and private sector may benefit through reduced congestion, improved air quality and safety, enhanced community livability, improved operational efficiency, reduced transportation costs, and greater access to facilities and markets. The freight community can be

considered "a good neighbor" when such a balance between economic activity and external impacts is achieved.

The recently released *FHWA Freight and Land Use Handbook*[9] was developed to provide transportation and land use planning practitioners in the public and private sectors with the tools and resources to properly assess the impacts of land use decisions on freight movements, as well as the impacts of freight development and growth on land use planning goals. The handbook identifies freight-related land use issues, key considerations, best practice resources, and provides direction on how to coordinate with private-sector freight stakeholders.

The term "sustainability" in freight is a newer concept representing the balance between the positive features of freight movement (jobs, economic development, etc.) and potential negative impacts to communities and the natural environment. Many local and regional government agencies are adopting sustainable land use strategies, including strategies to accommodate freight in urbanized areas, and to develop freight clusters in a manner that reduces the environmental and community impacts. Examples of sustainable freight land use strategies include industrial preservation, brownfields redevelopment, and "Freight Villages," all of which are considered context-sensitive solutions (CSS).

Context-sensitive solutions (CSS) is an approach used in transportation planning to achieve consensus among project stakeholders, and make sure that a transportation project-solutions are keeping with the context of a community's identity. CSS requires the continuous involvement of stakeholders in the process of establishing an understanding of the context, documenting problems and issues, identifying and evaluating alternatives, and selecting a solution. CSS can be an effective process for freight-related transportation projects, as it calls for solutions that are sensitive to surrounding land uses, and it can solve the "freight doesn't vote" problem by bringing private-sector freight stakeholders such as shippers, receivers, and motor carriers into the planning process with community residents and leaders. The outcome of CSS when applied to freight projects can be solutions that address the needs of the community, and that support from both businesses and residents. Complete examples/case studies of these can be found in the *FHWA Freight and Land Use Handbook*, however a sample of these include concepts such as:

- Implementing FRA approved Quiet Zones at rail-grade crossings in communities where train horn noise is an issue. Other Supplemental Safety Measures (SSM) at crossings may also be considered, as warranted, including temporary closure (used with a nighttime-only quiet zone), four-quadrant gates, gates with raised medians or channelization devices, or permanent crossing closure;
- Orienting facilities to minimize aesthetic, noise, and pollution impacts on residents, including creating easy truck entrance and egress at intermodal and port facilities;
- Creating buffers around freight generating land uses to preserve land for expansion and to prevent encroachment of incompatible uses;

- Using zoning authority to allow only those land uses that are compatible with freight activities adjacent to freight facilities (including transload facilities); and
- Employing "Green Port" Technologies. Ports have historically been hotspots for air pollution and GHG emissions, due to the high density of truck, marine, and rail traffic at these facilities. As a result, air pollution reduction at these facilities can be achieved through use of low-emitting "GenSet" locomotives in rail yards, and electric plug-in berths so that tows do not need to idle their engines while in port.[10]

While passenger rail does not have a major role in current transportation planning, due to its very limited presence in Idaho, as we look to evaluate and plan for future passenger rail service in Idaho, the idea of context-sensitive solutions would also apply to station areas around passenger rail service. A proven method to effectively integrate transit rail projects—and especially new stations—into the fabric of a community is through the application of transit-oriented design (TOD) principles. The principles of TOD promote walkable, higher-density, and mixed-use development. These principles are applicable to other forms of passenger transportation, including commuter, intercity and high-speed passenger rail. Today, in Idaho application of this solution to rail stations may be limited as the only existing (and expected future) station is for the long-distance Empire Builder service in Sandpoint.

Programs identified to address these issues and trends include the Rail Freight Education and Information Program (Project No. F-13), and the Local Land Use Rail Planning Assistance Program (Project No. F30), as identified in Section 6, Idaho's Long-Range Rail Service and Investment Program (see Table 6-2).

3.4 Safety and Security

A safe and secure railroad system is vital to rail transportation efficiency and of utmost importance for consideration when planning for increased rail services – both exclusive freight rail service and passenger service within shared freight track/ right-of-way. Key safety issues presented here include at-grade crossing safety, the introduction of positive train control (PTC), and rail security concerns, post 9/11.

Rail-Highway Grade Crossing Safety

A rail-highway grade crossing is an intersection where a roadway crosses railroad tracks at the same level. Because a grade crossing is a point at which more than one mode of transportation meets, both public and private entities have jurisdiction over various aspects of the intersections. Railroad companies own and maintain the tracks, and generally own the property (right-of-way) to either side of the tracks. However, the roadway at a crossing either is on a railroad easement or owned by a public entity. Public crossings are those at which the highway or roadway is under the jurisdiction of a public authority such as a municipality, and private crossings are those in which the roadway is privately owned and are not under the jurisdiction of the public entities. Because of these dual responsibilities at crossings, it is imperative that the public and private sectors coordinate to ensure the intersections are safe.

The FHWA is responsible for public grade crossing issues that affect highway safety, providing guidelines and standards for the correct design of grade crossings, the assessment of safety at a grade crossing, and appropriate placement of traffic control devices at and on the approach to a grade crossing. However, states determine which public crossings are in need of improvements and rely heavily on federally supplied funds, known as Section 130 funds, to make improvements. This program allocates money to the states specifically for eliminating hazards at public highway-rail grade crossings.

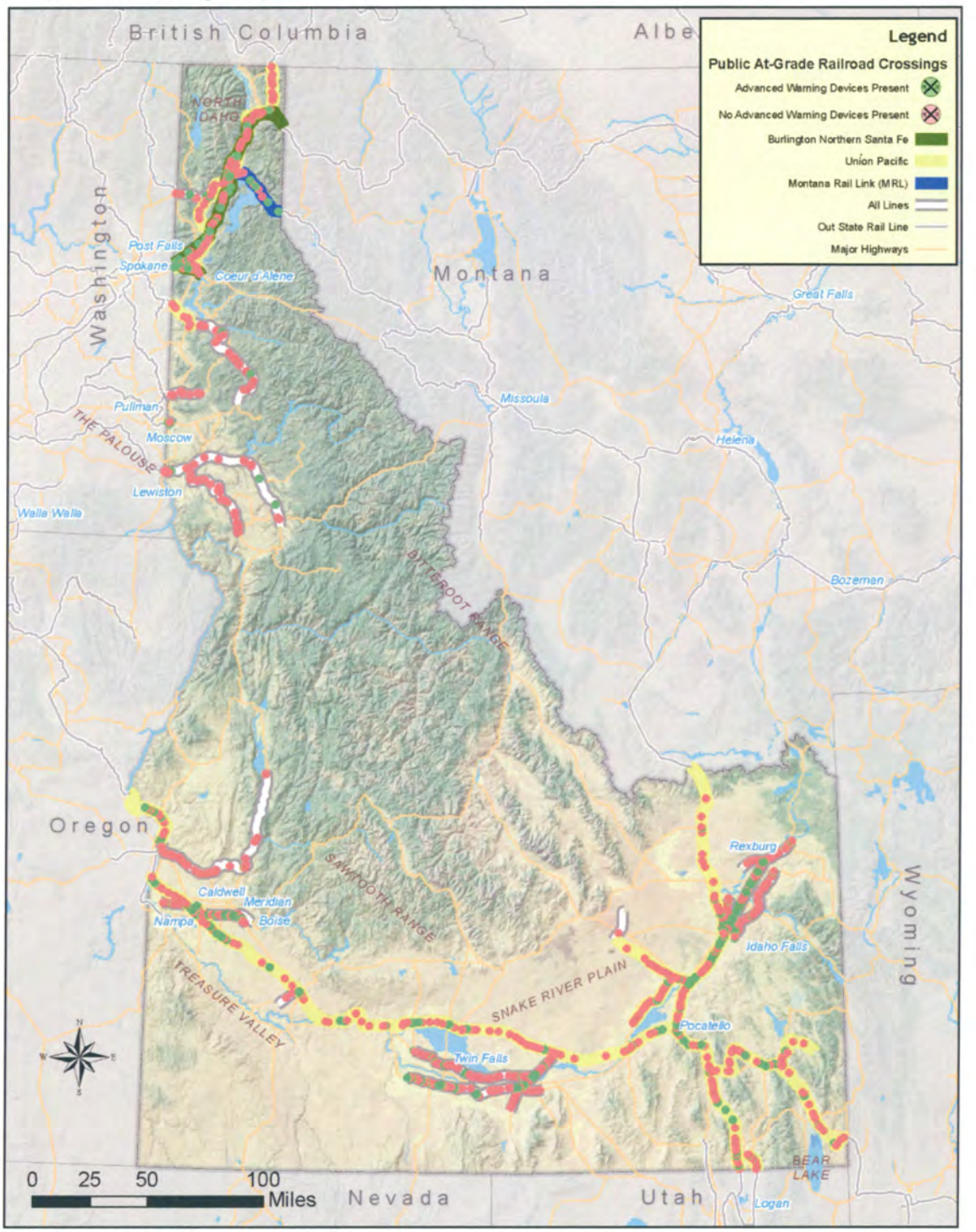
In fiscal year 2011, $220 million was allocated to the states under the Section 130 program, an amount relatively unchanged during the last twenty years (varying from $140 Million to $155 Million since 1987), while the number of trains and vehicles at crossings have steadily increased. This lack of increase in resources places a significant burden on the system, and with projected increases in train volumes, may not sufficiently address all future safety needs in the states.

Under Map-21, funding for the railway-highway crossing program previously funded under Section 130, is incorporated into the new core formula program structure, with a set-aside included in the new Highway Safety Improvement Program (HSIP).[11]

In Idaho, the Idaho Public Utilities Commission (PUC) regulates changes to public crossings and has rail inspectors that investigate highway-rail grade crossing issues and projects throughout the state. State safety inspectors are also responsible for inspection of rail cars carrying hazardous materials through Idaho. The PUC rail inspectors work with the railroads to improve public grade crossings. Across Idaho there are 1,292 public grade crossings. According to data compiled by the Idaho Public Utility Commission (PUC), as provided by rail owners, advanced warning devices (lights, gates, bells, etc.) are installed at approximately 24.6 percent (319 devices) of the (1,292) public highway-rail grade crossings in Idaho (please reference **Figure 3-13)**.

A promising area for improving rail safety is crash avoidance at highway-rail grade crossings. Crash avoidance technologies include communications-based train control systems and technologies intended to improve grade crossing safety, such as motor vehicle intrusion detection systems, moveable highway barriers, median barriers, and four quadrant gates. The Rail Safety Improvement Act of 2008 calls for a policy initiative to develop new technologies that can prevent loss of life and injuries at highway-rail grade crossings. This will be an opportunity for the State of Idaho to work with local municipalities and the railroad industry to install crash-avoidance technology, where feasible.

Figure 3-13 Public Highway-Rail Grade Crossings



Source: Idaho Public Utilities Commission

Positive Train Control

Positive train control (PTC) is a technology designed to prevent train incidents, such preventing collisions between trains and preventing derailments caused by excessive speed, by incursions by trains on tracks under repair, and by trains moving over switches in the wrong position. PTC systems are designed to determine the location and speed of trains, warn train operators of potential problems, and take action if operators do not respond to a warning. The Rail Safety Improvement Act of 2008 requires railroads to place PTC systems on each Class I carrier, subject to the provisions noted in the bullets below, and each entity providing regularly scheduled intercity or commuter rail passenger transportation by December 31, 2015. PTC systems must be installed on the following:

- Main lines that regularly handle intercity or commuter rail passenger transportation, and
- Main lines over which hazardous materials that are poisonous or toxic by inhalation (PIH/TIH materials) are transported on other tracks as designated by regulation or order from the Secretary of Transportation.

The rules governing PTC define a "main line" as a railroad segment that carries 5 million or more gross tons of freight annually. The cost of implementing positive train control on rail passenger routes may have implications on future plans for new rail passenger service. As the cost of implementing PTC is expected to range between $10 and $17 billion nationally over the next 20 years, this may also affect freight service to producers of hazardous materials, as the full cost of PTC is not considered financially viable for rail carriers alone.

Rail Security

The threat of terrorism following the attacks of September 11, 2001 (9/11) is an important consideration in state rail planning. Highlighting this importance, following 9/11, the AAR established a Railroad Security Task Force. That task force produced the *Terrorism Risk Analysis and Security Management Plan* that was designed to enhance freight rail security. The plan remains in effect today. As a result, freight railroads enacted more than 50 permanent security-enhancing countermeasures. For example, access to key rail facilities and information has been restricted, and cyber-security procedures and techniques have been strengthened.

The U.S. Department of Homeland Security is the primary federal agency responsible for security in the transportation sector and, thus, the rail transportation system. The Idaho Bureau of Homeland Security, a Division of the Idaho Military Division, provides support to the U.S. Department of Homeland Security. In the transportation sector, security is addressed mainly by identifying critical infrastructure assets and developing protection strategies for these assets. Other agencies, such as law enforcement and railroad operators, also play a significant role in addressing rail security needs.

The Strategic Rail Corridor Network (STRACNET), a program under the Department of Defense's Railroads and Highways for National Defense program, is designed to ensure the nation's rail and highway infrastructure can support defense emergencies. STRACNET consists of 38,800 miles of rail

lines that are important for national defense and provide service to 193 defense installations. This network ensures the readiness capability of the national railroad network to support defense deployment and peacetime needs. In Idaho, STRACTNET, shown in **Figure 3-14**, consists of 498 miles of track, focused on BNSF's and UPRR's east-west rail routes through the state.

The railroad system in Idaho is vulnerable to trespassers and is difficult to secure. The state and the railroads should build upon the efforts of AAR's Railroad Security Task Force and identify key railroad yards, interchange points, and major structures that may need to be secured from open public access. Security strategies that could be examined to protect key assets include:

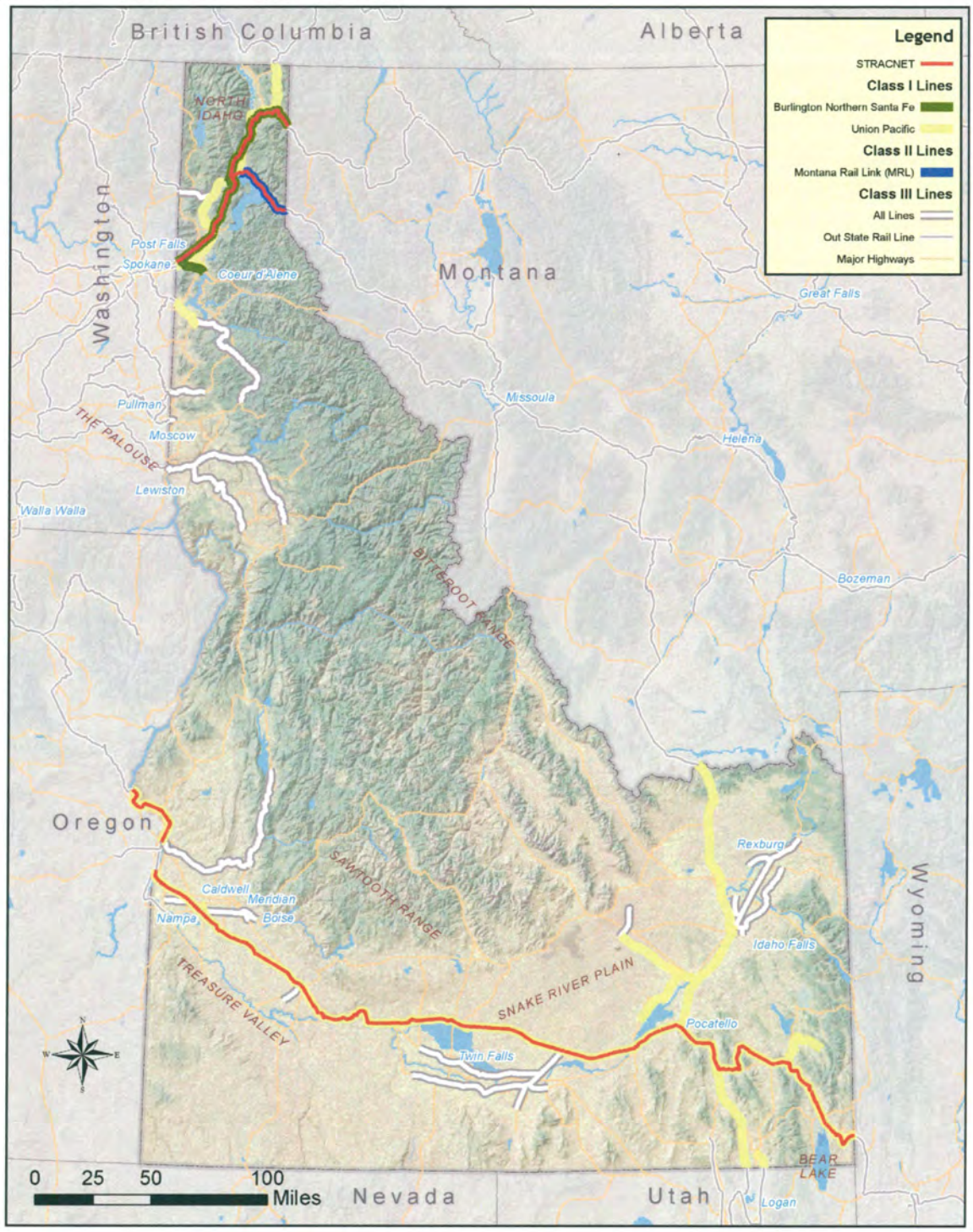
- Video monitoring for all major structures;
- Upgrading fencing and installing fencing around the perimeter of major rail yards;
- Working with local and state law enforcement agencies to consistently educate, train, enforce and prosecute trespassing violations within the state; and
- Securing vehicular access to rail rights-of-way at grade crossings; and securing assets, such as rail equipment and train control signals systems.

Improved communications among railroads and all security-cleared officials at the state, emergency responder, and police agencies along with continued improvements in technology will help to ensure the security of the state's rail freight shipments and infrastructure.

From a passenger rail perspective, Amtrak is the only provider of long-distance passenger rail service in Idaho. It implements a range of security measures to improve passenger rail security, some of which are conducted on an unpredictable or random basis. These security measures, which may be conducted in stations or on board trains, include: uniformed police officers or mobile security teams, random passenger and carry-on baggage screening, use of K-9 units, checked baggage screening, onboard security checks, and identification checks.

With rail safety integral to the goals established for Idaho's Rail System, the Long-Range Rail Service & Capital Investment Plan in Section 6 includes a number of safety-related projects. Projects identified to address safety issues include projects F-4 and F-5 (Bridging the Valley), F-6 (Railroad Crossing Safety Program), F-7 (Operation Lifesaver), and F-9 (Rail Trespassing Deterrence Program).

Figure 3-14 Idaho's STRACNET Network



Source: National Transportation Atlas Database

3.5 Freight Demand and Growth

The operational and spatial characteristics of Idaho's rail network are functions of the state's history and geography. Even before Idaho became a state in 1890, the region bore witness to attempts to bridge the nation via transcontinental railroads. This legacy of providing a land bridge between the American industrial Midwest and the ports of the Pacific Coast, along with the state's history of resource extraction and agricultural production, still largely governs the capabilities of the state's rail network. For example, two of the historic northern transcontinental (transcon) railroad alignments – the Northern Pacific Railroad (NP) and the Great Northern Railroad (GN) – are still partially in use in the state's panhandle, by the Montana Rail Link and BNSF's Great Northern Corridor, respectively.

The result is a system where the vast majority of freight rail traffic neither originates nor terminates in the state[12], but is instead likely headed west to West Coast ports or east to rail hubs like Chicago or Kansas City. This national movement of freight provides jobs for Idaho residents and investments in infrastructure. However, as the state's ability to provide value-added services for these freight movements is restricted due to network and operational constraints and a lack of intermodal and transload facilities, Idaho has yet to realize the maximum benefit of access to the transcon system operated by BNSF or UPRR. This section looks at freight rail forecasts, and analyzes Idaho's freight rail system, highlighting the limitations and opportunities of the network. Special attention is paid to potential constraints, bottlenecks, and, gaps. As part of this process, a level of service (LOS) calculator was used that compares daily train capacities against a number of track attributes. The results of the process provide an industry-accepted, data-driven tool to determine operational characteristics of the rail network.

Freight Rail System Forecasts

The STB WB provides a reasonably accurate picture of rail flows for the base year of this study, 2010. However, to further investigate the needs of freight rail system users in the future, 2010 data is forecasted to 2040. As a single year of the STB WB does not provide trends to use in this forecasting, the FAF3 trend information for the rail system between 2010 and 2040 are applied to this analysis. The following is a description of the data used in this process.

About Commodity Data Sources

As with the rail network data, there are complications in the foundational data. Rail freight volumes reported by the FHWA's Freight Analysis Framework 3 (FAF3), the STB WB, and the state Fact Sheets published by the Association of American Railroads will be somewhat different. While all three of these utilize the same data sources, the WB reported results will differ. To understand these differences requires a brief review of the WB and the FAF3.

The foundation for the WB is an annually produced stratified statistical sample of rail traffic that is transported at some point over the U.S. rail network. A minimum sampling rate of 2.5% is applied to all rail traffic, with carriers terminating at least 4,500 carloads required to report these shipments to the

Surface Transportation Board. Each record contains information on various aspects of a specific move, including the actual rate billed by the railroad and its tariff or contract authority, the commodity shipped, the volume in weight, the origin railroad station and destination railroad station, the designated sequence of rail carriers transporting the shipment from origin to destination [routing], and the type of equipment used to carry the freight. To maintain the commercial confidentiality of the parties involved, shippers and consignees are not recorded.

The WB is released in two versions, "Full" or "Confidential," and "Public Use." The former retains the geographic, commodity and carrier specificity provided in a waybill, while the latter is aggregated at minimum to BEA-level geography and 5-digit Standard Transportation Commodity Code (STCC). Furthermore, data elements must be geographically aggregated to contain at least three shippers and to prevent identification of an individual railroad. Thus, for some commodities confidentiality requirements cause reporting to occur at a national level only. As the name states, the Public Use version of the WB is available to anyone, while the Confidential version is only available for uses approved by the STB, with public release of information subject to confidentiality requirements specified by the STB.

The FHWA's Freight Analysis Framework endeavors to provide a complete view of goods movement, using the Commodity Flow Survey (CFS) as the foundation and incorporating other data sources, including the Public Use version of the WB, FAA air cargo, international trade, and U.S. Army Corps of Engineers Waterborne Commerce data. Released in July 2010, the current FAF3 is based on the 2007 CFS, and other data. Activity is reported by FAF Analysis Zone, of which the U.S. is divided into 123 regions. Since its initial rollout, FAF has been updated several times, with the most recent update to version 3.2 released in December 2011. These iterations have incorporated improvements in processing methodology, and in the December 2011 release, data for 2008-2010 was added. Using a "back-casting" process to estimate changes in transportation demand, data for these additional years was created using historical economic and transportation system performance indicators.

Figures reported in the FAF3 rail data differ from the confidential "full" WB in two ways:

- FAF3 relies on the Public Use WB, which results in aggregation of traffic for some commodities at geographic levels that are far larger than the FAF zones; and
- The use of forecast-derived estimates for years other than the base year.

While the FAF3 uses a disaggregation process to allocate aggregated waybill data to the appropriate FAF Analysis Zone, it is of necessity, not a wholly accurate process. It is further worth noting that the FAF and WB use different commodity classifications schemes (Standard Classification of Transported Goods [SCTG] in the case of FAF, STCC for the WB), that make direct comparisons difficult for some commodity types.

The AAR utilizes the Confidential WB to develop the state fact sheets. Thus, the total traffic volumes listed in the Fact Sheets should line up with the corresponding WB for a given year. A well-known issue with the WB is the underreporting of traffic handled by small railroads. Although the AAR is well aware of this issue, development of a straightforward methodology to correct for this error has not been developed. The FAF does not correct for this error either.

Commodity Flow Forecasts

As the STB WB provides the most accurate picture of rail activity in the state, providing a clearer – more disaggregated - picture than FAF3, it is use as the 2010 base forecast. Unique to the FAF3 is forecast information through the year 2040, by mode and commodity. As such, the FAF3 was used to calculate the compound annual rate of growth (CAGR) between 2010 and 2040 for rail served commodities. This CAGR was then applied to the 2010 STB WB base year to generate a future rail forecast for this study. [i]The result is provided in **Table 3-1**. It is important to note that the forecasts are not based on the individual railroad modeling systems and that several of the railroad owners suggested using the AAR National Rail Freight Infrastructure Capacity and Investment Study. However, the recommended AAR study, which was completed in 2007, was based on data that was more than five years old, and pre-dated the economic downturn; and, the data was only forecast through the year 2035. Therefore, the team opted to use methodology outlined above, and projected the future demand through 2040, consistent with the data available from FAF3.

The summary shows that the total average CAGR for rail commodities in Idaho is 1.2%, with several commodities showing significant growth of 5-percent, or more, while others show loss of 5% or more. While Cereal Grains is the top commodity in 2010, it shows only a 0.80% CAGR. This commodity is expected to be overtaken by Non-Metallic Minerals in 2040, showing a 4.0% CAGR with strong growth in In- and Out-bound movements. A Top 5 commodity today, fertilizers, is forecast to decline 1.1%, annually, but will still remain a Top 10 commodity in 2040. Both Wood Products and Other Agricultural Products also show strong growth through 2040, inching their way up in the commodity ranking, with 2.30% and 3% CAGR, respectively.

[i] These projections provide a general idea of where growth can occur and are only used to help identify potential needs in the rail freight network. These numbers should not be considered as the definitive forecasts for any individual commodity.

Table 3-1. Rail Traffic Forecast by Type of Movement by Commodity, Tons (000's)

Commodities	Inbound			Outbound			Intra			Total		
	2010	2040	CAGR	2010	2040	CAGR	2010	2040	CAGR	2010	2040	CAGR
Non-Metallic Minerals, n.e.c.	221	860	4.6%	67	247	4.4%	2,140	5,209	3.0%	2,429	6,316	4.0%
Cereal Grains (including seed)	1,409	2,122	1.4%	1,231	1,536	0.7%	54	57	0.2%	2,694	3,716	0.8%
Other Prepared Foodstuffs, and Fats and Oils	214	264	0.7%	1,085	2,610	3.0%	66	128	2.2%	1,365	3,002	2.0%
Wood Products	76	118	1.5%	932	1,889	2.4%	46	118	3.2%	1,054	2,125	2.3%
Other Agricultural Products, except for Animal Feed	272	1,327	5.4%	465	773	1.7%		00	1.8%	737	2,100	3.0%
Milled Grain Products and Preparations, and Bakery Products	58	296	5.6%	595	1,323	2.7%		00	9.0%	653	1,619	5.7%
Basic Chemicals	920	742	-0.7%	167	289	1.8%	12	17	1.1%	1,100	1,048	0.7%
Fertilizers	416	281	-1.3%	755	609	-0.7%	12	08	-1.4%	1,183	898	-1.1%
Animal Feed and Products of Animal Origin, n.e.c.	730	609	-0.6%	160	184	0.5%		00	0.4%	890	794	0.1%
Coal and Petroleum Products, n.e.c.	231	460	2.3%	21	55	3.2%		00	1.9%	252	515	2.5%
Coal	502	488	-0.1%							502	488	-0.1%
Articles of Base Metal	33	313	7.8%		00	4.9%		00	2.0%	33	313	4.9%
Alcoholic Beverages	27	54	2.4%	17	181	8.3%		00	2.1%	43	235	4.2%
Gravel and Crushed Stone	116	206	1.9%							116	206	1.9%
Plastics and Rubber	69	118	1.8%	16	87	5.7%		00	2.7%	86	204	3.4%
Waste and Scrap	87	171	2.3%	379						466	171	2.3%
Non-Metallic Mineral Products	90	116	0.8%		00	4.0%				90	116	2.4%
Chemical Products and Preparations, n.e.c.	14	42	3.6%	05	22	5.3%		00	9.1%	19	63	6.0%
Transportation Equipment, n.e.c.	12	12	-0.1%	48	44	-0.3%	11	04	-3.6%	72	60	-1.3%

Base Metal in Primary or Semi-Finished Forms and in Finished Basic Shapes	14	52	4.5%		00	0.4%		00	4.7%	14	52	3.2%
Fuel Oils	159	22	-6.3%	04						163	22	-6.3%
Metallic Ores and Concentrates	04	04	0.0%	09	16	1.8%		00	-0.9%	13	20	0.3%
Mixed Freight	03	04	1.7%	02	11	5.9%				05	16	3.8%
Motorized and Other Vehicles (including parts)	07	10	1.1%		00	7.1%				07	10	4.1%
Total	6,248	7,285	0.5%	6,222	9,067	1.3%	2,345	4,132	1.9%	14,815	20,484	1.2%

Source: STB Waybill Data and FAF3

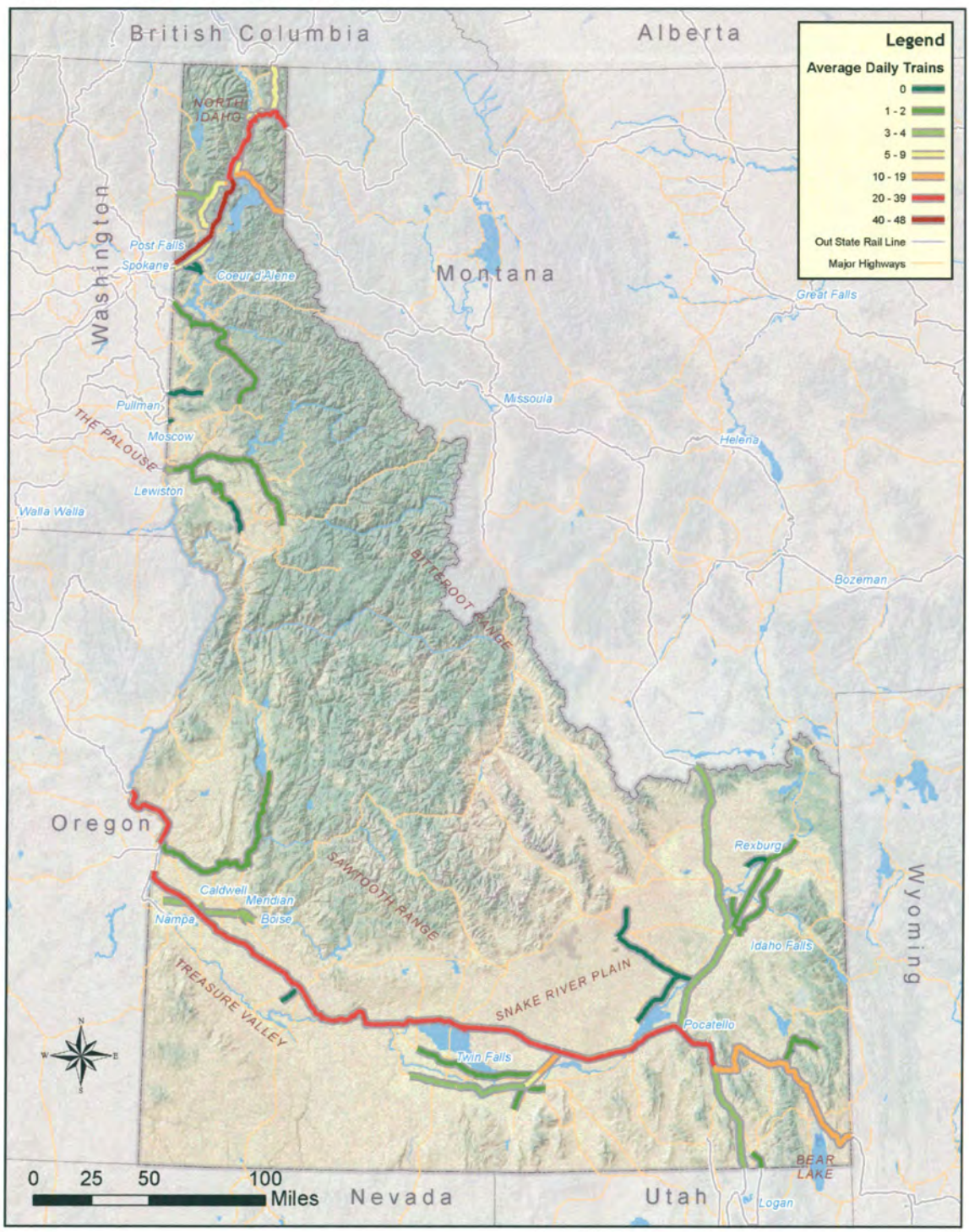
Freight System Capacity Constraints

Trains Per Day - Current and Future

Currently, the majority of trains operating in Idaho are moving east or west through the state, in keeping with the legacy and purpose of the historic transcon network, as shown in **Figure 3-15**. The average number of daily trains on each Class I line are generated based on information from BNSF and UPRR. Train volume values for the Class II and Class III lines are calculated using a combination of railroad company data, Class I company data, federal and local data, and railroad crossing data from the FRA.

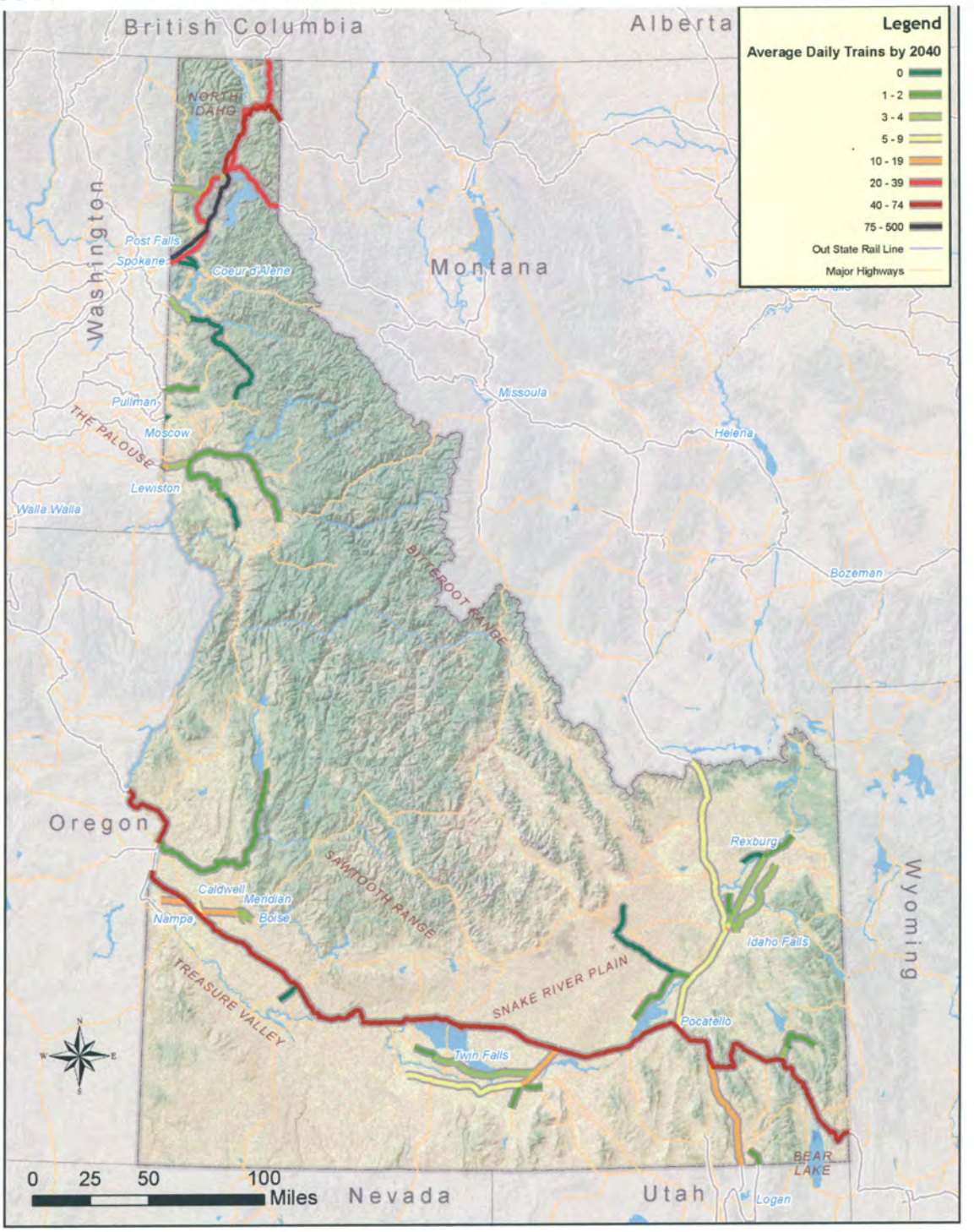
From **Figure 3-15**, it is clear the east-west transcon corridors operated by UPRR and BNSF, with assistance from the Montana Rail Link, carry the most trains per day. There are moderate train volumes on UPRR's north-south core services in the southeast of the state and in the Idaho Panhandle, where the UPRR Spokane subdivision provides Idaho's rail network with its only direct access to Canada. The observed 2012 train movement patterns hold true for projected train volumes in 2040, as shown in **Figure 3-16**, but the number of trains on the system increases substantially.

Figure 3-15 Idaho 2012 Train Volumes



Source: FRA, ITD, Oak Ridge Nat'l Lab., Railroads[13]

Figure 3-15 Idaho 2040 Potential Train Volumes



Source: Consultant Analysis of data provided by FRA, STB, ITD, Oak Ridge Nat'l Lab., Railroads [14]

As **Table 3-2** illustrates, the average trains per day (TPD) has the potential to more than doubles on all Class I main line subdivisions from 2010 to 2040 and nearly doubles on the Class II Montana Rail Link. Please note that the projected volumes do not take into account the productivity improvements that may be achieved with longer trains, nor other strategies that are continuously being explored by the railroads to improve their operations and throughput.

Table 3-2 Potential Trains Per Day for Select Class I and Class II Main Lines, 2012-2040

RR	Subdivision	Terminus	Terminus	TPD[ii] 2012	TPD 2040	%Increase
BNSF	Kootenai River	Sandpoint	MT Border	28[14]	70	133.3%
BNSF	Spokane	State Line	Sandpoint	48	105	118.8%
MRL	Fourth	Sandpoint	MT Border	18	35	94.4%
UP	Huntington	OR Border	Nampa	20	54	170.0%
UP	Montana	Pocatello	MT Border	3	8	166.7%
UP	Nampa	Nampa	Pocatello	20	52	160.0%
UP	Ogden	McCammon	UT Border	4	12	200.0%
UP	Pocatello	Pocatello	McCammon	23	57	147.8%
UP	Pocatello	McCammon	WY Border	19	51	168.4%
UP	Spokane	Sandpoint	Eastport	8	20	150.0%
UP	Spokane	State Line	Sandpoint	8	20	150.0%

Source: FRA, STB, GIS analysis, ITD, Oak Ridge Nat'l Lab., Railroads [15], BNSF[16]

The 2040 train projected volume outlook for the state's short lines are mixed, ranging from the high-growth rates seen with the Class I main line railroads, to more moderate increases, to a decline in train volumes. For example, the average daily train volume for the Boise Valley Railroad (BVRR) system is projected to more than double by 2040, which is similar to the growth rate, calculated for the Class I main line subdivisions. Its strategic growth location and the potential development of a multimodal transloading and distribution center may further impact projected growth increases. By contrast, more modest volume increases are expected for both networks of the Eastern Idaho Railroad (EIRR) system. The railroad operates two distinct networks in the state, one centered on the Magic Valley and Twin Falls and the other northeast of Idaho Falls, both agriculturally rich areas. On EIRR's busiest line, the Twin Falls Branch subdivision northeast of Rupert that interchanges with the UPRR transcon line at Minidoka, the average trains per day is projected to be 14 by 2040, an increase of only 2 trains. Some Class III short line railroads are likely to lose service, such as the Bountiful Grain and Craig Mountain Railroad's (BGCM) line to Cottonwood. Service on the line in early 2011 is minimal at best beyond the town of Culdesac, but the line's future prospects dimmed considerably in September 2011 when a

[ii] Trains per day.

wooden trestle at Winchester was destroyed by a brush fire.[17] The capacity assessment did not assume a bridge replacement. Thus, no daily trains were assigned to the BGCM Cottonwood line south of Winchester. While not included in this analysis, there is potential for GRNW increases as the development of the Port of Lewiston increases. The GRNW is the only railroad to service the Port and is the only bridge railroad for all traffic to and from the UPRR and the BNSF. Further, it is worth noting that future traffic on the short lines growth will be based on Idaho originating or terminating traffic which is directly related to Idaho's economic and population growth, a fact which is not necessarily true on the UPRR or BNSF lines, where the majority of their rail traffic is through traffic.

Freight Rail Line Level of Service – Current and Future

The current and projected average daily train volumes are generated using GIS spatial and network analyses of existing data. Values representing the average number of daily trains for 2012 on each Class I line are generated based on information from BNSF and UPRR. Train volume values for the Class II and Class III lines are generated by using a combination of short line railroad company data, Class I company data, federal and local data, and railroad crossing data from FRA. Projected train volumes for 2040 are based on 2010 Carload Waybill (WB) data from the Surface Transportation Board (STB). A correspondence between the 2010 rail profiles and commodity flows and the 2012 average daily train data was created. The average daily train volumes for 2040 were calculated based upon this correspondence, the 2040 STB WB commodity flows, and emerging trends in the transportation industry.

Calculating average TPD on the state's rail system is the first step in understanding the potential capacity constraints in the network as TPD is major component in the LOS computations. It is useful to know how many trains per day a rail segment handles. Sandpoint is a long-recognized rail chokepoint, with lines from 4 different carriers meeting and snaking through town. Sandpoint experienced an average of 59 trains per day in early 2012 and expects to see 129 daily trains by 2040.[18] While residents of Sandpoint may find an additional 70 daily trains a concerning matter in terms of safety, crossing delays, and noise, an increase of 70 trains at a major bottleneck does not indicate by itself the nature of the impact on train operations. To understand if 70 additional daily trains through Sandpoint will cause operational congestion (a situation which has economic rather than quality-of-life implications) there is the need to know how many daily trains each line can carry before operations are degraded. To determine this, a methodology developed by Cambridge Systematics as part of the AAR *National Rail Freight Infrastructure Capacity and Investment Study*, considers the following chief attributes at a rail segment level:

- Average TPD;
- Types of trains operated and frequency (single-unit trains, manifest, etc.);
- Track ratio, which is the ratio in length of sidings and multiple main lines to single main lines; and
- Type of signals or traffic control.[19]

The results of this analysis are valuable for understanding general system characteristics and potential future use. Other variables play minor roles in the LOS calculations, but rule-of-thumb corridor thresholds are provided in **Table 3-3**. Using these guidelines, LOS values can be assigned to rail segments that reflect their operational conditions. These guidelines do not take into account track grade.

As shown in **Table 3-4**, rail corridors operating at LOS A, B, or C are operating below capacity; they carry train flows with sufficient unused capacity to accommodate maintenance work and recover quickly from incidents such as weather delays, equipment failures, and minor accidents. Corridors operating at LOS D are operating near capacity; they carry heavy train flows with only moderate capacity to accommodate maintenance and recover from incidents. Corridors operating at LOS E are operating at capacity; they carry very heavy train flows and have very limited capacity to accommodate maintenance and recover from incidents without substantial service delays. Corridors operating at LOS F are operating above capacity; train flows are unstable, and congestion and service delays are persistent and substantial. The LOS grades and descriptions correspond generally to the LOS grades used in highway system capacity and investment requirements studies.

For this study, any LOS grade of D or lower, representing a volume-to-capacity ratio greater than 0.7, is considered undesirable. An LOS grade of C or higher, which equates to a volume-to-capacity ratio of 0.7 or better, is generally accepted as an industry goal and represents the unconstrained flow of trains across a network.

Table 3-3 Average Capacities of Typical Rail-Freight Corridors – Trains per Day

		Trains per Day	
Number of Tracks	**Type of Control**	**Practical Maximum If Multiple Train Types Use Corridor***	**Practical Maximum If Single Train Type Uses Corridor****
1	N/S or TWC	16	20
1	ABS	18	25
2	N/S or TWC	28	35
1	CTC or TCS	30	48
2	ABS	53	80
2	CTC or TCS	75	100
3	CTC or TCS	133	163
4	CTC or TCS	173	230
5	CTC or TCS	248	340
6	CTC or TCS	360	415

Key: N/S-TWC – No Signal/Track Warrant Control.

ABS – Automatic Block Signaling.

CTC-TCS – Centralized Traffic Control/Traffic Control System.

Notes: * For example, a mix of merchandise, intermodal, and passenger trains.
** For example, all intermodal trains.

The table presents average capacities for typical rail freight corridors. The actual capacities of the corridors were estimated using railroad-specific capacity tables. At the request of the railroads, these detailed capacity tables were not included in this report to protect confidential railroad business information.

Source: National Rail Freight Infrastructure Capacity and Investment Study, prepared for Association of American Railroads, Cambridge Systematics, September 2007.

Table 1-4 Volume-to-Capacity Ratios and Level of Service (LOS) Grades

LOS Grade	Description		Volume/Capacity Ratio
A	Below Capacity	Low to moderate train flows with capacity to accommodate maintenance and recover from incidents	0.0 to 0.2
B			0.2 to 0.4
C			0.4 to 0.7
D	Near Capacity	Heavy train flow with moderate capacity to accommodate maintenance and recover from incidents	0.7 to 0.8
E	At Capacity	Very heavy train flow with very limited capacity to accommodate maintenance and recover from incidents	0.8 to 1.0
F	Above Capacity	Unstable flows; service breakdown conditions	> 1.00

Source: National Rail Freight Infrastructure Capacity and Investment Study, prepared for Association of American Railroads, Cambridge Systematics, September 2007.

LOS calculations are generated for a base year of 2012, using current train volume and track conditions, and a future base year of 2040, using the aforementioned train volume projections and a theoretical 2040 statewide rail network. The 2040 rail network used in the analysis is largely similar to the 2012 network. For instance, the 2040 network does not assume the installment of positive train control (PTC) as a signalization system. There are a few key differences between the two analytical networks, however. Any known planned and funded rail network upgrades, such as the UPRR's *Union Pacific Capacity Development 2012+* plan[20], are programmed as network attributes for the 2040 network, shown in **Table 3-5**. UPRR's identified improvements are limited to projects funded in the short term, and no BNSF improvements have been reflected in the 2040 network, as none were identified as funded by BNSF. While it is expected that BNSF and UPRR will implement capacity improvements to respond to

demand, if supported by the business case; this analysis does provide a generally indicator of where demand is likely to generate the need for capacity improvements. Not reflected in the LOS calculation variables are any operational changes whose impacts are unknown, at this time.

Table 3-5 Known Improvements incorporated into the 2040 Network Capacity Model

RR	Subdivision	Terminus	Terminus	Change	Reason
BGCM	Cottonwood	Craigmont	Cottonwood	No train volume permitted	Destruction of wooden trestle during brush fire
UP	Nampa	Senter	Max	Increase track ratio to 1.08	Expansion of passing siding at Senter
UP	Nampa	Minidoka Siding	American Falls	Increase track ratio to 1.11	Expansion of passing sidings at Wapi and Borah
UP	Pocatello	McCammon	Topaz	Increase track ratio to 2.0	Construction of second main line track
UP	Pocatello	Soda Springs	Dry Valley Jct	Increase track ratio to 1.5	Expansion of passing sidings at Soda Springs
UP	Pocatello	Montpelier	WY Border	Increase track ratio to 1.08	Expansion of passing siding at Chausse
UP	Spokane	BNSF Crossing	Coeur d'Alene Jct	Increase track ratio to 1.5	Expansion of passing siding at Coeur d'Alene
UP	Spokane	Bonners Ferry	Meadow Creek	Increase track ratio to 1.08	Expansion of passing siding at Meadow Creek

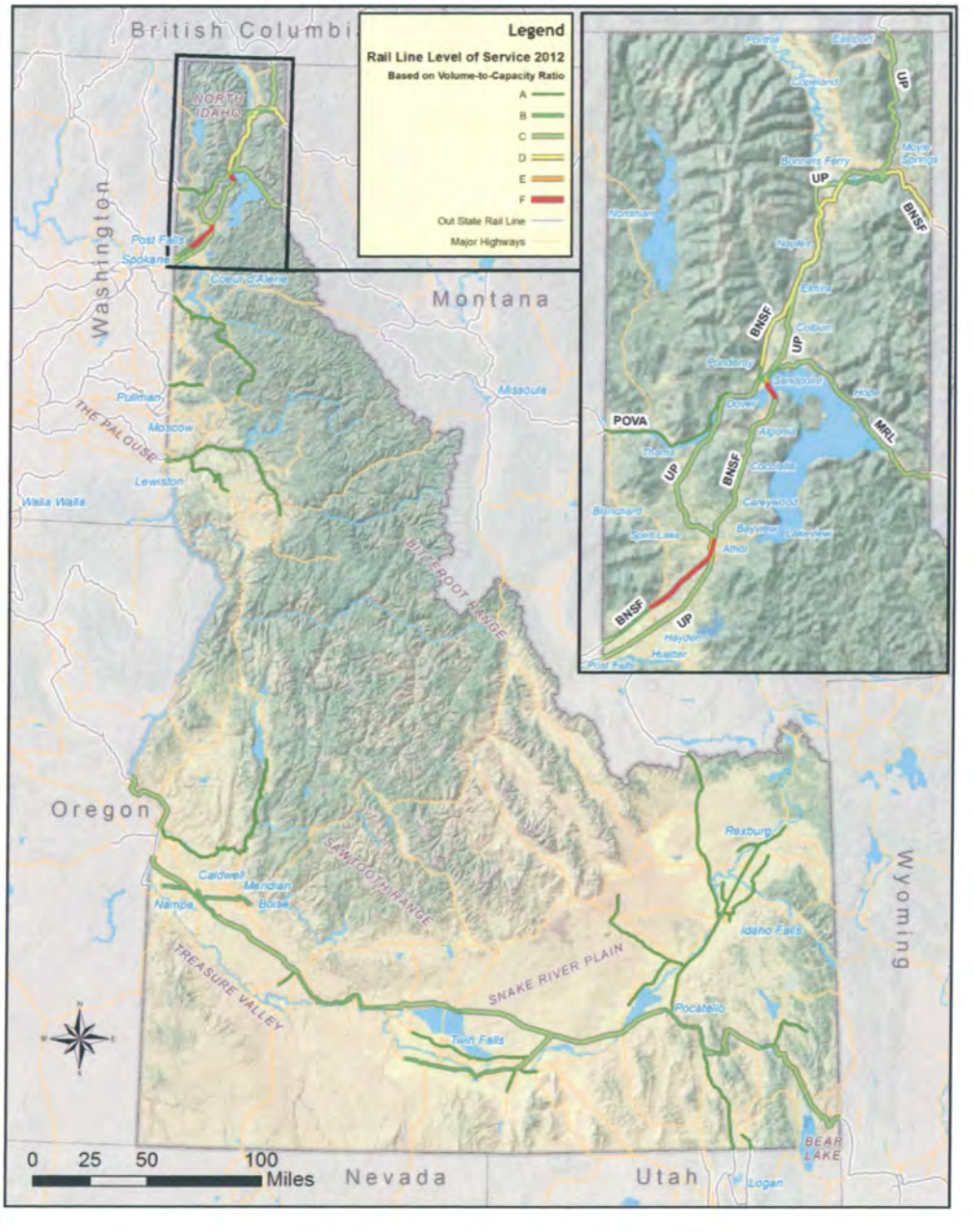
Source: UPRR[21]

Note that while **Table 3-5** does include planned improvements as identified by the raillines, it does not include other long term improvements that the raillines may implement to meet economic conditions and future customer demand.

According to **Figure 3-17**, in terms of congestion, the current LOS of Idaho's railroad network is within acceptable levels. Very few railroad segments are approaching their operational capacity. For almost all of Idaho's rail lines, average daily trains are less than 70 percent of that rail line's current operational capacity. In fact, the only segments experiencing LOS conditions of D, or worse, are in BNSF's northern transcon corridor in the state's panhandle. The four bottlenecks found on BNSF's Great Northern Corridor, which in Idaho includes the Kootenai River Subdivision east of Sandpoint, and the Spokane Subdivision west of Sandpoint, are detailed in **Table 3-6** and the following Class I constraints subsection. Flows on all other rail lines, including the core UPRR main lines in southern Idaho, are unconstrained. Yet, many of those lines are witnessing conditions approaching 70 percent of capacity, or LOS C, which is functional, but not ideal. In total for 2012, only 67 miles of track are at or below a level of service D, all of it affecting transcon traffic on the BNSF system in North Idaho.

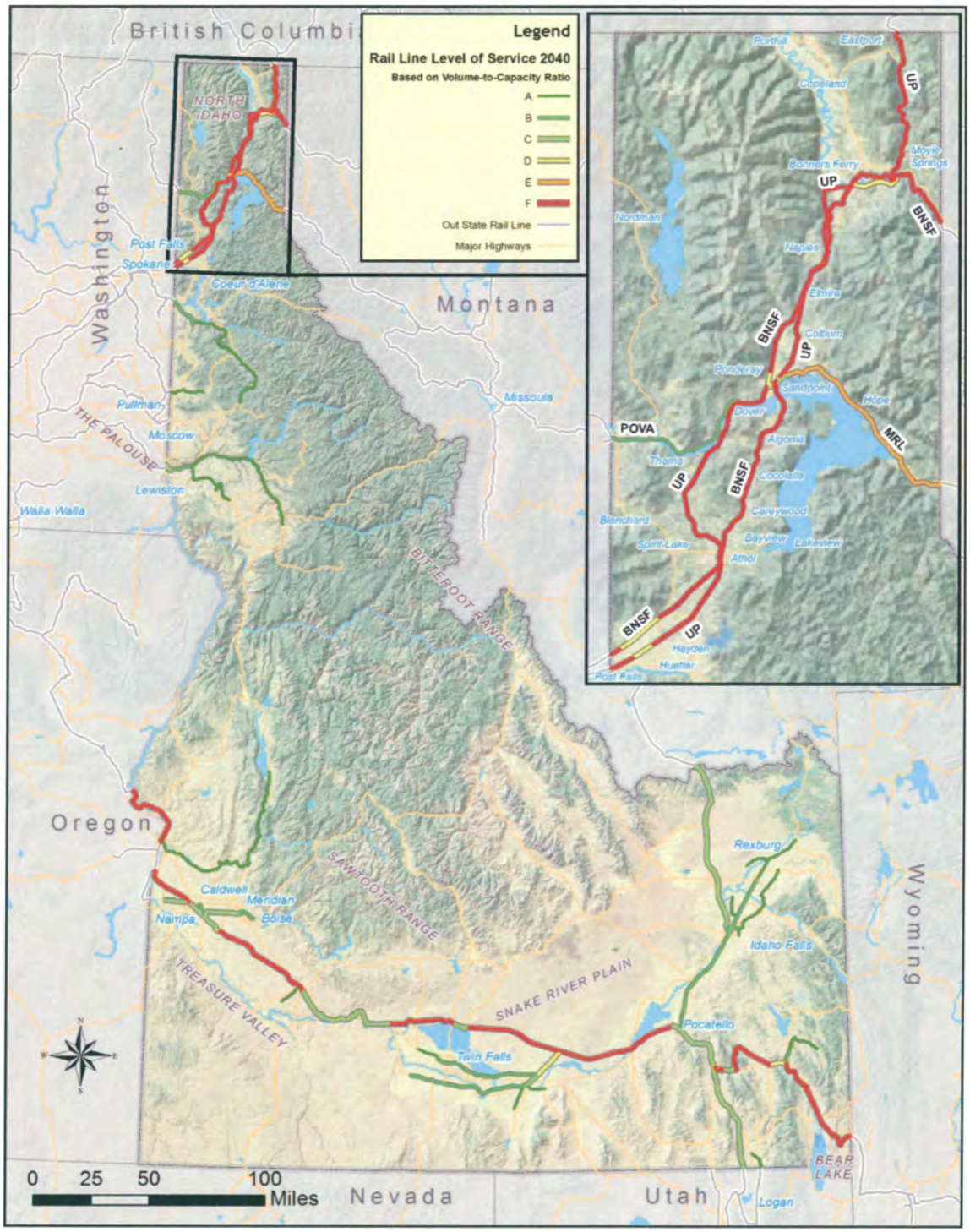
With the doubling of train volumes in 2040, however, the 2040 LOS map shown in **Figure 3-18** looks very different than the 2012 LOS map. More lines are operationally constrained or congested, especially those lines that are LOS C in 2012. The overall picture is one of a congested main line system affecting all parts of the state. While the Class III short lines remain mostly unconstrained, by 2040 it is projected that Class I lines can become akin to a congested freeway, limiting the ability of local shippers to ship goods via rail unless the railroad operators implement additional capacity improvements.

Figure 3-16 Idaho 2012 Railroad Level of Service Conditions



Source: GIS Analysis based on data provided by AAR, BNSF, FRA, UPRR [22]

Figure 3-17 Idaho Projected 2040 Railroad Level of Service Conditions[iii]



Source: GIS Analysis based on data provided by AAR, BNSF, FRA, UPRR[23]

[iii] Does not included unplanned and/or undisclosed capacity improvements.

Table 3-6 Idaho Rail Segments with Projected Level of Service Conditions of D or Below in 2012

RR	Subdivision	Terminus	Terminus	TPD[iv] 2012	Capacity	Track	LOS[v]
BNSF	Kootenai River	Hauser Yard	Ramsey	48	39	1	F
BNSF	Spokane	Lake Pend Oreille Bridge	Sandpoint Jct.	48 / 28	39	1	F / D
BNSF	Kootenai River	Boyer – Sandpoint	Bonner's Ferry	28	38	1	D
BNSF	Kootenai River	EastCrossport	MT Border	28	38	1	D

Source: AAR, BNSF, FRA, UPRR [24]

Table 3-7 Idaho Rail Segments with Projected Level of Service Conditions of D or Below 2040[vi]

RR	Subdivision	Terminus	Terminus	TPD 2040	Capacity	Track	LOS
BNSF	Kootenai River & Spokane	State Line	MT Border	105	39	1 / 2	F / D
EIRR	Twin Falls Branch	Rupert	Minidoka	14	18	1	D
MRL	Fourth	Ponderay	MT Border	35	39	1	E
UP	Spokane	State Line	Sand Creek Bridge	20	18	1	F / E
UP	Spokane	Sandpoint	Eastport	20	18	1	F
UP	Huntington	OR Border	Caldwell	54	39	1	F
UP	Nampa	Kuna	Mountain Home	52	39	1	F
UP	Nampa	Bliss	Shoshone	52	39	1	F
UP	Nampa	Dietrich	Michaud	52	39	1	F
UP	Pocatello	Blaser	Oregon Trail Road	51	39	1	F
UP	Pocatello	Oregon Trail Road	Dry Valley - Soda Springs	51	64	1.5	D
UP	Pocatello	Dry Valley – Soda Springs	WY Border	51	39	1	F

Source: AAR, BNSF, FRA, UPRR[25]

[iv] Trains Per Day

[v] Level of Service

[vi] Level of service projections assuming no capacity or operational improvements to BNSF infrastructure, and only limited infrastructure improvements as identified by UPRR as funded in the short-term, as detailed in **Table 3-5**.

Service in the entire BNSF-Great Northern—UPRR Spokane corridor in North Idaho degrades to mostly level of service (LOS) of F in 2040. However, it is probable that BNSF will implement infrastructure and productivity improvements to increase capacity during this time frame.

Likewise, large segments of UPRR's transcon rail line across southern Idaho are projected to become operationally constrained by 2040 (assuming no capacity or operational improvements beyond the short-term improvements identified in **Table 3-5)**. A summary of the rail line segments which are providing a LOS of D or below by 2040 is in **Table 3-7**. In the case of both transcon corridors, the cause of congestion is simply too many trains, even single-unit trains, and not enough track. It should be noted that, like BNSF, UP will likely implement additional infrastructure capacity improvements to address capacity constraints based on economic conditions and customer demand.

Both corridors currently operate some of the most sophisticated traffic control and signalization schemes; the BNSF's Great Northern Corridor (Kootenai River and Spokane subdivisions) employs Centralized Train Control (CTC), while UPRR uses Automatic Train Stop (ATS) on its Northwest Corridor service, which stretches across the southern half of the state like a belt from the Treasure Valley to near Bear Lake. While each corridor has long passing sidings and instances of multiple main line track – notably near BNSF's Hauser Yard near Post Falls and in large segments west from Dietrich on UPRR's lines – by 2040 that amount of track is not enough to prevent the erosion of service conditions without implementing improvements.

Network Capacity on Class I Railroads – BNSF

The BNSF Railway's Great Northern Corridor (the Kootenai River and Spokane subdivisions in Idaho) is one of the most vital pieces of transportation infrastructure in the country, due to its status as one of the busiest transcontinental rail lines. An average of 48 daily trains currently journey through Idaho on the line, all of them heading elsewhere, with most shuttling either to the industrial Midwest or the ports on the coast, and without infrastructure and/or operational improvements, congestion will likely degrade the line further in the future. By 2040, the number of daily trains is expected to increase to 105, rendering the rail link functionally congested throughout its extent across Idaho's Panhandle, from border to border, and beyond, unless capacity and/or operational improvements are made. It should be noted that there is limited Idaho product on this line.

Many of the Great Northern Corridor's problems stem from its history and geography. Above Sandpoint, the corridor sits in the old GN transcontinental alignment; southwest of Sandpoint, the railway is aligned with the historic Northern Pacific transcontinental alignment. While the construction of both the NP's and GN's east-west transcontinental lines from the Great Plains to the Pacific Coast across the spine of the northern Bitterroot Range were engineering marvels in the late 19th Century[26], and the use of these alignments have created opportunities for some service to northern Idaho, their continued use also have brought forward less desirable aspects of these routes. The issues which affect that capacity of the BNSF northern transcontinental line in Idaho include a convoluted routing scheme through Sandpoint, the result of the 1970 NP-GN merger that eventually resulted in the creation of the

BNSF Railway[27]; yard and route congestion in Spokane[28]; many instances of single main line track; and difficult geometry through steep, winding river valleys - especially east of Bonner's Ferry. Some of these deficiencies are shown in the 2012 and 2040 LOS maps.

Four sections of track highlight some of the systemic deficiencies in the 2012 LOS analysis:

- BNSF yard at Hauser to Ramsey near Athol;
- Mile-long bridge and associated approaches across Lake Pend Oreille just off Sandpoint, including the track adjacent to the Amtrak depot;
- Yard at Boyer to Bonner's Ferry; and
- East Crossport to the Idaho-Montana border.

All four sections have a LOS of D or below, and all four sections are single-track main lines. The Hauser to Ramsey segment is part of "The Funnel" between Sandpoint and Spokane, a relatively straight shot of track after the twists and turns of the river canyons to the northeast, depositing trains after climbing to the high point of the line near Athol[29] into the flats around Spokane, much like a funnel. At the BNSF Hauser Yard, the main line has five tracks. Toward Sandpoint to the north, however, the track ratio drops to 1.0 before expanding back to a double main line south of Athol. The double main line comes and goes until just south of one of the biggest chokepoints on the line – the Lake Pend Oreille Bridge. The 0.9-mile long bridge, which had its piers replaced in 2008[30], brings eastbound BNSF and Amtrak trains to Sandpoint's lakefront; the track crosses Bridge Street atop an older, single-track bridge before accessing the Amtrak depot. The Lake Pend Oreille Bridge remains, however, one of the largest chokepoints on the subdivision and is unofficially the northern terminus of "The Funnel" into Spokane.

A solution to the constrained nature of the bridge is constructing storage tracks on either side of Lake Pend Oreille. These storage tracks can facilitate the staging of trains on either side of the bridge to allow fleeting, a process by which several trains heading in the same direction would traverse the bridge in concert. There is, however, very little room on either side of the lake for additional infrastructure, especially off the northern end of the bridge, where the rail line first lands on a tiny piece of land it shares with a park and US Highway 95, before turning more northerly to another peninsula where the railroad, a hotel, a different park, and the Amtrak depot occupy a very narrow space between Lake Pend Oreille and Sand Creek. Mere yards beyond that is Sandpoint Junction, where the MRL meets the BNSF. The lack of available space may necessitate a different solution, such as constructing a new double-tracked bridge and a second main line on Sandpoint's lakeshore in the vicinity of the Amtrak depot, or undoing the convoluted routing scheme through Sandpoint and route BNSF trains on new track along the west side of town in conjunction with, or parallel, to UPRR's Spokane subdivision, thus avoiding Lake Pend Oreille and crossing the much narrower Pend Oreille River.

North from the Lake Pend Oreille Bridge and Sandpoint's Amtrak depot, the BNSF Kootenai River Subdivision enters into the re-routing scheme mentioned previously. The current main line leaves the old NP alignment and Sandpoint Jct. and crosses the City of Sandpoint on newer track to connect to the

old GN alignment at a placed called Boyer. This newer connection was built following the merger which formed the Burlington Northern Railroad[31], predecessor to the BNSF Railway. It routes BNSF trains over an at-grade crossing with the Union Pacific's Spokane Subdivision as well as two highway-rail grade crossings before. This movement is relatively slow due to the reverse curve and short segment of steep grade. Once clear of Boyer, the remaining two segments with degraded levels of service north of Sandpoint have many curves and begin to enter more difficult terrain as the line starts to follows the banks of the Kootenai River. The part of the line is single-track with only a seven-mile segment of double main line track through Bonners Ferry.

Despite these deficiencies, several double-track segments on the Great Northern Corridor provide a comfortable LOS under current conditions. By 2040, the potential numbers of trains on the line, however, may degrade service on the entire corridor. This includes the parallel UPRR Spokane Subdivision and the MRL line, which often acts as a "relieve valve" for BNSF east of Sandpoint, which are over or approaching operational capacity in that time period. This projected congestion extends along the line into Washington State in both 2012 and 2040. There, proposals are in discussion to improve the Kootenai Subdivision and alleviate the bottlenecks on "The Funnel" and farther east over the Cascade Mountains.[32] One proposal titled *Bridging the Valley* suggests adding a double or triple main line track to the Kootenai Subdivision, improving its bridges, and providing more grade-separated crossings. The corridor operates under Centralized Traffic Control, so capacity improvements must include additional track if the line is to move daily trains in an unconstrained manner in 2040. For a corridor which operates mixed manifest trains in addition to single-unit trains, the double track, CTC-controlled capacity value is said to be 88 daily trains.[33] At a projected 105 train per day, adding a third main line track might be the only option to relieving congestion by 2040 on the Great Northern Corridor. BNSF has also identified this corridor as one of three "Corridors of Commerce" on their network, indicating that it will receive a higher priority for investments.[34]

Network Capacity on Class I Railroads – UPRR

The UPRR system in Idaho is nearly eight times as large as BNSF's system in terms of track miles. It operates a transcontinental line through the southern portion of Idaho known as the Northwest Corridor. Like this lines' northern counterpart on the BNSF system, the Northwest Corridor employs a safety system that overlays the traffic control system – Automatic Train Stop (ATS) – and it alternatively has single and double main line segments. Yet, the 438-mile Northwest Corridor, which is comprised of the Huntington, Nampa, and Pocatello Subdivisions in Idaho, handles only half as many daily trains as the BNSF Great Northern Corridor. However, the UPRR lines also move more local traffic[35] than the BNSF system. Even with more local traffic, none of the UPRR Northwest Corridor segments have an LOS below C for 2012. Large segments in the corridor recorded a LOS C for 2012, but there are also double track main line areas with LOS B, notably through the Treasure Valley metro areas near Boise, Nampa, and Caldwell, where many local trains are operated.

Currently, UPRR is implementing aspects of their *Union Pacific Capacity Development 2012+* plan, a series of track upgrades and capacity expansions throughout their system including Idaho.[36] Currently 11 of the 15 projects in the Union Pacific Capacity Development 2012+ are either complete or in progress. A price tag for all of the projects outlined in the plan is not available, but upgrades to the UPRR Spokane Subdivision, which began in April 2012, totaled $10.9 million.[37] The plan calls for adding passing sidings at key chokepoints on the Northwest Corridor and constructing a second main line track on the UPRR Pocatello Subdivision as it approaches/exits Ogden Junction, thus filling an approximate 6-mile gap between double track main line track segments. Although UPRR has not disclosed the total capital investments for 2012, it has made significant investments in its infrastructure. For example in 2011, UP invested $58.4 million in its Idaho system. In 2012, the segments to be upgraded are not constrained or congested, as no UPRR rail line is experiencing degraded LOS conditions, currently. By 2040, however, several of these upgraded segments may have an LOS of D or below, without additional improvements.

Unfortunately, the projected influx of trains by 2040 may strain the UPRR's Northwest Corridor beyond what some of the currently planned upgrades can address. Of the 438 miles comprising the corridor in Idaho, 303 miles or 69 percent could experience constrained or congested LOS conditions in 2040, with most of those segments garnering a LOS F, assuming no additional improvements beyond those identified in **Table 3-5** which includes known short term improvements. For example, the rail lines leading into the Treasure Valley on either side of the Boise-Nampa-Caldwell area may reach an LOS of D or below, as could most of the UPRR Nampa Subdivision in the middle of the Snake River Plain, and all of the Pocatello Subdivision east of Lava Hot Springs. With UPRR employing Centralized Traffic Control, degraded service is likely the result of too many trains and not enough track.

The future capacity of the Northwest Corridor has a more localized impact for Idaho than do the degraded conditions on BNSF Great Northern line. The Northwest Corridor carries more local traffic than the Great Northern line does, and most is related to the agriculture and food processing industries. The corridor extends through Idaho's breadbasket and through or near 7 of the 10 largest cities in the state. Nearly one-third of the state's population lives within 25 miles of the line.[38] The Northwest Corridor provides a direct link with other agriculturally rich areas in Oregon, Washington, and Utah, and to port facilities on the West Coast, which allows Idaho farmers access to worldwide markets. Any delays in delivery due to track congestion could affect economies in Idaho.

Also under stress with projected 2040 volumes is the UPRR Spokane Subdivision situated in North Idaho, running nearly parallel to the BNSF Great Northern Corridor in the Kootenai and Spokane Subdivision. As previously stated, the two lines cross three times, including on an at-grade "diamond" in Sandpoint. The Spokane Subdivision, which connects Spokane with the Canadian Pacific Railway (CPRR) at Eastport via Sandpoint, is not signalized.[39] Train management is handled through orders given to each train crew, which restricts the capacity of the line. This is why a modest increase in daily trains from 8 in 2012, to 20 in 2040, reduces the LOS from C to F. Unlike other lines which are reaching their operational

capacity, the installation of an advanced signalization scheme, such as CTC, may restore the LOS back to C at 2040 without adding track.[40] Again, this is based on forecasts and would have to be analyzed on a project specific basis.

Two UPRR core north-south main lines show potential for increased utilization. Both the Ogden and Montana Subdivisions are operating under capacity in 2040, and are especially under capacity currently. With the UPRR Northwest Corridor operating with degraded conditions in 2040, there may be opportunity to route more trains south from Pocatello toward Salt Lake City, or to serve more local markets in the corridor. Furthermore, new intermodal or freight-rail facilities could be sited along either subdivision, and not increase congestion problems that might be seen if such facilities were sited on the Northwest Corridor.

Network Capacity on Regional Railroads

The Montana Rail Link (MRL) is a Class II regional railroad that was spun off by BN in 1987, which then agreed to lease the rails from the Class I giant while BN retained ownership of the tracks.[41] The MRL operates primarily in Montana, but the MRL's Fourth subdivision plays a vital role for BNSF's transcontinental service. The Fourth Subdivision runs between Sandpoint Junction, where it interchanges with the BNSF Kootenai River Subdivision near the Amtrak depot, and the Montana border near present day Cabinet Gorge Dam on the Clark Fork River. The Fourth Subdivision's route is the old NP transcontinental alignment, which eventually reconnects with the BNSF main line in central Montana. Additionally, southwest of Sandpoint, the MRL has trackage rights over BNSF's Spokane River Subdivision for 48.5 miles in Idaho toward Spokane. Likewise, BNSF has trackage rights over the MRL Fourth Subdivision.

This legal and geographic connectivity allows BNSF trains to leave its system and return seamlessly via the MRL. Because BNSF redirects its intermodal trains onto the MRL Fourth Subdivision, it is not surprising that the increase of train volumes in 2040 would affect the MRL. If the MRL Fourth Subdivision is utilized by BNSF in a manner similar to today, then train volumes on the line will grow from 18 in 2012 to 35 by 2040, which is nearly 100 percent capacity for a single main line track with CTC controls. Thus, the LOS for the MRL in 2040 is LOS E. Any solutions to relieving this congestion would likely involve all of the stakeholders in the corridor, including BNSF and UPRR. However, the Fourth Subdivision is at water level for much of its Idaho extent. A nearly mile-long single-track bridge over Lake Pend Oreille is potentially a barrier to expansion along with another, shorter bridge over the Clark Fork River. Further east from Sandpoint the line crosses wetlands and potentially critical habitat, which will make the potential double-tracking of the line more difficult.

Network Capacity on Short Line Railroads

The LOS analysis found only one short line segment with constrained conditions. Most short lines operate 1-2 daily trains, well within capacity envelopes for even the most rudimentary rail lines. Not surprisingly, the one short line segment to show constrained conditions is also the busiest short line in Idaho – the Eastern Idaho Railroad's (EIRR) Twin Falls Branch line between Rupert and Minidoka. This

segment carries all EIRR trains (for the southern segment, approximately 70% of total volume), centered in the Magic Valley and central Snake River Plain, to the railroad's interchange with the UPRR Nampa Subdivision. The UPRR Nampa line is part of the company's Northwest Corridor transcontinental service. The Twin Falls Branch is not signalized and is single-track with some sidings. Absolute capacity for a similar line operating mixed-unit trains is 18 daily trains.[42] In 2012, the 12 daily used the Twin Falls Branch between Rupert and Minidoka, which is within acceptable capacity limits. By 2040, the number of average daily trains on the segment is expected to increase to 14, which equates to a LOS D. The installation of signals or the construction of longer sidings, which would boost the line's capacity, would likely raise the LOS back to acceptable levels.

It is anticipated that BNSF, UPRR, and Montana Rail Link will implement capacity and efficiency improvements to respond to anticipated demand on the Class I and Class II lines, if supported by the business case. Projects identified in the Long-Range Rail Service and Investment Program to address potential demand/capacity issues on the short lines include the Idaho Rail Preservation Program (Project No. F-8 in Table 6-2), and BGCM Rail Corridor Preservation Program (No. F-26 in Table 6-2).

3.6 Passenger Travel Demand

With the exception of excursion trains, Amtrak is currently the only passenger line offering service in Idaho. Amtrak operates one passenger train route through Idaho, the Empire Builder. The Empire Builder route originates in Chicago and traverses the northern portion of Idaho via BNSF trackage. The route splits in Spokane, and the Empire Builder terminates in two locations; Seattle to the north, and Portland to the south. Sandpoint is the only station in Idaho served by Amtrak. Other than Bonners Ferry, no other city with a sizable population is near BNSF's Great Northern Corridor in Idaho, which Amtrak utilizes. The constraints and bottlenecks Amtrak experiences in Idaho are no different from the issues afflicting BNSF trains on the Great Northern Corridor.

Amtrak Empire Builder

Passenger rail traffic has been increasing for many years. Despite a downturn in 2009 due to the recession, Amtrak reported a 44 percent national increase in ridership from 2000 to 2011. In fact, 2011 brought record numbers of ridership for Amtrak. This is consistent with recent Amtrak trends, as ridership has set records for eight of the last nine years. As shown in **Figure 3-19**, Amtrak's Empire Builder route originates in Chicago and traverses through the Pacific Northwest, with service to:

- Illinois (2 station stops);
- Wisconsin (6 station stops);
- Minnesota(6 station stops);
- North Dakota (7 station stops);
- Montana (12 station stops);
- Idaho (1 station stop);
- Washington(11 station stops); and

- Oregon (1 station stop).

The Empire Builder is a long-distance route, offering over-night sleeping car service. Amtrak once served portions of northern Idaho via the North Coast Hiawatha route, which operated between Chicago and Seattle, but it was discontinued in 1979.

Figure 3-18 Empire Builder Service Area

Source: Amtrak Route Atlas, July 2012.

As previously discussed, until 1997, Amtrak offered passenger rail service in southern Idaho. The Pioneer route operated between Chicago, Illinois and Seattle, Washington via Denver, Colorado and Salt Lake City/Ogden, Utah. As noted in the Passenger Rail System Profile and Analysis (Task 11 Technical Memorandum), Amtrak undertook a study in 2008 to evaluate the possibility of reintroducing passenger rail service to southern Idaho. Amtrak considered four options to restore the Pioneer, and ultimately determined that "Restoration of the Pioneer would enhance Amtrak's route network and produce public

benefits, but would require significant expenditures for initial capital costs and ongoing operating costs not covered by fare box revenues."[43] To date, no action has been taken to reinstate the Pioneer route.

Impacts to ridership growth on the Empire Builder route in fiscal year (FY) 2011 are attributable to service changes resulting from the ongoing track work and from flooding and weather-related cancellations.[44] In the first six months of FY 2012 (between October of 2011 and March of 2012), a number of Amtrak's long-distance routes experienced ridership growth over the same period of FY 2011. The Empire Builder experienced the strongest ridership increase, up from 241,546 to 257,471, or 6.6 percent.[45] Of Amtrak's 15 long-distance routes, ridership is projected to remain highest for the Empire Builder and to grow between FY 2012 and FY 2016 by nearly eight (8) percent:

- 534,593 budgeted for FY 2012;
- 550,490 preliminary budgeted FY 2013;
- 559,422 preliminary budgeted FY 2014;
- 567,667 preliminary budgeted FY 2015; and
- 575,911 preliminary budgeted FY 2016 .[46]

Total ridership (boardings and alightings) from the Sandpoint, Idaho station are shown in **Table 3-8** for FY 2005 through FY 2011 (Note - 2009 Ridership data unavailable). As the table shows, total Idaho ridership steadily grew between 2005 and 2008 by over 10.4 percent, but has declined in each of the last two years. As of 2008, the population served by Amtrak's Sandpoint station within 25 miles is 36,835 and within 50 miles is 217,871.[47] Furthermore, Amtrak is working with BNSF and the City of Sandpoint on an agreement to upgrade the station.[48]

Table 3-8 Idaho Passenger Rail Ridership - Fiscal Year[vii]

Station	2005	2006	2007	2008	2010	2011
Sandpoint	5,599	5,789	5,908	6,181	5,606	5,296

Source: Amtrak State Fact Sheets.

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Section 4 Rail Service Needs and Opportunities

4.1 Freight Rail Needs and Opportunities

Freight System Operational Constraints

The previous section included projected freight rail demands in the year 2040, and analyzed capacity implications for the state's freight rail network as based on projected demand. In addition to the demand-driven capacity improvements that will likely need to be addressed by the railroads, there exists another cache of constraints that degrade the service capabilities of rail lines – operational constraints. These types of constraints are related more to infrastructure conditions, rather than rail network attributes. Potential operational impediments to rail traffic include weight restrictions on bridges, shorter sidings that limit train length, and low-clearance tunnels and overhead bridges. Routing trains around operational constraints can pose a challenge for rail operators and often have consequences. For instance, trains traveling the BNSF's Great Northern Corridor, northeast of Sandpoint are restricted from carrying certain type of cargo due to clearance restrictions and some shorter, heavier rail cars due to the presence of older bridges on the route. Most Class I transcontinental (transcon) lines do not have either clearance or weight restrictions. The BNSF corridor, however, is unique in that it operates in a historic, yet somewhat problematic, alignment in difficult terrain that was designed in an earlier age. Clearance, weight, and speed restrictions are all legacies of this older alignment and can have a negative impact on operations.

Clearance Restrictions

Track restrictions governing the height, width, and minimum negotiated curve radius of rail cars on a particular line are examples of clearance restrictions which constrain freight rail operations. These types of constraints are placed on rail lines by railroad operators to prevent rail cars which might cause damage to infrastructure adjacent to or over the segment. Such restrictions are issued so that operators may route certain trains and rail cars away from areas with tight curves, narrow bridges, or low-clearance tunnels.

The double stacking of containers on trains is a trend, along with the appearance of the 315,000 lb. rail car. Yet, the operation of double-stacked containerized intermodal trains, or the operation of taller SUV-laden auto carriers such as the AutoMax, is more complex than simply maneuvering the second container atop the first. Not all double-stacked intermodal rail cars are alike nor can all rail cars be accommodated on every line. Rail lines with tight curves or horizontal, vertical, or weight restrictions can limit the use of double-stack intermodal, or auto carrier rail cars. Older railroad alignments are more likely to restrict certain cars due to tight curves in river canyons, older bridges, or low-clearance tunnels.

An examination of all available railroad timetables for Idaho operators reveals very few clearance restrictions, with an important exception on the BNSF Great Northern Corridor. These Great Northern Corridor restrictions are in place due to a combination of factors, including concerns with vertical and horizontal clearances and line geometrics along this older alignment.

Usually, clearance restrictions are not a concern on Class I core lines. The BNSF restrictions northeast of Sandpoint are an exception, as no published restrictions appear for UPRR lines in their timetables or with the AAR, which tracks clearance issues. Nevertheless, an examination of the National Bridge Inventory (NBI), which is available through the U.S. DOT, reveals a few bridges which have less than ideal operation clearances as specified by the American Railway Engineers and Maintenance of Way Association (AREMA) guidelines.[1] The NBI includes only bridges with roadway components, so the actual number of bridges with borderline vertical or horizontal clearances is not known. Currently there is no national railroad bridge database.

Highway bridges over rail lines with potential vertical clearance issues include a bridge over the BNSF Great Northern Corridor northeast of Sandpoint in the restriction zone previously discussed. All the bridge appears to meet the minimum vertical clearance standards; yet, the minimum standard of 22.5 feet of vertical clearance, as established by IDAPA 31.71.01, allows a margin of error of slightly less than 2.5 feet. The bridge carries U.S. Highway 95 over the railroad and Deep Creek approximately 0.4 miles south of Naples. Its vertical clearance is 23 feet, according to the NBI database, thus meeting Idaho's minimum clearance standard. Double-stacked containerized intermodal trains are 20 feet, 3 inches, tall above the top of the rail, while AutoMax II carriers are 20 feet, 2 inches, in height.[2] Two additional bridges in the Treasure Valley were identified as just meeting vertical clearance requirements. The bridges are adjacent and carry I-84 over the former Idaho Northern Industrial Lead branch line, now part of the BVRR system. Both bridges are reported to have 23 -foot clearances. Bridges with potential horizontal clearance issues include the aforementioned U.S. Highway 95 bridge near Naples over Deep Creek and the BNSF Kootenai River line, which demonstrated potential vertical clearance problems. According to the NBI database, the bridge has only a total 4 feet 11 inches of clearance. IDAPA 31.71.01 requires a minimum of horizontal clearance of 8.5 feet. Farther north on the UPRR Spokane Subdivision in Bonners Ferry, the U.S. Highway 95 bridge there provides only 8.5 feet of horizontal clearance. **Figure 4-1** maps all identified restrictions, including vertical and horizontal clearance restrictions, as based upon IDAPA clearance standards.

Weight Restrictions

In a manner similar to clearance restrictions, rail operators may restrict movement of certain rail cars over segments based on rail car weight. This restriction is imposed usually due to poor track or bridge condition and is often found on lightly used lines, short lines which lack maintenance funding, or older lines with infrastructure issues. If the condition of the track or bridge is serious enough, a slow order

restricting train speed or an embargo which essentially closes a line to traffic, may be issued by the rail operator.

With one notable exception, no weight restrictions are found on any Class I core service lines in Idaho. The exception, like with clearance restrictions, can be found on the BNSF Great Northern Corridor northeast of Sandpoint. BNSF has restricted shorter, heavier rail cars from the line, specifically less frequently used rail cars with lengths of 40'-11", and shorter, that weigh more than the standard 286,000 lbs.[3] The subdivision is certified to handle the newest 315,000 lbs. rail cars, but those are longer and do not put as much weight on smaller bridges and culverts. According to BNSF bridge data, the Kootenai River line has 12 bridges built earlier than 1950 northeast of Sandpoint, with the oldest being the 217-foot, 1907-era bridge over Boulder Creek near the Idaho border.[4]

As previously discussed, 76.3 percent of all active tracks in Idaho meet the standards for at least 286,000 pound heavy-axle cars, which are the industry standard for rolling stock. Lines restricting 286,000 pound heavy-axle cars include the UPRR Cache Valley Subdivision, the EIRR lines to Martin, Delco, Elgin, Ammon, and Menan, and the BNSF Coeur d'Alene Subdivision. The BNSF lines just recently began a rails-to-trail conversion after being abandoned two years ago.[5] **Figure 4-1** illustrates these weight restrictions, as well as clearance restrictions.

Network Gaps

The spatial distribution and operational aspects of Idaho's railroad network are grounded in the state's history and geography. The construction of east-west transcontinental railroads across the state put an emphasis on connecting agricultural areas and resource extraction sites to major railroad lines. Thus, several gaps exist in the state's rail network as the region's emphasis was on connectivity to distant markets. The topography of Idaho, with its mountains, rivers, canyons, provided another barrier to internal connectivity.

One gap in Idaho's rail network is its lack of intrastate north-south rail line connecting the Treasure Valley and the Idaho Panhandle. Currently, to move goods from Post Falls to Boise, a rail car would need to cross the northern Bitterroot Range into Montana on the BNSF or MRL system, then pass through Missoula and Butte, drop south on the UPRR Montana subdivision, then travel east across the Snake River Plain along UPRR's Northwest Corridor to the Treasure Valley. The rail car could travel west through Spokane, continue southwest to Hermiston, Oregon, then backtrack along the UPRR Northwest Corridor before arriving in the Boise area. A new rail link could provide rail with a natural comparative advantage to other modes, but the cost of building a new rail line is costly, particularly given the engineering challenges presented by the topography in central Idaho.

Bridging more modest network gaps may be more useful and cost effective. The Port of Lewiston is isolated from every other area in the state, despite its position as the most inland port on the West Coast. The GRNW feeds the Port with all of the Lewiston proper and interchanged rail traffic along with

servicing Clearwater Paper, a large manufacturing business located in Lewiston. No other Idaho rail lines connect directly to the port, which may be a missed opportunity for the state as the Port of Lewiston can handle container-on-barge freight traffic, as well as effectuate the transfer of containers from rail to water and vice versa.[6]

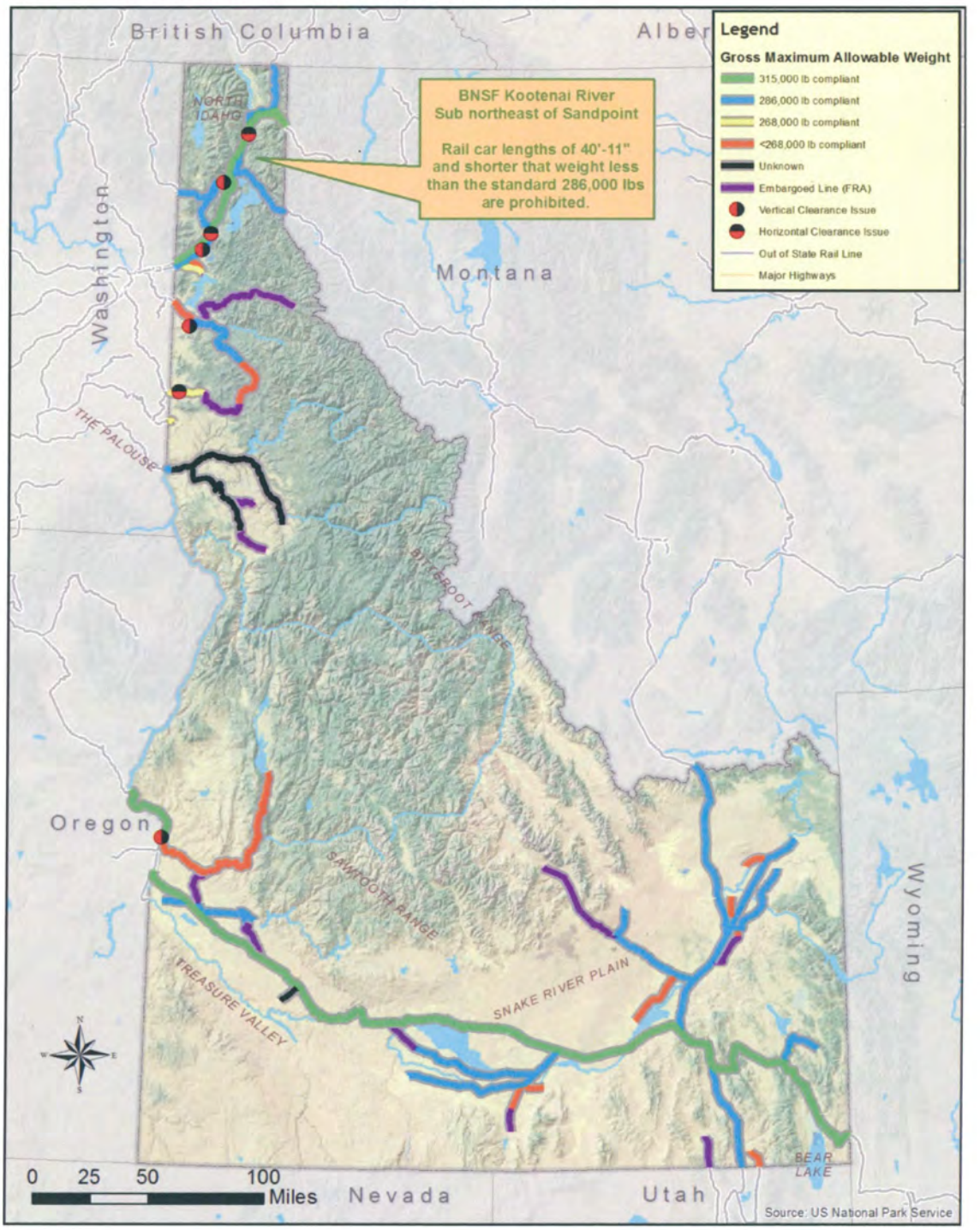
Other Idaho cities are isolated from the state's rail network. Coeur d'Alene, a city of nearly 50,000 just miles off the BNSF Kootenai River and UPRR Spokane Subdivisions, has no direct access to rail. Both BNSF and UPRR have abandoned their lines within the city, with most of BNSF's Coeur d'Alene Subdivision being converted to a trail and space for a college.[7] Several schemes to revise the lines, including building a transload facility and starting commuter rail service, never materialized. It is unclear what the long-term effect of isolating large metropolitan areas from the wider rail network has, but it should be studied before more Idaho communities are isolated due to economic circumstances that diminished current demand for rail service.

Safety

Accidents, whether yard derailments or collisions with vehicles at crossings, cause delay across the rail network. Six highway-rail grade crossings where multiple auto-train collisions occurred since 2008 are identified in Section 2 of this report; **Table 4-1** lists these crossings. The Chilco Road crossing in Garwood is scheduled to close with the completion of the improvements to US 95, Garwood to Sagle. Providing grade separation at each of the other problematic crossings may not be financially feasible. Other engineering solutions, such as intersection reconfiguration or better signage, are less costly. Of the problematic crossings listed in the table, two are more likely to spark cascading delays if a collision occurs: the Homestead Road crossing on the BNSF Kootenai River line in Sandpoint and the 600 East Road-UPRR Nampa Subdivision crossing at Minidoka.

With 48 average daily trains crossing Homestead Road on the BNSF transcontinental and Amtrak Empire Builder route, a collision at this crossing south of Lake Pend Oreille would cause significant freight and passenger rail delays. Yet, according to the FRA database and photographs of the crossing, no active warning devises such as flashing lights and gates exist at the crossing, only stop signs.[8] While a grade separation is not justified given the functional class of the road, studying the possible installation of better warning devices appears warranted given the accident history. The other potentially delay-inducing crossing is in the Magic Valley, just west of the interchange of the EIRR and UPRR at Minidoka. In a photo of the crossing, 600 East Road appears to be dirt, and only cross buck signs exist.[9] Also in the photograph are agricultural vehicles, including one that is moving over the crossing at that moment. Again, grade separating the dirt road from the UPRR main line is not justified, but providing better warning devices, such as gates and signals, may be warranted given the crash history.

Figure 4-1 Current Clearance and Weight Restrictions



Source: FRA, GIS analysis, ITD, NBI, Oak Ridge Nat'l Lab., Railroads[10]

Table 4-1 Railroad Crossings with Multiple Accidents Since 2008

City	Road	Railroad	Years With Accidents	Predicted Accidents/Year	Comments
Garwood	Chilco Rd	UPRR Spokane	2008, 2009	0.13	Crossing w/short containment areas between two roads
Minidoka	600 East Rd	UPRR Nampa	2009, 2011	0.09	Agricultural area
Nampa	11th Ave. North Ext.	BVRR Boise Cut-Off	2009, 2010	0.04	Low-angle crossing with multiple spurs tracks
Post Falls	Hayden Ave	UPRR Spokane	2008 (x2)	0.1	Low-angle crossing near junction with UPRR Coeur d'Alene Industrial Lead
Rexburg	Burma Rd	EIRR Yellowstone	2011 (x2)	0.09	Complex intersection with crossing and two other roads
Athol	Homestead Rd	BNSF Kootenai River	2008, 2011	0.08	BNSF transcon and Amtrak *Empire Builder*

Source: FRA [11]

In addition to grade crossing accidents, derailments and accidents pose a potential for network delays. One area identified in the Freight Rail Inventory recorded the highest number of accidents by far on the system – the UPRR Pocatello yard, which reported 19 accidents since January 2009, or 40 percent of all state rail accidents.[12]

Other Freight System Issues/Needs

Intermodal and Transload Service

Despite the presence of two transcontinental corridors, two Class I rail operators, and a robust Class II rail line engaged in the movement of intermodal trains, Idaho has no intermodal facility in the state that can either ship or receive containerized goods or provide value-added services for the shipment of such containers. With the historic emphasis on the agricultural and resource extraction industries, the trend toward the shipment of intermodal freight in a containerized fashion has gone unanswered in Idaho.

With congestion on the BNSF and UPRR transcontinental systems expected to reach a critical stage by 2040, the opportunity to partner with the Class I railroads and construct the necessary intermodal facilities to handle this traffic could present itself. Idaho and neighboring states, partnering with UPRR and BNSF, could work to establish competitive high-cube double-stack intermodal service in Idaho, paralleling the east-west interstates (I-90, I-84, and I-86) and the north-south routes (I-15, US-95). The purpose of such a program would be to position Idaho on the emerging freight rail equivalent to the

interstate highway network. The state and its businesses could then benefit from more freight container service offerings that are available to cities and businesses located along transcontinental routes, but are currently lacking in the state.

The implementation of such services would allow existing businesses, or new businesses seeking to relocate in Idaho, increased access to domestic, North American, and international trade flows. In addition, these corridors will take a long time to finance and begin operations if the public and private partners are willing to see them developed. In the eastern U.S., both CSX and Norfolk Southern have partnered with states and federal agencies to develop such high-cubed, double-stacked corridors, including enlarging tunnels, lowering tracks, and developing inland terminals. These projects would be worth studying from the standpoint of developing such corridors throughout Idaho and the West.

Railex Facility / Produce Rail Express

While Idaho in general lacks the intermodal services mentioned previously, it specifically lacks certain types of intermodal and specialized freight rail facilities. One such facility is a large-volume transload consolidation terminal for agricultural and food products. The terminal centralizes logistics, consumer demands, and inventory control to allow for the express delivery of agricultural and food products within five days across the country. Railex, a brand name for one such facility, recently constructed a multi-million dollar terminal in Wallula, Washington, on US 12, approximately 130 miles west of Lewiston, Idaho. UPRR provides expedited service between this Railex facility and another in New York which is branded as the Produce Railexpress.[13] Currently, no such terminals or services exist in Idaho, despite the state's agricultural history. A recent study completed by the City of Boise and the Boise Valley Railroad indicated potential demand for a transload facility in the Treasure Valley area.

Grain Facility Consolidation

Other specialized freight rail facilities necessary to maximize access to markets for Idaho businesses are grain shuttle loaders capable of handling 110-car single-unit shuttle trains. The trend toward the single-unit 110-car grain trains has increased with efficiency-conscious Class I rail operators, especially in light of the ease in getting the 370,000 bushels of grain aboard a shuttle train to West Coast markets for mass distribution to Asia.[14] Marshalling grain cars at these facilities in long single-unit trains toward grain terminals is the fastest, most cost effective, and most efficient way to move grains by rail. Unfortunately, the trend is rendering smaller elevators, which are plentiful in Idaho, obsolete and potentially forcing the construction of new facilities to support local agricultural concerns.

To accommodate the 110-car single-unit shuttle trains adequately, a grain facility needs seven attributes:

1) Track siding length totaling 7,000 feet;

2) Two 20,000-bushel shipping leg elevators;

3) Two 20,000-bushel receiving leg elevators;

4) One hundred 10-foot platform scales;

5) Two receiving pits;

6) At least 1 million-bushel storage capacity; and

7) Track siding certified to carry 286,000 lb. hopper cars.

In addition to these general guidelines, the individual rail lines may have other requirements based on customer need.

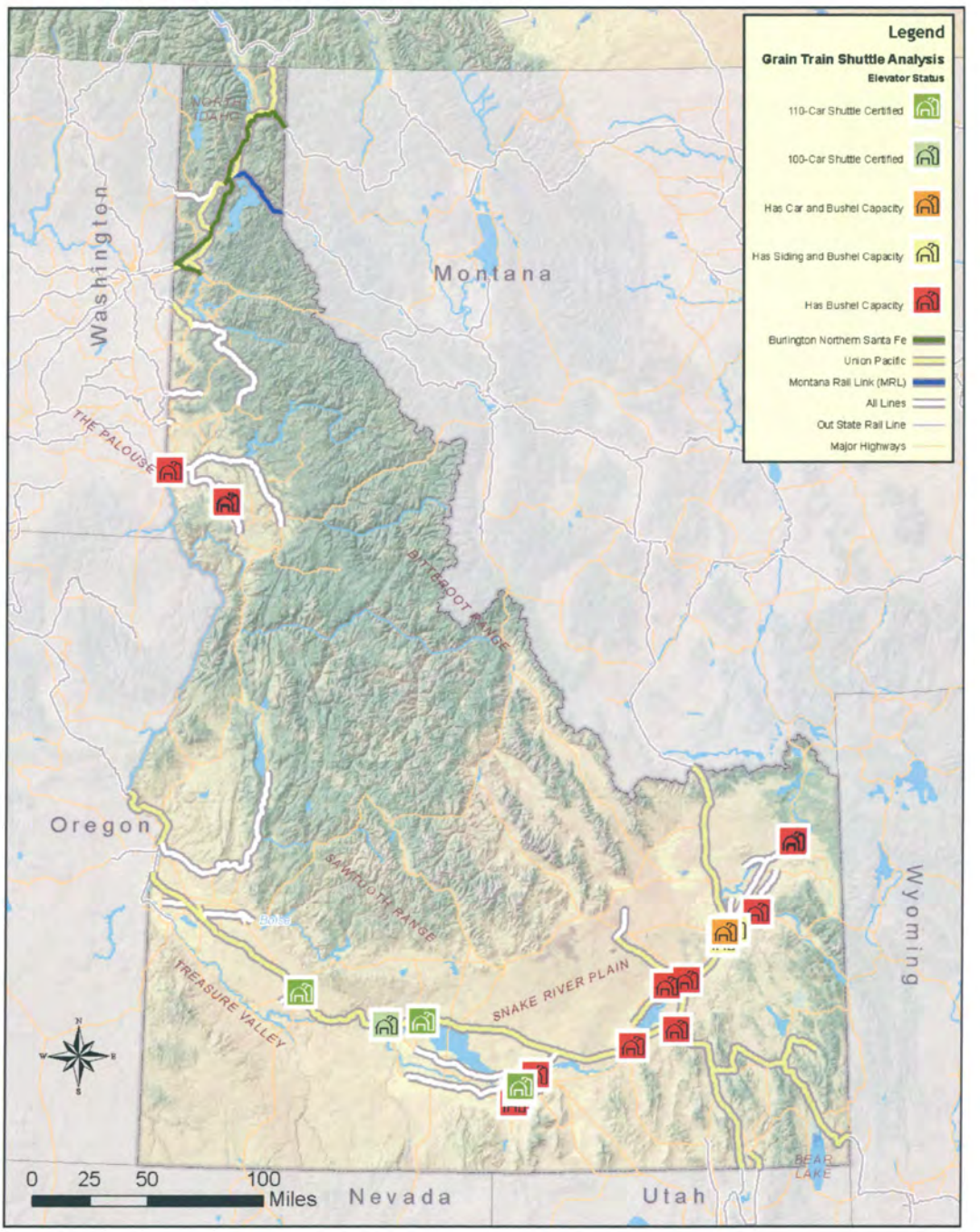
While the presence of some of the above operational aspects of Idaho grain facilities could not be determined, facilities across the state were examined for their ability to host the "mega" grain shuttle trains. It was determined that Idaho has three grain facilities capable of handling the long 110-car shuttle trains and one facility with the ability to accommodate 100-car shuttle trains. All four facilities are in the Magic Valley region, as detailed in **Table 4-2**. Each facility's ability to perform as a grain shuttle loader may differ depending on the attributes for which data was unavailable, such as number and size of scales. The location of these facilities is depicted in **Figure 4-2**.

Table 4-2 Grain Shuttle Loader Facilities in Idaho Capable of Accommodating 100+ Car Trains

Facility Name	City	Railroad Access	Trackage (in feet)	Car Capacity	Bushel Capacity
Gavilon	Burley	EIRR Twin Falls Branch	7000	110	2 M
Land O Lakes Farmland Feed	Gooding	UPRR Nampa	7000	110	1 M
Lansing Grain	Bliss	UPRR Nampa	9000	100	1.074 M
Simplot Land and Livestock	Mountain Home	UPRR Nampa	7000	110	1.5 M

Source: GIS Analysis, BNSF, UPRR[15]

Figure 4-2 Grain Shuttle Loader Facilities in Idaho



Source: GIS Analysis, BNSF, UPRR[16]

Intermodal Connectivity

A recurring theme during outreach sessions is the need for a truly multimodal and coordinated freight transportation system that integrates trucks, rail, waterways, and air cargo. Development of a multimodal transload hub near logistics centers such as Boise and Idaho Falls were frequently mentioned by system users and operators. As stakeholders mentioned, a seamlessly integrated intermodal facilities can significantly reduce travel time, reduce delay, and improve efficiency for shipping products. Currently intermodal activities occur in Salt Lake City or Spokane, which many claim do not serve Idaho users very well. While many agree that the creation of such an intermodal hub is important for facilitating their business, they are concerned with the implementation of such a project, including its practicality and traffic volumes needed to support it. The steering committee recognized that public-private-partnerships to bridge gaps in financing will be critical to realizing this outcome. Other respondents suggested conducting a market assessment to determine the feasibility of such intermodal facilities.

Truck and Rail Interaction

In order to bring about a truly multi-modal system, another recurring theme calls for better integration and cooperation between the truck and rail industries. Stakeholders noted that trucking companies and railroads have historically had conflicting interests and mechanisms, or incentives for better collaboration between the two were lacking. All outreach respondents agreed that there needs to be incentives for truck and rail to work together and platforms for them to understand mutual gains.

Accessibility

Freight systems users, especially in the agriculture sector, identified railroad accessibility as a concern as well. The reach of the rail systems along with accessibility to ports allow products to transport from rural locations to global destinations. Therefore connecting rural farms, businesses, and manufacturing facilities to market on shortlines and other railroads is important for the economy of Idaho.

Regulation and Funding

Feedback surrounding railroad regulation and funding was also received during outreach. Regarding regulations, all outreach responses indicated a need for continued deregulation of the railroad industry in the future, as well as more funding for railroads (especially shortlines) that connect users to market. The Idaho Rural Economic Development and Integrated Freight Transportation Program (REDIFiT) was mentioned by several respondents as a good way to subsidize shortline railroad infrastructure projects, however it can be too limiting and funds needs to be made available to more projects. Stakeholders noted need and support of sufficient shortline rail capacity and 286K-capability.

Freight Rail Projects

Projects addressing network gaps and operational constraints related to capacity, clearance, weight restrictions were generally considered to be private business decisions of the owners, and therefore not

addressed in Section 6, Idaho's Long-Range Rail Service and Investment Program. Two projects related to operational constraints were identified to have significant economic development benefit as potential public-private partnerships: High Cube Intermodal Service was identified as Project Nos. F-16A, B, and C (Tables 6-4, 6-6, and 6-8); and, the P & L Short Line Railroad Bridge Replacement was identified as Project No. F-25 (Table 6-6).

Projects identified to address safety needs in the Long-Range Rail Service & Capital Investment Plan include projects F-4 and F-5 (Bridging the Valley), F-6 (Railroad Crossing Safety Program), F-7 (Operation Lifesaver), and F-9 (Rail Trespassing Deterrence Program). Projects to address intermodal and transload needs include: the Treasure Valley Freight Multi-modal Transload Center (Project Nos. F-2 A, B, and C in Tables 6-4, 6-6, and 6-8); Statewide Multi-modal Rail Yard Improvements (Project Nos. F-14 A, B and C in Tables 6-4, 6-6, and 6-8); and, Dry Port Facilities (Project Nos. F29 a and B in Tables 6-2 and 6-8).

4.2 Passenger Rail System Needs and Opportunities

As previously stated, with the exception of excursion trains, Amtrak is currently the only passenger line offering service in Idaho. Amtrak operates one passenger train route through Idaho, the Empire Builder. The Empire Builder route originates in Chicago and traverses the northern portion of Idaho via BNSF trackage. The route splits in Spokane, and the Empire Builder terminates in two locations; Seattle to the north, and Portland to the south. Sandpoint is the only station in Idaho served by Amtrak. Other than Bonners Ferry, with a 2010 Census population 2,543, no other city with a sizable population sits astride BNSF's Great Northern corridor in Idaho, which Amtrak utilizes. The constraints and bottlenecks Amtrak experiences in Idaho are no different from the issues afflicting BNSF trains on the Kootenai River line.

Potential New Passenger Services and Corridors

As described in Section 1 of this plan, reinstatement of other passenger rail service routes in both northern and southern Idaho has been studied in the Pioneer Route Passenger Rail Study (2009) and the North Coast Hiawatha Study Plan (2009). Ridership forecasts are available for the Pioneer and North Coast Hiawatha in their entirety, and are not broken out by station. Therefore, forecast ridership is not available to determine the potential impact to Idaho of these passenger rail services under consideration. Forecast ridership from reinstating Amtrak's Pioneer route is shown in **Table 4-3**.

Table 4-3 Forecast Passenger Rail Ridership – Pioneer

Projected Performance	Option 1 (Salt Lake City - Seattle)	Option 2 (Denver - Seattle)	Option 3 (Salt Lake City - Portland)	Option 4 (Denver to Portland)
Annual Ridership	102,000	111,000	82,000	95,000

Source: Pioneer Route Passenger Rail Study.

Forecast ridership from reinstating Amtrak's North Coast Hiawatha service is projected to be 359,800 annually, which includes 65,800 riders who are projected to use the North Coast Hiawatha service, should it be reinstated, instead of the existing Empire Builder route.[17]

Passenger System Bottlenecks and Capacity Constraints

Trackage rights enable Amtrak's Empire Builder passenger trains to operate over BNSF's Great Northern Corridor in Idaho. Like BNSF trains, bottlenecks on the corridor include single main line track segments south of Athol, over the Lake Pend Oreille Bridge, and on either side of Bonners Ferry. All of these single-track segments constrict capacity and affects the two daily trains Amtrak offers on the line.

Currently, the BNSF line used by Amtrak enters Sandpoint from the south on the single-tracked Lake Pend Oreille Bridge, lands on a narrow spit of land in the lake, then turns north on a peninsula between Lake Pend Oreille and Sand Creek before accessing the depot. Continuing north toward Bonners Ferry and eventually Montana, the railway leaves the old NP alignment and crosses town on newer tracks to transfer onto the old GN alignment. This movement, decided upon as the result of the merger which formed the Burlington Northern railroad, precursor to the BNSF, forces trains to cross at-grade with the UPRR Spokane subdivision at a diamond in the middle of town before making a sweeping turn at Boyer. This movement is slow and time consuming, but any changes to the alignment or routing would need to recognize Amtrak's access to the BNSF Great Northern Corridor northeast of Sandpoint, as the line passes through Glacier National Park in Montana, where in 2011 over four stops nearly 22,400 travelers alighted or boarded, down from 32,177 in 2010.[18]

Passenger System Operational Constraints

Currently, Amtrak trains can travel a maximum speed of 79 mph. However, Amtrak's Empire Builder service faces the same constraints experienced by BNSF trains on the Kootenai River Subdivision. While clearance and weight restrictions do not affect Amtrak operations, slow speeds due to congestion can affect the service and Amtrak's on-time performance. There have been proposals involving train routing and the re-location of the Amtrak depot in Sandpoint. Any changes in alignment would need to consider the location of the Sandpoint depot and room for platforms and passing sidings.

Other Passenger System Issues/Needs

Condition of the Sandpoint Station

As previously noted, plans are underway to upgrade the Sandpoint Amtrak station. The station building will be rehabilitated so that the waiting room will reopen to passengers, and a portion of the interior could be rented for commercial or office use. Plans also include building an ADA-compliant concrete platform. While these amenities will make the station more attractive to passenger rail travelers, it is unlikely that these upgrades will have significant impact on demand for passenger rail service.

Route Performance Improvement (RPI) Program

To comply with PRIIA requirements Amtrak selects train routes each year to implement programs designed to enhance the customer experience and service operations on these trains with the objective of increasing customer satisfaction and growing ridership and revenue.[19] The Empire Builder was been selected for FY 2009 and FY 2012 for the RPI program. Ultimately, the RPI program will serve to better promote the route, which may potentially affect ridership levels.

4.3 Integration of Freight and Passenger Issues

Nearly all of the passenger rail services in the U.S. operate on existing freight railroad tracks. Even segments of the Northeast Corridor, owned by Amtrak, are used by freight trains. This can permit the use of existing railroad right-of-way in dense urban areas and can spur redevelopment and transit-oriented development at stations. By using the existing right-of-way, tracks, and bridges for passenger rail service, less property acquisition is usually required and a lower cost can potentially be achieved for start-up of a limited service on those existing tracks. Passenger multi-modal stations are often possible with light rail, bus connections, and bicycle and pedestrian networks at downtown stations.

Shared corridors are only viable if the existing capacity is reserved for freight railroad expansion or if the freight corridor has declining demand. Environmental impacts are likely to be lessened by using the existing right-of-way and infrastructure rather than a "Greenfield" alignment. Freight trains already cause noise and vibration; they whistle at crossings; and they can cause grade crossing delays for roadway traffic. In addition, existing rail lines are located in more densely developed areas, resulting in better market penetration. The use of existing railroad right-of-way may make passenger rail projects more acceptable to the public.

Passenger and freight rail needs may be different, but because they often share trackage, one cannot be considered in isolation from the other. As a result, any increase in passenger trains would have to compete for capacity with freight trains. All or much of the proposed intercity passenger rail proposals in Idaho – the Pioneer and North Coast Hiawatha proposals – would use existing freight lines. If a decision is made to expand passenger rail service offerings in Idaho, such as through reinstating the Pioneer and North Coast Hiawatha routes, Amtrak and the private sector railroads would need to conduct further collaborative analyses, including capacity modeling and simulation of the entire route, determining exact infrastructure requirements (e.g., track and signal needs), negotiating agreed-upon level of investments to address needs, and others.

Freight and Passenger Corridor Capacity and Operational Constraints

Because Idaho's passenger rail service shares rail infrastructure with freight rail operations, expansion of the passenger rail network will inevitably affect capacity for freight rail. Impacts to rail operations already occur periodically, such as those due to delay in one service that impacts the provision of the other and vice versa To minimize these interactions, investment will be needed if the freight railroads in

Idaho host increased levels of passenger rail service, especially where passenger service currently operates in the State.

The shared BNSF Kootenai River Subdivision is a busy, complex piece of infrastructure. **Table 4-4** details the performance of Kootenai River segments performance, according to this report's network capacity analysis. All are single track main lines. By 2040, when as many as 105 daily trains may travel through the corridor, the entire corridor will fail to provide an adequate level of service if no improvements are made. Since the subdivision already uses CTC as a traffic control scheme, another solution to relieving congestion on a long term basis is to upgrade to positive train control, which may allow trains to operate safely while being closer together, or build more main line track. There is some disagreement with the raillines as to the actual effectiveness of PTC in increasing capacity.

Table 4-43 Idaho Rail Segments Level of Service of D or Below in 2012[i]

RR	Corridor	Terminus	Terminus	TPD 2012	Capacity	Track	SIG	LOS
BNSF	Great Northern	Hauser Yard	Ramsey	48	39[ii]	1	CTC	F
BNSF	Great Northern	Lake Pend Oreille Bridge	Sandpoint Jct.	48 / 30[iii]	39[iv]	1	CTC	F / D
BNSF	Great Northern	Boyer (Sandpoint)	Bonner's Ferry	30[v]	38	1	CTC	D
BNSF	Great Northern	East Crossport	MT Border	30[vi]	38	1	CTC	D

Source: Consultant Analysis based on data from AAR, BNSF, FRA, UPRR

Whenever freight and passenger trains use the same tracks, operational conflicts occur due to the differing service requirements. Shared corridors often have limited capacity for new passenger services due to the volume of existing freight traffic. Passenger train speeds can also be limited due to conflicts with slower freight trains. Shared corridors require agreements to share operating and maintenance

[i] As based on analysis completed in July, 2012, with annualized data based upon the first six months of 2012. This analysis Does not account for upgrades completed in the last half of 2012, or final annual average TPD.
[ii] BNSF indicates capacity expanded to 64 as February, 2013.
[iii] BNSF indicates actual trains in 2012 totaled 28, rather than the projected 30, on which the analysis based.
[iv] BNSF indicates capacity expanded to 64 as February, 2013.
[v] BNSF indicates actual trains in 2012 totaled 28, rather than the projected 30.
[vi] BNSF indicates actual trains in 2012 totaled 28, rather than the projected 30.

costs. Private railroads will require protection of their freight capacity and will insist that the public fully pay for the capacity it consumes. For future passenger train operations, FRA regulations will require a Positive Train Control (PTC) signal system. While these systems may be costly, a well-designed system can increase rail capacity on a particular line. To preserve the capacity required for the railroad's existing and future freight service, additional mainline track and passing sidings likely will be required. Passenger trains require higher track standards and improved signals for higher speeds. Even with the added tracks and signal improvements, delays to passenger trains can occur on shared tracks due to freight operations, such as switching on-line industries.

Temporary slow orders that are acceptable for freight operations must be corrected quickly to avoid passenger delays. Freight operations limit allowable super-elevation on curves, which can limit passenger speeds. Potential disruptions with freight derailments are always possible, including hazardous materials spills.

Any operational or infrastructure changes to the corridor intended to benefit passenger rail operations must be agreed to by the owners. While it is assumed that BNSF, UPRR, and Montana Rail Link will implement capacity and operational improvements to respond to anticipated freight demand on these corridors, if supported by the business case, such improvements are a private business decision. Those private business decisions are not included in this plan at the specific request of those rail companies.

4.4 Stakeholder Identified Freight Rail Needs

Throughout this study, feedback regarding freight rail was solicited from various stakeholder groups including transportation systems users, operators, and government agencies. Outreach included: a Freight Summit held early in the study process captured issues and concerns on the multi-modal freight system; a series of targeted stakeholder interviews focused on detailed inquiry and vetting of freight summit feedback; a round of regional meetings vetting the goals, objectives, and performance measures; and, steering committee meetings focused on project outcomes and visions.

Through review of outreach feedback, several key freight rail-related needs and issues emerged – many of which were identified through technical analysis, previously described. These issues include the development of a truly multimodal freight transportation network, the issue of connecting products from farm to market, and the need for more infrastructure funding - especially towards shortline railroads. These key issues, and where they were identified, are summarized in **Table 4-5**.

Table 4-4 Summary of Freight Rail-Related Needs from Stakeholder Outreach

Topic Areas	Key Points	Identifying Parties
Multimodal Connectivity	Integrated truck/rail multimodal facilities needed within Idaho; include role of the airport and Port of Lewiston; implementation of intermodal transloading facilities needs to be practical	Summit, Stakeholder Interviews, Steering Committee

Topic Areas	Key Points	Identifying Parties
Truck and Rail Interaction	Effective truck and rail partnerships required to leverage interests	Summit, Stakeholder Interviews, Steering Committee
Accessibility	Connecting farms to market on shortlines and other railroads is important for Idaho's economy	Stakeholder Interviews, Steering Committee
Regulation and Funding	Continued deregulation of railroads is important, as too much regulation can hurt the economy	Summit, Stakeholder Interviews
Other	Sufficient shortline rail capacity is needed especially as support is dwindling; capital is needed to maintain rail and bridge infrastructure to 286K	Stakeholder Interviews
	Rail crossing safety is important and better rail safety analysis needed	Stakeholder Interviews, Steering Committee
	Create better balance between incoming and outgoing traffic	Summit

Source: Stakeholder outreach responses, January 2012 to June 2012

Multimodal Connectivity

A recurring outreach theme is the need for a truly multimodal and coordinated freight transportation system that integrates trucks, rail, waterways, and air cargo. Development of a multimodal transloading hub near logistics centers such as Boise and Idaho Falls were frequently mentioned by systems users and operators. As stakeholders mentioned, a seamlessly integrated intermodal facilities can significantly reduce travel time, reduce delay, and improve efficiency for shipping products. Currently intermodal activities occur in Salt Lake City or Spokane, which many claim do not serve Idaho users very well.

While many agree that the creation of such an intermodal hub is important for facilitating their business, they are concerned with the implementation of such a project, including its practicality and traffic volumes needed to support it. One of the steering committee's realization of this goal centers on bringing about public-private-partnerships to bridge gaps in financing. Other respondents suggested conducting a market assessment to determine the feasibility of such intermodal facilities.

Truck and Rail Interaction

In order to bring about a truly multi-modal system, another resounding point calls for better integration and cooperation between the truck and rail industries. Stakeholders noted that trucking companies and railroads have historically had conflicting interests and mechanisms or incentives for better collaboration between the two were lacking. All outreach respondents agree that there needs to be incentives for truck and rail to work together and platforms for them to understand mutual gains.

The steering committee suggests that a non-profit broker be available to users to facilitate their transportation shipments via workings with various modes. However, in the absence of a detailed implementation plan, this remains an important issue for all users of the transportation system.

Accessibility

Freight systems users, especially in the agriculture sector, identified railroad accessibility as a concern as well. The reach of the rail systems along with accessibility to ports allow products to transport from rural locations to global destinations. Therefore connecting rural farms to market on shortlines and other railroads is important for the economy of Idaho. The steering committee mentioned that a multimodal feasibility study should be initiated to gain an understanding of rail access needs.

Regulation and Funding

Feedback surrounding railroad regulation and funding was also received during outreach. Regarding regulations, all outreach responses indicated a need for continued de-regulation of the railroad industry in the future, as well as more funding for railroads (especially shortlines) that connect users to market. The Idaho Rural Economic Development and Integrated Freight Transportation Program (REDIFiT) was mentioned by several respondents as a good way to subsidize shortline railroad infrastructure projects, however it can be too limiting and funds needs to be made available to more projects. Stakeholders noted need and support of sufficient shortline rail capacity and 286K-capability. Rail line abandonments were not viewed as an important issue.

Passenger and Freight Rail Interaction

While passenger rail was not of particular interest to freight stakeholders, their feedback regarding passenger and freight rail interaction is useful. Almost all stakeholders reflected that passenger rail serves a different purpose which is distinct from freight rail. In places where passenger and freight rail share corridors and tracks, integrated planning is needed. Discussion of passenger and freight rail conflicts did not arise from the freight rail outreach process, as passenger rail does not have a strong presence in Idaho.

Other Issues

While stakeholders believe that freight railroad capacity is not a major concern in Idaho, increasing railroad capacity can become an important issue as future transportation costs increase and more truck to rail diversion is desired. Better data analysis to understand freight systems demand can be an important first step to understand where capacity is needed. While investment in infrastructure is being made, it will have safety impacts on rail crossings, which can be better understood through more detailed analysis of railroad accident and fatality data.

Freight Project Identification

Potential projects identified through stakeholder input were included in the list of potential freight rail studies, programs and projects considered for inclusion in the Long-Range Rail Service and Investment Program, as detailed in Section 5, Table 5-1.

4.5 Stakeholder Identified Passenger Rail Needs

Because of the very limited presence of passenger rail in Idaho, in order to appropriately represent the state's interest in passenger rail, deliberate efforts to secure focused input from key passenger rail stakeholders were incorporated into the planning process. The Freight Study and Rail Plan Project Steering Committee included representation from Amtrak, and the steering committee was asked to provide input on the vision, goals, and outcomes for passenger rail, as well as how to best secure passenger rail input. Based upon a review of existing studies, plans, and past input on potential passenger rail projects in Idaho, a survey was developed to solicit targeted input from key informants and stakeholders associated with previous passenger rail planning efforts, as well as MPOs and fixed route transit service providers to inform the development of the passenger rail component of this plan. Electronic surveys as well as personal interviews were conducted. Additionally, an expanded list of passenger rail stakeholders was identified through these interviews and surveys, and the draft plan was emailed directly to that group, along with the originally identified key informants and stakeholders, with a set of focused questions, to maximize participation and input on the passenger role components of the plan.

Role of Passenger Rail In Idaho

Stakeholders identified passenger rail as a potentially significant transportation tool for Idaho in its future. Passenger rail has also been envisioned to be part of some Local Mobility Management Networks (LMMN), though it has not necessarily been intentionally looked at in all LMMN planning processes.

Regarding the role of passenger, economic development emerged as a theme in stakeholders' responses. It was noted that, because of its historic value, passenger rail should be considered an economic engine, part of the existing tourism infrastructure in the state. Several stakeholders pointed out that efficient passenger rail service will help Idaho's economy to grow, make Idaho more attractive to out-of-state business, and help Idaho remain competitive into the next century. Benefits identified for passenger rail included both its economic development benefit as a tourist attraction, and its benefit as a means to get people to work in North Idaho or Boise. It was also noted by one stakeholder that there may be an opportunity for passenger rail to replace or supplement commercial air service, and that the hub and spoke system of air could be helped with rail acting as the spokes for regional air service.

Even among the passenger rail stakeholders, however, there was an alternate view of the potential role of passenger rail for Idaho. As one stakeholder characterized it:

> "I think the potential for passenger rail in the next 20 years is bleak. There are some corridors where rail service could be sustained, but for the most part I see these as tourist/recreational routes, not for transportation."

Another stakeholder recognized the importance of freight rail to the state, and suggested a need for intermodal hub and loading facilities to allow more shipment from and to Idaho, but did not perceive passenger rail to be critical or even needed. Even those expressing a potential for an increased role for passenger rail in the future identified major obstacles and concerns, citing demand for services, lack of infrastructure, connectivity needs, and funding and financial feasibility concerns.

Demand

A number of stakeholders acknowledged that, for passenger rail to be viable, demand for passenger rail needs to increase. Some suggested that the state and/or local communities had a role in promoting the cost effectiveness and convenience of passenger rail. Some suggested that expanded and/or new passenger rail services would need to be predicated on demonstrated demand. Several stakeholders questioned the ability to generate demand given the low population densities in Idaho. One stakeholder noted that historically, the Pioneer line in southern Idaho never achieved the number of passengers needed to justify or sustain the service, but felt that if adequate funding (operating subsidy) could be secured and service times were reasonable, demand would increase.

Infrastructure Needs

With only one passenger rail line in Idaho, with service to Sandpoint once a day (in each direction), it is not surprising that infrastructure needs emerged as a theme among passenger rail stakeholders. A number of stakeholders identified a need for more passenger rail routes to serve Idaho. Other infrastructure needs identified included the need to develop viable depots for passenger rail, as well as connectivity to fixed route bus transit and existing intercity bus services, bicycle/pedestrian facilities, parking, and walkable retail and service establishments.

One stakeholder suggested the need for separate rail lines dedicated to passenger rail service, noting that rail is focused on freight, and that passenger rail affects the schedule and time to deliver trains, while the existing rail systems do not provide the comfort of ride or speed which would be needed to make the system attractive.

Operations and Connectivity

Passenger rail stakeholders shared a number of comments and needs related to operations and multi-modal connectivity for both the existing Amtrak service, as well as potential future passenger rail service in Idaho.

With respect to the existing Empire Builder Service, needs identified included more stops, both in Sandpoint and in Kootenai County, as well as more favorable times. One stakeholder did comment that, given the short distance between Sandpoint and Spokane relative, it is unlikely an additional stop can be justified in Kootenai County, particularly since AMTRAK uses the BNSF corridor, which is several miles north of Kootenai County's population center. As a result, the utilization or increased utilization of AMTRAK will most likely be tied to improved schedules for arriving and departing in Sandpoint or Spokane and/or increased frequency that would allow passengers to arrive and depart during daylight hours, rather than the current 11:00 pm to 2:00 am.

Among the general comments related to expanded passenger rail operations, numerous comments related to the need for more routes, more stops, and more depots. The need for coordination with freight trains was also identified as a means to create more favorable passenger schedules, direct service, and limited stops/stopovers.

The need for connectivity and coordination with other modes was also identified as essential to creating and supporting demand. Specifically identified was the need to create "park and ride" lots; to provide shelters and kiosks with real time information at stops; provision of coffee/news vendors at stops; and create linkages to fixed route transit and other mobility services, sidewalks, bike paths, etc.

Partnerships

The need for potential partnerships to promote and grow passenger rail was also identified by stakeholders. It was noted that North Idaho has great potential for expansion of passenger rail with better utilization of its infrastructure and resources, as well as coordination and collaboration among its stakeholders. It was also noted that expansion of Amtrak will require the establishment of partnerships between Amtrak, the municipalities that could potentially be served, and the state of Idaho. Amtrak is not interested in running stations, and municipalities lack resources, so state funding support will also be critical.

Funding and Financial Feasibility

One recurring theme with passenger rail stakeholders was the issue of financial feasibility and funding in Idaho for passenger rail. As one of the the MPO's advised, in a financially constrained vision this passenger rail has no importance in regional transportation studies or plans. Another stakeholder pointed out that while interest for passenger rail has been expressed by patrons and legislators, recent studies have indicated that the level of demand in relation to available resources simply does not support a role for passenger rail in Idaho. Several other stakeholders questioned the cost effectiveness of passenger rail, when comparing the unsubsidized cost per trip as compared to other modes.

The need for passenger rail funding was also reiterated by several stakeholders. It was noted that passenger rail projects in North Idaho would require significant operating subsidy, and in North Idaho, significant capitalization of assets as well.

The importance of accessing and leveraging federal funding in support of passenger rail was also indicated, but there was significant focus on state funding for passenger rail. It was noted that the State of Idaho needs to have a financial interest in public transportation (both bus and rail) that can provide a sustainable funding base from which to establish a program. Another stakeholder commented that Idaho has no originating funding now for public transportation, and to fund passenger rail services ahead of bus service to serve local daily needs could be a hard sell. Several others commented that state funding for passenger rail would be critical to its success, as the municipalities do not have financial resources.

Potential Passenger Rail Projects Identified by Stakeholders

Among the potential rail projects identified by passenger rail stakeholders, several Amtrak projects were identified. These included the reinstitution of the Pioneer line in southern Idaho, which was mentioned by several stakeholders. Also identified was the reintroduction of the Pioneer line and the Empire Builder in the Tri-Cities/Hermiston area. One stakeholder specifically identified the need to conduct another feasibility analysis for the re-establishment of the Pioneer Service, with more accurate data, for that project to move forward.

It was also stated that BNSF is planning to put in a double set of tracks in Sandpoint over the long term, primarily with the intent of serving commercial interests, but it may facilitate more stops and better times for the existing Empire Builder service. Also, for any passenger rail project, rail line owners have passenger principles that need to be followed.

Other passenger rail service corridors identified included:

- Commuter rail service between Canyon County and Boise;
- Passenger rail along the SH- 55 corridor in SW Idaho;
- Passenger rail service from Salt Lake City to Portland and Seattle, which would likely benefit passengers along the UP corridor in southern Idaho;
- Regional passenger rail service from Rexburg to Salt Lake City;
- Passenger rail connection between Boise and the Canadian border; and,
- High-speed, commuter rail link between Kootenai County and Spokane or Spokane Valley.

Projects identified related to passenger rail intermodal connectivity included:

- Improved interline connections between state subsidized inter-city bus and rail passenger service along either a northern or southern east/west corridor:
- Development of an intermodal hub in Sandpoint to connect SPOT bus as well as the intercity bus service;

- An intermodal bus station at Rathdrum, which could connect Coeur d'Alene and Post Falls with Sandpoint and Spokane; and,
- Where passenger rail connections are in major communities with public transportation, inter-city and local transit service connects to the train station when the train arrives and departs.

Miscellaneous other potential projects included:

- An education program to promote message about convenience and affordability of passenger rail; and,
- Feasibility study to measure the support for commuter line rail, with any identified projects developed first on a modest scale.

Potential passenger rail projects considered for inclusion in the Long-Range Rail Service and Investment Program were identified through stakeholder input and review of adjacent state programs for potential synergy. The full list of potential passenger rail studies, programs and projects considered for inclusion in the Long-Range Rail Service and Investment Program is detailed in Section 5, Table 5-2.

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Section 5 Potential Freight and Passenger Rail Improvements and Investments

5.1 Project Identification Process

This section outlines the full range of freight and passenger rail investments identified during this effort and the mechanisms used to refine, select and prioritize the projects for inclusion into the Idaho's Long Range Rail Service and Investment Program. These investments were developed through the following analyses and inputs:

- An inventory of Idaho's current rail network, the trends and forecasts for future demand, and anticipated rail needs and opportunities (detailed in Sections 2, 3, and 4 of this plan);
- A review of relevant local, regional, and state plans and studies (as summarized in Section 1 of this plan);
- Extensive public and stakeholder outreach, which included the Freight Summit, Regional Forums, stakeholder interviews, and steering committee meetings (as summarized in Section 7 of this plan);
- A review of the Preliminary National Rail Plan, as well as Rail Plans from the adjacent states of Washington, Oregon, Nevada, Utah, Wyoming, and Montana (as summarized in Section 1 of this plan).

Table 5-1 summarizes the Freight Rail Projects identified and considered, while **Table 5-2** summarizes the Passenger Rail Projects considered.

Potential Freight Rail Studies, Programs, and Projects

Table 5-1: Freight Rail Studies, Programs and Projects Considered

ID No	Project Name	Location	Project Type	Project Purpose & General Scope
F1	Rail Car Needs Assessment (Including Specialty Cars)	Statewide	Study	Project Purpose: Evaluate the need for investment in rail cars including specialty cars, to expand access to freight rail in Idaho, and improve freight rail efficiency. General Scope: 1) Inventory existing and assess future needs for specialty rail cars; 2) Identify funding needs for specialty rail cars - to include an analysis of the funds needed in excess of what is available through REDIFiT.

ID No	Project Name	Location	Project Type	Project Purpose & General Scope
F2	Treasure Valley Freight Multi-Modal Transload Center	City of Boise	Capital Project	Project Purpose: Construct a multi-modal transload facility in Boise to improve access to freight rail service, improve freight efficiency, enhance freight capacity and promote economic development opportunities. General Scope: 1) Work with key stakeholders to identify local, state, Federal and private funding opportunities. 3) Build the center.
F3	Statewide Multi-Modal Freight Facilities Study	Statewide	Study	Project Purpose: Evaluate the feasibility of expanding the availability of multi-modal freight facilities throughout Idaho to improve the efficiency of Idaho's freight system and spur economic development opportunities. General Scope: 1)Obtain research funds. 2) Analyze multi-modal facility types (including double-tracked transload facilities, dry ports, rail spurs, transload facilities, intermodal facilities). 3) Identify minimum thresholds for economic feasibility. 4) Assess potential site locations in Idaho.
F4	Bridging The Valley: Grade Crossing Improvement (BNSF route) and Realignment of UPRR mainline[1]	Spokane Valley/ Rathdrum Prairie (between Spokane and Athol)	Capital Project	Project Purpose: To improve safety and efficiency of the BNSF and UPRR lines from Athol, Idaho to Spokane, WA by combining alignments and eliminating at-grade railroad crossings. General Scope: 1) Work with KMPO to identify funding for benefit cost analysis and prioritization of Bridging the Valley projects. 2) Engineering and construction.
F5	Bridging The Valley: Grade Crossing Improvement only (BNSF route)[2]	Spokane Valley/ Rathdrum Prairie (Kootenai County)	Capital Project	Project Purpose: To improve the safety of the BNSF and UPRR lines from Athol, Idaho to Spokane, WA by improving at-grade railroad crossings. General Scope: 1) Work with KMPO to identify funding for benefit cost analysis and prioritization of Bridging the Valley projects. 2) Engineering and construction.

[1] Project also identified in the Washington State Rail Plan.
[2] Project also identified in the Washington State Rail Plan.

ID No	Project Name	Location	Project Type	Project Purpose & General Scope
F6	Railroad Crossing Safety Program	Statewide	Capital Project	Project Purpose: Continue the investment in rail-highway crossing improvements to improve safety and reduce property loss, injuries, and fatalities. General Scope: 1) Work with rail line owners and local jurisdictions to identify high risk grade crossings that meet the Railroad Crossing Safety Program requirements. 2) Increase awareness of program.
F7	Operation Lifesaver	Statewide	Program	Project Purpose: Continue support of Operation Lifesaver as a means to improve rail safety through education and awareness programs. General Scope: 1) Provide staff resources/support to Operation Lifesaver. 2) Research funding sources for marketing/educational campaigns.
F8	Idaho Rail Preservation Program	Statewide	Program	Project Purpose: To support the strategic investment and preservation of existing rail infrastructure. General Scope: 1) Annually assess rail volume reports (from IPUC) for trends. 2) Conduct benefit/cost analysis on individual lines showing decreasing volumes over time, including potential for new industries. 3) Identify economic development partnerships/investments. 4) Develop partnerships between state/local jurisdictions and rail line owners/operators to apply for REDIFiT funding for rail line preservation and/or to apply for other funding for corridor preservation (including using the corridor for alternate means).
F9	Rail Trespassing Deterrence Program	Statewide (Unprotected railroad right-of-way)	Capital Project	Project Purpose: To invest in improvements that decrease incidents of rail trespassing as a means to improve safety and reduce property loss, injuries, and fatalities. General Scope: 1) Identify key railroad yards, interchange points, and major structures that may need to be secured from open public access. 2) Partner with local jurisdictions to identify security strategies including education, enforcement, and awareness.
F10	Double-track UPRR Huntington Subdivision	West of Nampa to Oregon	Capital Project	Project Purpose: To improve capacity to meet projected future demand. General Scope: 1) Establish ongoing partnerships with adjacent states and private railroads. Additional capacity for future needs would improve operations of the UPRR and could improve economic competitiveness Idaho.

ID No	Project Name	Location	Project Type	Project Purpose & General Scope
F11	Double-track UPRR Nampa Subdivision	Pocatello to Nampa	Capital Project	Project Purpose: To improve capacity to meet projected future demand. General Scope: 1) Establish ongoing partnerships with adjacent states and private railroads. Additional capacity for future needs would improve operations of the UPRR and could improve economic competitiveness Idaho.
F12	Double-track UPRR Pocatello Subdivision	Lava Hot Springs, east to Wyoming	Capital Project	Project Purpose: To improve capacity to meet projected future demand. General Scope: 1) Establish ongoing partnerships with adjacent states and private railroads. Additional capacity for future needs would improve operations of the UPRR and could improve economic competitiveness Idaho.
F13	Rail Freight Education and Information Program	Statewide	Program	Project Purpose: To educate the public on the importance of rail, and the benefits of moving freight via rail, to build public support for Idaho's Rail Program. General Scope: 1) Establish on-going public education program to promote Idaho's objectives relative to freight rail.
F14	Multi-modal Rail Yard Improvements	Statewide	Capital Project	Project Purpose: To improve existing multi-modal rail yards, and/or expand existing rail yards to improve access and availability of multi-modal freight facilities throughout Idaho to improve the efficiency of Idaho's freight system and spur economic development opportunities. General Scope: 1) Use regional forums to identify public/private partnership opportunities to build facilities. 2) Identify funding sources to construct and/or improve facilities as identified in F3. 3) Construct facilities.
F15	Establish and/or improve rail classification yards throughout Idaho	Statewide	Capital Project	Project Purpose: To establish and/or improve existing rail classification yards, and/or expand existing rail yards to improve access and availability of multi-modal freight facilities throughout Idaho to improve the efficiency of Idaho's freight system and spur economic development opportunities. General Scope: 1) Use regional forums to identify public/private partnership opportunities to build facilities. 2) Identify funding sources to construct and/or improve facilities as identified in F3. 3) Construct facilities.

ID No	Project Name	Location	Project Type	Project Purpose & General Scope
F16	High Cube Intermodal Service Study	Freight corridors paralleling I-90, I-84 and I-86 east/west, and I-15 north/ south.	Capital Project	Project Purpose: Establish competitive high cube double-stack multi-modal service in Idaho to increase capacity and improve the efficiency of Idaho's freight rail network. General Scope: 1) Work with rail line owners and neighboring states to prioritize corridors based on cost-benefit.2) Identify funding needs for installation of high-cubed double stack intermodal service.
F17	Interstate Rail Partnership Program[3]	Statewide	Program	Project Purpose: Establish ongoing partnerships to foster collaboration and joint planning with adjacent states. General Scope: 1) Expand existing partnerships with adjacent states and private railroads. 2) Monitor rail network improvements for impact on Idaho's economic competitiveness. 3) Use the FAC and existing partnerships to increase awareness of enhancements.
F18	Mexico to Idaho Carload Capacity Study	Statewide	Study	Project Purpose: Evaluate carload capacity needs along the Mexico to Idaho Supply Chain as a first step in increasing efficiencies. General Scope: 1) Conduct study to define project and advance goals.
F19	Truck/Rail Equity Project	Statewide	Study/ Program	Project Purpose: To evaluate trucking issues that affect rail shipping. General Scope: 1) Identify and prioritize rail improvements that provide the best opportunity to provide economic development and enhance revenue opportunities through the state by moving freight via rail in lieu of motor carriers. 2) Monitor and enact legislation that ensures motor carrier standards are uniform and are not given competitive advantage over rail.
F20	Expand & improve access to North-South Canadian Rail Link to Canada[4]	Statewide	Study	Project Purpose: To conduct a feasibility analysis of expanding/improving access to Canadian markets via a North-South freight rail route. General Scope: Conduct study to determine most cost effective north-south route for freight rail access to Canada that include recommendations for funding mechanisms.

[3] Project also identified in the Washington State Rail Plan.
[4] Project also identified in the Washington State Rail Plan.

ID No	Project Name	Location	Project Type	Project Purpose & General Scope
F21	Quiet Zones Study	Residential Communities-Statewide	Study	Project Purpose: Improve safety and livability within communities impacted by freight rail operations. General Scope: 1) Conduct study to determine most effective locations and funding for implementation of safety measures for the establishment of "FRA approved Quiet Zones".
F22	Hazardous Materials Rail Transport Safety Program	Statewide	Program	Project Purpose: To improve safety and emergency responsiveness along hazardous materials transport routes. General Scope: 1) Identify hazardous material routes/corridors. 2) Monitor infrastructure condition. 3) Prioritize existing funding for safety improvements along hazardous material routes.
F23	Positive Train Control Improvements	Statewide	Capital Project	Project Purpose: To install Positive Train Control (PTC) improvements on Class 1 carrier systems, as required by USDOT, to improve safety and efficiency. General Scope: 1) Identify main lines (carries 5 million or more gross tons of freight annually) over which hazardous materials that are poisonous or toxic by inhalation (PIH/TIH materials) are transported on other tracks as designated by regulation or order from the Secretary of Transportation. 2) Install Positive Train Control in compliance with the Rail Safety Improvement Act.
F24	Northwest Corridor - Pocatello Subdivision Upgrade	Portneuf River Valley	Capital Project	Project Purpose: To improve efficiency and capacity through capital investment in the Northwest Corridor's Pocatello Subdivision. General Scope: 1) Prepare cost estimates and schedule for a second main line at Topaz and to lengthen existing sidings. 2) Construct second line and extend sidings.
F25	P&L Short line Railroad Bridge Replacement and Shuttle Train Loader Facility[5]	Port of Whitman County	Capital Project	Project Purpose: To improve capacity and enhance rail access for agricultural producers in North Central Idaho. General Scope: 1) Upgrade the P&L branch bridges to the level required by FRA in order to accommodate 286,000 lb. (286K) rail cars and 2) provide reliable rail access to a new private sector $17 million commercial grain storage and loading facility at McCoy.

[5] Project also identified in the Washington State Rail Plan.

ID No	Project Name	Location	Project Type	Project Purpose & General Scope
F26	BGCM & GNRR Rail Corridor Preservation Program[6]	East of Port of Lewiston, between Kamiah and Grangeville	Program	Project Purpose: To preserve rail corridor and capacity in support of agricultural freight transport in North Central Idaho, and to promote economic development opportunities in the region. General Scope: 1) Identify potential funding sources. 2) Consider railbanking.
F27	Great Northern Corridor Study[7]	Chicago, IL to Vancouver, BC	Partner-ship	Project Purpose: To support multi-state corridor planning effort. General Scope: 1) Partner with adjoining states and BNSF on the Great Northern Corridor Study. 2) Coordinate with adjoining states on rail plans.
F28	High Capacity Rail Corridor Improvements	Statewide	Capital Project	Project Purpose: To upgrade critical corridor infrastructure to accommodate higher capacity rail cars to meet demand for capacity and enhance system efficiency. General Scope: 1) Use the Freight Advisory Committee to identify corridors with future capacity needs that can be resolved through higher capacity rail cars. 2) Conduct a benefit/cost analysis on identified corridors. 3) Identify public-private partnerships and potential funding sources to upgrade bridges, roadbeds, and rails identified as needing upgrades.
F29	Pocatello Dry Port	Pocatello - possibly at the airport	Capital Project	Project Purpose: To establish a dry port district in Pocatello and construct a multi-modal industrial park with transload capabilities, to enhance intermodal and freight rail access and efficiency, while providing economic development opportunities. General Scope: 1) Enact legislation to enable a port authority. 2) Design and construct facility.
F30	Local Land Use Rail Planning Assistance Program	Statewide	Program	Project Purpose: To disseminate technical resources/tools for local communities on land use policies that support rail system investment General Scope: 1) Identify available land use planning resources. 2) Work with rail owners/operators to disseminate land use/transportation policies along rail right-of-way

[6] Project also identified in the Washington and Oregon State Rail Plans.
[7] Project also identified in the Washington and Montana State Rail Plans.

ID No	Project Name	Location	Project Type	Project Purpose & General Scope
F31	Freight Corridor Capacity Assessment System	Statewide	Program	Project Purpose: To develop tool to assess multi-modal supply chains and capacity along freight corridors. General Scope: 1) Identify priority freight corridors (Freight Advisory Committee). 2) Use Agriculture and Commerce projections to assess future capacity needs along priority freight corridors.

Potential Passenger Rail Projects

Table 5-2: Potential Passenger Rail Service Studies, Projects and Programs Considered

ID No	Project Name	Location	Project Type	Project Purpose & General Scope
P1	Intercity Bus Program	Statewide	Program	Project Purpose: To assess demand and establish ridership for future passenger rail programs. General Scope: Continue with intercity bus program.
P2	Commuter Rail Service Feasibility Study	Statewide	Study	Project Purpose: To measure support and potential demand for commuter rail services along high commuter corridors General Scope: Evaluate potential support/demand and potential locations for commuter rail service
P3	Commuter Rail Corridor Preservation Program	Ada and Canyon Counties, remaining portions of Boise cut-off	Program	Project Purpose: To preserve future rail corridors to serve high capacity commuter routes General Scope: Identify funding to acquire rail corridor right-of-way for commuter rail operation.
P4	Rathdrum Multimodal Station Feasibility Study	Rathdrum	Study	Project Purpose: To establish bus station along Amtrak's Empire route to serve as intermodal interface and expand access to Amtrak service. General Scope: Assess feasibility of an intermodal bus station at Rathdrum, which could connect Coeur d'Alene and Post Falls with Sandpoint and Spokane

ID No	Project Name	Location	Project Type	Project Purpose & General Scope
P5	Heritage Tourism Rail Projects	Camas Prairies RailNet's line to Grangeville	Program	Project Purpose: To preserve and reuse abandoned freight rail lines for heritage tourism. General Scope: Evaluate abandoned rail lines for potential heritage tourism (partner with State Historic Preservation Office).
P6	Amtrak Pioneer Route Feasibility Study	Portland, OR to Boise, ID	Partnership	Project Purpose: To partner with adjoining states in support of a new feasibility study of the Pioneer Route General Scope: Coordinate/communicate with adjoining states on future studies to evaluate the restoration or replacement of the line that Amtrak terminated in 1997 along UP line.
P7	Montana Passenger Rail Feasibility Study Support	Williston, ND to Sandpoint, ID	Partnership	Project Purpose: To support Montana's efforts to study the feasibility of passenger rail service connecting Sandpoint, ID to the east. General Scope: Coordinate/communicate with Montana on study to evaluate feasibility and potential alignment of passenger rail line.
P8	Boise-Las Vegas High Speed Rail Feasibility Study	Boise, ID; Elko and Las Vegas, NV	Partnership	Project Purpose: To support Nevada's efforts to study the feasibility of intercity rail between Boise and Las Vegas General Scope: Coordinate/communicate with Nevada on study to determine the demand for service and potential alignment for a high speed rail line.
P9	Empire Route Service Expansion	Sandpoint	Partnership	Project Purpose: To support a service expansion expanding on Amtrak's Empire route by adding a second stop in Sandpoint. General Scope: Coordinate/communicate with adjoining states and Amtrak on shifting schedule to stop in Sandpoint in daylight hours and connect to the intercity bus service that would link Coeur d'Alene and Boise to nationwide rail service. Add service to Sandpoint, such as the Hiawatha Route.
P10	Hiawatha Route Reinstatement	Glenfew, IL to Auburn, WA, stop in Sandpoint, ID	Study	Project Purpose: To support efforts to expand Amtrak's Empire Route to include reinstatement of portions of the former Hiawatha Route General Scope: Participate in a study to evaluate reinstatement of the old Hiawatha line that Amtrak terminated in the 1970s.

ID No	Project Name	Location	Project Type	Project Purpose & General Scope
P11	Treasure Valley High Capacity Transit Study	I-84, Chinden Boulevard (N) to Victory Road (s)	Study	Project Purpose: To assess the feasibility of establishing a commuter rail service along I-84 in the heavily populated Treasure Valley region of Idaho. General Scope: 1) Assess economic feasibility of commuter rail service along I-84. 2) If economically feasible, assess potential alignments for rail service.

5.2 Project Refinement, Selection, and Prioritization

This project list was refined and prioritized by both the project management team and the steering committee through group discussion by clarifying project intent, and ability to fulfill the goals established early in the rail plan development:

GOAL 1: Idaho's rail system features seamless, modal connectivity while maintaining safety and efficiency in moving goods and people.

GOAL 2: Idaho's rail system features effective partnerships that leverage resources and opportunities.

GOAL 3: Idaho strategically invests in its rail system infrastructure while maximizing existing capacity and preserving the system.

The group identified appropriate responsible parties, and challenges associated with each project that should be considered when prioritizing, costing, and programming. The projects were then ranked, with each individual selecting the six (6) highest priority projects, at least one of which had to be a passenger rail project. Projects were "ranked" based upon the number of votes received; projects that tied in voting received the same ranking. **Table 5-3** demonstrates the results of this exercise for Freight Rail, while **Table 5-4** identifies the results for Passenger Rail.

Table 5-3 Refined Freight Rail Project List

ID	Name	Location	Description	Relevant Goal			Challenges	Sector	Additional Comments	Rank
				1	2	3				
F2	Treasure Valley Freight Multi-Modal Transload Center	City of Boise	1) Work with key stakeholders to identify local, state, Federal and private funding opportunities. 2) Build the center.	X	X	X	To identify further funding opportunities, communicate / collaborate with local, state, federal, and private interests Funding, political will	Public/ Private Partnership (P-3)	Combined with F3	1
F3	Statewide Multi-Modal Freight Facilities Study	Statewide	1) Obtain research funds. 2) Analyze multi-modal facility types (including double-tracked transload facilities, dry ports, rail spurs, transload facilities, intermodal facilities). 3) Identify minimum thresholds for economic feasibility. 4) Assess potential site locations in Idaho.	X	X			P3	Few obstacles; identifies optimum sites for F14 Combined with F2	3
F4	Bridging The Valley: Grade Crossing Improvement (BNSF route) and Realignment of UP mainline	Spokane Valley/ Rathdrum Prairie (Between Spokane & Athol)	1) Work with KMPO to identify funding for benefit cost analysis and prioritization of Bridging the Valley projects. 2) Engineering and construction.	X		X	Resources, funding	Public	Combined with 5	16

ID	Name	Location	Description	Relevant Goal			Challenges	Sector	Additional Comments	Rank
				1	2	3				
F5	Bridging The Valley: Grade Crossing Improvement only (BNSF route)	Spokane Valley/ Rathdrum Prairie (Kootenai County)	1) Work with KMPO to identify funding for benefit cost analysis and prioritization of Bridging the Valley projects. 2) Engineering and construction.	X		X			Combined with 4	16
F6	Railroad Crossing Safety Program	Statewide	1) Work with rail line owners and local jurisdictions to identify high risk grade crossings that meet the Railroad Crossing Safety Program requirements. 2) Increase awareness of program.	X	X		Resources, funding	Public	Ongoing, established	3
F7	Operation Lifesaver		1) Provide staff resources/support to Operation Lifesaver. 2) Research funding sources for marketing/ educational campaigns.	X	X			P3	Ongoing, established	9
F8	Idaho Rail Preservation Program	Statewide	1) Annually assess rail volume reports (from IPUC) for trends. 2) Conduct benefit/cost analysis on individual lines showing decreasing volumes over time, including potential for new industries. 3) Identify economic development partnerships/investments. 4) Develop partnerships between state/local jurisdictions and rail line owners/operators to apply for REDIFiT funding for rail line preservation and/or to apply for other funding for corridor preservation (including using the corridor for alternate means).			X	Political will, needs a champion	Public	Combined with P3	13

ID	Name	Location	Description	Relevant Goal			Challenges	Sector	Additional Comments	Rank
				1	2	3				
F9	Rail Trespassing Deterrence Program	Statewide (Unprotected railroad right-of-way)	1) Identify key railroad yards, interchange points, and major structures that may need to be secured from open public access. 2) Partner with local jurisdictions to identify security strategies including education, enforcement, and awareness.		X					13
F13	Rail Freight Education and Information Program	Statewide	1) Establish on-going public education program to promote Idaho's objectives relative to freight rail.		X	X	Resources, funding, definition	P3	Combined with F14	3
F14	Multi-modal Rail Yard Improvements	Statewide	1) Use regional forums to identify public/private partnership opportunities to build facilities. 2) Identify funding sources to construct and/or improve facilities as identified in F3. 3) Construct facilities.	X	X	X	Funding, project identification	Private, possibly P3	Combined with F3 Combined with F13 Combined with F16	2
F16	High Cube Intermodal Service Study	Freight corridors paralleling I-90, I-84 and I-86 east/west, and I-15 north/south.	1) Work with rail line owners and neighboring states to prioritize corridors based on cost-benefit.2) Identify funding needs for installation of high-cubed double stack intermodal service.	X		X	Funding, project identification	Private, possibly P3	Combined with 14	9

ID	Name	Location	Description	Relevant Goal			Challenges	Sector	Additional Comments	Rank
				1	2	3				
F17	Interstate Rail Partnership Program	Statewide	1) Expand existing partnerships with adjacent states and private railroads. 2) Monitor rail network improvements for impact on Idaho's economic competitiveness. 3) Use the Freight Advisory Committee and existing partnerships to increase awareness of enhancements.		X					13
F19	Truck/Rail Equity Project	Statewide	1) Identify and prioritize rail improvements that provide the best opportunity to provide economic development and enhance revenue opportunities through the state by moving freight via rail in lieu of motor carriers. 2) Monitor and enact legislation that ensures motor carrier standards are uniform and are not given competitive advantage over rail.	X	X		Controversy; pros and cons			11
F25	P&L Short line Railroad Bridge Replacement and Shuttle Train Loader Facility	Port of Whitman County	1) Upgrade the P&L branch bridges to the level required by the FRA in order to accommodate 286,000 lb. (286K) rail cars and 2) provide reliable rail access to a new private sector $17 million commercial grain storage and loading facility at McCoy.			X	Funding	Private, possibly P3	Combined w/28	16

ID	Name	Location	Description	Relevant Goal			Challenges	Sector	Additional Comments	Rank
				1	2	3				
F26	BGCM & GNRR Rail Corridor Preservation Program	East of Port of Lewiston, between Kamiah and Grangeville	1) Identify potential funding sources. 2) Consider railbanking to preserve rail corridor and capacity		X	X	Funding, ownership	Public		16
F29	Pocatello Dry Port	Pocatello - possibly at the airport	1) Enact legislation to enable a port authority. 2) Design and construct facility.		X	X	Political will	P3		3
F30	Local Land Use Rail Planning Assistance Program	Statewide	1) Identify available land use planning resources. 2) Work with rail owners/operators to disseminate land use/transportation policies along rail right-of-way	X		X	Collaboration with a wide range of groups Funding, resources	P3		12

Table 5-4: Refined Passenger Rail Project List

ID	Project Name	Location	Description	Relevant Goal			Challenges	Sector	Additional Comments	Ranking
				1	2	3				
P2	Commuter Rail Service Feasibility Study	Statewide	Evaluate potential support/demand and potential locations for commuter rail service	X			Moving beyond study is difficult	Public	Low cost	4

ID	Project Name	Location	Description	Relevant Goal			Challenges	Sector	Additional Comments	Ranking
				1	2	3				
P3	Commuter Rail Corridor Preservation Program	Ada and Canyon Counties, remaining portions of Boise cut-off	Identify funding to acquire rail corridor right-of-way for commuter rail operation.		X	X	Political will, needs a champion	Public		1
P5	Heritage Tourism Rail Projects	Camas Prairies RailNet's line to Grangeville	Evaluate abandoned rail lines for potential heritage tourism (partner with State Historic Preservation Office).		X			P3		5
P6	Amtrak Pioneer Route Feasibility Study	Portland, OR to Boise, ID	Coordinate/communicate with adjoining states on future studies to evaluate the restoration or replacement of the line that Amtrak terminated in 1997 along UP line.		X	X	Funding, political will	P3		1
P11	Treasure Valley High Capacity Transit Study	I-84, Chinden Boulevard (N) to Victory Road (s)	Conduct a study to assess economic feasibility and evaluate proposed alignments along I-84.	X		X		Public	Low cost	3

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Section 6 Idaho's Long Range Rail Service and Investment Program

6.1 Vision for Rail

Development of Idaho's rail vision relied on the active and collaborative participation of key stakeholders and their expert /collective expertise to develop a vision, goals, and implementation strategies for an integrated rail system that supports Idaho's present economic competitiveness, stability, and future economic growth.

All Idahoans with an interest in the future of Idaho's Rail System were encouraged to participate in the process. ITD identified the following specific stakeholder groups for which this project may have specific relevance:

- System users – public and private, including but not limited to agriculture, manufacturing, natural resources, recycling, other products and passengers;
- Owners and operators – public and private, including but not limited to air, rail, port, trucking, highway;
- Economic development professionals;
- Elected officials;
- Federal government agency representatives;
- State government agency representatives;
- Metropolitan Planning Organizations;
- Environmental organizations; and,
- General public.

The vision and goals for Idaho's Rail Network were developed through a series of facilitated workshops with the Project Steering Committee, and vetted through focus group meetings, stakeholder interviews (including specifically targeted passenger rail stakeholders), and the public participation process, as further detailed in Section 8 of this report. The vision, goals and outcomes from that process are summarized in **Table 6-1**.

Table 6-1. Vision for Idaho's Rail Network

Rail Powers Idaho's Economy
GOAL 1: Idaho's rail system features seamless, modal connectivity while maintaining safety and efficiency in moving goods and people.
GOAL 2: Idaho's rail system features effective partnerships that leverage resources and opportunities.
GOAL 3: Idaho strategically invests in its rail system infrastructure while maximizing existing capacity and preserving the system.
Outcomes: • **Idaho goods and people transported effectively** • **Transportation costs are competitive nationally** • **Rail-related crashes decline**

This vision was foundational in the development of Idaho's Long-Range Rail Service and Investment Program (LRSIP). Programs, studies and projects included in the LRSIP were selected based upon their potential benefit in realizing the identified goals and their feasibility. As based upon the projects selected, the following outcomes are envisioned in the five-year and twenty-year planning horizons.

Five-Year

Freight Rail

In the five-year planning horizon, it is envisioned that Idaho will develop programs and funding mechanism that support the expansion of access to intermodal services in Idaho, evaluate opportunities for expanding access, and invest in the first phase of a multi-modal transload facility in the Treasure Valley. Idaho will continue to improve safety through investments in rail-highway crossing, with priority given to the most dangerous crossings.

Passenger Rail

It is envisioned that Idaho will conduct studies to assess the need and feasibility of commuter rail service along high-commute corridors in Idaho, as well as the potential for expansion of intercity (AMTRAK) passenger service, within the 5-year planning horizon.

Twenty-Year

Freight Rail

Idaho will continue to improve rail-highway crossing safety in the 20-year planning horizon, through investment in rail crossing safety enhancements, using a system of data-driven prioritization. In this period, it is further envisioned that Idaho will make demand-driven investments to expand the availability of multi-modal, intermodal and transload rail opportunities throughout the state to improve freight efficiency, as well as capacity.

Passenger Rail

In the 20-year planning horizon, it is envisioned that Idaho will implement demand-driven commuter rail service along high-commute corridors, where feasible. It is also anticipated that Idaho will seek to preserve rail corridor for future passenger rail service.

6.2 Program Coordination

In the development of this plan, the following plans and legislation were reviewed to provide policy guidance and identify potential opportunities for coordination:

- Passenger Rail Investment and Improvement Act (PRIIA), 2008
- Preliminary National Rail Plan (PNRP), 2009
- The Federal Railroad Administration's (FRA) Proposed State Rail Plan Guidance, 2012
- Adjacent States' Rail Plans.

Preliminary National Rail Plan (PNRP), 2009

The Passenger Rail Investment and Improvement Act (PRIIA) of 2008 directs the Administrator of the FRA to develop a long-range national rail plan and a Preliminary National Rail Plan (PRNP). FRA delivered the PNRP to Congress on October 16, 2009, and produced a progress report, *National Rail Plan: Moving Forward*, in September 2010. The PNRP and the subsequent progress report were considered in the development of this plan.

This PNRP establishes policy direction for state freight planning:

- Freight corridors should be self-supporting (after construction), cost-effective, fuel efficient, and environmentally friendly.

- Stakeholders need to evaluate the appropriateness of various strategies for investing in freight rail by the private sector, the public sector, or potentially both.
- States can leverage Federal programs and funds by partnering with all freight transportation stakeholders, including the private sector.
- States need to develop new and more creative ways to better allocate resources, to create a more integrated and efficient freight and passenger transportation network.

The PNRP also provides direction regarding the assignment of costs and allocation of resources equitably across all modes of freight transportation. It provides a brief discussion regarding the discrepancy between motor and water carriers that operate on public right-of-ways (highways and waterways) which are publicly financed and the privately supported rail industry. Rail industry customers pay all variable and fixed costs, including maintenance of the infrastructure, unlike other modes. The PRNP notes that according to the Federal Highway Administration's May 2000 *Addendum to the 1997 Federal Highway Cost Allocation Study*, all types of combination trucks only pay 80 percent of their federal highway cost responsibility through user fees, and combination trucks over 80,000 pounds pay only half of their cost responsibility. Also, local roads are partially locally funded. The PNRP suggests that states "examine the opportunities that would exist if the various modes were priced properly, and calculate the expected benefits and cost savings that might result" in their rail plans, in order to ensure that transportation resources and costs are adequately allocated.

Proposed State Rail Plan Guidance, 2012

PRIIA requires each state to develop a statewide rail plan to evaluate policies involving freight and passenger (intercity and commuter) rail transportation within their boundaries, establish priorities and implementation strategies to enhance rail service in the public interest, and serve as a basis Federal and State rail investments within the State. In August of 2012, FRA issued proposed State Rail Plan Guidance to standardize the content of state plans, in accordance with requirements detailed in 49 U.S.C. §22705.[1] The Idaho Rail Plan Final Report was developed consistent with this guidance.

Adjacent States' Rail Plans

Rail plans from adjacent states were reviewed to identify opportunities for coordination of policies and potential projects. State plans considered include Washington, Oregon, Nevada, Utah, Wyoming, and Montana. A summary of the relevant elements of those plans is included in Section 1 of this plan, and opportunities for project coordination are identified in Section 5 of this plan.

6.3 Rail Financing Alternatives

This section outlines potential funding sources for freight rail and passenger rail in Idaho. Potential funding sources include federal, state, and private monies. Funding sources may be grants, loans (that have the potential to generate or be repaid from a revenue stream), and financing programs such as public-private partnerships.

A mix of funding sources may be required for various phases and components of each potential rail project. Three national trends affect potential sources of revenues for rail projects:

1. The shift of transportation finance responsibilities from federal government to state government and state government to local government, particularly the anticipated future decline of federal grant assistance for transportation projects. State and local government will bear an increasing share for financing future transportation needs.

2. The increasing reliance on loan financing tools to fund projects in order to compensate for the decline of grant funding and to increase private sector participation.

3. Increasing unreliability of gas tax revenue—as fuel efficiency increases and use of alternative fuel vehicles increases, gas tax revenues will decrease.

Federal Funding Sources

Moving Ahead for Progress in the 21st Century (MAP-21)

MAP-21 is the federal surface transportation funding program. MAP-21 was signed in to law on July 6, 2012 and expires on September 30, 2014. MAP-21 authorizes federal highway, transit, and transportation safety programs for federal fiscal year (FY) 2013 and 2014 (October 1, 2012 through September 30, 2014). It provides a total federal authorization of $105 billion for FY 2013 and 2014. Overall funding, and the relative funding split for highways and transit (approximately 80 percent/20 percent) are the same as the previous biennium. Idaho's FY 2013 apportionment totaled $268.7 million across all Map-21 Programs.

MAP-21 consolidates the number of federal programs by two-thirds, from about 90 programs down to less than 30. The Surface Transportation Program retains the same structure, goals and flexibility to allow states and metropolitan areas to invest in the projects that fit their unique needs and priorities. It also widely defines eligibility of surface transportation projects that can be constructed.

"New Starts" grant programs for fixed guideway capital investments such as passenger rail were streamlined under MAP-21, allowing alternatives analysis work to be done as part of other metropolitan and environmental planning processes.

MAP-21 creates a new title called "America Fast Forward Financing Innovation" which strengthens the Transportation Infrastructure Finance and Innovation Program (TIFIA), which is discussed in more detail in a later section. TIFIA is not a funding source, but a method of financing projects through assisted

borrowing. Available TIFIA funding is increased substantially from the current $122 million per year to $750 million in FY 2013, and $1 billion in FY 2014.

MAP-21 programs are described in further detail under the administering agencies, FRA and FHWA.

Passenger Rail Investment and Improvement Act (PRIIA), 2008

The Passenger Rail Investment and Improvement Act of 2008 (PRIIA) reauthorizes a passenger rail funding program mirroring the time frame of the Amtrak's strategic plan. PRIIA authorizes $1.5 billion for a new high speed rail development program. It also authorizes additional funding for Amtrak to address a backlog of maintenance needs, and establishes provisions to shift some Amtrak expenses to states. PRIIA expires on September 30, 2013.

PRIIA contains several provisions to facilitate increased private sector participation in intercity passenger rail service, including:

- Section 214 of PRIIA creates an Alternate Passenger Rail Service Pilot Program that would allow one of more private railroads over which Amtrak operates to receive federal operating subsidies in return for assuming responsibility for the operation of up to two intercity passenger rail routes currently operated by Amtrak.
- Section 217 of PRIIA would allow states that select an entity other than Amtrak to operate a state-supported intercity passenger rail route to request use of Amtrak facilities, equipment and services necessary to operate that route, with the Surface Transportation Board responsible for resolving any disputes.
- Section 502 of PRIIA required the FRA to solicit private sector proposals for development of federally designated high-speed rail corridors.

US Department of Transportation, Federal Railroad Administration (FRA)

FRA supports passenger and freight railroad services through a variety of competitive grant, dedicated grant, and loan programs to develop safety improvements, relieve congestion, and encourage the expansion and upgrade of passenger and freight rail infrastructure and services. FRA also provides training and technical assistance to grantees and stakeholders.

In addition, since 2003, USDOT is required to approve National Railroad Passenger Corporation (Amtrak) allocation of congressionally appropriated federal funding, and FRA is responsible for administering appropriated funds in designated operating and capital expense accounts, disbursed quarterly and monitored monthly.

Railroad Rehabilitation and Improvement Financing Program (RRIF)

The RRIF program provides direct federal loans and loan guarantees to finance development of railroad infrastructure. Transportation Equity Act for the 21st Century (TEA-21) established this program and SAFETEA-LU amended it. The program authorizes the FRA Administrator to provide direct loans and loan guarantees up to $35 billion. Up to $7 billion is reserved for projects benefiting freight railroads other than Class I carriers. This program has primarily funded freight railroads to date. The funding may be used to:

- Acquire, improve, or rehabilitate intermodal or rail equipment or facilities, including track, components of track, bridges, yards, buildings, and shops;
- Refinance outstanding debt incurred for the purposes listed above; and/or
- Develop or establish new intermodal or railroad facilities.

Direct loans can fund up to 100 percent of a railroad project, with repayment periods of up to 35 years and interest rates equal to the government's cost of borrowing. Eligible borrowers include railroads, state and local governments, government sponsored authorities and corporations, joint ventures that include at least one railroad, and limited option freight shippers that intend to construct a new rail connection.

With just $1.6 billion committed to projects so far, this program is underutilized. The main obstacle is the length of time to secure a loan—up to 18 months or more. FRA will give priority to projects that:

- Enhance public safety, the environment, service, and capacity in the national rail system;
- Promote economic development;
- Enable US companies to be more competitive in international markets;
- Are endorsed by the plans prepared by the State in which they are located;
- Preserve or enhance rail or intermodal service to small communities or rural areas; and/or
- Materially alleviate rail capacity problems which degrade the provision of service to shippers and would fulfill a need in the national transportation system.

Railroad Research and Development University Grants

The Research & Development Program of FRA provides grants for university research, each year awarding several grants a ranging from $100,000 to $200,000, with a total allocation of $1 million per year. The grant cycle is once every three years. Research is focused on vehicle-track interaction, transducers, detection of weak track, subsurface evaluation, car reliability, and engineer stress, but other areas awarded grants are as well. Awards are made to University's that have expertise that complements FRA's Research & Development program. Applicants are encouraged to share project costs, or provide in-kind services in support of the research projects.

Railroad Safety

The purpose of the program is to reduce railroad-related casualties and accidents. Eligible activities include assistance to support risk reduction pilot projects; to promote educational awareness; and to help establish, develop, and implement plans, procedures, and networks to send and receive security-sensitive or emergency-related information from the government to rail stakeholders and from rail stakeholders to the government. Eligible applicants are any entities concerned with railroad safety. The available amount for FY 2013 is estimated to be $9 million nationwide.

US Department of Transportation, Federal Highway Administration (FHWA)

Surface Transportation Program (STP)

MAP-21 continues the STP, providing an annual average of $10 billion in flexible funding that may be used by States and localities for projects to preserve or improve conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for non-motorized transportation, transit capital projects, and public bus terminals and facilities.

Highway Safety Improvement Program (HSIP)

The goal of the program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. It requires states to have a data-driven State Strategic Highway Safety Plan and have a safety data system.

For FY 2013, there is a total federal authorization of $2.39 billion dollars and for FY 2014, there is $2.41 billion dollars allocated, with approximately $16.6 million authorized for Idaho in FY 2013. HSIP provides a lump sum apportionment to each State, with the apportionment divided among the State's individual formula programs, with set-asides: $220 million for railway-highway crossings nationwide, as well as set asides for Transportation Alternatives (TA) program (as based upon formula distribution), and State Planning and Research (2% of each state's HSIP) .

Railway-Highway Crossings Program

This formula grant program provides funding to individual states to funds improvements to reduce the number of fatalities, injuries, and crashes at public grade crossings. Each state is guaranteed to receive 0.5% of the program funds. The level is based 50% on the Surface Transportation Program formula factor and 50% on number of public railway-highway crossings. Federal funding authorized for FY 2013 and FY 2014 is $220 million annually. Idaho's FY 2013 apportionment for this program was approximately $1.8 million.

Congestion Mitigation and Air Quality Improvement (CMAQ)

The CMAQ program was created in 1991 as part of Intermodal Surface Transportation Efficiency Act (ISTEA) to provide innovative funding for transportation projects that improve air quality and help meet requirements of the Clean Air Act. The CMAQ program is continued in MAP-21 to provide a flexible funding source to State and local governments for transportation projects and programs. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

Funds may be used for transportation projects likely to contribute to the attainment or maintenance of a national ambient air quality standard, with a high level of effectiveness in reducing air pollution, and be included in the Metropolitan Planning Organization's (MPO's) current transportation plan and transportation improvement program (TIP) or the current state transportation improvement program (STIP) in areas without an MPO.

MAP-21 reauthorized $2.2 billion for FY 2013 and another $2.2 billion in 2014. MAP-21 has a new approach to core formula program funding, authorizing a lump sum total instead of individual authorizations for each program. CMAQ funding may be used for freight and passenger rail projects that accomplish the program's air quality goals. Idaho's apportionment for this program in FY 2013 was approximately $268.7 million.

Projects of National and Regional Significance (PNRS) Planning and Research

The Projects of National and Regional Significance (PNRS) program will continue to fund projects that provide long-term congestion relief and safety improvements to the transportation system and thus remains a viable funding source for large freight-oriented projects. The program was funded for $500 million in FY 2013 but not at all in FY 2014 under MAP-21, and is subject to appropriations from the General Revenue Fund. An eligible project is any surface transportation project eligible for assistance under 23 USC, including a freight railroad project eligible under that title, that has a total eligible cost greater than or equal to the lesser of (1) $500,000,000 or (2) 75 percent of the amount of Federal highway funds apportioned to the State in which the project is located for the most recently completed fiscal year.

Eligible costs are development phase activities (including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities) and the costs of construction, reconstruction, rehabilitation, and acquisition of right-of-way, environmental mitigation, construction contingencies, acquisition of equipment, and operational improvements.

Projects are evaluated for this competitive program based upon the ability of the project to generate national economic benefits, reduce congestion, improve transportation safety, enhance the national transportation system, and garner support for non-Federal financial commitments, as measured by the degree to which Federal investment is leveraged.

State Planning and Research

Funding is provided by a 2% set-aside from each State's apportionments of four programs: the National Highway Performance Program (NHPP); the Transportation Mobility Program; the Highway Safety Improvement Program (HSIP); and the Congestion Mitigation Air Quality Improvement Program (CMAQ) Program.

Of the funds that are set aside, a minimum of 25% must be used for research purposes, unless the State certifies that more than 75% of the funds are needed for statewide and metropolitan planning and the Secretary accepts such certification.

Eligible activities include:

- Engineering and economic surveys and investigations;
- Planning of future highway programs and local public transportation systems and planning of the financing of such programs and systems, including metropolitan and statewide planning;
- Development and implementation of management systems, plans and processes under the NHPP, HSIP, CMAQ, and the National Freight Policy;
- Studies of the economy, safety, and convenience of surface transportation systems, and the desirable regulation and equitable taxation of such systems;
- Research, development, and technology transfer activities necessary in connection with the planning, design, construction, management, and maintenance of highway, public transportation, and intermodal transportation systems;
- Study, research, and training on the engineering standards and construction materials for transportation systems described in the previous bullet, including the evaluation and accreditation of inspection and testing and the regulation and taxation of their use; and,
- Conduct of activities relating to the planning of real-time monitoring elements.

US Department of Transportation, Federal Transit Administration (FTA)

Urbanized Area Formula Program (Section 5307)

This program makes Federal resources available to urbanized areas (with over 50,000 people) and to states for transit capital, transit operating assistance, and transportation planning. The Federal share is not to exceed 80 percent of the net project cost and funds are apportioned to each state through legislative formulas: For areas of 50,000 to 199,999 in population, the formula is based on population

and population density. For areas with populations of 200,000 and more, the formula is based on a combination of bus revenue vehicle miles, bus passenger miles, fixed guideway revenue vehicle miles and route miles, as well as population and population density. For Fiscal Year 2013 a total of $4.8 billion is authorized by the FTA to be apportioned amongst the states. This funding program cannot be used to fund new fixed guideway systems or intercity passenger rail. Although it can be used to operate and maintain urban street cars or commuter rail, by the time Idaho has such systems in place, there will likely be a new transportation authorization in effect.

Fixed Guideway Capital Investment Grants ("New Starts") (Section 5309)

The New Starts program provides grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors. This program defines a new category of eligible projects, known as core capacity projects, which expand capacity by at least 10% in existing fixed-guideway transit corridors that are already at or above capacity today, or are expected to be at or above capacity within five years. The program also includes provisions for streamlining aspects of the New Starts process to increase efficiency and reduce the time required to meet critical milestones. Eligible recipients are state and local government agencies (including transit agencies), and the maximum federal share for any project is 80%.

Metropolitan and Statewide Planning (Sections 5303, 5304, 5305)

Funding for planning activities are distributed to states and allocated by the State to the Metropolitan Planning Organizations (MPOs). A total of $127 million for Fiscal Year 2013 is authorizes for planning activities that:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility of people and for freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation; and,
- Emphasize the preservation of the existing transportation system.

Innovative Financing Tools

Transportation Infrastructure Finance and Innovation Act (TIFIA) Loans and Credits

The TIFIA program provides federal credit assistance in the form of direct loans, loan guarantees, and standby lines of credit to finance surface transportation projects of national and regional significance. TIFIA credit assistance provides improved access to capital markets, flexible repayment terms, and potentially more favorable interest rates than can be found in private capital markets for similar instruments. TIFIA can help advance qualified, large projects (in excess of $50 million) that otherwise might be delayed or deferred because of size, complexity, or uncertainty over the timing of revenues. Each dollar of federal funds can provide up to $10 million in TIFIA credit assistance and leverage $30 million in transportation infrastructure investment. TIFIA is not a funding source, but a method of financing projects through assisted borrowing.

TIFIA loans can be used for both freight and passenger projects. TIFIA funding assistance has been granted in most instances to large-scale toll projects of "national significance." TIFIA funding allows for potentially more competitive financing terms and longer maturities compared with bonds issued in the municipal finance market.

Public freight rail facilities, private facilities providing public benefit for highway users, intermodal freight transfer facilities, projects that provide access to such facilities, and service improvements (including capital investments for intelligent transportation systems) at such facilities are also eligible for TIFIA assistance. Eligible passenger rail projects include the design and construction of stations, track and related infrastructure, as well as the acquisition of intercity or transit vehicles.

Eligible project activities include the following: 1) development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, permitting, preliminary engineering and design work, and other pre-construction activities; 2) construction, reconstruction, rehabilitation, replacement, and acquisition of real property (including land related to the project and land improvements), environmental mitigation, construction contingencies, and equipment acquisition; and 3) capitalized interest necessary to meet market requirements, reasonably required reserve funds, capital issuance expenses, and other carrying costs during construction. However, capitalized interest on TIFIA credit assistance may not be included as an eligible project cost.

Eligible applicants are states, local governments, railroad companies, transit agencies, special districts, and private entities. TIFIA loans are often used in public-private partnerships because they increase private sector participation. The main limitations of TIFIA loans are that they are limited to 33 percent of the project cost, and that dedicated revenues for repayment are required.

Private Activity Bonds (PABs)

Private Activity Bonds (PABs) are debt instruments authorized by FHWA and issued by State or local governments whose proceeds are used to construct projects with significant private involvement. With approval from the U.S. Department of Transportation (DOT) to issue PABs, the State or local government issues tax-exempt debt on behalf of the private entity undertaking the project. The private entity finances and delivers the project and is responsible for debt service on the PABs. Bonds are a form of debt, not revenue. They must be backed by revenue that is adequate to repay the debt, such as general fund revenues, property taxes, sales taxes, or impact fees that are charged to developers. The limit is $15 billion and as January 1, 2013, FHWA has approved $4.2 billion.

Eligible projects are:

- Any surface transportation project which receives Federal assistance under Title 23, United States Code;
- Any project for an international bridge or tunnel for which an international entity authorized under Federal or State law is responsible, and which receives Federal assistance under Title 23, United States Code; and,
- Any facility for the transfer of freight from truck to rail or rail to truck (including any temporary storage facilities directly related to such transfers) which receives Federal assistance under Title 23 or Title 49.

Examples of facilities for the transfer of freight from truck to rail or rail to truck include cranes, loading docks and computer-controlled equipment that are integral to such freight transfers. Examples of facilities that are not freight transfer facilities include lodging, retail, industrial or manufacturing facilities.

Within 5 years, 95 percent of proceeds must be expended. Therefore PABs are appropriate for planned, "shovel ready" projects. PABs may be used in conjunction with TIFIA. PABs likely have limited applicability in Idaho, as the current state constitution expressly prohibits using public funds for profit. Specifically, Article VII, Section 10 of the Idaho Constitution states:

> "MAKING PROFIT FROM PUBLIC MONEY PROHIBITED. The making of profit, directly or indirectly, out of state, county, city, town, township or school district money, or using the same for any purpose not authorized by law, by any public officer, shall be deemed a felony, and shall be punished as provided by law.[2]

This has commonly been interpreted as a prohibition on public investment in privately-owned properties. While PABs could be used for public infrastructure investments in support of a public/private partnership project, use of PABs for other purposes would likely require specific enabling legislation, and/or a constitutional amendment.

Other Federal Agencies

US Department of Housing and Urban Development (HUD)

Community Development Block Grants (CDBG)

The Idaho Department of Commerce administers Idaho's Small Cities Community Development Block Grant apportionment. Idaho Community Development Block Grants (ICDBGs) help Idaho cities and counties to develop needed infrastructure. The program is administered by Idaho Department of Commerce, Division of Economic Development, with funds received annually from the U.S. Department of Housing and Urban Development. Grants are competitively awarded on an annual basis, with funds used to construct projects that benefit low and moderate-income persons, help prevent or eliminate slum and blight conditions, or resolve safety threats in local communities. Only incorporated cities with less than 50,000 people or counties are eligible to apply for these funds. No match is required, and CDBG funds are the only federal dollars that can be used as match for other federal dollars. Grants amounts are generally limited to $350,000. Projects eligible include public facilities construction and improvements (including water and sewer systems, streets, and fire stations and other public infrastructure), and economic development projects (public facility improvements that support new or expanding companies that will be creating jobs). Funds cannot be used for privately owned facilities and infrastructure.

US Department of Commerce

Economic Development Administration (EDA) Grants

The EDA provides discretionary grants to leverage strategic investments that foster job creation and attract private investment to support development in economically distressed areas of the United States. The EDA funds project from both rural and urban areas to provide investments that support construction, non-construction, technical assistance, and revolving loan fund projects under EDA's Public Works and Economic Adjustment Assistance programs. Grants made under these programs are designed to leverage existing regional assets to support the implementation of economic development strategies that advance new ideas and creative approaches to advance economic prosperity in distressed communities.

Environmental Protection Agency (EPA)

The EPA funds a variety of programs related to air quality, education, pollution prevention, and more. EPA has two relevant technical assistance programs: Community Action for a Renewed Environment and Smartway Transport Partnership. Both provide tools to quantify and analyze air quality.

There are also two categories of funding relevant to freight rail available from EPA, as detailed below:

Brownfields

Brownfields funding may be considered for development of intermodal centers. The three types of relevant EPA brownfields funding are:

- **Assessment grants** provide up to $200,000 ($350,000 with waiver) funding each year for three years for a grant recipient to inventory, characterize, assess, and conduct planning and community involvement related to brownfield sites.
- **Revolving loan fund grants** enable States, political subdivisions, and Indian tribes to make low interest loans to carryout cleanup activities at brownfields properties. Grants are up to $1,000,000 over five years.
- **Cleanup grants** provide funding for a grant recipient to carry out cleanup activities at brownfield sites. Grants are $200,000 over three years.

Clean Diesel

The Diesel Emissions Reduction Act authorizes funds to reduce emissions from existing diesel engines—70 percent of DERA funds for national competitive grants, with the remaining 30 percent allocated to the states. Idaho's allocation for 2012 was $120,623. The 2010 reauthorization is for up to $100 million annually for FY 2012 through FY 2016 and allows for new types of funding mechanisms. Congress appropriated$29.9 million for FY2012. Grants are for emission control and idle reduction technologies, cleaner fuels, engine upgrades or replacements, and/or vehicle or equipment replacements and other uses. The main use of the funding for rail projects is to replace locomotives. Grants cannot be used to fund the cost of emissions reductions that are mandated under federal law.

US Department of Treasury, Internal Revenue Service (IRS)

Qualified Railroad Track Maintenance Tax Credit

The Railroad Track Maintenance Credit, authorized under Section 45G of the Internal Revenue Code, provides tax credits to qualified taxpayers for expenditures on railroad track maintenance on trackage that Class II or Class III railroads own or lease. It was extended to tax year 2013. Applicants complete IRS form 8900. The amount of the tax credit provided can equal up to 50 percent of the qualified railroad track maintenance and rehabilitation expenditures. Qualified railroad track expenditures include all

expenditures for maintaining and rehabilitating railroad track, involving roadbed, bridges, and related track structures. Eligible taxpayers qualifying for this credit include any Class II or Class III railroad and any person transporting property on a Class II or Class III railroad facility, or furnishing railroad-related property or services to a Class II or a Class III railroad on miles of track that the railroad has assigned to that person. This includes Class I railroads that serve Class II and III railroads. The maximum credit allowed under this program is $3,500 per mile of railroad track owned, leased, or assigned to an eligible taxpayer.

US Department of Agriculture (USDA) Rural Development

Community Facilities Grants and Direct and Guaranteed Loans

The USDA Rural Housing Service's Community Facility Program offers grants and loans to construct, enlarge, extend, or improve community facilities; provide essential services; and/or improve safety in rural areas and towns with a population of 20,000 or less. Eligible transportation related community facilities include transportation infrastructure for industrial parks and railroads. Eligible applicants are local governments, special districts, Tribes, and nonprofit organizations. Applicants must have the legal authority to borrow and repay loans, to pledge security for loans, and to construct, operate, and maintain the facilities.

State Funding Sources

State Revenue

Revenue sources for transportation funding in Idaho are approximately 40 percent from state sources and 55 percent from federal sources. Most of the Idaho state revenue is from the Highway Distribution Account (HDA), which is comprised of:

- Gasoline tax, 25 cents per gallon[1], accounts for approximately 40 percent of state revenue
- Diesel tax, 25 cents per gallon, accounts for approximately 18 percent of state revenue
- Passenger car and truck registrations, account for approximately 30 percent of state revenue

HDA revenue is added to the remaining 12 percent of state revenue from Department of Motor Vehicles fees (such as operators' licenses, titles, driver records, etc.) and miscellaneous sources to revenue from federal and local funding to comprise the State Highway Account.

The Idaho Transportation Board has allocated $250,000 dollars annually from the state highway distribution account for rail safety projects, in addition to the federal funds dedicated under the HSIP

[1] An additional one cent per gallon goes into the Petroleum Clean Water Trust Fund, created as a result of a legal settlement between the state and the American Trucking Association regarding the repeal of the weight-distance tax.

program. Rail safety projects from these two funding sources are listed under highway projects in the five-year Transportation Investment Plan.

Rural Economic Development and Integrated Freight Transportation Program (REDIFiT)

REDIFiT is a revolving loan fund for assisting qualified short line rail or intermodal freight shippers to upgrade, expand, rehabilitate, purchase or modernize equipment and facilities for Idaho's freight shipping infrastructure. ITD plans this program, while the Idaho Department of Agriculture administers it, with guidance from an Interagency Working Group. The Working Group is composed of 8 members as follows:

- Four members appointed by the Director of the Idaho Transportation Department (ITD). Two members are ITD employees; one member, not a state employee, represents freight shipping interests; and one member is a representative from the local Highway Technical Assistance Council.
- Three members appointed by the Director of the ISDA. Two members are ISDA employees, and one member, not a state employee, represents business development and financing interests.
- One member appointed by the Director of the Idaho Department of Commerce.

State funding for projects is contingent upon appropriate private sector partnerships with the participation and cooperation of state and local governments. The Legislature appropriated a onetime appropriation of $5 million for the program beginning in FY 2007. The REDIFiT revolving loan fund (for capital facilities) has total assets of $3.57 million. There is a $100,000 funding cap on individual grants, while feasibility study grants are capped at $100,000, and require a 100% match. Eligible applicants are Individuals, groups of individuals, businesses (that have county-based or city-based partnerships) and county-based or city-based Intermodal Commerce Authorities. Eligible projects include planning and feasibility studies, rail line rehabilitation, equipment purchase, and construction of reloading facilities. It does not cover purchase of land or buildings. A match of 100 percent is required.

Local Funding Mechanisms

Local funding sources are used primarily for improving the mobility of local residents, which largely involves passenger rail projects, although they can be used for freight projects (e.g., grade-crossing improvements, rail relocation projects, etc.), as well as economic development projects. Potential sources of local funding can include the following:

Tax Increment Financing within an Urban Renewal District (TIF/URD)

Tax Increment Financing (TIF) is a local economic development financing tool that is available to Urban Renewal Agencies (URAs) within the state of Idaho. TIF works by freezing the taxable worth of property at the value it holds at the time the authorizing legislation was approved. Any payments derived from the increased assessed value of improvements to the property are directed towards a separate fund which is then used to finance the construction of public infrastructure. The funds must be used in

compliance with the Urban Renewal District Plan developed by the URA and approved by the municipality's governing body.[3]

Revenue Anticipation Bonds and General Obligation Bonds

Revenue Anticipation Bonds (RABs) are bonds issued by a governmental entity for public improvements, where the debt is repaid through user fees generated by the proposed improvement being financed. RABs are a potential financing tool available to local governmental entities, with voter approval. Idaho Code Title 50, Chapter 10 authorizes RABs, providing that cities may bond for off street parking facilities, public recreation facilities, and air navigation facilities, to be paid for solely by revenues generated there in with approval of a two-thirds majority of voters. Further, it allows for local jurisdictions to bond for the purchase, construction, equipment, or expansion of water systems, sewage collection systems, water treatment plants, sewage treatment plants, and existing electrical generating facilities with a simple majority of voters. It also provides that a Port District may issue RABs for the purpose of carrying out of its authorized duties or powers, without the requirement of a vote by the electorate, provided the bonds are repaid by any source other than an ad valorem property tax.[4]

General Obligation Bonds (GOBs) are bonds issues by a governmental entity for public improvements that are re-paid through property taxes or an ad valorem property tax. Cities are authorized to issue GOBs, with a pledge of future property taxes and approval of a two-thirds majority of voters.[5] GOBs are also authorized in Idaho State Statutes within a city Community Infrastructure District, with approval of a 2/3 majority of voters within that district[6], through a Local Improvement District[7], with a simple majority of City Council. With the approval of a two-thirds majority of voters within the Port District, a Port is also authorized to issue GOBs, to be repaid with an ad valorem property tax.[8]

6.4 Potential State Rail Agency Organizational, Policy, and Program Changes

Potential Funding Policy Changes, Strategies and Partnerships

State Infrastructure Bank

State infrastructure banks are revolving loan funds that can use existing state or federal funds. SAFETEA-LU authorized infrastructure bank establishment for all states, and there appear to be no changes to the State Infrastructure Bank provisions in MAP-21. Infrastructure bank projects that use federal funds must meet federal eligibility requirements, and require a 20 percent state or local match. Using an infrastructure bank, states can leverage money for transportation projects, accelerate construction timelines, and reuse assistance for future projects. Banks may also make loans and provide access to credit, and are therefore used in public-private partnerships. Money may be used for any type of surface transportation project. Repayment schedules can be structured to match the availability of project revenue streams. Infrastructure banks are underutilized for non-highway projects.

Idaho currently does not have an Infrastructure Bank Program, though it could consider establishing one in the future. One obstacle is the significant amount of staff time and expertise that is required to establish and manage such a program.

Local Option Sales Tax

Idaho Code authorizes local option sales tax in limited circumstances and for limited purposes. Local sales tax typically is used to fill budget gaps and revenue shortfalls. There has been significant discussion in Idaho, regarding the expansion of the provision of a local option sales tax to fund transportation infrastructure projects, which could provide a solid funding source for commuter rail service within Idaho's urban centers in the future. In 2011, the Governor's Task Force on Modernizing Transportation Funding in Idaho confirmed Idaho's significant and growing transportation funding shortfall. The Task Force identified a need for an additional $155 million per year for operations and maintenance, and an additional $207 million per year for capacity improvements and safety enhancements. Local option sales tax was among the strategies recommended for local and/or regionally significant projects. While there is no legislation currently under consideration, the Idaho legislature may consider local option sales tax amendments in the future as a potential local funding source for transportation system improvements.

Public-Private Partnerships

Public-private partnerships (PPPs or P3s) are contractual agreements formed between public agencies and private entities that allow for greater participation of private sector entities in the delivery and facilitation of transportation projects. The benefits of P3s include alternative procurement and payment models (such as tolling) which can reduce cost, improve project quality, and provide additional financing options.

A P3 is not a source of revenue, but means to package public and private funding and manage projects. Revenue sources typically are a combination of grants, loans, bonds, and facility leases. The diversity of P3 structures dictates the degree to which the private sector assumes responsibility and financial risk. P3s vary with respect to the services to be provided under contract, the level of risk transferred, and the financial commitment of the private-sector partner.

P3s are allowed on a limited basis in Idaho. The state constitution prohibits using public funds for profit, and the interpretation has been that this precludes public investment in privately-owned properties. Thus, typically, P3 agreements in Idaho focus on investments in public infrastructure on public property. Examples include the STAR program, Port Districts, and TIF through URAs. Legislative changes to enabling legislation for the STAR program and Port Districts could dramatically expand opportunities for public–private partnerships in implementing Idaho's rail system goals, and provide expanded funding opportunities for capital projects identified in this plan.

State Tax Anticipation Revenue (STAR)

In 2007, the Idaho Legislature approved legislation establishing the Sales Tax Anticipation Revenue program (STAR), which allows for a private developer to enter into an agreement to construct a public improvement in support of a private development with private funds, with an agreement to reimburse the developer for the private investment in the public improvement with a portion of tax revenues generated by the project (similar to a PAB). Idaho Code §63-3641, which establishes the STAR program, currently has very limited applicability. Under the current code, "approved transportation improvements" are limited to interchanges on interstate highways in excess of $6,000,000 or funds expended on the improvement of that highway, in support of new retail development. Eligible costs include those costs directly associated with the highway improvements occurring within the right-of-way, and the code specifically excludes the cost of any improvements required by the local permitting entity as a condition of development approval. Entities must enter into an agreement with the Idaho Transportation Board and/or a local political subdivision, and upon approval by the State Tax Commission, the retailer is eligible to receive a rebate of up to 60% of the sales tax collected at the development, up to the actual cost expended on the improvement, or $35 million, whichever is less.

Legislation to expand the applicability of the program could be beneficial to promoting public-private partnerships to encourage transit-oriented development, fixed guideway public commuter service, and intermodal/transmodal freight rail projects. Amendments to the current legislation could broaden the applicability to allow tax rebates in support of transit oriented development, privately financed rail projects within public ROW (e.g. fixed guideway transit projects), intermodal and transload facilities within publicly owned industrial parks. Potentially, the program could be expanded to include property taxes rebates as well as sales tax, thus expanding the potential for tax increment financing beyond the Urban Renewal District.

Port Legislation

The Port of Lewiston, Idaho's only port district, offers an excellent model for a public-private funding partnership in the provision of transportation infrastructure that can serve as an engine for Idaho's economy. Port access is funded through a combination federal funds and local funds, including local taxes and user fees, and private funding. The Port facilities themselves are funded through a combination of private funding and local port funding, including revenues from users and in some cases, local taxes. Ports also generate state and local revenues and taxes from port operations, from business activity on port property, and from taxes paid by port tenants and port users.

Idaho Code §70-1101 authorizes the formation of Port Districts explicitly for the construction, operation, and maintenance of "of harbor improvements, land and water transfer and terminal facilities, industrial and economic development, and other development, facilities, and services, reasonably incident to a modern, efficient and competitive port in any county bordering upon any continuous waterway system, limited to the port area, which will float commercial tug and barge vehicles to ports handling

transoceanic traffic."[9] In addition to the ability to levy property taxes, charge user fees and rents, Port District have the unique ability to issue RABs, without the requirement of a vote by the electorate (which is required for bonds by all other local taxing authorities in the state).[10] They also have the ability to issue GOBs, with the same requirements for two-thirds voter approval as other local taxing authorities.

In Washington and other nearby states, port districts are open to any community with an airport and significant intermodal freight facilities. Current legislative restrictions on port districts in Idaho place the state at a competitive disadvantage. Broadening the port district authorization to provide for dry ports in Idaho would create viable financing alternatives and create significant opportunities for public – private partnerships in expanding freight rail intermodal and transload opportunities throughout the state.

Recommended Program Changes

Freight Advisory Committee

Consistent with the goal of using effective partnerships to leverage resources and opportunities, one of the recommendations of the Idaho Statewide Freight Study was the designation of a standing Freight Advisory Committee to guide decisions regarding freight investments would create an institutional framework that fosters communication and collaboration. MAP-21 includes a number of provisions designed to enhance freight movement in support of national goals, including encouraging states to establish freight advisory committees. The committee should include private sector industry representatives, and coordinate membership with the Division of Aeronautics Advisory Board and the Idaho Trucking Advisory Council, as well as rail owners and operators. The committee would report to the Idaho Transportation Board.

Program List

Potential freight and passenger rail programs, studies, and projects identified through extensive stakeholder outreach, data collection, and analysis were then reviewed, evaluated and prioritized as described in Section 5 of this Plan. **Table6-2** summarizes the freight rail legislation and programming recommended for implementation, while **Table 6-3** summarizes recommended passenger rail programs.

Table 6-2. Recommended Freight Rail Programs

Project ID	Project Name	Location	Project Description
F29-A	Dry Port Legislation	Statewide	Enact legislation to enable a port authority

Project ID	Project Name	Location	Project Description
F13	Rail Freight Education and Information Program	Statewide	Establish on-going public education program to promote Idaho's objectives relative to freight rail.
F7	Operation Lifesaver	Statewide	1) Provide staff resources/support to Operation Lifesaver. 2) Research funding sources for marketing/educational campaigns.
F19-B	Truck/Rail Equity Project	Statewide	1) Identify and prioritize rail improvements that provide the best opportunity to provide economic development and enhance revenue opportunities through the state by moving freight via rail in lieu of motor carriers. 2) Monitor and enact legislation that ensures motor carrier standards are uniform and do not give competitive advantage over rail.
F30	Local Land Use Rail Planning Assistance Program	Statewide	1) Identify available land use planning resources. 2) Work with rail owners/operators to disseminate policies regarding land use/transportation policies along rail right-of-way
F8	Idaho Rail Preservation Program	Statewide	1) Annually assess rail volume reports (from IPUC) for trends. 2) Conduct benefit/cost analysis on individual lines showing decreasing volumes over time, including potential for new industries. 3) Identify economic development partnerships/investments. 4) Develop partnerships between state/local jurisdictions and rail line owners/operators to apply for funding for rail line preservation and/or to apply for other funding for corridor preservation (including using the corridor for alternate means).
F17	Interstate Rail Partnership Program		1) Expand existing partnerships with adjacent states and private railroads. 2) Monitor rail network improvements for impact on Idaho's economic competitiveness. 3) Use the Freight Advisory Committee and existing partnerships to increase awareness of enhancements.
F26	BGCM Rail Corridor Preservation Program	East of Port of Lewiston, between Kamiah and Grangeville	Identify potential funding sources to preserve rail corridor and capacity. Consider railbanking.

Table 6-3. Recommended New Passenger Rail Programs

Project ID	Project Name	Location	Project Description
P3-A	Commuter Rail Corridor Preservation Program	Ada and Canyon Counties, Boise Cutoff, potentially CdA to Spokane	Identify funding to acquire rail corridor right-of-way for commuter rail operation.
P5	Heritage Tourism Rail Projects	Camas Prairies RailNet's line to Grangeville	Evaluate abandoned rail lines for potential heritage tourism (partner with State Historic Preservation Office).

6.5 Program Effects

State Transportation System Effects

Rail is a critical component of Idaho's freight network for hauling bulk commodities, including agricultural products, basic chemicals, fertilizers, cereal grains, and other agricultural products. According to the Freight Analysis Framework, Version 3 (FAF3), total freight tonnage in Idaho anticipated to increase by nearly 72% by 2040.[11] A multi-modal approach to transportation investment is essential to meeting Idaho's future freight demands. The freight rail investments contemplated in this plan will enhance access to all modes of freight movement, thus increasing efficiency, expanding capacity and improving mobility within Idaho's transportation network. Benefits from these investments will be realized both on a statewide basis, as well as on local networks directly affected by the investments.

While passenger rail service currently has a very limited role in Idaho's transportation network, it is recognized as a potential transportation tool for Idaho in the future. Passenger rail programs, studies and projects identified in this plan are intended to explore and cultivate the feasibility of future passenger rail service, particularly in population centers in southern Idaho and Idaho's Panhandle.

Rail Capacity and Congestion

In terms of congestion, the current level of service for Idaho's Class I and Class II railroad network is generally within acceptable levels, however, train volumes on Idaho's network are projected to increase by 143% by 2040.[12] It is anticipated that BNSF, UPRR, and Montana Rail Link will implement capacity and efficiency improvements to respond to this demand, if supported by the business case. Those private business decisions are not included within this plan at the specific request of those rail companies. Projects detailed within this plan include public projects that will enhance access to rail and improve intermodal interfaces, as well as opportunities for public-private partnership that will serve to enhance the efficiency of Idaho's transportation network.

Highway, Aviation, and Marine Capacity, Congestion, and Safety

Investments in freight rail, along with expansion of multi-modal, intermodal and transload facilities can benefit Idaho's transportation system by reducing congestion and delays on highways and freight rail lines. By improving access to marine and air freight resource, as well as improved access to truck-rail transloading opportunities, these investments promise to maximize the efficiency and cost effectiveness of all modes of freight transport within the state.

Future passenger rail service, particularly in urban population centers and high commute corridors, has the potential to reduce highway congestion, if adequate demand for the service can be established. Continued investment in Idaho's Rail-Highway Crossing and Rail Safety Programs will reduce fatalities and property loss, as well as incidents, thus improving system efficiency.

Greenhouse Gas Emissions

As discussed in detail in Section 3 of this plan, rail offers significant potential for improving air quality, reducing greenhouse gas (GHG) emissions, and reducing energy consumption. Because of these benefits, rail investments will ultimately benefit Idaho's air quality. While Idaho currently meets federal air quality standards for five of six criteria pollutants, according to monitoring conducted by the Idaho Department of Environmental Quality, the Boise metropolitan area has been categorized as nonattainment (maintenance) status for ozone per the Clean Air Act.[13]

The federal government has established national goals to reduce GHG emissions by as much as 80 percent from 2005 levels by 2050, and the transportation sector will have a significant role in achieving that goal. Modal shifts and expansion of rail's role in freight transport could is one strategy with potentially big payoffs. According to the AAR, moving the same amount of freight on rail instead of by truck would reduce average GHG emissions by 75 percent.[14]

Expanding intermodal freight opportunities throughout Idaho, as well as laying the foundation for commuter rail and expanded intercity passenger rail service, particularly in Treasure Valley area, directly supports these GHG reduction goals. One major strategy for achieving GHG reduction goals involves shifting travel to more efficient modes, where such shifts are practical in terms of price and convenience—such as passenger vehicle to bus or rail, or truck to rail. Another major strategy focuses on reducing carbon-intensive travel activity by influencing travelers' activity patterns to shift travel to more efficient modes (including passenger rail and other commuter services, where supported by demand).[15]

In addition to the benefit associated with a reduction in greenhouse gases, rail is a fuel efficient transportation mode. Rail can transport one ton of freight 469 miles per gallon of fuel, and is four (4) times more fuel efficient than truck, on average. One train can haul the freight of several hundred trucks, which means less highway gridlock and reduced impact on highway maintenance and capacity expansion investments.

Economic and Employment Effects

The growth of rail freight volumes in Idaho will be influenced by the interplay of a variety of factors that will have a bearing on transportation demand. These factors include overall population and employment growth, and the evolution of the state's industrial structure. Industries, ranging from agriculture to construction have specific freight rail needs, and their growth will affect rail demand. On the supply side (i.e., the provision of rail infrastructure and quality rail services), the strength of Idaho's rail transportation system and its ability to provide efficient rail service will affect, positively or negatively, the overall competitiveness of the state's industries and its economy.

The relationship between rail activity and the Idaho economy is strong and multifaceted. For example, industries rely heavily on the efficient movement of goods, both for the outbound shipments of their products to reach worldwide markets, as well as for inbound shipments of intermediate materials required for production. In addition to rail's importance to Idaho's industries, an efficient rail system can help to lower the cost of consumer goods to Idaho's residents. Rail infrastructure improvements can reduce costs and translate directly into benefits for the Idaho economy by: 1) reducing travel times; 2) adding capacity; or, 3) increasing the reliability of on-time shipments.

With a location amidst one of the fastest growing regions in the U.S. and Canada, Idaho's rail network and services will need to respond not only to the intrinsic growth conditions of the state, but also to the transportation and economic needs of Western North America.

Idaho's rail transportation system helps to support the state's $60 billion economy. Idaho's economy as measured by gross domestic product (GDP), the value of goods and services produced by a state, region, or country and a universal measure of economic size and activity, grew by 31 percent between 2001 and 2011 (adjusted for inflation), twice as quickly as the 15 percent increase in U.S. gross GDP recorded over the same period, as shown in Figure 5. Unlike the state's employment levels, Idaho's GDP, by 2011, had completely recovered from the recession, reaching a new record, as shown in Figure 6. This disparity can be explained by stronger rises in productivity compensating for slower growth in jobs. As in the past, continued economic growth in Idaho will rely on the efficient movement of goods to keep costs down, customers supplied, and to maintain competitiveness within the U.S. and world markets. The Idaho rail network plays an important role in this growth by providing the foundation on which many industries crucial to the state economy can further develop and expand.

With the state's location at the confluence of three growing economic regions (the Rocky Mountains, the Pacific Coast, and the Canadian west) overall U.S. and Canadian growth also have a direct bearing on the needs and performance of the Idaho rail transportation system. The recovery and growth of the U.S. economy in future years will translate to more goods being shipped through and processed by Idaho's freight facilities. For these reasons, the ability of Idaho's rail infrastructure to respond to these shifts in demand will affect the West's overall competitiveness, as well as the State's.

6.6 Needed Rail Studies and Plans

Through the process detailed in Section 5, programs, studies, and projects that were identified the course of the planning were evaluated and prioritized. **Table 6-4** summarizes Freight Rail Studies recommended to be undertaken within the next five years, while **Table 6-5** identifies Passenger Rail Service Studies that will need to be completed in support of identified capital projects considered in the 6 to 20 year planning horizon.

Table 6-4. Needed Freight Rail Studies and Plans

Project ID	Project Name	Location	Project Description	Est. Cost	Sector	Potential Grant Funding
F2-A	Treasure Valley Freight Multi-Modal Transload Center	City of Boise	Phase 1: Work with key stakeholders to identify local, state, Federal and private funding opportunities, and develop business plan	$150,000	P3	EDA Grant
F14-A	Multi-modal Rail Yard Improvements	Statewide	Phase 1: Identify facility thresholds and potential site locations using results from multi-modal facility analysis. Assess viability of existing yards. Use regional forums to identify public/private partnership opportunities to build facilities.	N/A[2]	Private, Possibly P3	Railroad Research and Development University Grant; State Planning and Research
F16-A	High Cube Intermodal Service Study	Freight corridors paralleling I-90, I-84 and I-86 east/west, and I-15 north/south	Phase 1: Work with rail line owners and neighboring states to prioritize corridors based on cost-benefit; Identify funding needs for installation of high-cubed double stack intermodal service.	$250,000	Private, Possibly P3	State Planning and Research

[2] Not currently available.

Project	Project Name	Location	Project Description	Est. Cost	Sector	Potential Grant Funding
F3	Statewide Multi-Modal Freight Facilities Study	Statewide	1) Obtain research funds to define multi-modal facility types, thresholds and potential site locations in Idaho and the region. 2) Consider double-tracked transload facilities, dry ports, rail spurs, transload facilities, intermodal facilities, etc.).	N/A	P3	State Planning and Research
F19-A	Truck/Rail Equity Project	Statewide	Phase 1. Identify and prioritize rail improvements that provide the best opportunity to provide economic development and enhance revenue opportunities through the state by moving freight via rail in lieu of motor carriers.	N/A		State Planning and Research

Table 6-5. Needed Passenger Rail Service Studies and Plans

Project ID	Project Name	Location	Project Description	Est. Cost	Sector	Potential Grant Funding
P6	Amtrak Pioneer Route Feasibility Study	Portland, OR to Boise, ID	Coordinate/communicate with adjoining states on future studies to evaluate the restoration or replacement of the line that Amtrak terminated in 1997 along UP line.	N/A	P3	State Planning and Research;
P2	Commuter Rail Service Feasibility Study	Statewide	Evaluate potential support/demand and potential locations for commuter rail service	$250,000	Public	State Planning and Research; Section 5307; Section 5309;

Project	Project Name	Location	Project Description	Est. Cost	Sector	Potential Grant Funding
P11-A	Treasure Valley High Capacity Transit Study	I-84, Chinden Boulevard (N) to Victory Road (s)	Conduct a study to evaluate feasibility & proposed alignments along I-84.	$400,000	Public	State Planning and Research; Section 5307;Section 5309

6.7 Freight Rail Capital Projects List

Table 6-6 list freight rail capital projects recommended for completion in five-year planning horizon. The capital projects list includes the project name, location, a description of the project or phase, the party and potential funding sources and alternate financing sources. FRA recognizes that specific dollar estimates for individual projects in the Capital Projects List are not likely to be available.[16] Where not currently available, in the 5-year capital projects list, a cost range has been provided to indicate the order of magnitude of potential project cost in the "Est. Cost" column. **Table 6-7** provides a detailed listing the planned Rail-Highway Safety Capital Projects for the period 2013 through 2017, as reflected in Idaho's Five-Year Transportation Investment Plan, while **Figure 6-1** maps the location of those safety projects. **Table 6-8** details the Freight Rail Capital Projects proposed for the six- to twenty-year planning horizon. A number of those projects identified in the 20-year planning horizon are dependent on the findings of studies identified in the previous section of this report. In the 20-year capital projects list, where the cost is not currently available, the estimated cost is identified as "N/A" (not available) in the "Est. Cost" column.

Table 6-6. Freight Rail 5-year Capital Projects List

Project ID	Project Name	Location	Project/ Phase Description	Est. Cost	Sector	Potential Grant Funding	Potential Alternate Financing Sources
F2-B	Treasure Valley Freight Multi-Modal Transload Center	City of Boise	Phase 2: Develop 50 acre transload facility with 50,000 square foot warehouse facility	$15.5m[17]	P3	CMAQ; EDA	RRIF (loan); PAB (bonds); REDIFiT (loan); TIF/URD

Project ID	Project Name	Location	Project/ Phase Description	Est. Cost	Sector	Potential Grant Funding	Potential Alternate Financing Sources
F14-B	Multi-modal Rail Yard Improvements	Statewide	Phase 2: Construct facilities as identified F14-A Multi-modal Facility Analysis and Feasibility Assessment, including multimodal improvements to Port of Lewiston's Northport Project.	Under $10m	Private, Possibly P3	CMAQ; EDA	RRIF (loan); PAB (bonds); REDIFiT (loan)
F6-A	Railroad Crossing Safety Program	Statewide	Phase 1: See separate Rail Crossing Safety Project List from the Idaho State Transportation Improvement Plan 2013-2017 for specific listing of programmed projects	$5.421m[18]	Public	Railway-Highway Crossings Program; HSIP	
F16-B	High Cube Intermodal Service	Freight corridors paralleling I-90, I-84 and I-86 east/west, and I-15 north/south.	Phase 2: Establish high-cubed double stack intermodal service in Idaho, as based on finding and priorities identified in F-16A, Cost Benefit Analysis.	$1 – 5m	Private, Possibly P3		RRIF (loan); PAB (bonds); REDIFiT (loan)
F9	Rail Trespassing Deterrence Program	Statewide (Unprotected railroad right-of-way)	1) Identify key railroad yards, interchange points, and major structures that may need to be secured from open public access. 2) Partner with local jurisdictions to identify security strategies including education, enforcement, and awareness.	$100,000 - $500,000	P3		RRIF (loan)

Project ID	Project Name	Location	Project/ Phase Description	Est. Cost	Sector	Potential Grant Funding	Potential Alternate Financing Sources
F25	P&L Short line Railroad Bridge Replacement and Shuttle Train Loader Facility	Port of Lewiston/Port of Whitman County	1) Upgrade the P&L branch bridges to the level required by the FRA in order to accommodate 286,000 lb. (286K) rail cars and 2) provide reliable rail access to a new private sector $17 million commercial grain storage and loading facility at McCoy.	$8.5m	Private, Possibly P3	; CMAQ; EDA	RRIF (loan); PAB (bonds); Qualified Railroad Track Maintenance Tax Credit

Table 4-7. Rail-Highway Safety Program 5-Year Capital Projects List[19]

PROJECT NO	XING ID	COUNTY	CITY	PROJECT NAME	PROGRAM	FY13-17 Costs with Match		
						Year	Dev.	Const.
K1	(not mapped)	KOOTENAI		LOCAL, UPRR RRX CLOSURES	State Rail	2014	10,000	110,000
K3	058862X, 6626310D	KOOTENAI		STC-5727, RRX BRUSHING	State Rail	2015	5,000	60,000
K4	662596S	KOOTENAI	Post Falls	SMA-7635, MCGUIRE RD RRX	STP, - Rail (Protection)(L)	2015	10,000	520,000
K2	58857B	KOOTENAI	Athol	SH 54, WATKING AVE RRX, ATHOL	STP, - Rail (Protection)(L)	2014	10,000	575,000
K5	662601L	KOOTENAI	Post Falls	STC-7505, SPOKANE ST UPRR RRXING	STP, - Rail (Protection)(L)	2017	10,000	910,000
A1	819324U	ADA		STC-3845, S ORCHARD ACCESS RD, RRX	STP, - Rail (Protection)(L)	2013		250,000
C1	906024U	CANYON		STC-3798, PECKHAM RD RRX	State Rail	2014	5,000	179,000
C2	819687M	CANYON		STC-3790, ALLENDALE RD RRX	State Rail	2014		75,000
W1	819404M	WASHINGTON		STC-3871, SUNNYSIDE RD RRX	State Rail	2013		152,000
D4-1	(not mapped)	DISTRICT 4 (NO COUNTY)		State, FY15 D4 EIRR SIGNAL UPGRADES	STP, - Rail (Protection)(L)	2015	10,000	275,000
B1	807242D	BEAR LAKE		STC-1809, E DINGLE RD RX	STP, - Rail (Protection)(L)	2013		250,000
D6-2	(not mapped)	DISTRICT 6 (NO COUNTY)		STATE, FY14 D6 DISTWIDE RRXING LAMP UPGRADES	STP, - Rail (Protection)(L)	2014	10,000	250,000

D6-1	(not mapped)	DISTRICT 6 (NO COUNTY)		STATE, FY13 D6 RAIL CROSSING MAINTENANCE	State Rail	2013		250,000
F3	812192M	FREMONT	Newdale	SH 33	STP, - Rail (Protection)(L)	2015	15,000	430,000
F5	812337W	FREMONT		STC-6803, S YELLOWSTONE RRXING	STP, - Rail (Protection)(L)	2016	15,000	645,000
F1	811913G	FREMONT	St.Anthony	STC-6774, E 6TH SOUTH ST	STP, - Rail (Protection)(L)	2014	10,000	180,000
F4	812250F	JEFFERSON		SH 48, MENAN RRX	State Rail	2015	10,000	180,000
F2	811944F, 812238Y	JEFFERSON		STC-6731, COUNTY LN RD RRX	STP, - Rail (Protection)(L)	2014	10,000	250, 000

Figure 6-1. Location Map of Idaho Rail-Highway Safety Projects, 2013 - 2017

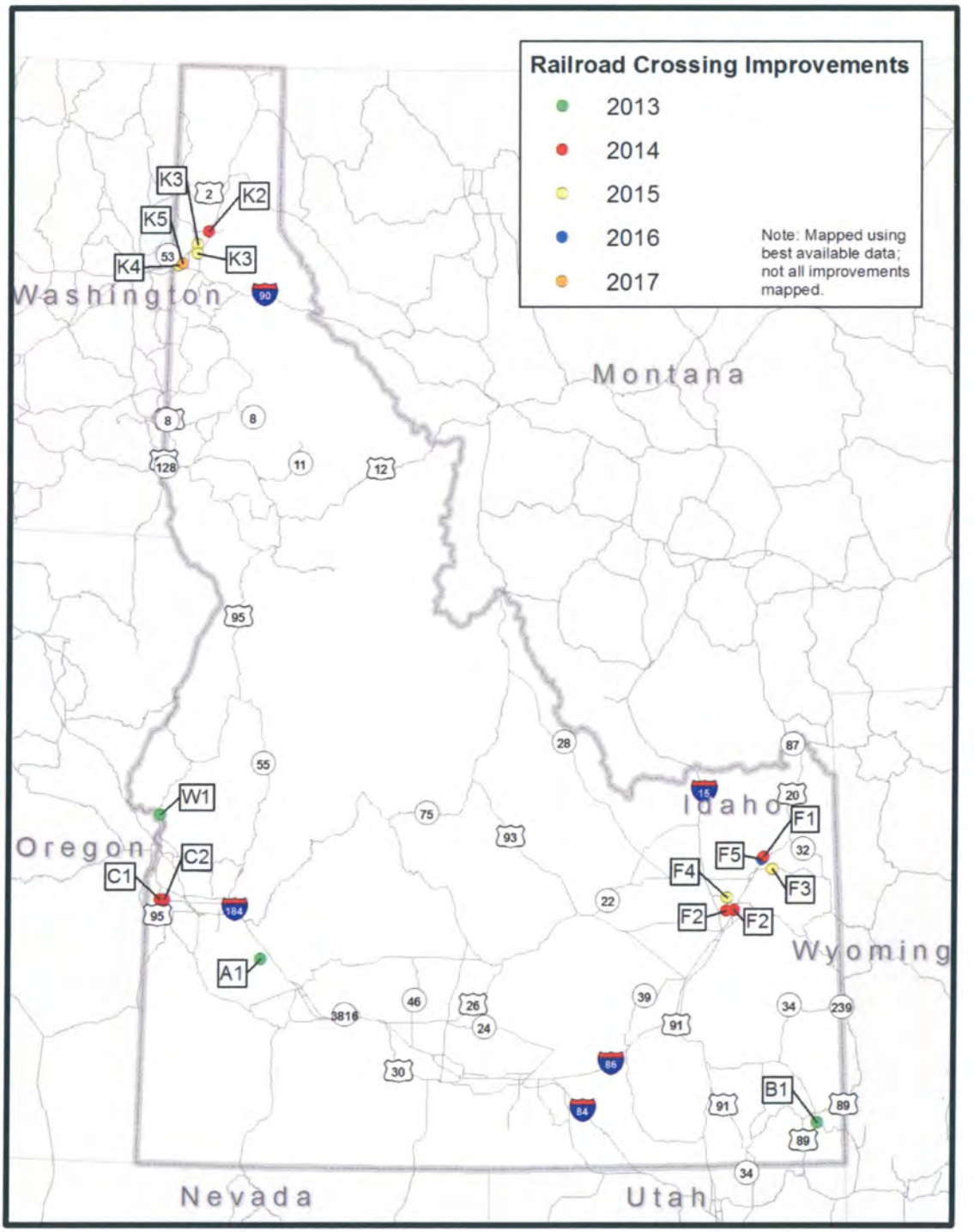


Table 6-8. Freight Rail 20-year Capital Projects List

Project ID	Project Name	Location	Project Description	Est. Cost	Sector	Potential Grant Funding	Potential Alternate Financing Sources
F2-C	Treasure Valley Freight Multi-Modal Transload Center	City of Boise	Phase 3: Develop adjacent 100 acres as a rail-based industrial park	$12.5m[20]	P3	CMAQ; EDA	RRIF (loan); PAB (bonds); REDIFiT (loan); TIF/URD; Revenue Anticipation Bond
F14-C	Multi-modal Rail Yard Improvements	Statewide	Phase 3: Continue to construct facilities as identified F14-A Multi-Modal Facility Analysis and Feasibility Assessment (including potential facilities at Kuna and Post Falls).	N/A	Private, Possibly P3	CMAQ;EDA	RRIF (loan); PAB (bonds); REDIFiT (loan)
F6-B	Railroad Crossing Safety Program	Statewide	1) Continue Work with rail line owners and local jurisdictions to identify high risk grade crossings that meet the Railroad Crossing Safety Program requirements. 2) Increase awareness of program.	$16.5m[3]	Public	Railway-Highway Crossings Program; HSIP	
F29-B	Pocatello Dry Port	Pocatello - possibly at the airport	Phase 2: Design and construct inland dry port facility.	N/A	P3	CMAQ; EDA	RRIF (loan); PAB (bonds); REDIFiT (loan); TIF/URD
F16-C	High Cube Intermodal Service	Freight corridors paralleling I-90, I-84 and I-86 east/west, and I-15	Continue to implement high-cubed double stack intermodal service capability in Idaho, as based on finding and priorities identified in F-16A, Cost Benefit Analysis.	N/A	Private, Possibly P3		RRIF (loan); PAB (bonds); REDIFiT (loan)

[3] Projected, as based upon ITIP 2013 - 2017

Project ID	Project Name	Location	Project Description	Est. Cost	Sector	Potential Grant Funding	Potential Alternate Financing Sources
		north/south.					
F4	Bridging The Valley: Grade Crossing Improvement (BNSF route) and Realignment of UPRR mainline	Spokane Valley/ Rathdrum Prairie (between Spokane and Athol)	1) Work with KMPO to identify funding for benefit cost analysis and prioritization of Bridging the Valley projects. 2) Engineering and construction.	N/A	P3		RRIF (loan); TIFIA (loan)
F5	Bridging The Valley: Grade Crossing Improvement only (BNSF route)	Spokane Valley/ Rathdrum Prairie (Kootenai County)	1) Work with KMPO to identify funding for benefit cost analysis and prioritization of Bridging the Valley projects. 2) Engineering and construction.	$268m[21]	Public	Railway-Highway Crossings Program; HSIP; Transportation Mobility Program	TIFIA (loan)

6.8 Passenger Rail Capital Projects List

Because of the currently limited presence of passenger rail service in Idaho, it will be necessary to evaluate the feasibility of establishing passenger rail within five-year planning horizon. Several passenger rail studies were identified in Section 6.6 to be undertaken in that time frame. While there are no passenger rail capital projects proposed within the 5 –year planning horizon. **Table 6-9** identifies potential passenger

rail capital projects envisioned in the six to 20 year planning horizon. Those projects are dependent on the outcome of the feasibility studies identified.

Table 6-9. Passenger Rail Service 20-year Capital Projects List

Project ID	Project Name	Location	Project Description	Est. Cost	Sector	Potential Grant Funding	Potential Alternate Financing Sources
P3	Commuter Rail Corridor Preservation Program	Ada and Canyon Counties and other locations, as identified in P2	Phase 2: Acquire rail corridor right-of-way for commuter rail operation, as based upon P2 Feasibility study findings.	N/A	Public		
P11-B	Treasure Valley High Capacity Transit Project	I-84, Chinden Boulevard (N) to Victory Road (s)	Phase 2: Implement commuter rail service, if supported by findings of P11-A.	N/A	Public	Section 5307; Section 5309;CMAQ	TIFIA (loan)

References

[1]CFR Title 49 – Transportation, Subtitle V – Rail Program, Part B – Assistance, Chapter 227 – State Rail Plans, §22705 – Content.

[2] Idaho Secretary of State, *Idaho State Constitution (*Article VII, Section 10), July 3, 1890. [Accessed On-line, March, 2013].

[3] Idaho State Statutes, Title 50, §50-2007.

[4] Idaho State Statutes, Title 70, §70-1716.

[5] Idaho State Statute, Title 50, §50-1026.

[6] Idaho State Statute, Title 50, §50-3108.

[7] Idaho State Statute, Title 50, §50-1703A.

[8] Idaho State Statute, Title 70, §70-1716.

[9] Idaho State Statutes, Title 70, §70-1101.

[10] Idaho State Statutes, Title 70, §70-1716.

[11] Federal Highway Administration, Freight Analysis [Online] http://www.ops.fhwa.dot.gov/freight/freight_analysis/faf/ (accessed April, 2012).

[12]**FRA**. *Rail_lines.shp.* ; **ITD**. *IdahoRail.shp.*; **ORNL**. *qc15v.shp*; **BNSF Railway Company: Trains Per Day – Main Routes, 2010 Subdivision Average.** *Train_Count_2010.pdf*; **Union Pacific Average Daily Trains – 2012 Q1.** *UP Idaho Average Daily Trains (1Q 2012).pdf*; **Idaho Short Line Volumes.** *UP Idaho Short Line Volumes.pdf*; **FRA 7.02 - Highway-Rail Crossing Inventory Data.** *FRA Rail Xing Inventory GCIS16.xlsx;* **2010 Carload Waybill Sample Data**.

[13] Idaho Department of Environmental Quality [Online] www.deq.idaho.gov/media/662796-nonattainment_map.pdf (accessed May, 2012)

[14] Ibid.

[15] USDOT, April 2010. *Transportation's Role in Reducing U.S. Greenhouse Gas Emissions: Volume 1*. Report to Congress prepared by Cambridge Systematics.

[16] Federal Railroad Administration, *Draft State Rail Plan Guidance,* 2012.

[17] Boise State University College of Business and Economics, *REDIFiT Assessment, Boise Valley Railroad & City of Boise Final Report,* 2012.

[18] Idaho Transportation Department, Five-Year Idaho Transportation Investment Plan, 2013 – 2017.

[19] Idaho Transportation Department, Five-Year Idaho Transportation Investment Plan, 2013 – 2017.

[20] Boise State University College of Business and Economics, *REDIFiT Assessment, Boise Valley Railroad & City of Boise Final Report,* 2012.

[21] Inland Pacific Hub Advisory Board, *Inland Pacific Hub: Transportation Investment and Project Priority Blueprint, Phase 2 Final Report,* 2012.

Section 7: Coordination and Review

7.1 Introduction

The development of Idaho's Statewide Rail Plan relied heavily on the active and collaborative participation of freight and passenger rail stakeholders. The process featured a variety of forums and venues designed to generate a product reflecting the vision, goals, and implementation strategies as articulated by the various rail interests throughout the state of Idaho.

The project utilized a Project Management Team to guide the development of the Idaho Rail Plan, including the development of the Public Involvement Plan for the project. The Project Management Team was comprised of the following responsible agencies and stakeholders.

Name	Affiliation
Doug Ware	Idaho Transportation Department
Glenn Miles	Kootenai Metropolitan Planning Organization
Laura Johnson	Idaho Department of Agriculture
Mark Wasdahl	Idaho Transportation Department, District 3
Melissa Kaplan	Idaho Transportation Department, Aeronautics
Randy Shroll	Idaho Department of Commerce
Reggie Phipps	Idaho Transportation Department, Truck Permitting
Sonna Lynn Fernandez	Idaho Transportation Department, Planning and Program Management
Ted Vanegas	Idaho Transportation Department, Transportation Performance

The vision, goals and implementation strategies described in this Plan reflect the important input and guidance provided by stakeholders, with input collected, documented, reviewed and incorporated into subsequent drafts on a recurring basis.

This section summarizes the coordination and review processes used in the development of this plan. Specific documentation associated with these stakeholder and public engagement activities is included in Appendix A, Public Involvement Documentation.

7.2 Statewide Summit

As a project kick-off, the Idaho Transportation Department (ITD), the Idaho Department of Agriculture (Ag), and Boise State University (BSU), co-sponsored the first-ever Idaho Freight Summit on December 13, 2011 at Boise State University. The purpose of the event was to provide stakeholders interested in freight and rail resources and activities in Idaho with an initial opportunity to identify elements of the vision, key issues, concerns and opportunities associated with Idaho's freight rail system, including intermodal facilities and interfaces.

Project staff identified and sent invitations to a broad list of individuals and groups, representing diverse perspectives, including:

- Transportation Industry
    - Railroad owners/operators
    - Truck owners/operators
    - Airports
    - Ports
- Shipping industry
    - Carriers/couriers
    - Warehousing/terminals
- Agricultural Industry
    - Produce
    - Grain
    - Dairy
    - Animal and Feed
    - Beef
- Natural Resources
    - Recycling
    - Sand/gravel
    - Lumber
    - Metals/mining
- Public Agencies
    - Idaho Transportation Department
    - Department of Agriculture
    - Department of Commerce
    - Public Utilities
    - Economic Development Agencies
    - Federal and regional planning organizations
    - Cities, counties, highway districts, chambers
- General Public

This list became the foundation of the project mailing and distribution list, which grew over the course of the project. Initially comprised of nearly 100 individuals, approximately 80 attended the Statewide Summit.

The Summit, which featured informational and table top discussions, was designed to collect inputs to the vision, key issues, concerns and opportunities. It was framed around the following three key questions about which the project team sought an effective understanding.

1. What is Idaho's vision for the freight system? What does it look like and how does it perform?
2. How can we work together toward an integrated and coordinated freight transportation system in Idaho?
3. What does it take for us to work within Idaho's existing Policy Framework? Does anything within it need to change and why?

Stakeholders participating in the Freight Summit identified key issues/opportunities for Idaho's freight and freight rail system, which helped in the development of the public involvement process used to more fully delineate Idaho's vision for its freight and rail system, as well as identify key issues and opportunities. Summary results of these inputs are imbedded in the discussion of each of these elements of the plan; documentation of the Summit and other public involvement activities are provided in full in Appendix A.

A survey of participants helped identify which individuals were interested in participating in which level of involvement, ranging from participation on the Project Steering Committee to just being informed about the draft plan when it was available.

7.3 Public Involvement Plan

Based on inputs generated at the Statewide Summit, a draft Public Involvement Plan was produced to guide public, stakeholder, and agency involvement effort, pending the review and input of the project Steering Committee. The Public Involvement Plan identified public involvement goals, audiences and outreach activities. The full plan is included in Appendix A (page A-50). The public involvement process, as identified in the plan, is designed to achieve the following:

1. Effectively communicate the process and schedule of the Idaho Freight Study and Rail Plan Update so stakeholders can engage in the process at the point they find most meaningful;

2. Facilitate active and collaborative participation by key stakeholders, relying on their intimate involvement and collective expertise to help develop and recommend the vision and plan for Idaho's freight and rail systems; and

3. Collect public input to create a better product by providing information, keeping the lines of communication open, and having a robust body of input available to consider when making decisions.

The intended outcome is a public that feels satisfied with the level of participation they have been offered, and has assisted the state in creating a project that best meets the overall purpose and need.

Specific activities identified in the plan include:

- Freight Summit
- Stakeholder interviews
- Steering Committee
- Project Website
- Focus groups
- Public Outreach (regional meetings, e-blasts, media notifications, etc.)
- Public Comment on the Draft Plan

7.4 Public Agency and Stakeholder Engagement

The approach to engaging public, stakeholder and partnering agencies in developing the state rail plan included the following strategies:

Stakeholder Interviews and Surveys

Freight Rail Stakeholder interviews were conducted with key informants to gather an in-depth understanding of the perspectives of owners, operators, users, and potential users from various industries and modes. Specifically, interviewees were asked to provide input on the following:

- Future vision for Idaho's freight system, and the role of freight rail within that system,
- Opportunities to improve the freight/freight rail system,
- Opportunities and challenges for cross-mode collaboration,
- Potential data sources and availability, and
- Potential recommendations.

Additionally, a number of data- and/or issue-specific interviews were conducted to inform the team regarding particular freight issues and opportunities. Data/issue-specific interviews were conducted with BNSF, UPRR, WATCO, Boise Airport, Idaho Department of Agriculture, Port of Lewiston, Idaho Department of Motor Vehicles, the Idaho Public Utility Commission, and the Idaho Department of Commerce.

Numerous and frequent informal discussions were conducted by team members with industry groups and coalitions, freight- and transportation-related professional organizations, special-interest groups, and members of the general public through the course of the study.

An intentional interview and survey process was conducted to secure focused input from key passenger rail stakeholders to inform that part of the plan. This special effort was completed in acknowledgment of the limited presence of passenger rail in Idaho and to ensure the state's interest in passenger rail is appropriately represented.

Based upon a review of existing studies, plans, and past input on potential passenger rail projects in Idaho, a survey was developed to solicit targeted input from key informants and stakeholders associated with previous passenger rail planning efforts, as well as MPOs and fixed route transit service. Electronic surveys as well as personal interviews were conducted. An expanded list of passenger rail stakeholders was identified through these interviews and surveys, which is being used as a resource for dissemination of the draft rail plan in order to maximize participation and input on the passenger role components of the plan.

Summary reports of both sets of interview and survey activities are included in Appendix A, pages A-172 and A-181 respectively.

Steering Committee

The Idaho Freight Study and Rail Plan Steering Committee members were selected to represent the interests of diverse freight stakeholders in providing input and feedback to the Idaho Transportation Department (ITD) on freight mobility issues and study recommendations. Steering committee members were expected to:

- Work collaboratively, helping to ensure that the study process and products balance the varied interests of statewide stakeholders;
- Serve as ambassadors for the project, disseminating project information and collecting feedback from their networks of industry contacts and affiliated interest groups; and,
- Review and provide recommendations to the Id Project Management Team on project products and deliverables that best meet the needs of the state as a whole.

Their specific tasks were to

- Confirm the identified stakeholders and the Public Involvement Plan;
- Develop a vision statement, goals and objectives;
- Recommend statewide freight performance measures;
- Provide input on high-level investment scenarios for testing;
- Recommend policies and investment priorities; and,
- Make recommendations on specific strategies and activities.

Members of the Steering Committee included:

Name	Affiliation

Colleen Weatherford	BNSF
Dan Harbeke	Union Pacific Railroad
David Doeringsfeld	Lewiston Port Authority
Deb Smith	Clearwater Economic Development
Erika Bowen	Idaho Transportation Department
Joe Leckie	Idaho Public Utilities Commission
John Anderson	McCall Airport
John Brown	WATCO
Kathy Fowers	Idaho Trucking Association
Patrick J. Kole	Idaho Potato Commission
Rick Naerebout	Idaho Dairymens Association
Rob Eaton	Amtrak
Travis Jones	Idaho Grain Producers Association
Travis Blacker	Idaho Growers Shippers Association (IGSA)
Winston Inouye	Mini-Cassia Commerce Authority/Idaho Policy Advisors
Wyatt Prescott	Idaho Cattleman's Association

To integrate the perspective and engagement of state and federal agencies in the collaborative process, a number of individuals from different agencies participated as ex officio members of the Steering Committee, as follows.

Name	Affiliation
Jerry Whitehead/David Player	Idaho Transportation Board
Dwight Horsch	Idaho Transportation Board
Jan Vasser	Idaho Transportation Board
Lori Porreca	Federal Highways Administration
Mark Daniels	Federal Railroad Administration Region 8
Michael Turnbull	Federal Railroad Administration
Randy Rogers	US Maritime Administration
Rick York	Federal Motor Carrier Safety Administration

The Steering Committee met five times during the project. They worked on both Idaho's Freight Study and Statewide Rail Plan, devoting the several meeting of the group exclusively to the Rail Plan. Meeting dates and agenda outcomes included:

- March 1, 2012;
- June 14, 2012;
- September 19, 2012;
- October 25, 2012; and,

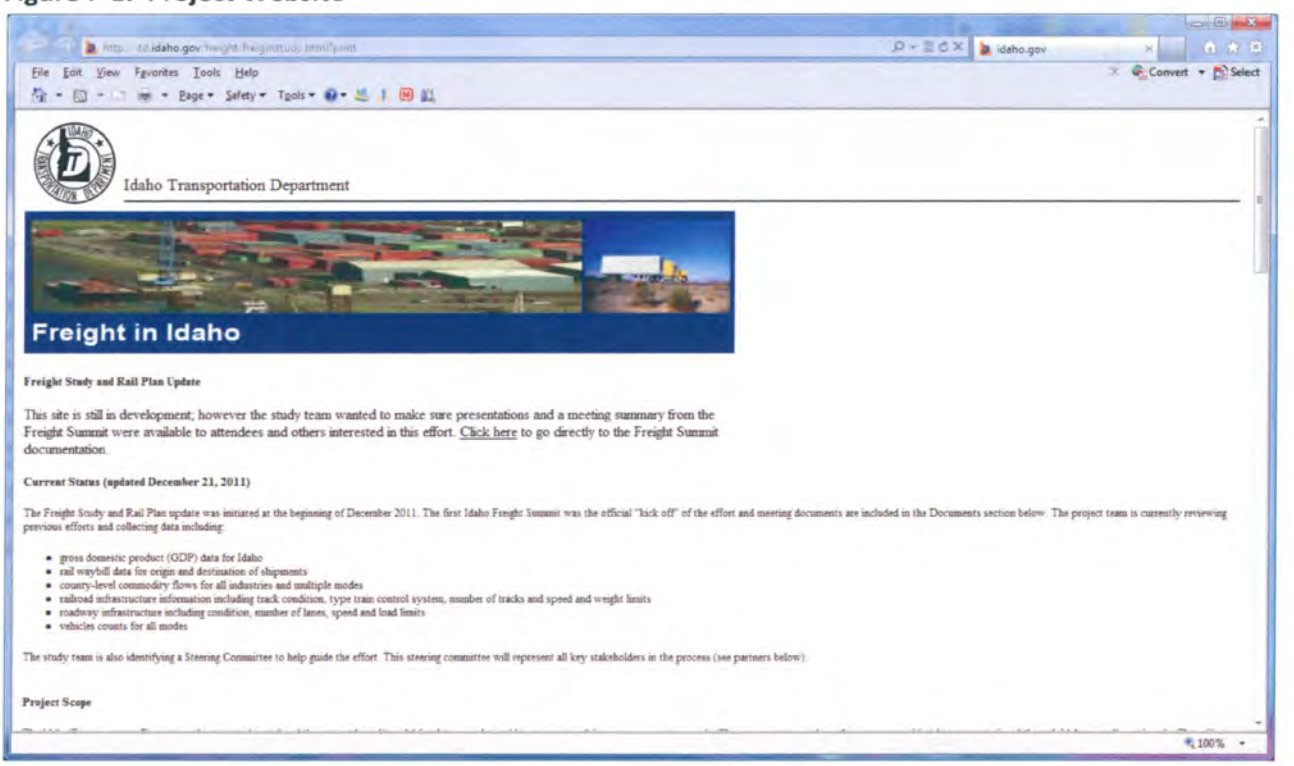
- February 27, 2013.

The Steering Committee worked collaboratively, helping to ensure that the study process and products balanced the varied interests of statewide stakeholders. They played a critical role in disseminating project information and collecting feedback from their networks of industry contacts and affiliated interest groups. They reviewed and provided recommendations to ITD on project work products and deliverables, and played a key role in formulating recommendations.

Website

The Idaho Transportation Department maintained a project website for the duration of the project, posting meeting results and draft documents as they became available. The website, seen in **Figure 7-1**, will continue as a part of ITD's freight and rail program, and will host the final plan and ongoing related materials.

Figure 7-1. Project Website



Focus Groups

The project team utilized a focus group of rail operators to further explore data gathering, projected rail needs, and future projects respective to the rail system specifically. BNSF, WATCO, Union Pacific and Amtrak participated in this focus group, resulting in acknowledgements about the condition of Idaho's data, the scope of data that would be provided by the rail lines, and understanding about the limits of information that would be shared, due to the proprietary nature of some information.

Public Outreach

A series of public outreach meetings were held in each of the six different ITD Districts in Idaho, to which the general public and representatives of the stakeholder list were invited to participate. Regional Forums were held in Pocatello, Rexburg, Boise, Coeur d'Alene, Twin Falls, and Lewiston in July 2012. These forums were attended by local transportation agencies, system users and operators, local economic development professionals, and the general public, and provided region-specific inputs on freight system goals, performance measures, infrastructure improvements, and project prioritization.
The project team also reached out to various stakeholder organizations to present information and gather input throughout the study process. These organizations include the Idaho Food Producers Association, the Western States Transportation Alliance, the East Oregon/Idaho Seed Association, the Idaho Trucking Association, and the Pacific Northwest Economic Region partnership.

On an ongoing basis the ITD project manager was available to and participated in meetings of groups and organizations on request. Some of those meeting included:

7.5 Public Involvement in Plan Development

Using all of the strategies and venues identified above, along with ongoing and regular communication via e-mail blasts and interpersonal communication between the project manager and interested stakeholders, Idaho's Rail Plan was drafted, developed and revised based upon on the input and iterations provided by stakeholders throughout the process. Specific inputs and process details are presented in Attachment A, and the use and influence of that input on all elements of the plan are reflected in the narrative describing those elements.

With the completion of the draft plan a formal review and comment period began. This process featured:

- A media notice of the draft plan availability in newspapers in major markets around the state,
- An e-mail blast to the distribution list announcing the availability of the draft,
- A survey monkey link guiding people through an intentional review and comment process that also featured the opportunity for other remarks for however the reviewer was inclined to comment.

All comments received on the draft plan, and how those comments were addressed are summarized Appendix B, Comment-Response Document.[i]

[i] Comment/Response table to be populated following formal Public Comment period.

7.6 Coordination with Other State Rail Plans

Rail plans from adjacent states were reviewed to identify opportunities for coordination of policies and potential projects. State plans considered include Washington, Oregon, Nevada, Utah, Wyoming, and Montana. A summary of the relevant elements of those plans is included in Section 1 of this plan, and opportunities for project coordination were considered, as identified in Section 5 of this plan. Rail coordinators in adjacent states were also included on the e-mail distribution list for the draft plan, and afforded an opportunity to comment.

Idaho Statewide Rail Plan

Appendix A: Public Involvement Documentation

Prepared for the

Idaho Transportation Department

Project No. A013 (334)

Key No. 13334

April 10, 2013

Prepared By:

DAVID EVANS AND ASSOCIATES INC

Appendix A

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Idaho Freight Summit

December 13, 2011 Summary Report

Summit Purpose

The Idaho Transportation Department (ITD) is conducting a study of the statewide multi-modal freight network to examine current and future transportation needs. The purpose of the study is to identify policies, programs and investments within the state's transportation network that will facilitate the efficient movement of freight over state transportation systems, improve safety, and support economic development initiatives at the state and local level. ITD will use results from the study to inform transportation system plans including the update to the 1996 Statewide Rail Plan. ITD has retained a consulting team led by David Evans and Associates, Inc. (DEA) to assist with preparation of the statewide freight study and rail plan update.

As part of this undertaking, ITD co-sponsored, with the Idaho Department of Agriculture and Boise State University, the first Idaho Freight Summit on December 13, 2011 at Boise State University. The purpose of this event is to provide stakeholders interested in the movement of goods into and throughout Idaho an early and initial opportunity to identify key issues, concerns and opportunities. Additional opportunities to participate in the study and plan updates will be ongoing throughout the course of the project.

In addition to collecting key issues, concerns and opportunities, the Summit was framed around the following three key questions about which the project team seeks a good understanding.

1. What is Idaho's vision for the freight system? What does it look like and how does it perform?
2. How can we work together toward an integrated and coordinated freight transportation system in Idaho?
3. What does it take for us to work within Idaho's existing Policy Framework? Does anything within it need to change and why?

The meeting content and process was designed to help generate inputs in response to these questions.

Participants

Seventy-seven (77) individuals from diverse perspectives participated in the Summit. Fourteen (14) additional participants with an interest in the project served as table top discussion facilitators. Maureen Gresham, ITD Program Manager for the project, hosted the event, and Marsha Bracke, Bracke and Associates, Inc. and member of the project team, facilitated. For a list of meeting participants, see *Attachment A* of this summary report.

Agenda: Process and Outcomes

The Summit featured the following events and activities, several of which resulted in a body of information that will inform and guide the project. *Attachment B* provides a copy of the Summit agenda.

Input in response to each activity is cataloged in attachments to this document; however a brief overview of that input is also provided below with each activity.

- Official Welcome from Scott Stokes, Chief Deputy, Idaho Transportation Department
- Project Overview from Maureen Gresham, ITD Division of Transportation Performance and Kevin Jeffers, Project Manager. Copies of Ms. Gresham's and Mr. Jeffers' power point presentation are included as *Attachment C* to this summary, and provide information about the project purpose and schedule.
- Process to document individual issues and concerns to be considered and addressed as possible within the project. Participants were provided with a sheet offering them the option to indicate which perspective they represent, and to list any and all concerns and issues they have about the freight transportation system as it currently exists. This material, included in *Attachment D* is transcribed verbatim, organized by perspective and grouped into similar themes. Perspectives included government, economic development, operator, user, consultant/private, user representatives, and transportation interests. Some meeting participants selected more than one category. The type of issues and concerns identified by meeting participants included access/capacity, collaboration, economic competiveness, funding, information sharing/communications, infrastructure, planning, policy, safety, system connectivity. The inputs are an important resource and guide for project staff as the vision, goals and strategies for freight transportation are developed. The following is a summary of the input provided.
- A panel discussion moderated by John Watts, Veritas Advisors, featuring the following four presentations, followed by a question and answer session with participants seeking clarification and information in response to presentation materials.
    - **Importance of Freight to Idaho -** Representative Scott Bedke
    - **Freight and Economic Opportunity -** Dr. Brian Greber, Director
      Center for Business Research and Economic Development, Boise State University
    - **National Trends -** Erika Witzke, PE, Cambridge Systematics
    - **Policy Framework -** John Watts, Veritas Advisors

  Dr. Greber, Ms. Witzke and Mr. Watts spoke from power point presentations, which are included as *Attachments E, F and G* to this summary, respectively.
- Table Top discussions. Participants were seated at tables in order to capture diversity of perspectives within each discussion group. Each table conducted an intentional discussion in response to the Summit questions. In closing, participants wrote down their individual responses to those questions on a form provided. These inputs are significantly important, in that they will help the project team develop a draft vision for Idaho's freight system, and help them begin to address participants' issues and concerns documented in the earlier session. Participant materials were collected, have been transcribed verbatim, and are included as *Attachment H* to this summary. The Project Team and other readers are encouraged to **review and respond to the verbatim transcript of inputs** as they consider and develop the proposed collective response to Summit Questions.

  Table Top discussion facilitators also summarized themes from each group, and those responses are highlighted in blue in the Attachment. Summarily, facilitators noted the following inputs as a result of the discussion process.

What does the ideal freight system look like to you and how does it perform?

- Balanced amount of incoming and outgoing freight
- Coordinated modes, including air and port in addition to rail and truck
- Integrated across modes
- Coordinated across systems
- Uniformity and consistency of weights and laws inside and outside state
- Mobility throughout state, using hubs and transloader facilities
- Good north-south route
- Leveraged use of the Port of Lewiston
- Collaborative
- Safe
- Data-driven
- Efficient
- Stimulates economic development
- Sound infrastructure
- Use of information technology

Name one specific opportunity you would like to/you would like to see Idaho pursue regarding the freight transportation system (in your area or statewide) and/or how you could help pursue such opportunities.

- Transload/multi-modal distribution facility
- Funding opportunities
- Rail improvements
- I-Plan data system similar to U-Plan
- Rail served industrial parks
- Shipping partnerships and networks to fill backhauls
- Pilot study – increased truck size and weights/costs
- Effects of investment in rail and multi-modal facilities
- Lobby for increased transportation funding
- Certainty for oversize shipment permitting
- Uniformity of weights as a policy issue

What does it take for us to work together within Idaho's existing policy framework? Does anything need to change and if so, what and why?

- Dry Port legislation
- Taxing authority
- More alignment among various entities management of the state's road system (ITD, Counties, Cities, etc.)
- Intentional collaboration
- Policy-level partnerships – ITD, Commerce, Governments
- Unified vision for transportation and economic development
- Seek balanced system
- Data
- Consistency
- Uniformity

- Business Plan
- Inter-modal and multi-modal locations
- Efficiency

Also included on that form was a survey to advise the project team about each participant's "level of interest in and commitment to pursuing an integrated and coordinated freight transportation system." While some participants left the meeting prior to collecting this information, others did not complete the forms, and seven (7) completed the form but did not respond to this respective question, 52 responses were received:

- Twenty-six (26) individuals said that they are "very interested" in participating in an integrated and coordinated freight transportation system (another two (2) indicated "very interested" but did not leave their name)
- Seventeen (17) indicated that they were "moderately interested"
- Five (5) were "indifferent" and
- Two (2) were "not particularly interested."

In addition

- Fourteen (14) indicated that they had data to share that would help inform the plan, and
- Another fourteen (14) indicated an interest in participating on the project Steering Committee.

Conclusion

Ms. Gresham concluded the session by summarizing key themes that she heard in the breakout sessions, and inviting a handful of Summit participants to share their primary discussion points as well. While the inputs generated in Attachments B (Issues and Concerns) and H (Participants Responses to Summit Questions) remains the primary source for project information at this stage, the following themes were specifically noted:

- A need for a discussion and collaboration among stakeholders at a regional level to address regional issues and seek regional solutions;
- The important opportunity afforded the state by the Port of Lewiston and finding ways to capitalizing on that unique resource;
- Finding a way to be truly multi-modal and capitalizing on and coordinating all systems to effectively move goods and services, including developing multi-modal transloading facilities; and
- Finding ways as an inland state to be increasingly competitive, addressing issues associated with the imbalance among outbound and inbound loads.

Ms. Gresham pointed out that the meeting summary, power points and inputs will be posted on the project website in a matter of weeks for review and reference, and invited participants to leave their meeting evaluations for her own use and that of the project team. Those inputs have been transcribed verbatim and are included as *Attachment I* to this summary.

Idaho Freight Summit

December 13, 2011 Attachment A: List of Participants

List of Participants

Andrus	Jason	Doug Andrus Distributing
Bedke	Scott	Idaho House of Representatives
Blacker	Travis	Idaho Growers Shippers Association (IGSA)
Bowen	Erika	Idaho Transportation Department
Brown	Tracy	CR England
Brown	John	WATCO
Burgess	Ken	Drive our Economy/Veritas
Claire	Janice	Glanbia Foods
Coats	John	Standlee Hay Company
Corder	Tim	Idaho State Senate
Coulter	Mel	Idaho Transportation Department
Daniels	Mark	Federal Railroad Administration Region 8
Davenport	Benjamin	Potlatch Corporation/Risch Pisca, PLLC Law and Policy
Davis	Don	Idaho Transportation Department - District 1
DeThomas	John	Idaho Transportation Department
Dionas	Dan	ConAgra Foods
Doeringsfeld	David	Lewiston Port Authority
Doherty	Karen	HDR
Drescher	Jeremy	J.R. Simplot Company
Eyre	Darren	CRS Engineers
Ford	Bob	Office of Senator Crapo
Fowers	Kathy	Idaho Trucking Association
Francis	Bryant	Boise Airport
Frew	Alan	Idaho Transportation Department
Gaddi	Miguel	HDR
Grant	Steve	Idaho Transportation Department
Gresham	Maureen	Idaho Transportation Department
Hansen	Terry	Wada Farms Marketing Logistics
Harbeke	Dan	Union Pacific Railroad
Hauge	Zach	Capital West
Hopkins	Inez	Idaho Transportation Department
Ince	Bill	Union Pacific Railroad
Inouye	Winston	Mini-Cassia Commerce Authority/Idaho Policy Advisors
Johnson	Laura	Department of Agriculture
Jones	Travis	Idaho Grain Producers Association
Jordan	David	Clearwater Paper Corporation
Kempel	Mike	Pacific Recycling
Kerr	Ron	
Kole	Patrick	Idaho Potato Commission

Kyrias	Randy	Idaho Transportation Department
LaBeau	Alex	Idaho Association of Commerce & Industry
Leckie	Joe	Idaho Public Utilities Commission
Lindstrom	Sandy	Union Pacific Railroad
Linkhart	Robert	Idaho Transportation Department
Lockwood	Mary	Idaho Transportation Department
Martin	Terrance	Lactalis American Group
Miles	Glenn	Kootenai Metropolitan Planning Organization
Naerebout	Bob	Idaho Dairymens Association
Olson	Kelly	Idaho Barley Commission
Palmer	Joe	Idaho House of Representatives
Peck	Doug	Busch Agricultural Resources, Inc.
Peterson	Kim	Department of Agriculture
Pettyjohn	Keith	Expeditors
Roberts	Mitchell	
Schmalz	Albert	Federal Motor Carrier Safety Administration
Searby	Matthew	J.D. Heiskell & Company
Seibert	Greg	Department of Commerce
Shanine	Gus	Federal Highway Administration
Shaw	Bill	Idaho Transportation Department - District 6
Smith	Deb	Clearwater Economic Development
Smith	Toy	Northwest Dairy Association
Stark	Ray	Boise Metro Chamber of Commerce
Stokes	Scott	Idaho Transportation Department
Stratton	James	Lactalis American Group
Strayer	Todd	The Scoular Company
Taylor	Garth	Department of Ag Econ, University of Idaho
Thomas	Steve	BNSF/Moffatt Thomas Barret Rock& Fields, CHTD.
Thorne	Marv	Connecting Idaho Partners
Tisdale	Toni	COMPASS
Turnbull	Michael	Federal Railroad Administration
Waldinger	MaryAnn	COMPASS
Watts	John	WATCO/Veritas
Werner	Sherry	Standlee Hay Company
Wheeler	Heather	Community Transportation Association of Idaho
Whitehead	Jerry	Western Trailers
Wilson	Cathy	Idaho Wheat Commission
Wittmeyer	Jane	Wittmeyer & Associates

Table Top Facilitators and Project Staff

Bracke	Marsha	Bracke and Associates, Inc.
Farrow	Trevan	Idaho Transportation Department
Fernandez	Sonna Lynn	Idaho Transportation Department
Greber	Brian	Boise State University
Gresham	Maureen	Idaho Transportation Department

Jeffers	Kevin	David Evans and Associates
Jennings	Brent	Idaho Transportation Department
Kaplan	Melissa	Idaho Transportation Department
Nilsson	Patricia	City of Boise
O'Connor	Jo	Idaho Transportation Department
Phillips	Jim	Idaho Transportation Department
Phipps	Regina	Idaho Transportation Department
Porreca	Lori	Federal Highway Administration
Richardson	Carole	David Evans and Associates
Vanegas	Ted	Idaho Transportation Department
Witze	Erika	Cambridge Systematics

Idaho Freight Summit

December 13, 2011 Attachment B: Agenda

1. Project Description

The Idaho Transportation Department (ITD) is conducting a study of the statewide multimodal freight network to examine current and future transportation needs. The purpose of the study is to identify policies, programs and investments within the state's transportation network that will facilitate the efficient movement of freight over state transportation systems, improve safety, and support economic vitality at the state and local level. In addition to the Freight Study, ITD will use the process to update to the 1996 Statewide Rail Plan in compliance with Passenger Rail Investment and Improvement Act of 2008 (PRIIA).

PRIIA tasks states with producing a State Rail Plan to establish policy, priorities and implementation strategies for freight and passenger rail transportation within its boundaries, enhance rail service in the public interest, and serve as the basis for Federal and State rail investments within the state. PRIIA requires State Rail Plans be submitted to the Federal Railroad Administration (FRA) for review and approval.

The Idaho Rail Plan will address a broad spectrum of rail issues, including:

- Identification of the State's passenger rail objectives and plans,
- An inventory of the rail system's transportation infrastructure,
- Analysis of rail-related economic environmental impacts, and
- Establishment of a long-range investment program for current and future passenger and freight rail infrastructure throughout the State.

The Plan will also address intermodal infrastructure, safety, and security issue, outlining 5- and 20-Year Work Plans, setting the stage for a continuation of work underway across the State in adherence with PRIIA.

2. Goals of the Public Involvement Program

The most useful and relevant Idaho Freight Study and Rail Plan Update rely on effective and meaningful public involvement and input which is intentionally generated, documented, and used in the production of the Project products. It is the goal of the Idaho Rail Plan and Fright Study Public Involvement Plan to:

1. Effectively communicate the process and schedule of the Idaho Rail Plan and Freight Study, so that stakeholders can and will be involved in the process at the point they find most meaningful;

2. Facilitate active and collaborative participation by key stakeholders, relying on their intimate involvement and collective expertise to help develop and recommend the Vision and Plan for Idaho's fright and rail system;
3. Collect public input to make a better product, by providing information, keeping the lines of communication open, and having a robust body of input available to consider when making decisions.

The intended outcome is a public that feels satisfied with the level of participation they have been offered, and has assisted the State in creating a project that best meets the overall purpose and need.

3. Stakeholders, Participants and Audiences

All Idahoan's with an interest in the Idaho Freight Study and Rail Plan update are encouraged to participate in the process. In addition, ITD has identified the following specific stakeholder groups for which this Project will have specific relevance.

- Users – public and private, including but not limited to agriculture, manufacturing, natural resources, recycling, other products and passengers
- Operators – public and private, including but not limited to air, rail, port, trucking, highway
- Economic Development
- Elected Official
- Federal Government
- State Government
  Metropolitan Planning Organizations
- Environmental organizations
- General Public

4. Outreach Activities and Schedule

The outreach activities identified in Table 1 below are designed to meet the PIP goals, the products of which will inform the development of Project materials. The schedule for outreach activity implementation is also indicated in this Table.

Outreach Activity and Schedule

Activity	Target Audience	Purpose	Products	Schedule	Goal
Freight Summit	All stakeholder groups	Present the project scope and purpose; collect issues, needs, vision, desired level and scope of involvement, preferred communication venues	▪ List of Issues, Concerns ▪ List of inputs to inform vision, goals and objectives ▪ Volunteers for Steering Committee ▪ Meeting Summary	December 2011	1, 2, 3
Stakeholder Interviews	Key stakeholders across perspectives	More detailed inquiry regarding issues, needs, goals and objectives	Interview Summary that documents inputs and informs the development of the Rail Plan and Freight Study vision, goals, objectives and recommendations	March 2012 September 2012	1, 2, 3
Steering Committee	Key stakeholders across perspectives	▪ Adopt the Stakeholder and Public Involvement Plan; ▪ Affirm the draft Vision Statements, Goals and Objectives; ▪ Recommend Performance Measures, and ▪ Recommend Policies, Investment Priorities, and investment scenarios for testing. ▪ Recommend specific strategies and activities to be included in the Rail system action plan	▪ Facilitated Steering Committee meetings and meeting summary documentation ▪ Final Project Stakeholder and Public Involvement Plan ▪ Recommendations as indicated	Winter, 2012 Spring, 2012 Summer, 2012 Falls, 2012	2
Project Website	All	Post information; solicit comments	Website	February 2011 through duration of project	1, 3
Focus Groups	Specific to focus issue	As needed (up to four) to address/guide issue-specific components of the plan (potentially economic development, infrastructure, safety and security, congestion management, land use, performance measures, environmental issues, and/or financing.)	Focus group meeting summaries to inform plan development.	Mid-way through the planning project	2
Public Comment	All	30-day public comment with production of draft plan	Outreach Program Summary report	February 2013	3

5. Issues to Address

At the time of the printing of the draft Public Involvement Plan, the project has completed the Freight Summit, and in that process collected an initial set of issues to be addressed in the process. The Project Team will be looking at these issues in the detail in which they were provided and others that are collected through the process and developing those through the public and planning process as appropriate. Initially and summarily, these issues include:

- Access and capacity
- Collaboration
- Economic competiveness
- Funding
- Information sharing/communications
- Infrastructure
- Planning
- Policy
- Safety
- System connectivity
- Consistency in Regulation

6. Using Public Input

Input and comments obtained through public involvement activities will provide the technical project personnel the information they need to make decisions and meet community needs. All comments received will be included in the issues log, presented for project team and Steering Committee consideration, addressed, and responded in a response to public comment document included by reference to the draft and final Idaho Freight Study and Rail Plan Update.

7. Evaluation

In order to determine if the public involvement activities are achieving the desired results, it is critical to assess their effectiveness periodically during the study.

Information will be collected from the Freight Study, Steering Committee, and Focus Group evaluation forms. These sheets will serve as a mini-survey by asking attendees questions related to the relevance and effectiveness of the meeting and process. An online questionnaire is another potential evaluation activity that may be used to evaluate process effectiveness.

8. Roles and Responsibilities

The **ITD Division of Transportation Performance** has lead responsibility for the conduct of the Idaho Freight Study and Rail Plan Update.

ITD has secured the services of **David Evans and Associates, Inc. (DEA),** who is leading a **Project Team** of consulting professionals to conduct the study and produce the update in the context of the public process outlined within this plan. Other Team members included professionals from Cambridge Systematics and Bracke and Associates, Inc. DEA works according to a specific scope directed by ITD, to include most of the technical elements of plan development and the bulk of the public involvement process. Given the contractual arrangement, ITD will in some cases have sole responsibility for elements of the process; in others, there is a shared responsibility.

Steering Committee members are responsible for participating in all of the meetings of the Steering Committee, reviewing public input and technical documents required to meet a given meeting objective, and working collaboratively with other members to generate recommendations that best support the needs of the entire state and range of stakeholders.

Other **stakeholders** and **individuals** with an interest in the project are encouraged to stay engaged in the process by reviewing project documents and recommendations as they become available, and for monitoring the website to stay informed about project developments and status.

Idaho Freight Summit

December 13, 2011 Attachment C: Overview Presentations

FREIGHT SUMMIT

DECEMBER 13, 2011

JORDAN BALLROOM A
STUDENT UNION BUILDING
BOISE STATE UNIVERSITY
1910 UNIVERSITY DRIVE
BOISE, ID

Why is ITD preparing a Freight Study?

- Integrate movement of freight across all modes
- Strengthen partnerships between private and public entities
- Implement long range transportation goals and ITD Strategic Plan
- Establish framework for future investments

and a Rail Plan?

- Develop and preserve essential freight and passenger rail services
- Prioritize public and private actions, investments, and policy/programmatic changes
- Allow Idaho to compete for national rail related funding opportunities
- Adhere to Idaho State Code and the Passenger Rail Investment and Improvement Act of 2008 (PRIIA)

Key Stakeholders

- Transportation Industry
  - Railroad owners/operators
  - Truck owners/operators
  - Airports
  - Ports
- Shipping Industry
  - Carriers/couriers
  - Warehousing/terminals
- Agricultural Industry
  - Produce
  - Grain
  - Dairy
  - Animal and Feed
  - Beef
- Natural Resources
  - Recycling
  - Sand/gravel
  - Lumber
  - Metals/mining
- Public Agencies
  - Idaho Transportation Department
  - Department of Agriculture
  - Department of Commerce
  - Public Utilities
  - Economic Development Agencies
  - Federal and regional planning organizations
  - Cities, counties, highway districts, chambers

Freight Summit Objectives

- What is Idaho's Vision for the freight system? What does it look like and how does it perform?
- How can we work together toward an integrated and coordinated freight transportation system in Idaho?
- What does it take for us to work within Idaho's existing policy framework? Does anything within it need to change and why?

Next Steps

- Produce meeting summary
- Provide additional opportunities for input on Freight Study/Rail Plan
- Foster dialogue and partnerships

IDAHO RAIL PLAN AND FREIGHT STUDY

Overview

Kevin M. Jeffers, PE, PMP
David Evans and Associates

IDAHO RAIL PLAN AND FREIGHT STUDY

- Leverages State and Federal funds for two purposes
- State Rail Plan - both freight a passenger rail
- Freight Study - provide a frame work for freight transportation investments
- One of the purposes of this Summit to provide input on both

PLAN AND STUDY ELEMENTS

BOTH HAVE SIMILAR ELEMENTS

- Stakeholder and Public Involvement
- Data Collection
- System Overview and Analysis
- Issues and Opportunities
  - Needs Assessments and Potential Projects
  - Institutional and Policy Limitations
- Performance Metrics
- Investment and Financing Scenarios
- Recommendations

PLAN AND STUDY DIRECTION

WHO IS GUIDING THE PROCESS?

- Freight Summit
- Steering Committee
- ITD Project Management Team
- Idaho Transportation Board
- Public Comment Period

PLAN AND STUDY SCHEDULE

Winter 2012	• Steering Committee, Data Collection and System Overviews
Spring 2012	• Steering Committee, Issues & Needs Assessments, Performance Metrics
Summer 2012	• Steering Committee, Investment Scenarios & Policies
Fall 2012	• Steering Committee, Freight Study Recommendations, Freight Study to Idaho Transportation Board
Winter 2013	• Rail Plan Recommendations, Rail Plan to Idaho Transportation Board

Idaho Freight Summit

December 13, 2011 Attachment D: Issues and Concerns

Issues and Concerns

Meeting participants completed 61 cards highlighting issues/concerns and perspectives. The project team will use this information to guide the development and analysis of freight scenarios as well as the selection of a final scenario. The final scenario will address freight movement on each mode and the policies, programs and improvements needed to support that scenario.

Perspectives

Meeting participants identified themselves with the perspectives listed below. This list is organized into like categories. A few participants selected more than one perspective. The number in parenthesis indicates the number of times that a perspective was chosen.

- **Government (16)**
  - State Government (9)
  - MPO (3)
  - Federal Government (2)
  - Elected Official (1)
  - City government (1)
- **Economic Development (13)**
- **Operator (9)**
  - Rail (2)
  - Trucks (4)
  - Port District (1)
  - Aeronautics (2)
  - General Freight (1)
- **Users (8)**
- **Other (7)**
  - Unidentified (6)
  - Consultant/Private Individual (3)
  - User Representatives (2)
  - Transportation interest (2)

Issues, by perspective

Meeting participants identified the following list of issues/concerns (copied verbatim from the comment cards). These issues/concerns are first organized by perspective then grouped into similar themes. The themes include access/capacity; collaboration, economic competiveness, funding, information sharing/communications, infrastructure, planning, policy, safety, system connectivity. Not every theme is represented by comments in every perspective. Words in italics have been added to indicate if a comment is grouped in more than one theme. Words in italics are also added to further explain a comment that may otherwise be confusing resulting when the comments by one individual were separated into the most applicable theme.

Economic Development

Access/Capacity

- Need better accessibility to freight transport - not enough trucks in region during peak ag times

- Oversized shipments - they need access to oversized freight transportation (Hill co Tech)
- Concern - ability to move high capacity trucks through some areas of the state

Collaboration/Coordination

- That local government allow reasonable business and freight delivery on local streets

Economic competitiveness

- For Idaho truck weight limits to be competitive with surrounding states and nationally.
- How to create greater demand for air freight, especially internationally, which would lead to need for new facilities at Boise Airport, which are identified in the Master Plan to occur in the 2nd half of this decade but is totally driven by demand
- Ensuring the ability of Commerce in and throughout the state can flow efficiently and freely - commerce is an important element of economic health of communities, regions and the state
- Keeping Idaho competitive with other states
- Providing incentives to private investment
- Attracting additional businesses to the area with a defined need for transport of goods in/out
- Reduce the limitations on freight commerce., including policies that inhibit or discourage utilization of various modes and/or coordination of those modes, internal regulations limited free flow/expense of commerce, eliminating 'choke points' that might discourage freight movement through Idaho

Funding

- There to be adequate funding to maintain the system and improve it.
- Developing and maintaining funding sources for system improvement

Information Sharing/Communications

- Publishing and updating the inventory of freight hauling systems
- There be public and private education opportunities for drivers of freight
- Providing state the art of freight hauling ??? for existing business clients and potential clients
- Increasing the level of knowledge about the freight hauling infrastructure in Idaho

Infrastructure

- To ensure rail access for prospective clients interested in locating in the State of Idaho
- Need more rail
- Port is integral to ag producers
- Idaho to have a well-maintained road system for freight.
- Need continued improvement to north-south corridor(s)
- Increased presence of freight forwarders, an integral component in the movement o goods domestic and international

Planning

- Developing a sustainable system to maintain and improve above (*economic competitiveness and freight hauling*)

System Connectivity

- Are rail lines upgraded to handle increased usage and what is the opportunity for spurs into BOI airport property if/when needed?
- Encourage a delivery and distribution system that involves roads, railroads and air transportation

- Need to correlate the relationship of air freight to rail freight and also to road freight trucking. The Port of Lewiston is also a factor.
- Progress in establishing export container yard centrally located in Idaho.
- As an inland state it is difficult to compete with coastal states when it comes to freight. The rail is critical in leveling the field. All containers are currently trucked out of state to a container yard to be railed to port. Insufficient truck availability to truck to port/transloader to meet volume.
- Idaho Freight - Currently ship intermodal out of Boise - 12 loads per week. I have to run ??? to Salt Lake City to make moves to the East Cost and then back to the West Coast through Utah. This of course adds complexity and cost to the problem. Boise is in need of a major rail hub that could handle the intramodel move along with express train service. At least a commuter to reduce cycle time in both modules. Container fright to the west coast would show benefit due to the increased expert business to be competitive in the global community. Expedited is important.
- Address the needs of existing and future rail customers for intermodal business an offer solutions, i.e., transloading locations

Government

Access/Capacity

- Amount of freight truck available
- Capacity to ship containers
- Container available for agricultural products and commodities

Collaboration/Coordination

- Total collaboration of all transportation system users emphasizing or focusing on freight movement
- Form Steering Committee/Working Group
- Better dialog with Class I railroads and state ITD< AG, others) on issues impacting ag, timber and mining materials and products
- No apparent organizations for freight
- Specific standards of proof before rail company can handover a rail segment
- Freight costs across all types
- Relationship between local road jurisdictions, highway districts and cities and counties - and infrastructure plan, freight plan and funding.

Economic Competitiveness

- How do we grow our economy?
- Addressing the price advantage of WA/OR/CA products because of added transportation costs to the ports for Idaho's producers and manufacturers
- Economy and mobility in general. Freight and rail support the economy. But are they paying for their fair share of the road (both expansion needs and maintenance).
- Competitiveness of Idaho companies because of our current rail system
- Fair and reasonable access and cost for our captive shippers
- Federal government and economic development
- Fuel price inequity among states
- International agreements to accommodate such things as California's regulatory and environmental policies and Oregon's mileage costs that increase freight 18 cents/mile

- And how can the negotiation processes with UPRR be standardized and simplified so that all projects related to rail (even crossing safety) can happen more efficiently
- Are we 'updating' the old rail and freight plans or do we see the need to change the mindset and write plans that aggressively pursue freight movement to help the economy of Idaho *(also included in the Planning/Funding category)*

Funding

- Equitable funding for highways
    - Vision for freight and rail needs 2 parts (or maybe 3) (*also included in the Planning category*)
    - What does the community want
    - What does the community need based on data forecasts
    - What can be achieved that is fiscally constrained
- Lack of funding to produce and keep up a good freight system
- Policy on infrastructure maintenance and construction - including bridges – funding (*included in Policy and Planning categories*)

Information Sharing/Communications

- Need better understanding of how Idaho's freight movements 'interact' or depend on 'intermodal' freight centers in Sale Lake, Portland, etc.
- Keeping the momentum/partnership growing. How do we build trust between agencies yet keep meeting their individual needs.
- Many individuals do not understand the weight laws and how they work. Weight is clarified by code and applies to all highways within the state.
- Gaining an informed understanding of the inter-relationship transportation system within Idaho and the interface with the regional (northwest) and national transportation system
- No data readily available that shows where the need is for freight movement
- ITD and Commerce develop and publicize information on importance of freight rail service to Idaho

Infrastructure

- ITD works with Amtrak to maintain and enhance service through N Idaho
- Need to invest in bridge upkeep and repair.

Planning

- Freight is being considered as feasibility and environmental studies are developed for corridor studies and project studies
- Are we 'updating' the old rail and freight plans or do we see the need to change the mindset and write plans that aggressively pursue freight movement to help the economy of Idaho *(also included in the Economic Competitiveness category)*
- "quick wins" i.e., plan states that all bridges meet x and y for height and weight to allow more freight paths. Identifying this could immediately direct how ITD programs projects. National Standards.
- Are there national trends in freight rail that can be applied to Idaho? Are there standards today that aren't being met, but need to be
- Vision for freight and rail needs 2 parts (or maybe 3) (*also included in the Funding category*)
    - What does the community want
    - What does the community need based on data forecasts

    - What can be achieved that is fiscally constrained
- No reason to have a vision if it is not achievable - need a road map to make it achievable
- Identify ways to improve freight mobility and efficiency in Idaho. Eliminate barriers.
- Policy on infrastructure maintenance and construction - including bridges – funding (*included in Policy and Funding categories*)
- Making freight resources available on I-Plan. Contributing to project with any means necessary from the planning section (2pm)
- Proximity to industries and companies interested in using rail to ship/export products
- COMPASS completed truck freight study in 2007 within Ada and Canyon County -would be great if the statewide data collection effort was comparable (gives us all more data).
- Prioritization - need good data about freight movement to help with project prioritization within TMA (COMAPSAS area) for TIP and long range plan
- Data - "complete" set of data addressing/covering freight for Idaho, less reliance on national data at state level only. Needs to include 'route' or preferred roadways used for pickup/delivery.
- Integrate freight into long range transportation plan
- In Panel - air freight was not discussed - should be. I track Boise airport freight, which is substantive
- Rail - more understanding what the rail owners plan for future. we have future plans to possibly use rail for commute purposes - how do local plans mesh with rail owners plans on a long-term statewide basis?
- More detail on needs and impacts of freight in Treasure Valley specifically
- We *(COMPASS)* use freight data in project scoring and would like to enhance our process with more meaningful data
- COMPASS recently did a freight survey that should be considered in the study
- Impact of freight within a community - impacts on land use, getting freight to/from areas that are congested
- Lack of expertise in many agricultural regions - lack of expertise from our Idaho companies on transportation issues
- Need to plan for land uses and facilities along major freight routes. Are there inappropriate or conflicting uses thaw local governments should be aware of? We have history of planning uses around airports, but what about other modes?
- Do we know if certain regions of Idaho have greater weight imbalance than other regions? Need to plan strategically - not at just a statewide level.

Policy

- Policy on infrastructure maintenance and construction - including bridges – funding (*included in Funding and Planning categories*)
- Trucking 'hours of service' rules - changing regulations and the effect on our producers
- Commitment by the state of Idaho to improve our transportation system to meet the needs of the residents of Idaho including the freight needs
- freight regulations and laws that prohibit cost-effective and timely transport
- Freight weight limits

Safety

- Rail crossing safety issues including:
    - Standards for signal crossing

    - Distance between rail right-of-way and road right-of-way
    - Warning and signage at rail crossing
    - Graded crossings - road and rail not on same level (grade)
    - Safety standards for pipeline easements through rail right-of-ways
    - Safety inspection on private shippers or receivers of property for hazardous rail cars
- Safety - not only vehicle-train at public rail-highway grade crossing but also pedestrians (railroad and Federal Railroad administration call this 'trespass') on railroad property. Pedestrians on railroad property includes public rail-highway crossing; rail yards; railroad bridges need for places for swimming or fishing; and pedestrians taking a short cut across railroad tracks to schools, parks or other parts of town (railroad tracks often divide small Idaho cities).

System connectivity

- Improve access to freight modes for all users
- Enhanced instate intermodal opportunities
- Interconnectivity of freight and rail to all modes of transportation - dry ports, sea ports, highways, bridges, airports, etc.
- Connectivity and economic viability between all modes of transportation, i.e., products come in by water to port and then shipped by truck. From truck to water and or rail and reverse. Utilize all options/modes available to bring economic vitality to Idaho and its residents.
- Eliminate or moderate conflict between rail and trucks

Operator

Access/Capacity

- We need bulk truck loads (outbound) to all points in the USA
- Inbound outbound imbalance is coal inbound without any backhaul on coal only equipment
- Recognize a national shortage of qualified truck drivers will cause problems in getting freight delivered by truck. Yet trucks are a critical component of the freight system and cannot be replaced. Therefore, how can we work towards a freight system that encourages larger trucks that provide the benefits of more freight moved per vehicle, has less drivers needed, less road wear, and how do we ensure these vehicles are at least as safe as vehicles they replace? The system must include proper maintenance and replacement of bridges and roadways to ensure they handle increased weights.

Economic Competitiveness

- The price of diesel continues to use even though gasoline continues to rise. This has a huge impact on the trucking industry.
- In order to induce/attract manufacturing companies to Idaho, shippers need competitive resources to optimize supply chains. Lowering inland costs is a high priority for all Idaho companies. How can this be done? Leveraging existing 'load centers" Twin Falls/Boise/Idaho Falls - and create intermodal yards for domestic, F? piggyback service
- Railex: Railex is a company that has started a few years ago moving rail produce from Washington State to New York fast! 4-5 days transit. It takes Idaho on a good day 10-12 days transit to move our produce. Hard for Idaho to compete with that.
- Expand routes and make permanent 129,000#GVW (*also included in policy*)
- Economic Development program/grants should include projects to enhance freight mobility. Broad sectors of Idaho economy could benefit by focused investment in intermodal transportation projects.

- Growth opportunities

Information Sharing/Communications

- Ease of access - use of system -making sure we have the right assets in the right place, making sure rules and regulations are easy to understand, implement and navigate

Infrastructure

- As an operator of a feed delivery company most of my equipment operate on the rural network of roads. I have a serious concerns as to the future planning as well as maintenance to these roads. Most conditions on the roads we travel is marginal at best. Yet my trucks have to keep traveling them to make deliveries. R&M costs are up on equipment. Life is great when the trucks are moving down the interstate, however not so great when they have to travel away from it.
- Expand routes and make permanent 129,000#GVW (*also included in policy*)
- Maintenance and preservation of investment plan

Planning

- Union Pacific is concerned about rail regulation and proper planning/management of anticipated rail growth and development. We hope to grow as a company and need to plan with the state and others to maximize efficiency.
- Passenger Rail Plan
- More informed investments
- Project planning and development

Policy

- Concern over increase in truck size and weight issues; trucks currently do not pay their fair share and to the extent that the discussion takes place the trucking industry ought to do what is necessary to close that gap. Freight rail has the ability to lesson impact to roadways over time, and the more freight that can be moved from truck to rail enhances safety, lowers emissions, and reduces wear and tear on the state roadways. Our train hauling fright is equivalent to taking 300 trucks off the road. Also, to the extent truck size and weight is increased, be aware of the impact not only to class 1 railroads but also similar class II or III, short line, railroads, as they are typically hit hardest by freight displacement.
- One of the great things about moving freight within Idaho and to Oregon and Washington is that we can move more than 80,000 GVW with the right combination of axles. But, we can't take advantage of this when moving loads east because of other states regulations. Is there anything that can be done here to help other states become more efficient as well? We belong to the CTP Group, trying to change this by allowing states to increase their weights. See www. transportationproductivity.org or SETA (Senator Crapo's bill introduced this year0
- Consistent truck sizes and weights. Idaho has the following groups regulating sizes and weights - state of Idaho, federal government, 56 highway districts. Federal law forces the most efficient trucks to the worst roads. Highway districts are not technically qualified to make some decisions. Created in 1920, but have not kept up in the meantime.
- Trucks are the tightest they have ever been in my experience. No proposed HOS regulations would really hurt us!
- Continuity between local and state jurisdictions size and weights of trucks
- The federal government needs to leave the current hours of service in place. If they shorten the driving time for truck drivers, this will impact what everyone pays for everything.

- To move freight more economically, safer and cleaner the Federal government must lift the LCV freeze on the interstate so states can decide for themselves what they want to allow

Safety

- Safety - making sure we have a safe system to transport goods
- Safety Standards

System Connectivity

- On another note my company relies heavily on rail for inbound commodities/ingredients. We are located in Wendell and are served by the EIRR. The serviced offered by them is marginal at best. There are days when we are not even sure if we will receive a switch.
- Seamless rail-truck-port system
- In-state facilities to load and unload trailers and containers on rail
- Better highway access to and from the port of Lewiston, highway 95 south, highway 12 east
- Conductivity between modes of transportation. Idaho does not have a cohesive plan to promote connection between rail/roads and port cargo. Promoting funding that would help get truck traffic on rail or water would reduce highway maintenance costs.
- More efficient mobility

User

Access/Capacity

- Barrier for larger shippers with larger volumes to get rail access to be more competitive - get them to stop
- Rail yard ramp availability
- Carrier availability, both truck and rail
- Barrier for many shippers to meet minimum volume (unit trains) to ship freight to west coast for export in a more cost-effective and competitive manner
- Need more automation at the ports. Idaho agriculture is export dependent. Need freight to move quicker and more efficiently at the ports - particularly Long Beach
- Simply put - how to get potatoes to our markets. Rail is crucial and at present the changes coming, larger cars that don't fit existing markets , 'just in time' delivery that can mean product is too late or out of grade and condition, the infrastructure deterioration - all of these put a geographically challenged state at risk. It seems like Washington State is ahead of us
- Lots of rail freight designed more for bulk products ie. distillers grain). Not easy for smaller shipments to break into some of the same opportunities available to large trains/shipments. Is there a way to group with larger shipments 9'tag along') where otherwise we can't really utilize?

Communications/Information Sharing

- Leverage IT for information transfer and reporting

Economic Competitiveness

- Extra challenges and costs we face in Idaho, vs. producers in other states (especially port-based or those with adequate rail access), that cause us to be less competitive in the world market
- Keeping local carriers in business
- Promote industry reliant on transportation infrastructure that is 'economical' - non-reliant upon Government subsidies to survive, i.e., Pacific Ethanol/Burley - reliant upon ethanol subsidies and Pacific already went bankrupt?

Funding

- Funding

Infrastructure

- More bridges crossing the Snake River in Magic Valley
- Maintenance of current infrastructure
- Being captive to a single railroad is a significant deterrent to building additional markets outside of Idaho for our agricultural products. UP engages in discretionary, sometimes even predatory, pricing because they are a monopoly and there were very few economically viable remedies.
- Road and bridge maintenance, particularly rural areas (farm to market) Backlog of maintenance needs appear to be almost staggering an no plan to raise necessary revenues.
- I-84 corridor during times of bad weather/snow once the road is closed there's really not a good way to re route without adding additional cost and miles to the load/customer and shipper
- Snoqualmie Pass another rough spot when inclimate weather hits
- Potential of using the waterway system as a port vs. taking freight to the coast
- Accessibility in rural locations
- Rail, lack of intermodal freight infrastructure in Idaho (*also included in System Connectivity*)

Planning

- Comprehensive freight planning is long overdue in Idaho and very worthwhile from ag's perspective.
- Growers pay the freight bill. efficiency, maximize usage, leverage IT to reduce costs and improve efficiencies

Policy

- Implementing a uniform state to state truck GVW
- Access to refer containers - at times
- Consistent speed limits for trucks and cars.
- Regulator changes allowing for larger payloads
- Inconsistencies between regulators, federal highway, state highways and local highway districts
- Streamlining regulations while maintaining safety - weight and speed
- Transportation regulations - speed limits, hours of service-reduction in driver hours, weight restrictions - increased weights needed, SCA 2010?, SETA
- Load limits restrictions - avenues to increase weight limits that protect the infrastructure
- Maximize truck efficiencies. Again, the most efficient, safest shippers should be able to be most efficient. Regulations should allow them to haul the largest loads possible (safely).
- Uniform weight restriction regulations inter/intra state.

Safety

- Safer state highways connecting interests, i.e., getting to I-80

System Connectivity

- Would use Port of Lewiston more if Port of Portland had more ships going to destinations of interest
- Interface with the export freight systems at points leaving the US
- Links between modes of freight transport
- Rail, lack of intermodal freight infrastructure in Idaho (*also included in Infrastructure)*

- Lack of access to intermodal in Idaho
- Lack of access to international ocean containers in Idaho - access in Idaho to ship ocean containers direct to Port
- Lack of / inability to find import freight hauling from LA that we can use to get product to port
- Top three concerns: intermodal, ocean container/port, and rail access for our company -- affordable
- Efficient rail service. Seamless transition between Class I and short-line railroads. Work to streamline rail inbound and outbound service -larger 'unit/shuttle' facilities that promote increased car velocity. Today there are still lots of single cars that clog the system. Some products/commodities will remain small enough volume to require singles but things like grain and feed should be incentivized to move in units/shuttles 9100 car trains)
- Intermodal - too many entities seem to be scrambling to develop this in Idaho. Needs to be a unified effort to develop one good intermodal system in Idaho.

Other

Access/Capacity

- Availability to use rail in cost effective manner
- System that brings trucking capacity into state - more outgoing than incoming
- Major draw from truck capacity. us Utah, Oregon. How can Idaho compete with these areas?

Collaboration/Coordination

- Better coordination among freight systems including rail
- Interested in improving the overall system between the product, trucking, rail, airports and ports. Main interest is how to involve rail to improve the overall system.
- Develop partnerships
- Better leadership from ITD in freight planning and coordination
- Annual or bi-annual freight summit to keep the ball rolling
- Ensuring transportation efficiencies equity across all of Idaho

Economic Competitiveness

- Bring jobs to Idaho
- The movement of freight should aid in the economic development process and efforts need to be focused on making that happen.
- For agricultural products, freight is major component of finished product, via truck, rail or whatever means can be utilized to maintain costs at a competitive level
- Intrastate moves -how can we be more cost effective in hauling more weight to reduce volume of trucks on the road

Funding

- Coordinate and enhance funding for Redifit Program
- Reduce cost of administration and planning as percentage of project development
- Determine how to fund a project. There seems to be many good ideas out there for projects but limited knowledge on how to fund them.
- Invest state and federal dollars in all modes of transportation based on good planning decisions, marketing intermodal transport at ???

Information Sharing/Communications

- Create a list of 'qualified' railroad consultants on railroad projects. Many civil road design firms do not understand railroad requirements. UPRR has a list of these consultants the state could use.

Infrastructure

- Maintain and enhance a health rail and intermodal system and prevent more abandonment. Idaho has lost too much railroad to abandonment already
- Restore Amtrak Pioneer Intercity Passenger Rail for southern Idaho
- More investments in infrastructure - roads, bridges, rail lines, etc.
- Focus on rail as a viable freight carrier system
- Utilize existing rail beds that aren't being used for rail transport for other transportation modes, i.e. bike.
- Provide opportunity to move people, as well as goods, from one point to another point within Idaho and bordering states
- Interline with available transportation options within communities which have a passenger 'stop"
- Adjust infrastructure to support freight movement
- Finding ways to improve Idaho's rural infrastructure
- Enhance local source to market routes and modes
- Tree huggers have managed to hamstring society's ability to develop improved transportation system.
- Idaho needs improved north-south surface transportation to help facilitate product movement between the USA, Canada and Mexico under NAFTA. This corridor will then attract new business.

Planning

- Improve standard of living in Idaho
- How can we reduce our carbon footprint by reducing volume or increasing efficiencies?
- Consider growth patterns, city expansion, downtown cores and heavy truck traffic conflicts
- Improve air quality, water, etc. while improving movement of freight
- What are the needs of trucking for rail: in Idaho are these needs?
- Like to look at entire state and then develop a plan to implement rail improvements: what, where, when, how much money, market analysis, feasibility study, funding and how to recover costs and be more cost effective - trucking and rail!
- That the plan strategically puts together and combines all modes of freight transportation to achieve positive growth for Idaho. We need to review what forms of transportation are suited best to each portion of a total transportation product. Safety, price, efficiency, so that we can grow and retain business in Idaho
- The right plan as a place for all transportation modes. The design interface is critical! All dollars must generate a proper return on investment and be applied and measured to achieve the desired outcome.
- I think it would have been beneficial to show this group what the basic federal and state requirements are for a state rail and intermodal systems plan.
- Promote efficient growth
- Reduction in travel time vs. certainty in travel time

Policy

- Speed up UPRRs review and approval process
- Deregulation: as much as possible, restrictions need to be moved in order to allow the market to work at its best and to encourage growth and success.
- We waste vast amounts of capitol on useless environmental studies; slowing progress and wasting funds and skills that could be used to improve transportation.

System Connectivity

- Safety - freight should move through state without any adverse affect on the population of Idaho that uses the highways
- Use various modes together to better move freight
- Integrated transportation system -recognize contribution of each mode
- Turn intermodal service for southern and northern Idaho
- Multimodal transfer facilities
- Idaho should capitalize on its port at Lewiston with improved highway and rail access to that seaport. This port could become the inland hub for imports to the intermountain west and for exports of farm products, minerals and wood products.

Freight and Economic Opportunity:

Presented by
Brian Greber
at
IDAHO FREIGHT SUMMIT
TUESDAY, DECEMBER 13, 2011
1:00 P.M. - 5:00 P.M.

BOISE STATE UNIVERSITY College of Business and Economics Invest In Your Future

Today's Objectives

- Reinforce the critical role of freight in economic decisions of firms.
- Highlight opportunities for enhancing freight efficiency in Idaho.
- Introduce work that the Center for Business Research and Economic Development has been doing with freight opportunities in the Treasure Valley.

BOISE STATE UNIVERSITY College of Business and Economics Invest In Your Future

Freight costs are significant

- Logistics costs as a percentage of GDP have been estimated at 8.3% in 2010 (Joseph Bonney | Jun 15, 2011 2:56PM GMT The Journal of Commerce Online - News Story)
- The US Department of Transportation, Federal Highway Administration (Freight Story 2008) estimated that transportation amounts to:
  - 14.2% of final value of sales of agricultural products
  - 9.1% of final value of sales of manufactured products
  - 8.0% of final value of sales of mined products

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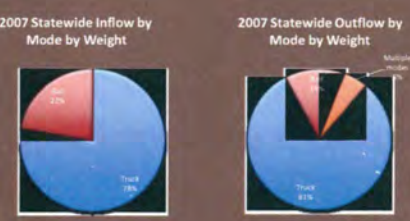
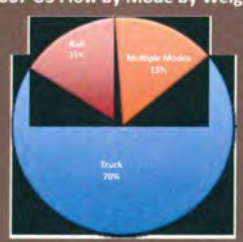
Idaho Reliance on Trucks



Source: Bureau of Transportation Statistics

BOISE STATE UNIVERSITY COLLEGE OF BUSINESS AND ECONOMICS 4 Invest In Your Future

US Reliance on Trucks



12,543 Million Tons

Source: Bureau of Transportation Statistics

BOISE STATE UNIVERSITY COLLEGE OF BUSINESS AND ECONOMICS 5 Invest In Your Future

Idaho's Rail Infrastructure

BOISE STATE UNIVERSITY College of Business and Economics Invest In Your Future 5-6

Idaho's Highway Infrastructure

BOISE STATE College of Business and Economics Invest In Your Future 5-7

Idaho has a Tonnage Imbalance

Overall Freight 2007:

Inbound = 54.6 Million Tons

Outbound = 46.6 Million Tons

Empty Backhaul Capacity = 8 Million Tons (14.7%)

Rail Freight 2007:

Inbound = 11.0 Million Tons

Outbound = 5.8 Million Tons

Empty Backhaul Capacity = 5.2 Million Tons (28%)

Source: Bureau of Transportation Statistics

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Idaho In-flow Heavy to Bulk Commodities

54.6 Million Tons

Source: Bureau of Transportation Statistics

BOISE STATE UNIVERSITY COLLEGE OF BUSINESS AND ECONOMICS Invest In Your Future

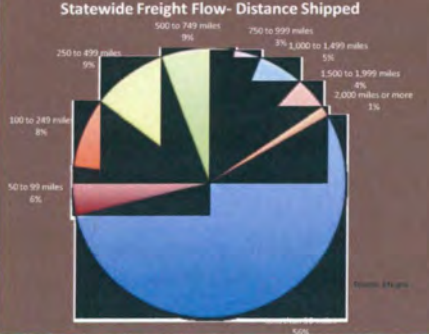
Idaho Out-flow Heavy to Bulk Commodities

46.6 Million Tons

Source: Bureau of Transportation Statistics

BOISE STATE UNIVERSITY COLLEGE OF BUSINESS AND ECONOMICS Invest In Your Future

Idaho Freight Flow by Distance



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The Idaho Challenge

- Ship more
- Ship more outbound
- Ship more outbound, further
- Ship more outbound, further, more effectively

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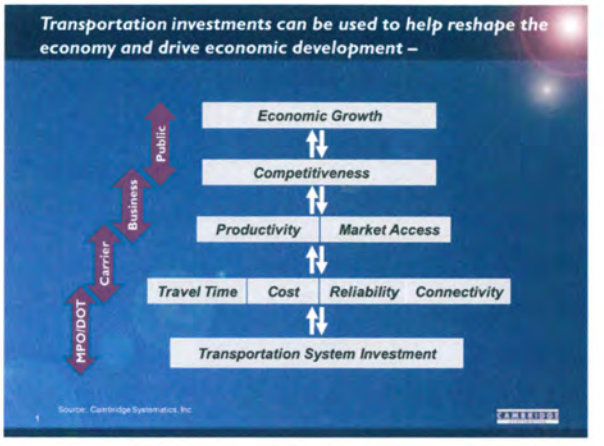
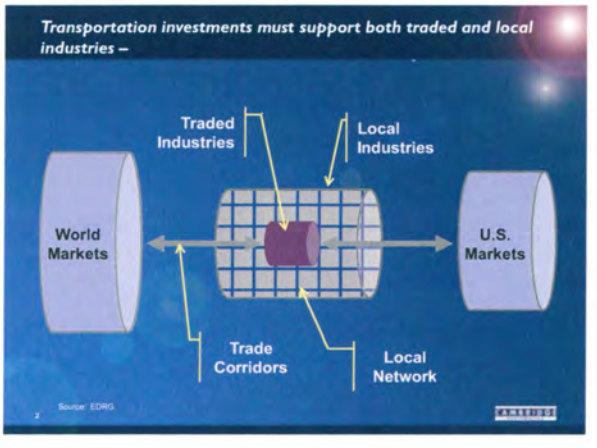
Let's Get Creative

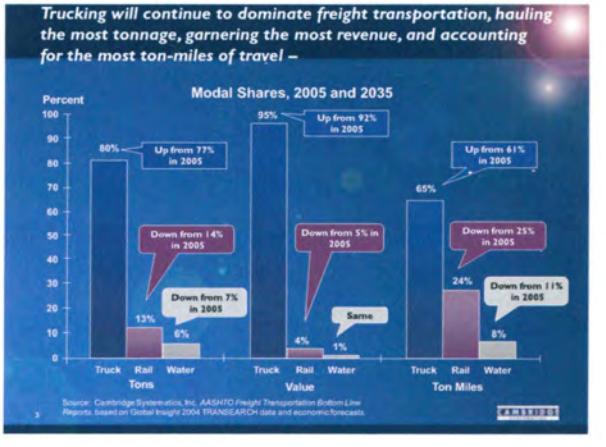
MIX IT UP!

BOISE STATE UNIVERSITY College of Business and Economics
Invest In Your Future

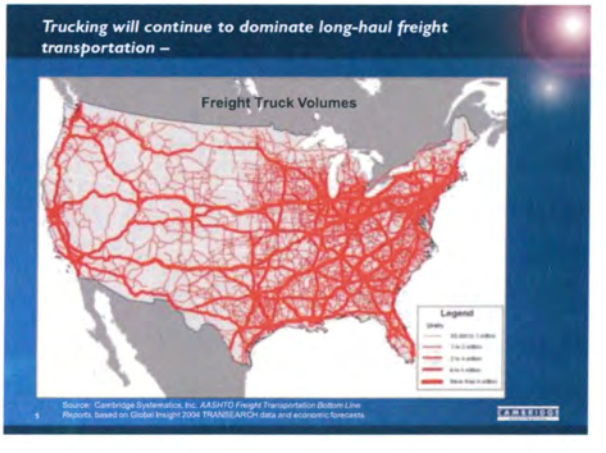
National Trends
Goods Movement in the U.S.
presented to
Idaho Freight Summit
presented by
Cambridge Systematics, Inc.
Erika Witzke, PE
December 13, 2011
Transportation leadership you can trust.
CAMBRIDGE


Transportation investments can be used to help reshape the economy and drive economic development –
Economic Growth
Competitiveness
Productivity
Market Access
Travel Time
Cost
Reliability
Connectivity
Transportation System Investment
Public
Business
Carrier
MPO/DOT
Source: Cambridge Systematics, Inc


Transportation investments must support both traded and local industries –
Traded Industries
Local Industries
World Markets
U.S. Markets
Trade Corridors
Local Network
Source: EDRG


Trucking will continue to dominate freight transportation, hauling the most tonnage, garnering the most revenue, and accounting for the most ton-miles of travel –
Modal Shares, 2005 and 2035
Percent
80%
Up from 77% in 2005
13%
Down from 14% in 2005
6%
Down from 7% in 2005
95%
Up from 92% in 2005
4%
Down from 5% in 2005
1%
Same
65%
Up from 61% in 2005
24%
Down from 25% in 2005
8%
Down from 11% in 2005
Truck
Rail
Water
Tons
Value
Ton Miles

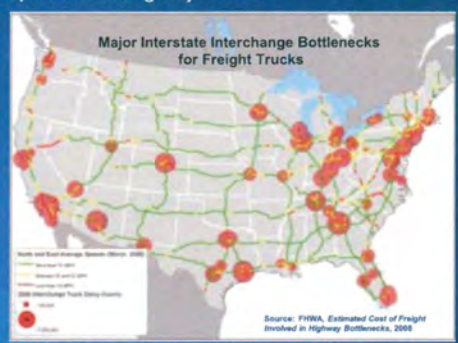
MODAL PROFILES


Trucking will continue to dominate long-haul freight transportation –
Freight Truck Volumes
Legend

However, as fuel and labor costs increase, trucking will reorient to serve megaregion trips, shifting more long-haul freight to intermodal and transload rail freight services –

Source: Regional Plan Association

But congested bottlenecks – especially at Interstate interchanges – are driving up the cost of truck trips and reducing the reliability of the national highway network –



Source: FHWA, *Estimated Cost of Freight Involved in Highway Bottlenecks*, 2008

The freight rail system has been restructured since the economic deregulation of the industry in 1980; rail volumes may grow significantly if fuel and GHG emission costs rise –

Source: Global Insight, Inc., TRANSEARCH 2004

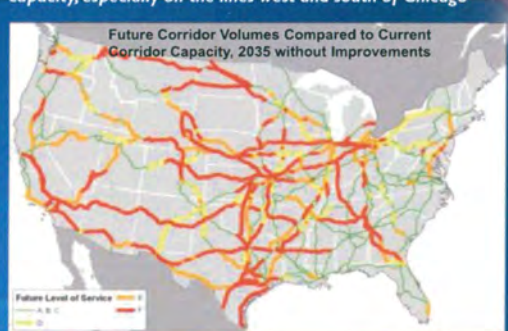
Merchandise/Carload Rail Traffic

Source: AASHTO *Rail Freight Transportation Bottom Line Report*, 2008

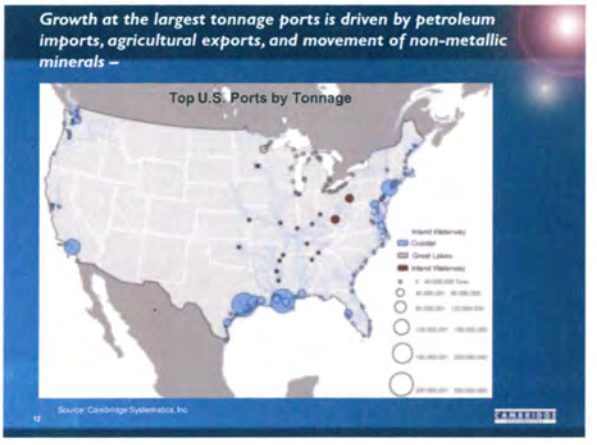
Intermodal Rail Traffic

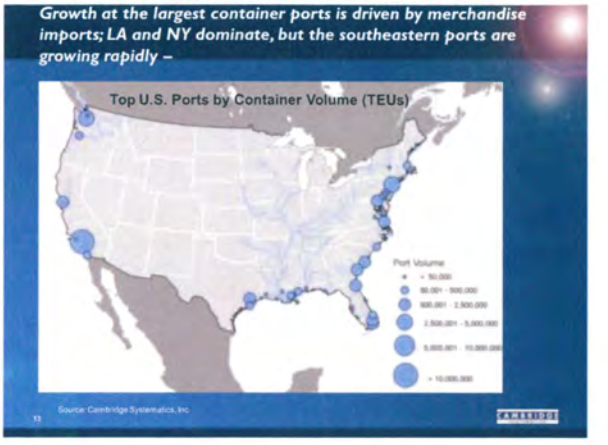
Source: AASHTO *Rail Freight Transportation Bottom Line Report*, 2008

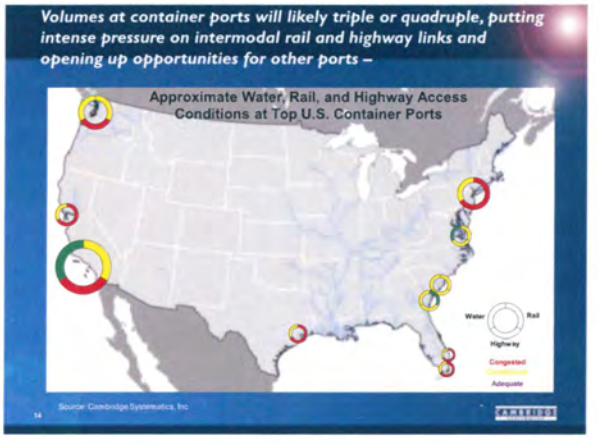
As intermodal rail freight volumes increase, so will opportunities for intermodal service, but the freight rail network is nearing capacity, especially on the lines west and south of Chicago



Source: National Rail Freight Capacity Study, 2007


Growth at the largest tonnage ports is driven by petroleum imports, agricultural exports, and movement of non-metallic minerals –
Top U.S. Ports by Tonnage
Source: Cambridge Systematics, Inc
12


Growth at the largest container ports is driven by merchandise imports; LA and NY dominate, but the southeastern ports are growing rapidly –
Top U.S. Ports by Container Volume (TEUs)
Port Volume
Source: Cambridge Systematics, Inc
13


Volumes at container ports will likely triple or quadruple, putting intense pressure on intermodal rail and highway links and opening up opportunities for other ports –
Approximate Water, Rail, and Highway Access Conditions at Top U.S. Container Ports
Water
Rail
Highway
Congested
Adequate
Source: Cambridge Systematics, Inc
14

National Trends
Goods Movement in the U.S.
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Freight Policy Framework

1. Watercourses and Port Districts - Title 70 Chapters 11–21
2. County-City Based-Intermodal Commerce Authorities – Title 70 Chapter 22
3. Regional Airports – Title 21 Chapter 8
4. Highway System:Trucks – Title 49
   * Chapter 10
5. REDIFiT - Rural Economic Development & Integrated Freight Transportation – Title 49 Chapter 29

Water Courses and Port Districts

Chapter 15 Port Districts – POWERS

70-1501 - A water port district may…

- equip, maintain and operate any and all facilities and services for operation of a modern, efficient and competitive port, together with industrial and economic development facilities
- handling, weighing, measuring, reconditioning and storage for hire, processing and/or holding for transshipment of all commodities.

Intermodal Commerce Authority

Title 70 Chapter 22

70-2201. County-based or city-based…authorized to acquire, construct, maintain, operate, develop and regulate rail, truck, on-land transfer and terminal facilities, buildings, warehouses and storage facilities, manufacturing, industrial and economic development facilities and services…

- No taxing authority…

Aeronautics-Airport

Title 21 Chapter 8

21-807. Powers of board (regional airports)

(7) To construct, maintain, operate, improve such projects necessary for maintenance and development of aviation services for the region including … freight terminals…

(8) To include in such project, subject to zoning restrictions, space and facilities for … business and commercial purposes.

Highway and Truck System

Title 49… Generally…

- Mostly a regulatory title – no specific multi-modal focus or truck-based coordination/integration entity or authority
- 49-1004 relates to the 129K Pilot (designated state highways) truck routes authorizing truck loads up to 129,000 pounds.

REDIFiT

Title 49 Chapter 29 - Rural Economic Development and Integrated Freight Transportation Act

49-2901 (2) State funding for rural freight transportation service projects shall benefit the state's interest by assisting businesses and industries to develop and expand their operations in shipping freight and products to market.

- Establishes multi-modal planning and analysis function
  - Interagency working group from rail, truck , industry and agency
- Revolving loan fund
- Grant program

Idaho Freight Summit

December 13, 2011 Attachment H: Response to Summit Questions

Responses to Summit Questions, by Individuals Following Table Top Discussions

The inputs below were transcribed verbatim from the responses individuals wrote on questionnaires subsequent to their table top discussions at the Idaho Freight Summit. In some cases handwriting was not legible or difficult to read, so sometimes a complete transcription does not exist. This material will be used by the project team to inform the development of a vision and goals and strategies to reach the vision. Comments highlighted in light blue are those submitted by the facilitator documenting what facilitators heard during the group discussion.

WHAT DOES THE IDEAL FREIGHT SYSTEM LOOK LIKE TO YOU AND HOW DOES IT PERFORM?

1. Integrated and balanced between modes
2. Create a better balance in shipping- outgoing vs. incoming
3. Improve infrastructure
4. Cohesive, uniform, all systems work together at least at a multi-state regional level if not nation-wide
5. One central weight (GV) network statewide in coordination with PNW regional states
6. There needs to be more uniformity and consistency of weights and (bridge law) sizes between different modes as well as our neighboring states
7. Affordable and uniformed
8. Rail yard ramp accessible with adequate yard availability
9. Continued focus and effort on developing an infrastructure that provides more outbound freight
10. Study needs to quantify demand on freight network
11. Determine from study investments in new rail facilities and investments in multi-modal facility integration
12. Not true north-south trucking route
13. Hook up with freight passing through state -enhance existing freight network
14. Study will make ??? more transparent - make investment less risky
15. Idaho's freight is externally generated and drive - work with existing system to add on - more regional coordination
16. Idaho's freight system is driven not internally but externally by freight systems passing through Idaho. Should look at opportunities to improve the existing 'pass-through' freight systems, which in turn could 'open' opportunities within Idaho.
17. Quantify demand; integrate difficult routes; be realistic
18. It is one that is <u>funded</u>. Users pay proportionate costs. The network, all modes, are deteriorated now and users recognize need but are unwilling to pay their share.
19. The ideal freight system would be affordable, include all four modes, put Idaho industry on a level playing field and be nationally consistent system.
20. A system that is: cost effective, positive impact to transportation system, opportunity for growth for freight and users, includes working with all modes of transportation.
21. A system that allows usage of trucks both ways - no "dead head hauls"

22. Pre-loaded trailers to increase time efficiency
23. An inter-modal set up with hubs in Pocatello, Twin Falls and Boise so loads wouldn't have to be shipped to Salt Lake City to access rail lines.
24. Intermodal - hub in Boise - all long with a transload facility. Central location trucks, LTL, container and box car along with intermodal
25. Multi-modal system that integrates the shipping capacities of multiple businesses for maximum shipments
26. Coordinated
27. Integrated system with rail and truck. Carrier availability throughout the year vs. seasonal.
28. Consistent freight weights for all states. Less regulation for trucks.
29. Where companies needing rail have a location 'in" Idaho to ship or receive their commodities.
30. Systems that help pay for itself and services - small companies as well as large corporations. Rail systems that move people and goods where practical. Good networking among 'freight systems' so we can learn what each other is doing and how we can benefit/ help each other.
31. Multi-modal and integrated between modes. Recognition that while all modes are important trucking is still dominant and needs attention in increasing weights overall and 129K. And working to base regulation on sound science so we are not limiting efficiency arbitrarily or politically.
32. Linked, connected, integrated, regulation streamlined and uniform, accessible, collaborative, coordinated, safe, efficient, leveraging IT to facilitate communication, dispatch and efficiency.
33. Freight network is developed for Idaho with several intermodal facilities in place.
34. Safe; efficient - low cost; regulated by science.
35. Connectivity among modes
36. Safety for operators, efficient - shared information, GIS solution
37. Flexible movement of all goods
38. Harmonized regulations, agriculture goods, hazmat
39. Highway regulations regarding eight and speed (especially Interstates) would be consistent
40. Rules would be consistent within the state
41. Universal dispatch system
42. Connectivity between modes
43. Predictability
44. Multimodal, coordinated, integrated, science driven, collaborated
45. County roads are good condition
46. Rail companies are accountable and reliable
47. Potential growth is used as catalyst for freight system development
48. Truck/rail works together
49. Airport has a role
50. Automation is leveraged
51. All rail and truck industries served on time every day
52. Some kind of cooperative between the trucking and rail industry
53. A system whereby various modes must work together to perform more effectively and efficiently in the movement of goods, both inbound and outbound
54. The rail network has competition therefore providing more cost competitive alternatives to shippers. They pick up more cargo instead of dropping and moving on.
55. A system that encourages private investment to either export or relocate in Idaho
56. A system that at least puts Idaho on par with other states
57. A system that is sufficiently developed to boast about to clients

58. A seamlessly integrated system of rail, truck (and Port0, and air utilization that eliminates delays and barriers to commerce movement.
59. Intermodal capacity -improved local capacity
60. Effective, efficient, economical and forward-looking. Integrated and not over regulated.
61. The ideal freight system needs to be focused on coming in as many of the different transportation modes as possible, i.e., rail, barge, truck. The system must be driven by safety, price, ???, efficiency of redundancy to oversee freight loses so that we can attract and retain businesses in Idaho. Multi-modal distribution centers will be key.
62. Integrated transportation system - recognize contribution of each mode. Develop more intermodal transfer facilities
63. Mechanisms create collaboration for integration modes (water, rail, truck and air). We manage Idaho like Long Beach manages a Port. More coordination of outbound freight opportunity.
64. Using modes for the benefit of the state of Idaho. Trucks - making it easier to go further; rail - include them to be more available to help the state be more efficient.
65. Flexible/able to adapt to market trends/needs. Cost effective. Ability to accept/accommodate both large and small shipments. Access to rail, intermodal and ocean containers, located centrally in Idaho (Boise)
66. Include trucks to take on more freight from intermodal system.
67. More collaboration needed, have good data system
68. Have different options on how to ship - be intermodal
69. Good data clearinghouse with current data
70. Collaboration
71. Using different modes
72. Having the balance between influx/outgo
73. Our team discussed struggles to have trucks at right time to ship products
74. Integrated freight between rail, trucking and ocean
75. Having an efficient among of equipment while you want it; when you want it
76. Use Redifit - needs economic benefits to all players. Collection points throughout state on investment. Not everywhere.
77. Multi level opportunities. Rail, Intermodal.
78. A system of dub based transload surrounded by manufacturing/industry serviced by trains coming in and trucks distributing out locally. Same for airports and barges...large loads in and truck distribute out.
79. Intermodal - transfer stations
80. What do we want to be when we grow up? Strategic investments to attract the right type of industries.
81. Increase efficiency for end user (like what weight works best for user)
82. Increase uniformity within stat e(truck weight0
83. Increase uniformity across states.
84. More and better north-south roads and rail roads
85. Use the Port of Lewiston more
86. Seamless rail service - Class I and short line working together. Rail promotes most efficient moves -units/shuttles
87. Uniform truck weight regulations/restrictions - again promoting most efficient moves/haulers
88. Intermodal - unified effort between all entities to move freight
89. Utilize Lewiston Port - maximize opportunities
90. Uniform weights from state to state - trucking (federal issue?)

91. Safe with right infrastructure, accessibility to multimodal systems
92. Team tracks per community - localized delivery get freight off the roads - get to the destinations
93. Economic development - getting products to market for agriculture products efficiency and synergy in Boise - incredible opportunities
94. Tax breaks to encourage economic development
95. Engineered to meet the suitable regulations (LOS)
96. Funding
97. Sustainable roads with flexible connections
98. Increased reliance on rail - team tracks, rail -served industrial parks, etc. Rail is more efficient (costs and fuel) and saves wear and tear on roads. May require state financial participation in improving rail.
99. Meets users needs for efficiency
100. Coordinated System
101. Aligned with neighboring state's roadway rules
102. Intermodal connectivity between modes – Consider planning grants?
103. Rail served sites with siding with sidings
104. Consistency among roadway regulators within Idaho; ITD, County, City, Local Highway Districts
105. Fewer local Highway Districts
106. Continuity of routes between local and state roads
107. Eliminate or at least reduce road/rail intersections
108. Eliminate truck queuing at grade crossings; both from traffic lights/stop signs on to tracks and at tracks back in to roadway intersections.
109. Consistency of warning devises at at-grade highway/rail grade crossings
110. Consistency in application of the criteria of the "black", "red", " blue", and "green" truck routes.
111. Uniform from state to state on GVW limits.
112. Rail, truck as integrated as possible with ports and that transportation efficiencies for all freight trucks be allowed to be gained for all trucks in Idaho, not just the pilot projects.
113. More capacity
114. Can compete with prices
115. Container available
116. Train space availability
117. More rail capacity
118. Investment in integration / ports
119. Rail facilities at new locations
120. Quantify demand on freight system - unknown
121. Public/private partnership to find facilitate
122. No true north-south trucking route on existing system
123. Open dialogue
124. Central dispatch system
125. Integrated system of dispatch
126. Challenge of chipping and dispatch service
127. Type or kind of system or trucks
128. Information Technology on dispatch system - smart phone application available - but need to organize and apply
129. Create freight roadway network and intermodal connection points

130. Connect the modes – flexible. If it fits it ships - combine ship similar loads - GIS system usage - tie to type of load
131. Size and weight - battling shortage of drivers that are qualified. Barrier to growing company. Push for higher weights so more revenue can be generated. Haul more weight per carrier.
132. Transportation should be safe and efficient (affordable) and regulated by science
133. 21 to drive - high schooler going to wait?

NAME ONE SPECIFIC OPPORTUNITY YOU WOULD LIKE TO/YOU WOULD LIKE TO SEE IDAHO PURSUE REGARDING THE FREIGHT TRANSPORTATION SYSTEM (IN YOUR AREA OR STATEWIDE) AND/OR HOW YOU COULD HELP PURSUE SUCH OPPORTUNITIES.

134. Ada County transload opportunity
135. Can public funds pay for private capital needs - redifit is too limiting
136. Need to see what other states are doing
137. Look at savings in pavement costs by converting truck freight to rail freight and send savings to rail improvements
138. Determine if spending ITD funds to improve rail infrastructure will lighten loads on roads and save money on pavement rehabilitation
139. I believe that Idaho needs an intermodal facilitate located somewhere within the state. However, there will need to be something offered to bring the trucking and rail industries together. Currently railroads view trucking as a competitor and vice versa.
140. A multimodal facilitate taking advantage of air, rail, road (interstate) options
141. Multimodal facility within the state
142. Revise the redifit program to allow for investment in trucking equipment
143. Expansion of and broader use of reliable cost efficient rail transportation. Current rail operations are too few, too expensive and too unreliable.
144. Moving potatoes and potato products to markets in a timely fashion
145. Multi-modal transload distribution center, Boise, Idaho
146. Increased barge/rail/truck volume at Port of Lewiston
147. Develop state rail and intermodal plan to do good planning decisions to invest federal and state dollars in all modes of transportation.
148. Mega multi-modal system in place in one key location.
149. Working better together. Figuring out which mode benefits us the most.
150. Multimodal facility in Boise.
151. One that includes ocean containers brought into the facility/Idaho to facilitate export competitiveness.
152. I-Plan data system similar to U-plan.
153. Need barriers discussion/event.
154. I-Plan - aggregating data out of silos to make informed discussions. Who owns all of the electronic truckers data?
155. Needs a champion to bring all stakeholders together and not just talk....must take action.
156. Intermodal rail system - collaboration between entities.
157. Intermodal yard for piggyback trucks in Twin Falls or POI ???
158. Clear vision of what a freight transportation system should look like and who it would benefit and how.
159. Intermodal rail sidings.

160. Better direct communication and operating facilitation by state agencies to the various modalities helping them coordinate. Also better communication between state agencies with local chambers so everyone knows local transportation options.
161. Redifit Act - intermodal commerce authorities
162. To make Port of Lewiston a hub by improving north/south highway system and opening rails
163. Use the Port of Lewiston as a hub
164. Uniform truck weight regulations/restrictions on all roadways in state - county, state, fed
165. Opportunities to create regional transport hub - trade offs
166. Multimodal distribution facilities/center
167. Rail served industrial parks where bring big scale economic development
168. Help growth - flow of products - opportunities to match needs of system by creating a north-south rail route out of middle of Idaho
169. more cooperation between ITD and private industry - lack of common sense needed
170. Exist 113 Interstate 15. Future as a Hub.
171. Again, rail-served industrial parks to attract large industry - good jobs, use of resources, tax base.
172. North-South route
173. Common sense approach t haulers we are not the enemy - we feel guilty until proven innocent
174. Pursue multi-modal facility
175. Increase truck size and weights
176. Increase the rail system - preserve rail corridors
177. Integrate with intermodal
178. facilities in adjoining states - Silver Bow, MT, Spokane, WA, Salt Lake City, UT
179. Better data, reduced barriers both physical and regulatory.
180. Pilot programs to see what works
181. Centralized weight and size across the state is the first step to improving the transportation system. We can support this with data, pilot project, real time industry feedback.
182. Help the shipping community create partnerships and networks to fill backhauls and/or locate carriers to backhaul.
183. Make sue of the Snake River Water Way afforded access to the Ports on the West Coast. Today it's cost prohibitive.
184. Cost of transportation
185. Pursue multi-modal facility
186. Look at efforts of pilot study of increased truck size and weights
187. Look at increase weight on roads and how trucks can cover costs
188. Look at effects of investment sin rail and multi-modal facilities
189. Look at opportunities to improve the existing 'pass-through' freight systems, which in turn could 'open' opportunities within Idaho.
190. Container Yard - provide data and willing to do research (John Coats)
191. Idaho needs to fund the system. Bridges deficient, airports not able to accommodate heavier loads
192. Understand need is change between imports and exports due to freight network or lack of availability of goods (exports)
193. I would like to see Idaho pursue getting updated data to ensure any decision made are using the most recent data. I think redifit is an opportunity that Idaho should continue to pursue.
194. Study to identify potential trucking and rail users and their issues and needs
195. Market study to identify potential intermodal location - regionally

196. Need detailed data base
197. How can we use data to develop plan going forward?
198. Not enough trucks in Idaho
199. Truck weight limits
200. Hours truck drivers can work
201. Revise regulations on shipping/trucking
202. Intermodal hub in Boise
203. Collect data from the shipping industry to benchmark - now and proper (?)
204. Coordinated shipments from multiple businesses
205. Freight networks
206. Intermodal centers
207. Increase truck weights
208. Consolidation areas where truck loads could be put together for rail shipments. Specifically intermodal (trucks on flats)
209. Intermodal center located in Idaho. Preferably the Pocatello area.
210. Mutli-modal - intermodal feasibility study - need to understand the need for rail access at the customer level
211. Idaho could look to states that have been successful at developing freight plans to see what is working well and see what we can do to implement similar change her e in Idaho.
212. Collect data, look at financing data collection periodically (every 5 years or so); allows for more in-depth analysis, help with decision-making, reinvestment strategies.
213. Work toward high truck weights.
214. Support and encourage lifting of freeze and support 97,000 limit on 6 axles.
215. Multi-modal system, connectivity, access intra-state transport to a multi-modal center.
216. Integrate freight as part of consolidated feasibility and environmental studies
217. Unify highway Districts, IDA, FHWA to remove federal freeze on interstate
218. Work to eliminate the federal freeze on truck weights on the interstate system
219. 129,999 GVW for truck statewide -uniform the trucking industry behind the interstate load. Better communication between haulers and their customers.
220. This summit is a great first step. Discuss the economic impact of integrated freight systems, need to have solid data re what shipped in/out and how to grow demand for Idaho products.
221. No oversight of local highway districts - example - intra-state - may be dealing with no one with technical oversight - roads regulated by 6 local highway districts.
222. Focus create ways on driver recruitment and retention
223. Seminars to bring in player peer
224. Multimodal air, water, highway, connect the modes.
225. Regulation needs to change to gain more efficiency
226. Good beginning to start cohesion on an integrated system discussion
227. Public/private partnerships will be key to strategy.
228. Transload locations for TOFC/COFC in Idaho – currently Salt Lake City and Hermiston, OR are closest to Boise.
229. Lobby Efforts for increased Transportation Funding
230. Change regulations to allow heavier trucks
231. Certainty for oversize shipment permitting
232. Uniformity of weights as a policy issue

WHAT DOES IT TAKE FOR US TO WORK TOGETHER WITHIN IDAHO'S EXISTING POLICY FRAMEWORK? DOES ANYTHING NEED TO CHANGE AND IF SO, WHAT AND WHY?

233. Knowledge and dialogue
234. Dry Port legislation and taxing ability is needed (Pocatello, Idaho Falls, Boise, DEA)
235. Peer State Review would be helpful
236. City/County authorities ok, but lack of taxing ability hurts us. Idaho is passed by when companies consider relocated because no dry ports (and we don't always even know it).
237. Not sure
238. Would like to see expansion of government programs to include other avenues than tying everything to rail
239. Existing tax on ports for services such as aircraft avionics potentially limits the amount of business such companies attract. This could directly impact the level of inbound shipping required and therefore reduce levels of success and overall greener generation. This business could be lost to neighboring states or others without such a tax in place.
240. Is the redifit loan program too limiting? Need in some areas for trucking infrastructure improvement.
241. We need more knowledge about eh state of the current freight hauling system. We need more knowledge about other states efforts to improve their systems We need ideas on how to break through the truck vs. rail issue.
242. Rail and truck transportation stakeholders need to work more closely together and be incentivized to do so. Cannot continue to work in separate silos.
243. Limited but effective policy initiatives to assist private enterprise
244. Seems like a review of current policy/legislation that do not seem to give the trucking industry room to work more within other forms of transportation.
245. Need to look at the NCR-17 Report, Economic Importance of Railroads in Idaho.
246. More alignment among various entities management state's complex road system - ITD, county road districts, city, etc.
247. Work toward not constraining ourselves in policies. Helping rail and truck be more efficient.
248. Need to focus on current/future business needs. Not what we can do, not what we want to do...but what the Idaho businesses need to continue to grow and compete in a global market.
249. Consistence statewide - truck weights, lengths, regulations, etc.
250. Need a champion for working together.
251. May need intermodal authority to have taxing authority.
252. Review existing successful collaborative programs.
253. Policy is probably not the problem. Look at other states to see if there are models that work. Share these success stories here to get people to want to collaborate based on economic benefits.
254. Weight restrictions or opportunities across region or national.
255. Get the data and the data will drive decision-making.
256. All players at the table. No forcing of one mode over another. Shippers' choice. Make various modes available in one location when possible.
257. Policy governing trucks need to incentivize cooperation and coordination with rail, barges, planes. Most Idaho policy fosters separation and independence vs. cooperation and collaboration.
258. Make a better case for change with our legislation.

259. Message needs to be delivered by the business community.
260. We must pursue improvement in statewide coordination. set aside turf for a while.
261. That rails and trucks need to work together. They are not always in competition.
262. No significant changes. Need money. Environmental groups will be a tremendous problem.
263. Move forward with ideas from this summit to try to act unified/focused intermodal cooperation to improve/develop better transportation.
264. quit looking at self interests. Truck and rail work together. Private and public entities work together. Dream?
265. Railroad dictates policy -they build their own rail - they set the standards and are regulated by the feds.
266. Policies need to reflect that users - create relationships and incorporate plans/policies
267. Government/Commerce/ITD on same page - partnerships create the policy framework - get support of legislature
268. Having the opportunity to be a part of the system/policy framework go to regional summits to involve more
269. Have a unified Vision for all of Idaho for transportation and economic development
270. Keep quality of life as an Idahoan, shipping out would reduce this
271. Get right assets at the right place
272. Not concerned about in/out balance because value added is more important/balance our global economic service.
273. State leadership on focusing government investments
274. Open, honest communications at earliest stages of project to identify each parties expectations, limitations, etc.
275. Supply/demand imbalance comments, especially from our public official scared me. Supply and demand in the long term SHOULD BE BALANCED. Also, based on comments from a Tier I railroad (they ask the question 'do we want to service the area", if we don't balance supply and demand we run the risk of further deterioration in our transportation system.
276. This summit is a good start
277. Continue with regular freight limits firm or statewide working group
278. Not overly familiar with the problem
279. Too many regulations that are not consistent with adjoining states
280. Also multi-state issue at port level - need coordination at Lewiston/Portland/Seattle to work efficiently
281. Need more current and detailed data to aid in planning and to know where we are truly starting - disagreement at our table that inbound/outbound is unbalanced - trucks are difficult to find
282. Communication (forums between the Idaho Transportation group would be a big help. Currently I am unaware of any group that would or does provide this type of platform or forums.
283. We need more consistency and uniformity. It's costing too much to move freight from one mode to another because of the different regulations and requirements.
284. Continued focus and open forums such as today. However, its important to prioritize the issues an focus on the most critical matters first.
285. Develop continuity of regulations across state lines
286. Work with external partners to develop continuity and make investments
287. Incorporate representatives from other states into study on TAC or workgroup

288. Be careful to increasing truck weights in Idaho because of the effort to existing road services and budgets and to safety of other road users. Vehicles with heavier weight requires increased stopping distances.
289. Suggest including some entities from states adjacent to Idaho to eliminate 'conflicting regulation' for interstate (external) freight systems.
290. Opportunity - 129,000 to the extent TSA integrated, throughout to be give to how that might impact a multi-modal facility, class 1 or SC partners
291. Include funding in equation. Look forward to future needs and plan to accommodate them.
292. Mining booming - how do we move this 'product'? No freight network in central Idaho.
293. I think one of the biggest challenges for freight is the difference between state and federal regions. It would be beneficial for the freight system to be consistent across states. We also need to work together on how such a project would be funded.
294. sounds like highway/trucking community needs to encourage or provide incentives to cooperate with other modes of transportation.
295. New railroad subsidies to help fund infrastructure projects
296. Education business, forecast what shipping in Idaho will look like in 3-5 years so business can plan ahead
297. Develop intermodal and multimodal locations to help facilitate progress and freight movement efficiency
298. Not sure
299. Legislative support
300. This was a good start. Initiate the dialogue to pursue various opportunities to the benefit of all
301. Idaho is generally good for freight. We just need to fix the inflow/outflow issues. Make it easy for industry and new companies to do business in our state.
302. More of these types of meetings on a regular basis
303. To recognize that we cannot operate independently, that the legislature supports 'all' modes equally regulations increase size and volume/cost.
304. Needed information beforehand in order to discuss the policy framework (presentation was not enough)
305. More education, more opportunities like this to get stakeholders together to talk through the issues.
306. Bring trucking to the table by encouraging that industry to collaborate with other modes of freight transportation.
307. Does study presuppose that intermodal is essential to an effective freight system?
308. Coordination of effort. Sound science should guide regulation - integrate local highway districts requirements with state
309. Comprehensive review of region on an multimedia platform
310. Review sound science eon hauling science to help see regulation
311. Local highway districts are 'killing us' i.e., breakup limits or unique regulation without science
312. Regulations are arbitrary
313. Consistency between states and local need to be done.
314. Hazardous materials rail car inspection regulations do not allow inspection on non-RR private property, only RR and public property, a loophole that is a safety issue.
315. Lobby Efforts for increased Transportation Funding
316. Change regulations to allow heavier trucks
317. Certainty for oversize shipment permitting
318. Uniformity of truck weights as a policy issue

Idaho Freight Summit

December 13, 2011 Attachment I: Evaluation

The following is a summary of comments submitted by meeting participants on the blue meeting evaluation sheet. Italicized text was added to the summary as category headings to aid in digesting the information.

1. The Freight Summit was worth your time

- Yes (52)
- No (0)

2. Liked the Most

Content

- Good information presented.
- Was interesting to learn there was Port access in Idaho. Was surprised to learn the railroad doesn't have a rail ramp available.
- Lots of good information about what to expect in the future.
- The freight transportation issues transcend all business sectors.
- What I learned about overall transportation in Idaho. What I learned about other modes and statewide statistics.
- I learned so much
- Learned a lot about freight transportation in Idaho and throughout nation.
- Learning about the different modes and how they interact or try to intersect.
- Learning about the difficulties involved.
- Quite educational as I didn't have a depth of knowledge on the policies as some on the room
- Learning about the different needs and concerns
- Learning about different viewpoints since I'm not knowledgeable of freight.
- Good opportunity to hear about freight
- Lots of good information presented. I have a much better understanding of Idaho's overall transportation system.
- Status update

Format

- Loved format.
- Ability to give input
- Open and pretty transparent
- First, presentations on freight movement to set the stage, 2 the interaction/roundtable discussion.
- Seating arrangement to "mix up" meeting participants – good job!
- Name tags on table were helpful for the mixed groups – good job!
- Location, format...
- Format involving all transportation system's and transportation companies

General

- Pretty much all of it
- All of it

- I liked the fact that there were almost 90 people here to talk about these issues. I think it is very positive.

Interaction with other groups/sharing of ideas

- Table top discussions (2)
- Round table facilitated discussions (2)
- Roundtable discussions were informative
- Enjoyed speaking with those involved across the transportation industry.
- Engagement of agriculture
- The variety of participants and interests
- Talking with table members – very diverse.
- The chance to talk across industries
- Interaction
- Interest in collaboration/integration
- Healthy friendly dialogue
- Group discussion
- Group discussions with great group to work with
- Open discussion of issues and genuine interest in each participant's point of view
- Open dialogue
- The open discussion – ideas back and forth
- Meeting other stakeholders.
- Networking/hearing thoughts of others
- I also enjoyed the table top discussion and hearing what other industries had to say.
- My table top discussion and the overall information shared by speakers.
- Sharing of positive ideas
- It's educational value. Sharing of ideas.
- Discussion around the table and understanding the different perspective of how they see freight.
- Hearing the few points of all the different people.

Panel

- Panel was excellent
- Great panel presentations from several perspectives
- ...panel reps were great.
- Good overview of the transportation system in Idaho

LIKED THE LEAST

Content

- Issues by nature may be dry
- Need speaker's material in handouts (slides in print) from which to take notes fast enough. List of attendees
- Discussions seem to be focused mostly on policy. I would have liked to hear about upcoming capital projects and improvements.
- It seemed like questions asked by the moderator were leading. They were different than what the green form showed.
- My lack of knowledge
- I thought the data presented was somewhat old and out of date.
- Learning how inconsistent and behind Idaho's rail system is.

- I would have liked a more diverse panel with on the ground company perspectives. Having them answer such questions as we did at the table-top would have been beneficial. I think we all understand the pressure on roads rails, etc. is going up.

General

- I have little knowledge of current policy and therefore have no good constructive input for assistance.
- Everything was good overall
- Kevin Jeffers with the PM overview was not necessary. Maureen could have handled this just fine.
- Debates
- Size

Logistics

- Unable to see the screen/sometimes difficult to hear, too far away.
- I was in the front of the room to the speakers' left and could not see around the podium to see the screen when slides were shown. Moved to the back and print on slides was too small, oh well.
- Room temperature was to warm
- Ran out of water

Time/Location

- Need more time for group discussions
- Short time frame
- Timing was very good
- Time commitment, consider 3 hours or less
- Panel went to long
- Would like more time to meet/greet other meeting attendees.
- The time constraints
- Traveling to Boise

3. Suggested Improvements

Content

- Provide information beforehand. Attach PDF reports or hyperlinks so we can be better prepared.
- I think the meeting could have been longer and included company and industry presentations.
- More regional data
- More information on statistics than policy discussion
- Meeting time/location/scheduling
- Presenters more specific to Idaho versus Erika's presentation
- Good first summit. Second one in two years can give a progress report. The idea of regional meetings was thrown out by a gentleman. I do think regional meetings would be good.
- Slides should be reviewed for text format, including coloring to enhance viewing by the meeting attendees.
- Providing current date applicable to today's environment. While the data represented may have been somewhat accurate, the country/Idaho has gone through some significant changes since 2007.
- Perhaps some initial "primer" information sent for study beforehand.

Format

- More time talking in groups, less presenters.
- Keep presenters speeches within their time limit

Logistics

- Stop with turning on/off lights.
- It was hard to see the slide show due to location of seating
- Get a bigger projection screen and position it in the center, front of the room so everyone can see and read it.

None

- Not sure
- All good
- Very good
- Perfect for me
- I can't think of a thing
- I think it is good
- Fine
- Thought it was good

Time/Location

- Put it at downtown location
- Could be a longer (annual) meeting
- Mornings are a personal preference. Great location. Good time of year for meetings for agriculture related business sector.
- Mornings are often better for me personally. You lost people as the afternoon went on.
- Round tables works for discussion, but not presentations or Q&A.
- More time
- Should break up before five. Would consider tightening up the schedule.
- Yearly meetings
- Time of day. mid-morning.

4. How Often

- Annually (23)
- Twice a year (16
- 2 years (3)
- 3 years (3)
- As Needed (2)
  - Only as needed
  - Or as needed, or every other year, regional/local meetings more frequently
- Twice a Year now, Once a Year in future
- Twice a year or annually
- Similar to professional development conference

5. Additional Comments

- Regional freight summits have been recommended by a member of our table – this would all local chambers and local agencies to participate in the process
- Over the next two years, have a Freight Summit in North Idaho, one in East Idaho and one in South Central Idaho

- While I understand the purpose of the freight study, it would see that this would be a great opportunity to stay in touch with private industry.
- Please look into state to state uniformity
- Update implies using what we have and bringing it current. We need a paradigm shift. Data driven decisions; interface with producers and shipping to know and deal with issues constraining moving freight therefore commerce.
- Kevin Jeffers – brush upon PowerPoint slides. Titles with shadows were extremely difficult to read. Use less "busy" background images.
- Awesome ideas. Want updates and to get involved as things move forward.
- Not mentioned how and where we will go from here.
- We need to review objective and often to ensure that we are on track and stay focused on how we improve total transportation product by reducing cost and improving safety.
- I like the format – obviously will require some follow up/refining.
- Very good job managing
- Looking forward to more information
- Set up web page on progress
- Great idea for the summit, planned well.
- Be careful to not build in a bias for a particular mode.
- Thank you. Informative speakers. God mix of stakeholders. Interesting discussion.
- Make this meatier. My table had people that traveled from Buffalo NY, Vancouver, WA and Eastern Idaho for this meeting. That is a lot of travel for less than 4 hours and just to collect initial thoughts.
- Great meeting. Very much needed and we need this information to share with our industries at least once per year.
- Can we get copies of today's presentations?
- We need more groups involved.
- It will be interesting to come back and see the progress next year.
- I'm not sure I agree with the inbound/outbound presentations. I'm more of the opinion there is a shortage of trucks available for outbound loads. If there's an imbalance where capacity is concerned, I feel opposite of what was presented. Could be due to old data. Could also be trucks versus load type not *very* balanced as well.
- Both these studies will be very useful to regional planning. Please include regional breakouts, don't over generalize.
- Many plans from consultants tend to be rubber stamped. Make sure these stay tuned to Idaho's unique needs and use current data.
- Also request writing style that is easy to read as they should be used by a variety of organizations across the state.
- Thanks!
- I'm a little concerned about the aviation freight impact being overlooked.

Idaho Freight Study and Rail Plan Update
Public Involvement Plan

Prepared for the
Idaho Transportation Department

For

Idaho Statewide Freight Study and State Rail Plan

Project No. 94485SC12

Key No. 13334 & 13337

March 31, 2012

Prepared By:

Bracke and Associates, Inc.

For:

DAVID EVANS AND ASSOCIATES INC.

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Idaho Statewide Freight Study and State Rail Plan

Public Involvement Plan

Project Description

The Idaho Transportation Department (ITD) is conducting a study of the statewide multimodal freight network to examine current and future transportation needs. The purpose of the study is to identify policies, programs and investments within the state's transportation network that will facilitate the efficient movement of freight over state transportation systems, improve safety, and support economic vitality at the state and local level. In addition to the Freight Study, ITD will use the process to update to the 1996 Statewide Rail Plan in compliance with Passenger Rail Investment and Improvement Act of 2008 (PRIIA).

PRIIA tasks states with producing a State Rail Plan to establish policy, priorities and implementation strategies for freight and passenger rail transportation within its boundaries, enhance rail service in the public interest, and serve as the basis for Federal and State rail investments within the state. PRIIA requires State Rail Plans be submitted to the Federal Railroad Administration (FRA) for review and approval.

The Idaho Rail Plan will address a broad spectrum of rail issues, including:

- Identification of the State's passenger rail objectives and plans;
- An inventory of the rail system's transportation infrastructure;
- Analysis of rail-related economic environmental impacts; and,
- Establishment of a long-range investment program for current and future passenger and freight rail infrastructure throughout the State.

The Plan will also address intermodal infrastructure, safety, and security issues, outline 5- and 20-Year Work Plans, and set the stage for a continuation of work underway across the State in adherence with PRIIA.

Goals of the Public Involvement Plan

The most useful and relevant Idaho Freight Study and Rail Plan Update will rely on effective and meaningful public involvement and input which is intentionally generated, documented, and used in the production of the Project products. The goals of this Public Involvement Plan are to:

1. Effectively communicate the process and schedule of the Idaho Freight Study and Rail Plan Update, so that stakeholders can be involved in the process at the point they find most meaningful;
2. Facilitate active and collaborative participation by key stakeholders, relying on their intimate involvement and collective expertise to help develop and recommend the vision and plan for Idaho's freight and rail systems; and,

3. Collect public input to make a better product, by providing information, keeping the lines of communication open, and having a robust body of input available to consider when making decisions.

The intended outcome is a public that feels satisfied with the level of participation they have been offered, and has assisted the State in creating a project that best meets the overall purpose and need.

Stakeholders, Participants and Audiences

All Idahoan's with an interest in the Idaho Freight Study and Rail Plan Update are encouraged to participate in the process. In addition, ITD has identified the following specific stakeholder groups for which this Project will have specific relevance:

- Users – public and private, including but not limited to agriculture, manufacturing, natural resources, recycling, other products and passengers;
- Operators – public and private, including but not limited to air, rail, port, trucking, highway;
- Economic Development;
- Elected Officials;
- Federal Government;
- State Government;
  Metropolitan Planning Organizations;
- Environmental organizations; and,
- General Public.

Outreach Activities and Schedule

The outreach activities identified in Table 1 below are designed to meet the PIP goals, the products of which will inform the development of Project materials. The schedule for outreach activity implementation is also indicated in this table.

Table 1: Outreach Activity and Schedule

Activity	Target Audience	Purpose	Products	Schedule	Goal
Freight Summit	All stakeholder groups	Present the project scope and purpose; collect issues, needs, vision, desired level and scope of involvement, preferred communication venues	▪ List of Issues, Concerns ▪ List of inputs to inform vision, goals and objectives ▪ Volunteers for Steering Committee ▪ Meeting Summary	December 2011	1, 2, 3
Stakeholder Interviews – Inquiry based	Key stakeholders across perspectives	More detailed inquiry regarding issues, needs, goals and objectives	Interview Summary that documents inputs and informs the development of the Rail Plan and Freight Study vision, goals, objectives and recommendations	March 2012 September 2012	1, 2, 3
Stakeholder Interviews – relationship and status based	Key stakeholders across perspectives	Regular but intentional interviews and check-ins with key stakeholders throughout the state to keep them apprised of process and to monitory for emerging or outstanding issues about which the project team should be aware.	Interview log	Ongoing	1, 3
Steering Committee	Key stakeholders across perspectives	▪ Adopt the Stakeholder and Public Involvement Plan; ▪ Affirm the draft Vision Statements, Goals and Objectives; ▪ Recommend Performance Measures, and ▪ Recommend Policies, Investment Priorities, and Investment Scenarios for testing. ▪ Recommend specific strategies and activities to be included in the Rail System Action Plan	▪ Facilitated Steering Committee meetings and meeting summary documentation ▪ Final Project Stakeholder and Public Involvement Plan ▪ Recommendations as indicated	Winter, 2012 Spring, 2012 Summer, 2012 Falls, 2012	2
Project Website	All	Post information; solicit comments	Website	February 2012 through duration of project	1, 3

Focus Groups	Specific to focus issue	As needed (up to four) to address/guide issue-specific components of the plan (potentially economic development, infrastructure, safety and security, congestion management, land use, performance measures, environmental issues, and/or financing.)	Focus group meeting summaries to inform plan development.	Focus group meetings will be triggered by the identification of up to four of the most critical issues (by topic or by region in which stakeholder engagement is essential to address). At a minimum, one focus group will be devoted to a significant rail issue, another to a significant freight issue, and the last two to those issues identified and proposed by the Project Team and/or Steering Committee.	2
Public Outreach	All	Use a variety of tools to enhance communication and understanding 1. Regular E-mail Blasts 2. Distribute a project one-pager to mobility managers for distribution in their areas as appropriate 3. Conduct regional stakeholder meetings to communicate the development of the draft, its vision, goals and objectives, and encourage review of the draft plan 4. Summarize public comment solicited through public outreach effort		1. Ongoing 2. July, 2012 3. July – August, 2012 4. September 2012	1, 2, 3
Legislative Outreach	Legislators continuing in House/Senate transportation committees and new members	Convene information-sharing opportunities with legislators as identified to inform them of the study and planning process and secure their future understanding of the strategic vision and goals.	Log of those with whom information is shared and their response/proposed follow-up	5. Ongoing throughout course of project	1, 2, 3
Public Comment	All	30-day public comment with production of draft plan	Outreach Summary Report	February 2013	3

Issues to Address

At the time of the printing of the draft Public Involvement Plan, a Freight Summit has been convened. At the Freight Summit a list of issues to address in the process were identified, as were a number of suggestions for potential goals and activities.. Initially and summarily, issues include:

- Access and capacity;
- Collaboration;
- Economic competiveness;
- Funding;
- Information sharing/communications;
- Infrastructure;
- Planning;
- Policy;
- Safety;
- System connectivity among modes, within state, among other states, as part of a national network;
- Movement of natural gas;
- and,
- Consistency in regulation.

Using Public Input

Input and suggestions collected through public and stakeholder involvement activities will provide technical project personnel with the information they need to produce a study and generate a plan that is most responsive to stakeholder and community needs. All issues identified will be included in the issues log, presented for project team and Steering Committee consideration, addressed, and documented in a response to public comment document included by reference to the draft and final Idaho Freight Study and Rail Plan Update.

Evaluation

In order to determine if the public involvement activities are achieving the desired results, it is critical to assess their effectiveness periodically during the study.

Information will be collected from the Freight Summit, Steering Committee, and Focus Group evaluation forms. These sheets will serve as a mini-survey by asking attendees questions related to the relevance and effectiveness of the meeting and process. An online questionnaire is another potential evaluation activity that may be used to evaluate process effectiveness.

Roles and Responsibilities

The **ITD Division of Transportation Performance** has lead responsibility for the conduct of the Idaho Freight Study and Rail Plan Update.

ITD has secured the services of **David Evans and Associates, Inc. (DEA),** who is leading a **Project Team** of consulting professionals to conduct the study and produce the update in the context of the public process outlined within this plan. Other Team members include professionals from Cambridge Systematics and Bracke and Associates, Inc. DEA works according to a specific scope directed by ITD, to include most of the technical elements of plan development and the bulk of the public involvement process. Given the contractual arrangement, ITD will in some cases have sole responsibility for elements of the process; in others, there is a shared responsibility.

Steering Committee members are responsible for participating in all of the meetings of the Steering Committee, reviewing public input and technical documents required to meet a given meeting objective, and working collaboratively with other members to generate recommendations that best support the needs of the entire state and range of stakeholders.

Other **stakeholders** and **individuals** with an interest in the project are encouraged to stay engaged in the process by reviewing project documents and recommendations as they become available, and for monitoring the website to stay informed about project developments and status.

March 1, 2012

Idaho Freight Study and Rail Plan Update

Steering Committee Meeting

PARTICIPANTS

Steering Committee Members
Erika Bowen, ITD Highway Planning and Program Management
John Brown, WATCO
David Doeringsfeld, Lewiston Port Authority
Kathy Fowers, Idaho Trucking Association
Joe Leckie, Idaho Public Utilities Commission
Wyatt Prescott, Idaho Cattle Association
Colleen Weatherford, BNSF Railroad

Ex Officio
Richard York, Division Administrator, USDOT Federal Motor Carriers

Project Management Team
Sonna Lynn Fernandez, Transportation Planning Coordinator, Idaho Transportation Department
Steve Grant, Communication Specialist, Idaho Transportation Department
Melissa Kaplan, Airport Planning, ITD Aeronautics
Robert Linkart, Idaho Transportation Department
Jo O'Connor, Passenger Rail, Idaho Transportation Department
Mark Wasdahl, Senior Transportation Planner, Idaho Transportation Department District 3

Project Team
Maureen Gresham, Program Manager, Idaho Transportation Department
Kevin Jeffers, Project Manager, David Evans and Associates
Marsha Bracke, Facilitator and Public Involvement, Bracke and Associates, Inc.

Support Personnel
Stephanie Latimer, Bracke and Associates, Inc.

MEETING SUMMARY

The Steering Committee held its first meeting on March 1, 2012 at the ITD Aeronautics conference room in Boise, Idaho. The purpose of the meeting was to:

- Establish a shared understanding of the project plan and schedule;
- Provide feedback on and generate a shared understanding of the project Public Involvement Plan;
- Establish and confirm a shared understanding of the role, responsibility and functionality of the Steering Committee;
- Generate a draft vision and goals for Idaho's overall freight system based on freight stakeholder input generated to date;
- Review the Data Collection Plan and identify and fill gaps, as appropriate.

This meeting summary includes a transcription of Flip Chart Notes maintained throughout the meeting, and can be found on pages 5-9.

Additional attachments to this Summary include:

1. The Agenda
2. Gresham Power Point - Project Purpose and Management
3. Jeffers Power Point - Project Overview
4. Gresham Power Point - Public Involvement Plan
5. Public Involvement Plan, revised March 1, 2012
6. Public Involvement Plan Comment Sheet
7. Steering Committee Draft Charter, revised March 1, 2012
8. Idaho Freight Summit Inputs, grouped by theme, January 20, 2012
9. Stakeholder Interview Summary, February 28, 2012
10. Jeffers PowerPoint - Data Collection Plan Overview
11. Data Collection Plan
12. Evaluation Form

Project Overview

Maureen Gresham, ITD and Kevin Jeffers, David Evans and Associates, via power point presentations provided an overview of the project. Participants inquired about the level of detail associated with the project, and how specifically they would be able to look at issues. Mr. Jeffers explained that it is a relatively broad plan, particularly for the Freight Study portion, but that system plans, such as the ITD Rail Plan Update, will look at other elements more specifically.

Later in the meeting participants expressed some concern about the scope of this project and their ability to get through the process in the time allotted. It was pointed out that this is an important and far-reaching plan, and that a year may not be enough time to do it. Ms. Gresham pointed out that she has to work within the schedule provided, and asked 1) that the Steering Committee consider what they CAN accomplish in the time provided, and 2) that the group get through as much as it can get through in the time that they have, knowing that subsequent iterations of the Freight Study and the Rail Plan Update will build on this work.

Public Involvement Plan

Ms. Gresham used a PowerPoint presentation to present an overview of the Public Involvement Plan, and then asked the group three specific questions to which she solicited their response. These included:

1. Name one person you think that is most influential or vested in this project. Identify opportunities for that person to be best engaged.
2. What areas/topics/issue do you think would benefit most from one of the four focus group meetings we have planned for this project? Why?
3. What is missing? What other strategies should be employed and for what purpose?

The group suggested several individuals and entities that should be participating in the project. They are listed on page 5 in the Flip Chart Notes. Ms. Gresham will use this input to update the stakeholder contact list. Suggestions for potential focus group meetings included natural gas, economics, multimodal, connectivity and securing a shared understanding of the end product. One specific suggestion for the Public Involvement Plan was to add a strategy to secure meaningful legislative involvement. Pages 5 and 6 provide the Flip Chart Note transcription of the feedback taken during this session.

Steering Committee Charter

Facilitator Marsha Bracke, Bracke and Associates, Inc., invited the group to review, make recommendations, and then confirm the detail of the Steering Committee function as described in the draft Charter, noting that it is in the group's best interest have build a shared understanding about expectations and participation in the process. The

group made several specific recommendations, which are depicted in the March 1, 2012 tracked changes version of the Charter attached. Specific points of discussion focused on:

- Participation requirements. Recognizing the short duration of the Steering Committee's tenure, the group ultimately advised that after two consecutive absences, alternate opportunities for participating be offered the Steering Committee member. This intent is to be sent to all Steering Committee members subsequent to this meeting.
- Meeting notices and materials. The group asked that meeting materials be provided well in advance of a meeting, and preferably no less then one week prior to the meeting. The agenda is to clearly identify issues to be addressed and what type of outcome is being sought. For those who have to miss a given meeting, their review and input will be intentionally solicited prior to the meeting so that that input can be included in the group's discussion. In the case of this first meeting, follow-up with members absent from the meeting is recommended to secure their input.
- Meeting dates. Scheduling conflicts existed specifically for the June and August meeting dates. To resolve these discrepancies, an online doodle poll will be distributed to ensure the highest attendance possible. In general, Tuesdays and Thursday meetings work best for the group to allow for adequate travel time and consistency in their regular schedules.

Idaho's Freight Vision and Goals

Ms. Bracke reviewed with the group inputs to inform the development of a draft Vision statement and goals. The Idaho Freight Summit Inputs, grouped by theme, January 20, 2012 is an important resource reflecting the scope of stakeholder input at the Summit. The materials, grouped by Ms. Bracke in an attempt to synthesize the results, were the resource document for a series of stakeholder interviews conducted over recent weeks. The stakeholder surveys were designed to confirm whether the grouping was appropriate, and to collect additional inputs to drive toward the development of a vision statement and goals. Six interviews were reflected in the Stakeholder Interview Summary, February 28, 2012, also provided to the Steering Committee to inform this discussion.

Using those materials, Steering Committee members were divided into two groups to collaborate on building draft vision statements. The statements provided from each group were more similar in scope than structure. Ideas such as connectivity, economic opportunity, safety, effectiveness and strategic approaches were represented in both visions. After discussing the purpose and meaning behind a vision statement, and specifically clarifying that the vision is to describe the final outcome, the 'fait accompli' that stakeholders envision for the system, the Steering Committee divided into two new groups to revise their statements with those elements in mind. Three revised vision statements were proposed:

- A safe and efficient freight network provides Idaho with economic opportunity.
- Idaho's strategic multimodal transportation network enhances economic growth opportunities.
- Idaho's strategic freight network is safe and efficient which provides and enhances economic opportunity.

The next step is to reduce these proposed vision statements into a single statement to share and refine with the broader stakeholder community.

Subsequently, based on inputs generated at the Idaho Freight Summit, Steering Committee members were asked write down the three things they each think need most to be accomplished to have an effective system as described in their draft vision statements. Each participate wrote three proposed goals on three different Post-It Notes. Similar proposed goals were grouped together into themes followed by a group discussion about each.

The original Post-It Note contributions are included on pages 7-8 of the Flip Chart Notes attached, followed by notes documenting discussion about each area. Per this input of the group, proposed goals would focus on the following areas:

1. Collaboration
2. Inter/Multimodal
3. Research & Data

4. Funding
5. Regulations
6. Connectivity
7. Prioritization

The next step is to craft this input into specific goal statements to share with the broader stakeholder community.

Data Collection Plan

Kevin Jeffers, David Evans and Associates, provided an overview of the Data Collection Plan using a PowerPoint presentation, and through the course of this discussion asked the group to respond to three specific questions respective to each task. Questions included:

1. What information is most critical to inform the recommendations of this study? How should it be used?
2. Are there other/better sources for the data needs identified?
3. What other data is available to support this study? What is the source of the data? How might it be utilized?

Page 8 of the Flip Chart Notes provide the input to each of the Tasks by task number. Participants were also invited to take the questions home with them and provide responses electronically once they had some time to further review and synthesize the information. These inputs are due to Ms. Gresham by March 15, 2012, and will be used to refine the Data Collection Plan and inform the data collection effort.

Through the course of this discussion, additional clarification was sought respective to the scope of this plan. Mr. Jeffers and Ms. Gresham described the scope of the 'freight study' is at the freight level, the results of which can be used to inform all systems' plans (rail, highway, port, air). Given the concurrent timing and funding, the effort to update the Rail Plan is leveraging the freight study process, and that system plan will be another product that results from this process. Instead of running two distinctly different processes on overlapping issues and with overlapping stakeholders, ITD chose to work both efforts together and leverage research, outreach, and production activities.

Ms. Gresham also clarified that the Freight Study is "Idaho's" Freight Study – not ITD's, and encouraged the group to direct and inform its development as appropriate to the state.

Action Items

1. Ms. Gresham will update the contact list using updated information generated at today's meeting.
2. Ms. Gresham will update the project stakeholder list with names and strategies provided at this meeting by the Steering Committee (as reflected on page 5).
3. Ms. Bracke will revise the Public Involvement Plan to incorporate Steering Committee suggestions to outreach to legislators.
4. Ms. Gresham will update the E-Blast list with updated contact information generated and with the additional stakeholder names provided at this meeting.
5. Ms. Gresham will issue a Doodle Poll to reschedule Steering Committee meetings in an attempt to maximize participation opportunities.
6. Ms. Bracke will revise the Charter to reflect Steering Committee inputs respective to participation, meeting notifications, and meeting schedule.
7. Steering Committee members will provide their responses to the Data Collection Plan questions to Ms. Gresham by March 15, 2012.
8. Ms. Bracke will prepare and Ms. Gresham will distribute the meeting summary materials by March 8, 2012.
9. The Project Team will develop a glossary of terms, to include a definition of inter- and multi-modal, as a resource for Steering Committee members and for potential inclusion in the project products.

Wrap Up

One item was left in the Parking Lot for the group to track through the process, and this was the question about the appropriate entity to fund a multi-modal facility – public or private.

Idaho Freight Study and Rail Plan Update

Steering Committee Meeting: March 1, 2012

FLIP CHART NOTES

FEEDBACK: STUDY AND SCHEDULE

- Role of "low level"
- Volume? As compared to "high level"
- Probably not looking at more specific pieces

FEEDBACK: PUBLIC INVOLVEMENT PLAN

Question 1 *(additional folks and how):*

- David Jordan- Clearwater Paper
  - Regional Meeting
- Motor Carrier Association
  - Interview
- Idaho Potato
  - Interview
- State weights/rules
- International Freight Agencies
  - Data and perspectives
- State Legislators
  - Explain and educate
- Williams Pipeline
  - Call Salt Lake office for name
  - Interview
- Heiskell/Scoular - distributing and exchange from truck/rail
- Agribeef/Simplot- large commodity companies
  - Include in regional meeting/ interviews
- Jerry Whitehead (on steering committee)
- Kinder-Morgan
  - Get name from John Brown
  - Solicit input/interaction
  - Add/leverage current capacity

Question 2 *(potential focus group topics)*:

- Switching fuels to natural gas
  - Conversion of vehicles and locations of natural gas
  - By region
- Problems by mode: export/import
- #1 area- economic competitiveness (everything else falls in line)
- Economics, be competitive in other states
- Multimodal opportunities
- Paper limitations
- Connectivity
- What's the end game? What do people think would be a meaning product? How to get all down to something meaningful

Question 3 (*what's missing?)*

- Look at existing studies
- Don't see anything missing
- Pacific/Inland Hub Study
- How engage State Legislature?
- Stay in touch with private sector
  - Seats changing in both transportation committees – lots of education
- Utilize what already exists (don't reinvent wheel)
- Be careful about putting too much weight on Regulatory construct
- Be mindful- movement of liquid natural gas
- Connections with surrounding states –bottlenecks- freight forwarders
- How Idaho fits in national network

STEERING COMMITTEE CHARTER

- At what point are we "un-appointed"
  - Two consecutive meetings
  - Send out meeting materials
  - Communicate what participation means
  - After second miss - find alternate participation opportunities
  - Give absentee members opportunity for same response
  - Information to Maureen
- Dates: June and end of August
  - Potential Regional meeting on 6/7
  - Tuesday/Thursdays
- Boise for Steering Committee
- Pre-meeting materials
  - Identify decisions to be made
  - Issues to address
  - Get out ASAP

DRAFT VISION STATEMENTS

- Provide strategic multi-model connectivity that enhances Idaho's economic growth opportunities.
  - Safety not inherently obvious
  - Narrow statement
  - Safety, cost-effective embedded
  - To enhance economic growth – need all qualities
  - Goals and objectives isolate other issues
  - Market driven
- To develop a connected freight network that is safe, efficient and cost effective, which provides strategically focused funding opportunities and investments that increase Idaho's competitive edge for all modes of freight transportation.
  - Reflective of Summit input
  - Strategic use of funds
  - Use better phrase than "increases Idaho's competitive edge"
  - Similarities: Economic opportunities, strategic, connected networks, reflect that it is safe, efficient, effective, funding used to leverage

<u>Revised Statements:</u>

- A safe and efficient freight network provides Idaho with economic opportunity

- Idaho's strategic multimodal transportation network enhances economic growth opportunities.
- Idaho's strategic freight network is safe and efficient which provides and enhances economic opportunity.

DRAFT GOAL WORK

Collaboration

Post It Inputs:

- Establish and maintain partnerships that foster cooperation and collaboration
- Structure to collaborate and form partnerships with private sector
- Coordinate public/private partnerships to maximize system benefits
- Improve public/private partnership on planning and funding
- Cooperation, collaboration and partner - enhance partnerships for back hauls and empty loads
- Cooperation between the different modes
- Freight network that is built on cooperation, collaboration and partnerships

Discussion:

- Collaboration- key to making this plan work
- Continually ask ourselves what were trying to achieve
- Strategic network for benefit of all of Idaho

Inter/Multi-Modal (Define)

Post It Inputs:

- Pursue and leverage multi-modal facilities
- Research data/multi-modal - multi-modal feasibility study to have better understanding of the rail access
- Analyze multi-modal opportunities
- Port of Lewiston: Leverage barge/rail truck volumes
- Identify regional multi-modal freight hubs
- Develop (or provide) multi-modal facility options throughout the state

Discussion:

- Studies say that 1 in every 4 rail cars will have to be transloaded by 2014
- Look at all options to handle growth
- Inter-modal- not just companies transfer storage
- Inter-modal → multi-modal - define
- Who builds it? Public/freight community?
- Requires analysis
- Need a network that gets to my facility
- "Rail served industrial park"
- "More than one mode interacting with another"
- Maximize existing resources

Research and Data

Post It Inputs:

- Compile and leverage data to facilitate informed decisions
- Research and data - look at other plans and utilize what works from them
- Develop detailed baseline data to provide a clear vision of Idaho's freight system

Discussion:

- Concern about lack of data- proprietary issue
- Maximize existing data

Funding

Post It Inputs:

- Identify funding source for strategic investments
- Transportation funding
- State funding assistance for multi-modal freight projects

Discussion:

- What is available and what isn't?
- Difference between investing in infrastructure and private investment
- Federal, state, private, international

Regulations

Post It Inputs:

- Uniformity in truck regulations i.e. GVW, length, safety standards
- Uniformity of truck weights with surrounding states

Discussion:

- Probably a long term fix
- Idaho - adjoining states - federal - potential pecking order

Connectivity

Post In Inputs:

- Improve north-south movement. Question of roads or rail.

Prioritization

Post In Inputs:

- Method (screening) to identify infrastructure needs across all modes

Discussion:

- How? Political, rational

DATA COLLECTION

- Task 4 - Visioning
  - National guidance on freight – Map 21
  - National Rail plan
  - Commerce- national freight vision
- Task 5 – Existing Freight System Overview
  - Make sure you are capturing freight that is not in containers
  - Make sure it captures intrastate freight regardless of modes (including pipeline)
  - Intermodal and non intermodal rail volumes
  - Where does the scope end?
  - Idaho borders or beyond?
  - For example: Columbia jetties
  - Steering committee drives
  - Freight system doesn't end at the borders – need to recognize those systems
  - Speeds of traffic?
- Task 6 – Mobility Issues
- Task 7 – Performance Metrics
  - Hourly ATR data?
- Task 8 – Investment Scenarios
- Task 9 – Study Recommendations
- Task 10 – Rail Inventory
  - Should show up on Task 5
  - Collecting addition info on rail (but not ports/air)

CLOSING COMMENTS

- Too ambitious
- Need time to study issues
- Think about what we *can* accomplish

ACTION ITEMS

1. Update contact list
2. Enhance Stakeholder list with names and strategies
3. Revise PIP to incorporate committee suggestions
4. Update e-blast list
5. Issue Doodle Poll to reschedule meetings
6. Revise Charter to reflect Steering Committee inputs
7. Get back with Maureen by March 15th with Task inputs

PARKING LOT

1. Multi-modal funding? Public? Freight community?
2. *(Other parking lot items moved to Action Items)*

Idaho Freight Study and Rail Plan Update

Steering Committee Meeting
Thursday, March 1, 2012
10:30 a.m. – 4:30 p.m.

ITD Aeronautics Office
3483 Rickenbacker St.
Boise, ID

The group will have a working lunch on site, hosted by the Idaho Transprotation Department

AGENDA

Objectives

1. Establish a shared understanding of the project plan and schedule
2. Provide feedback on and generate a shared understanding of the project Public Involvement Plan
3. Establish and confirm a shared understanding of the role, responsibility, and functionality of the Steering Committee
4. Generate a draft vision and goals for Idaho's overall freight system
5. Review the Data Collection Plan and identify and fill gaps, as appropriate

TIME	TOPIC	REFERENCE MATERIALS	OBJECTIVE
10:30 a.m.	**MEETING START AND PROCESS OVERVIEW** **INTRODUCTIONS** ☐ Marsha Bracke, Bracke & Associates, Inc., Facilitator	Agenda Contact Lists: ▪ Steering Committee ▪ Project Team	
10:45 a.m.	**Project Overview** ☐ Maureen Gresham, ITD Division of Transportation Performance ☐ Kevin Jeffers, David Evans and Associates, Inc., Project Manager: Idaho Freight Study and Rail Plan Update *25 minute presentation; 20 minute facilitated discussion*	Power Point Presentations	**1**
11:30 a.m.	**Public Involvement Plan** ☐ Maureen Gresham, ITD Division of Transportation Performance *10 minute presentation; 35 minute facilitated discussion and input; articulate next steps*	Power Point Presentation Draft Public Involvement Plan	**2**
12:15 p.m.	**WORKING LUNCH (Materials Review)** ☐ Provided by ITD		
1:00 p.m.	**Steering Committee: Role, Responsibility and Functionality** ☐ Marsha Bracke, Bracke & Associates, Inc., Facilitator *15 minute overview; 25 minute feedback and discussion; 5 minutes confirm product*	Steering Committee Draft Charter	**3**
1:45 p.m.	**Idaho's Freight Vision – Part 1** ☐ Marsha Bracke, Bracke & Associates, Inc., Facilitator *Review and understand materials provided (15 minutes)* *Discuss in context of end product (vision, goals, objectives) (25 minutes)* *Articulate next steps*	January 20, 2012 version of Idaho Freight Summit Inputs grouped by theme February 28, 2012 version of Stakeholder Interview Summaries	**4**
2:30 p.m.	**BREAK**		
2:45 p.m.	**Idaho's Freight Vision – Part 2** ☐ Marsha Bracke, Bracke & Associates, Inc., Facilitator *Generate draft vision and goals for freight system*		**4**

3:30 p.m.	**Data Overview** ☐ Kevin Jeffers, David Evans and Associates, Inc. Project Manager: Idaho Freight Study and Rail Plan Update *Review data collection plan and sources and identify and fill gaps, as appropriate* *Overview (15 minutes) facilitated discussion (30 minutes)*	Data Collection Plan	**5**
4:15 p.m.	**Wrap Up and Next Steps** *Review and confirm meeting schedule and objectives*		
4:30 p.m.	**ADJOURN**		

Proposed Meeting Schedule/Objectives:

June 7, 2012

Overall Freight

1. Generate a shared understanding of the existing Freight System Tech Memo and the Freight Mobility Issues and Opportunities memo
2. Refine freight vision and goals, generate draft freight objectives
3. Recommend draft Freight Performance Metrics

Rail: Freight and Passenger

4. Generate a shared understanding of the Freight Rail System Inventory Tech Memo, Passenger Rail System Inventory Tech Memo, and Rail Needs Assessment Tech memo
5. Refine freight and passenger rail vision and goals, generate draft objectives
6. Using inputs provided by the project team, recommend draft Freight and Passenger Rail Performance Metrics
7. Review and comment on initial list of freight and passenger projects identified by the Project Team

PRODUCE VISIONING MEMO

August 7, 2012

Overall Freight

1. Review Project Team's scenario testing results
2. Recommend preferred scenarios
3. Recommend policy-level initiatives and future management tools that may enhance freight mobility
4. Recommend short and long-term strategies
5. Test inputs via vision, goals, objectives

Rail: Freight and Passenger

6. Review, discuss and recommend
   - Proposed policy changes
   - Proposed projects and screening criteria
   - Project impact analysis
7. Test inputs via vision, goals, objectives

September 18, 2012

Overall Freight

1. Review, discuss and provide input regarding:
   - Freight policies, funding, resources and management tools
   - Action plan and strategy recommendations
   - Preliminary Draft Freight Study document

Rail: Freight and Passenger

2. Review, discuss and provide input regarding:
   - Institutional and policy changes
   - Project prioritization and implementation schedule
   - Review and confirm public comment process

Freight Study and Rail Plan Update
Project Purpose and Management

PRESENTED TO: STEERING COMMITTEE

PRESENTED BY: MAUREEN GRESHAM, TRANSPORTATION PERFORMANCE DIVISION

MARCH 1, 2012

Why Study Freight?

- Integrate movement of freight across all modes
- Strengthen partnerships between private and public entities
- Implement Long Range Transportation Goals
- Establish framework for future investments

Why Develop a Rail Plan?

- Develop and preserve essential freight and passenger rail services
- Prioritize public and private actions, investments, and policy/programmatic changes
- Allow Idaho to compete for national rail related funding opportunities
- Adhere to Idaho State Code and the Passenger Rail Investment and Improvement Act of 2008 (PRIIA)

Project Coordination – Management Team

- Provides oversight on all activities
- Coordinates use of available data and resources
- Includes team members from all "walks" at ITD
  - Maureen Gresham – project manager
  - Jo O'Connor – passenger rail
  - Mark Wasdahl – highways, district coordination
  - Melissa Kaplan – airports
  - Reggie Phipps – port of entry, motor vehicles
  - Robert Linkhart – railroad crossing safety
  - Sonna Lynn Fernandez – highways
  - Steve Grant- communications

Project Coordination – Consultant Team

- Coordinating stakeholder involvement
- Conducting data collection, analysis,
- Developing all potential recommendations
- Includes national and local experts
  - David Evans and Associations
  - Cambridge Systematics
  - Marsha Bracke and Associates

Project Coordination – Steering Committee

- Guides the planning process by providing input, data, contacts
- Serves as ambassador for the project to increase awareness and build support
- Identifies and evaluates potential policies, programs and investments
- Includes key stakeholders
  - System Owners/Operators
  - System Users
  - Regulatory Agencies

Idaho Freight Study and Rail Plan

Overview

Kevin M. Jeffers, PE, PMP
David Evans and Associates, Inc.

Idaho Freight Study and Rail Plan

- Leverages state and federal funds for two purposes:
  - Freight Study - provide a framework for freight transportation investments
  - State Rail Plan - both freight and passenger rail
- The Steering Committee is helping to guide both

Study and Plan Elements

Both have common elements

- Stakeholder and Public Involvement
- Visioning
- Data Collection
- System Overview and Analysis
- Issues and Opportunities
  - Needs Assessments and Potential Projects
  - Institutional and Policy Limitations
- Performance Metrics
- Investment and Financing Scenarios
- Recommendations

Study and Plan Elements

Differences between the two

- Freight Study examines all transportation modes
- Freight Study provides a frame work and preferred scenario to be used by decision makers
- Freight Study informs all the other modal plans
- Rail Plan only examines the one mode, but can identify issues where it interfaces with other modes
- Rail Plan must include passenger and freight rail in each element

Freight Study's Relationship to Other Plans

Study and Plan Elements

- Stakeholder and Public Involvement
  - Freight Summit
  - Stakeholder Interviews
  - Public Web Site
  - Transportation Board Review
  - Public Comment Period

Study and Plan Elements

- Visioning
  - What is the future of our freight and rail systems? How do they need to perform?
  - The Steering Committee is vital in determining this.

Study and Plan Elements

- Data Collection
  - ITD roadway data
  - Surface Transportation Board waybill samples
  - USDOT freight data and statistics
  - Bridge location and condition
  - Stakeholder-provided data
  - Many, many more
  - Suggestions from the Steering Committee?

Study and Plan Elements

- System Overview and Analysis
  - Review of the existing freight system and rail system
  - Identify high-level capacities and demands

Study and Plan Elements

- Issues and Opportunities
  - Assess needs of both freight and rail systems
  - Identify potential improvements
  - Examine institutional and policy limitations
  - The Steering Committee will help identify all three

Study and Plan Elements

- Performance Metrics
  - High-level
  - Measurable
  - Meets stakeholder needs
  - Used in assessing Investment and Financing Scenarios
  - The Steering Committee input is vital

Study and Plan Elements

- Investment and Financing Scenarios
  - Matching potential solutions to system needs to develop scenarios
  - Use performance metrics to assess each scenario for effectiveness
  - Guides the recommendation discussions

Study and Plan Elements

- Recommendations – Finally!
  - High-level proposed solutions
  - Helps guide transportation policy makers
  - Can be incorporated into statewide modal plans

Study and Plan Direction

How will decisions be made?

Study and Plan Schedule

Winter 2012	• Data Collection and System Overviews • Steering Committee in March
Spring 2012	• Issues & Needs Assessments, Performance Metrics • Steering Committee in June
Summer 2012	• Investment Scenarios & Policies • Steering Committee in August
Fall 2012	• Freight Study Recommendations, Freight Study to Idaho Transportation Board • Steering Committee in September
Winter 2013	• Rail Plan Recommendations, Rail Plan to Idaho Transportation Board

Study and Plan Elements

- Stakeholder and Public Involvement
- Visioning
- Data Collection
- System Overview and Analysis
- Issues and Opportunities
  - Needs Assessments and Potential Projects
  - Institutional and Policy Limitations
- Performance Metrics
- Investment and Financing Scenarios
- Recommendations

Freight Study and Rail Plan Update
Public Involvement Plan

PRESENTED TO: STEERING COMMITTEE

PRESENTED BY: MAUREEN GRESHAM, TRANSPORTATION PERFORMANCE DIVISION

MARCH 1, 2012

Public Involvement Plan - Goals

- Provide opportunities for stakeholder involvement
- Facilitate active and collaborative participation by key stakeholders
- Gather information to be used in the planning process

Key Stakeholders

- Transportation Industry
  - Railroad owners/operators
  - Truck owners/operators
  - Airports
  - Ports
- Shipping industry
  - Carriers/couriers
  - Warehousing/terminals
- Agricultural Industry
  - Produce
  - Grain
  - Dairy
  - Animal and Feed
  - Beef
- Natural Resources
  - Recycling
  - Sand/gravel
  - Lumber
  - Metals/mining
- Public Agencies
  - Idaho Transportation Department
  - Department of Agriculture
  - Department of Commerce
  - Public Utilities
  - Economic Development Agencies
  - Federal and regional planning organizations
  - Cities, counties, highway districts, chambers

Key Issues

- Access and capacity
- Collaboration
- Economic competiveness
- Funding
- Information sharing/communications
- Infrastructure
- Planning
- Policy
- Safety
- System connectivity
- Consistency in regulation

Public Involvement Plan – Tools

- Outreach
  - Website
  - E-blasts
  - Public Comment
- Freight Summit
- Steering Committee
- Stakeholder Interviews
- Focus Groups
- Regional forums

Public Involvement Plan

1. Name one person you think that is most influential or vested in this project. Identify opportunities for that person to best be engaged.
2. We have an opportunity to conduct four focus group meetings over the course of this project. What areas/topics/issues do you think would benefit most from a focus group discussion? Why?
3. What are we missing? What other strategies should we employ and for what purpose?

Idaho Freight Study and Rail Plan

Data Plan Overview

Kevin M. Jeffers, PE, PMP
David Evans and Associates, Inc.

March 1, 2012

Data Plan Overview
Objectives of this presentation:

- To present an overview of the data collection plan, which serves as a foundation for this study; and
- To seek your input into potential sources of data to support the project.

Data Plan Overview
Purpose of the Data Plan:

- To provide an overview of the extent of data proposed for use in this study;
- To providing insights on how the data will be used; and,
- To create a tracking tool for Task 3.2 - Data Collection Work.

Data Plan Overview
Organization: Section 2

- Data needs are organized by task;
- Table summarizing data, source, and responsibility for data collection;
- Explains how data will be used in each task;
- Data collected/findings of earlier tasks roll forward into later tasks.

Data Plan Overview
Organization: Section 3

- Summary of Data Requirements: Consolidates all data identified by Task in Section 2.0;
- Table format in Section 3.0 may be used as a tracking tool for data collection efforts.

Data Plan Overview
Organization: Section 4

Additional Supporting Information:

- Inventory of Supporting Documentation;
- Stakeholder Interviews - Perspectives to be represented;
- Previous Stakeholder Interviews - Conducted as part of 2010 study "Idaho on the Move"

Data Plan Overview

Questions for Each Task:

- What information is most critical to inform the recommendations of this study? How should it be used?
- Are there other/better sources for the data needs identified?
- What other data is available to support this study, what is the source of the data, and how might it be utilized?

Data Collection By Task

Task 4	• Visioning – Table 1
Task 5	• Existing Freight System Overview – Table 2
Task 6	• Freight Mobility Issues – Table 3
Task 7	• Freight Performance Metrics – Table 4
Task 8	• Freight System Investment Scenarios – Table 5

Data Collection By Task

Task 9	• Freight Study Recommendations – Table 6
Task 10	• Rail System Inventory– Table 7
Task 11	• Passenger Rail System Profile & Analysis– Table 8
Task 12	• Rail Needs Assessment– Table 9
Task 13	• Identify Rail Projects– Table 10

Data Collection By Task

Task 14	• Rail System Performance Metrics– Table 11
Task 15	• Institutional, Policy, and Rail Financing– Table 12
Task 16	• Rail Service and Investment Program– Table 13
Task 17	• Idaho Rail Plan Production– Builds on all prior tasks & data

Discussion

Questions? Comments?

Feedback on Data Plan

- Please provide comments by March 15, 2012
- Comments can be e-mailed to Kevin Jeffers at:

KMJe @ deainc.com

Data Collection Plan

Prepared for the

Idaho Transportation Department

For

Idaho Statewide Freight Study and State Rail Plan

Project No. 94485SC12

Key No. 13334 & 13337

February 28, 2012

DAVID EVANS AND ASSOCIATES INC.

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DRAFT

1. Introduction

As part of Task 3.1, this Data Collection Plan has been developed to be a single data resource for the Idaho Transportation Department's (ITD) Idaho Statewide Freight Study and Rail Plan, providing an overview of data that will be gathered and a brief explanation of how those sources could be used in the study.

This Plan should be viewed as a tool for use throughout the duration of the Statewide Freight Study and Rail Plan development. This is a tool that may be used in several ways, including:

- Providing an overview of the extent of data proposed for use in this efforts (including data name, source of information, year of data, assumed data format);
- Providing insights on how the data will be used; and
- A tracking tool for Task 3.2 - Data Collection Work.

This Plan is organization in two ways for ease in finding the information sought.

- **Section 2.0 - By Task** – As outlined in Task 3.0 of the Scope of Work, Section 2.0 presents data needs organized **by task**. In this section, data needs are consolidated in snapshot table format with supporting descriptions of how data could be used in the task, and identification of any critical notes regarding data availability impacts to schedule. Additionally, this section identifies whether a DEA Team member or the ITD will be assigned collection responsibility for each item.
- **Section 3.0 – Summary** - Section 3.0 summarizes the data by task in Section 2.0 and **summarizes** it for ease in data collection. The table format in Section 3.0 may be used as a tracking tool for data collection efforts.
- **Section 4.0 – Additional Supporting Info** – While most technical tasks will rely, at least partially, on data to for technical analysis, additional resources will be viewed as part of "context-setting" for the efforts. Section 4.0 outlines those resources that have been indentified for reference by the DEA Team.

Please note, while extensive data is outlined in the following sections, the ability to secure and fully utilize the identified resources has not yet been determined. The majority of freight systems are operated by the private sector and the ability to receive hard-copy private sector data for public study is always a challenge. Railroads, trucking companies, shippers and others interests lie in protecting their bottom line and not disseminating information that may benefit their competitors. Thus, as supplement to this hard-copy data collection effort, you will note that several tasks rely on anecdotal information collected during stakeholder interviews with private sector owners, operators, and users will supplement public sector data received to ensure a complete picture of the Idaho freight transportation system is presented in this study.

Additionally, the quality and geographic coverage of data will be considered after data collection is complete. When data is in hand, the DEA Team will determine data suitability for use in these studies

2. Data by Technical Tasks

As outlined in Task 3.0 of the Scope of Work, this Section of the Data Collection Plan presents data needs organized **by task** for the technical tasks of this study. In this section, data needs are consolidated in snapshot table format with supporting descriptions of how data could be used in the task. Identification of any critical notes regarding data availability that could impact the schedule are also noted. Additionally, this section identifies whether a DEA Team member or the ITD will be assigned collection responsibility for each item. For ease in seeing the "big picture" of data collection by DEA Team member of ITD, refer to Section 3.0 – Data Summary.

Task 4 - Visioning

This task involves developing a vision for the freight and rail system in Idaho. This will record the Overall Freight Mobility Vision, Goals and Objectives. The types of data required to accomplish Task 4 include the sources found in the following table. Note, a list of relevant documents and studies is included in Section 4.0 (Table 15), which will be further supplemented by the literature review completed in support of this task as well as others. Additionally, the list of stakeholders proposed to be interviewed as part of this study, and the list of stakeholders DEA interviewed previously for ITD (as part of the 2010 effort) is also provided in that section (Tables 16 and 17).

Table 1 Task 4 Data Requirements

Item	Source	Year	Probable Format	To Be Secured By
Literature Review (conducted as part of this study)	DEA Team	2012	PDF, website, MS Word	DEA Team
Idaho Freight Summit Summary (conducted as part of this study)	DEA Team	2012	MS Word	DEA Team
Stakeholder Interview Summaries (conducted as part of this study)	DEA Team	2012	MS Word	DEA Team
Focus Group Summaries (conducted as part of this study)	DEA Team	2012	MS Word	DEA Team
Steering Committee Summaries (conducted as part of this study)	DEA Team	2012	MS Word	DEA Team
Stakeholder Interview Summaries	DEA Team	2010	MS Word	DEA Team

Data will be used for this task in several ways:

1. To provide input into establishing a vision statement for the State's freight system, as well as goals and objectives to support this vision.

2. To articulate the role of freight and passenger rail in Idaho.
3. To establish passenger service objectives.

Expected output (including what future task(s) results feed in to):

1. Output will be a Visioning Summary Memo. The results of interviews will feed into Task 6 – Freight Mobility Issues and Opportunities.
2. The results of interviews will feed into Task 12 – Rail Needs Assessment.
3. The Task 4 Tech Memo will be fed into Task 9 – Freight Study Recommendations.

Schedule (including how data availability may impact the schedule):

1. This task is scheduled for completion by 6/15/12.
2. Information must be secured by 4/30/12 to ensure time to review and incorporate into Task 6.
3. Ability to schedule Interviews and Focus groups in a timely manner may limit the DEA Teams' ability to establish vision, goals and objectives on time and may stall Tasks 6, 9 and 12.

Task 5 – Existing Freight System Overview

In this task the DEA Team will examine the existing freight system in Idaho. This includes producing an overview of truck, rail, air, and marine modal systems - including employment, commodities, market shares, and projected volumes for each mode. It also involves producing an overview of intermodal facilities including employment, commodities, market shares, and projected volumes. The types of data required to accomplish Task 5 include the sources found in the following table.

Table 2 Task 5 Data Requirements

Item	Source	Year	Probable Format	To Be Secured By
Freight Analysis Framework (FAF3)	FHWA	2010	Access	DEA Team
Freight Analysis Framework (FAF3)	FHWA	2010	GIS	DEA Team
Idaho Highway Network	ITD	2012	GIS files	ITD
ADT and Truck ADT – All Highways	ITD	Most recent	GIS files	ITD
Designated Truck Network and LCV or heavy haul network	ITD	Most recent	GIS files	ITD
Idaho Rail Network	ITD	Most recent	GIS files	ITD
Idaho Intermodal Network (point file including airports, water ports and intermodal facility locations)	ITD	Most recent	GIS files	ITD
Intermodal Rail Volumes, Commodities (existing and expected future)	AAR, BTS, FHWA	Most recent	Excel or Word	DEA Team

Item	Source	Year	Probable Format	To Be Secured By
Marine Port Commodities, Volumes (existing and expected future)	BTS, FHWA	Most recent	Excel or Word	DEA Team
Air Cargo Commodities, Volumes (existing and expected future)	BTS, FHWA	Most recent	Excel or Word	DEA Team
Census Data-Statewide, County, SMSA	US Census	2010	Access or Excel	DEA Team
Demographic Data	ITD/Boise State	Most recent	Access or Excel	BSU
Idaho Employment Data (including specifics for Truck, Rail, Marine and Aviation Industries)	ITD/Boise State	Most recent	Access or Excel	BSU
Goods Dependent Industry Data	ITD/Boise State	Most recent	Access or Excel	BSU
Econometric Forecasts	ITD/Boise State	Most recent	Access or Excel	BSU
Port of Entry Data (commercial vehicle data including number, sizes, weights and citations)	Idaho Port of Entry	Most recent	Access, Excel, or PDF	DEA Team
Port of Entry Data (commodities transported at each POE, overlegal permit data by route, motor carrier fee revenues)	Motor Carrier	Most recent	Access, Excel, or PDF	DEA Team
Transporter Data	Bureau of Transportation Statics	Most recent	Access, Excel, or PDF	DEA Team
Rail Network (includes location, owners, all track rights, density code, signal system type)	FRA	2010 or most recent	GIS	DEA Team

Data will be used for this task in several ways:

1. The Freight Analysis Framework (FAF3) will be used to query commodity flows for truck, rail, maritime and air freight. Data will be presented in graphical form to illustrate directional flows (inbound, outbound, intra- and through trips), top commodities by mode, and key trading partners by mode.
2. All FAF3 data will be presented for today (2010) and the future (2035) in both tons and dollars.

3. Econometric data provided by Boise State will be used to evaluate how much the economy is expected to grow in the future, and specifically, what industries are expected to grow. Understanding future demand serves to inform investment decisions that support the development and maintenance of infrastructure systems adequate to meet those future needs. While a 30 year planning period is generally used for capital analyses (as investment decisions are typically evaluated based upon the accounting useful life), 2035 is proposed as the future year for analysis as it coincides with data available for FAF forecast. Additionally, the FAF will enable us to examine international trade flows, as the data set reflects both U.S. and international import/export activity. This information can be used to infer how mode usage for freight transportation may change in the future. Econometric data from Boise State will also be used to validate the FAF3 future (2035) year calculations (i.e. If BSU says that agriculture is growing by x%, we will verify that the FAF says agriculture is growing at close to same x% and freight flows in the FAF are representative). FAF3 growth values are fairly aggressive and do not always adequately reflect regional or State economic downturns. If possible, the econometric data will be used to control for this potential over-estimate. Additionally, the economic data will be used to present a very general overview of freight-dependant industry growth/contraction, as part of study context.

4. Future year flow data will be used to identify demand-driven future infrastructure needs, and evaluate future investment scenarios to meet those needs.

Expected output (including what future task(s) results feed in to):

1. Output will be a Tech Memo documenting the Freight System.
2. Maps will be prepared to show the State's rail system, highway system, truck routing, intermodal/port system, air cargo system, as well as "trade flow" maps depicting modal freight activity, and other maps to support the description of the State's freight system. The detail of these maps will be dependent upon the availability of data.
3. This task feeds into Task 6 – Freight Mobility Issues and Opportunities and Task 7 - Freight Performance Metrics.
4. The Task 5 Tech Memo will be fed into Task 9 – Freight Study Recommendations.

Schedule (including how data availability may impact the schedule):

1. This task is scheduled for completion by 5/7/12.
2. Information must be secured by 3/15/12 to ensure time to review and incorporate into the task.
3. The ability to secure appropriate information from private sector stakeholders may limit the scope/content of this task.
4. In the event ITD does not have the specified GIS files available, the DEA Team can access the National Transportation Atlas Database (NTAD) to download the most recent publicly available data sets for Idaho. These files will be used, as downloaded, as part of the study. Using a

national database, without the benefit of local data to validate the data, the accuracy of the analysis may be somewhat diminished.

Task 6 – Freight Mobility Issues and Opportunities

Using input from stakeholders and the public, the DEA Team will examine freight service system issues and opportunities. Focus in this task will be placed on both defining a freight network/strategic corridors and identifying opportunities for multi-modal freight system integration. The types of data required to accomplish Task 6 include the sources found in the following table.

Table 3 Task 6 Data Requirements

Item	Source	Year	Probable Format	To Be Secured By
Results from Task 5 - Existing Freight System Overview	DEA Team			
Stakeholder Interview Summaries (conducted as part of this study)	DEA	2012	MS Word	DEA Team
Focus Group Summaries (conducted as part of this study)	DEA	2012	MS Word	DEA Team
Stakeholder Interview Summaries	DEA for ITD	2010	MS Word	DEA Team
Motor Carrier Permits and Port of Entry Policies (Idaho Transportation Board, IDAPA, adjacent state policies, including REDIFIT program rules, motor carrier statutes and administrative rules)	ITD, WADOT, MDT,UDOT, ODOT	Current	PDF/Website/ MS Word	DEA Team
Motor Carrier and Freight Legislation, current & proposed (including REDIFIT program rules, Motor Carrier Statutes and Administrative Rules)	ID, WA, MT, UT,OR	Current	PDF/Website/ MS Word	DEA Team
Western States Transportation Alliance Policies and Interstate Agreements	WSTA	Current	Website	DEA Team
See Section 4.0 – Inventory of Supporting Documents for additional resources				

Data will be used for this task in several ways:

1. Trend information produced in Task 5 will be used to assess and anticipate future freight system needs.
2. Anecdotal information from stakeholder interviews and focus groups will be used to identify system issues, needs and opportunities.
3. Other relevant studies found in Section 4.0 of this Plan will also be consulted to ensure that previously identified system needs and opportunities are brought forward in this study's discussion.

Expected output (including what future task(s) results feed in to):

1. Freight Mobility Issues and Opportunities Memo.
2. Identified issues will move forward into Task 7 for consideration. An assessment will be made at that time whether performance measures could be developed to track/monitor the issues' improvements over time.
3. The Task 6 Tech Memo will be fed into Task 9 – Freight Study Recommendations.

Schedule (including how data availability may impact the schedule):

1. This task is scheduled for completion by 6/21/12.
2. Information must be secured by 4/30/12 to ensure time to review and incorporate into task.

Task 7 – Freight Performance Metrics

The DEA Team will develop a series of indicators to begin to measure the performance of the Idaho Freight Transportation System. Areas that the indicators will cover include Freight Demand, Freight Safety, System Efficiency and System Condition. This task builds on the inputs and outputs of Tasks 5 and 6, which enable us to develop performance measures related to capacity and demand, as well as maximizing existing resources. Additionally, the types of data required to address system performance metrics related to system condition and safety, as part of Task 7 include the sources found in the following table. Note, this task will be conducted concurrently with Task 14 – Rail System Performance Metrics. All freight and passenger rail-related information is presented in that section of this Plan.

Table 4 Task 7 Data Requirements

Item	Source	Year	Probable Format	To Be Secured By
Results from Task 5 - Existing Freight System Overview	DEA Team			
Results from Task 6 - Freight Mobility Issues and Opportunities	DEA Team			
Truck Crash Statistics	FMSCA	2010 or most	PDF Tables	DEA Team

Item	Source	Year	Probable Format	To Be Secured By
		recent		
Idaho Crash Data	ITD or Idaho State Police	2011 or most recent	Excel and/or GIS	ITD
Speed and Congestion Data - All Highways	ITD	2011 or most recent	GIS files	ITD
Pavement Condition on Major Corridors	ITD	2011 or most recent	GIS files	ITD
Bridge Location and Condition	ITD	2011 or most recent	GIS files	ITD

Data will be used for this task in several ways:

1. Modal information will be examined to produce performance measures across the freight system. However, the DEA Teams ability to develop quantitative measures in each of these categories depends on data availability and quality. Additionally, the intent is to use publicly available data for these measures so that ITD will be able to reproduce and track the systems' performance annually (or at some regular frequency).
2. Data collected in GIS will be used to screen the system and develop performance thresholds. This will be done through spatial queries.
3. Areas identified as needs, or requiring improvement, in Task 6 will be evaluated to determine whether they are candidates for targeted performance measure development.
4. This performance evaluation will utilize well-developed measures for the highway systems demand, condition and operations. Airport and port-related measures will be focused on demand.

Expected output (including what future task(s) results feed in to):

1. Multi-modal performance measures.
2. Freight Performance Measures Summary Memo.
3. The Task 7 Tech Memo will be fed into Task 9 – Freight Study Recommendations.

Schedule (including how data availability may impact the schedule):

1. This task is scheduled for completion by 6/21/12.
2. Information must be secured by 4/30/12 to ensure time to review and incorporate into task.
3. This information will be presented to the Steering Committee for vetting during Meeting #2.

Task 8 – Freight System Investment Scenario Testing

In this task the DEA Team will test up to three (3) 20 year freight investment scenarios. The types of data required to accomplish Task 8 include the sources found in the following table.

Table 5 Task 8 Data Requirements

Item	Source	Year	Probable Format	To Be Secured By
Results from Task 5 – Freight System Overview	DEA Team			
Results from Task 7 – Performance Measures	DEA Team			
Stakeholder Interview Summaries (conducted as part of this study)	DEA Team	2012	MS Word	DEA Team
Focus Group Summaries (conducted as part of this study)	DEA Team	2012	MS Word	DEA Team
Stakeholder Interview Summaries	DEA Team	2010	MS Word	DEA Team

Data will be used for this task in several ways:

1. To identify required infrastructure based upon low, medium, and high growth scenarios for existing freight volumes (truck, rail, air and marine).
2. To evaluate investment scenarios to ensure the adequacy of infrastructure to handle future freight needs.
3. To identify opportunities and business activities that may enhance the efficiency/performance of freight system.

Expected output (including what future task(s) results feed in to):

1. Tech Memo documenting the scenarios, the findings of the scenario testing, the "preferred" scenario.
2. The Task 8 Tech Memo will be fed into Task 9 – Freight Study Recommendations.

Schedule (including how data availability may impact the schedule):

1. This task is scheduled for completion by 8/21/12.
2. Information must be secured by 6/21/12 to begin developing scenarios.

Task 9 – Freight Study Recommendations

In this task the DEA Team will develop final recommendations for the Idaho freight system. Special attention will be paid to making actionable recommendations related to Freight Policies, Funding,

Resources, and Management Tools. The types of data required to accomplish Task 9 include the sources found in the following table.

Table 6 Task 9 Data Requirements

Item	Source	Year	Probable Format	To Be Secured By
Results from Tasks 4 - 8	DEA Team			
See Section 4.0 – Inventory of Supporting Documents for additional resources				

Data will be used for this task in several ways:

1. Identify key freight bottlenecks, safety or environmental concerns, and capacity concerns that require immediate solutions.
2. Identify those deficiencies, chokepoints or issues that will worsen in the future and require long-term solutions.

Expected output (including what future task(s) results feed in to):

1. Recommendations for policy-level initiatives and future management tools that may enhance freight mobility in Idaho.
2. Develop recommended short- and long-term strategies, including identifying responsible parties and potential costs.
3. Draft and Final Draft Statewide Freight Study document.

Schedule (including how data availability may impact the schedule):

1. This task is scheduled for completion by 4/2/13.
2. Information must be secured by 8/21/12. The ability to test and vet the scenarios may impact data availability to begin this task on time, but likely will not impact the final deliverable date.

Task 10 – Rail System Inventory

In this task the DEA Team will examine the existing rail system in Idaho. The types of data required to accomplish Task 10 include the sources found in the following table.

Table 7 Task 10 Data Requirements

Item	Source	Year	Probable Format	To Be Secured By
Build upon Task 5 Data Collected – Rail-centric Data	DEA Team			

Item	Source	Year	Probable Format	To Be Secured By
Idaho Rail Waybill Data	STB	2010	Text File	ITD
Idaho Rail Statistics	AAR	2011	PDF	DEA Team
Rail Crossing Database (includes crossing number, RR, road f class, AADT, signals, day thru, night thru, total trains/day, posted speed, safety info (predicted casualty and fatality rates)	FRA	2010 or most recent	GIS	DEA Team
Rail Safety Statistics	FRA	Most recent	Text files	DEA Team
Rail Network (includes location, owners, all track rights, density code, signal system type)	FRA	2010 or most recent	GIS	DEA Team

Data will be used for this task in several ways:

1. The STB Rail Waybill for Idaho will be used to present current (2010) freight rail statistics by carrier.
2. The Freight Analysis Framework (FAF3) data queried in Task 5 will be used to determine future (2035) freight rail volumes in Idaho. Data will be presented in graphical form to illustrate directional flows (inbound, outbound, intra- and through trips), top commodities, and key trading partners.
3. AAR statistics will be used to present rail employment data within Idaho and revenue by rail operator.
4. Statistics gleaned from the FRA information will be presented and moved forward for consideration in Task 14 rail performance measure development.

Expected output (including what future task(s) results feed in to):

1. Outline of Idaho's rail planning institutional structure.
2. Freight Rail System Inventory Technical Memorandum.
3. The Task 10 Tech Memo will be fed into Task 17 – Idaho State Rail Plan.

Schedule (including how data availability may impact the schedule):

1. This task is scheduled for completion by 5/7/12.
2. Information must be secured by 3/15/12 to ensure time to review and incorporate into the task.

Task 11 – Passenger Rail System Profile and Analysis

In this task the DEA Team will describe and analyze existing and currently planned rail passenger service on Amtrak's Empire Builder route. Proposals for new or expanded intercity rail operations in the future

will be described. This will incorporate information received from stakeholders and ITD. The types of data required to accomplish Task 11 include the sources found in the following table.

Table 8 Task 11 Data Requirements

Item	Source	Year	Probable Format	To Be Secured By
On-offs at Sandpoint	Amtrak	Most recent	Excel	DEA Team
On-time performance data (Sandpoint and Spokane-bound)	Amtrak	Most recent	Excel	DEA Team
Timetables, frequencies and times of day trains 7 & 8	Amtrak	Most recent	Excel	DEA Team
Total riders per train-mile	Amtrak	Most recent	Amtrak	DEA Team
FRA Cost Recovery Ratio	Amtrak	Most recent	Amtrak	DEA Team
Census Data	US Census	2010	Excel	DEA Team
Demographic Data	ITD/Boise State	Most recent	Access or Excel	BSU

Data will be used for this task in several ways:

1. Information produced in Task 11 will be used to assess current passenger rail service and anticipate future passenger system needs.
2. Anecdotal information from stakeholder interviews and focus groups will be used to identify system issues, needs and opportunities.
3. Other relevant studies/information found in Section 4.0 of this memo will also be referenced to ensure that previously identified system needs and opportunities are brought forward in this study's discussion.

Expected output (including what future task(s) results feed in to):

1. Passenger Rail System Inventory Technical Memorandum.
2. The Task 11 Tech Memo will be fed into Task 17 – Idaho State Rail Plan.

Schedule (including how data availability may impact the schedule):

1. This task is scheduled for completion by 5/7/12.
2. Information must be secured by 3/15/12.

Task 12 – Rail Needs Assessment

In this task the DEA Team will evaluate the rail system needs in Idaho. The types of data required to accomplish Task 12 include the sources found in the following table.

Table 9 Task 12 Data Requirements

Item	Source	Year	Probable Format	To Be Secured By
Results from Task 10 – Rail System Inventory	DEA Team			
Stakeholder Interview Summaries – Rail-centric (conducted as part of this study)	DEA Team	2012	MS Word	DEA Team
Focus Group Summaries – Rail-centric (conducted as part of this study)	DEA Team	2012	MS Word	DEA Team
See Section 4.0 – Inventory of Supporting Documents for additional resources	DEA Team			

Data will be used for this task in several ways:

1. Trend information produced in Tasks 10 and 11 will be used to assess and anticipate future rail system needs.
2. Anecdotal information from stakeholder interviews and focus groups will be used to identify system issues, needs and opportunities.
3. Other relevant studies found in Section 4.0 of this memo will also be referenced to ensure that previously identified system needs and opportunities are brought forward in this study's discussion.

Expected output (including what future task(s) results feed in to:

1. Rail Needs Assessment Technical Memorandum.
2. Identified issues will move forward into Task 13. An assessment will be made at that time whether performance measures could be developed to track/monitor the issues' improvement over time, and if specific rail projects should move forward to address the issues.
3. The Task 12 Tech Memo will be fed into Task 17 – Idaho State Rail Plan.

Schedule (including how data availability may impact the schedule):

1. This task is scheduled for completion by 6/21/12.
2. Information must be secured by 4/30/12 to ensure time to review and incorporate into task.

Task 13 – Identify Rail Projects

The DEA Team will compile information for each project identified by the Steering Committee and ITD. The types of data required to accomplish Task 13 include the sources found in the following table.

Table 10 Task 13 Data Requirements

Item	Source	Year	Probable Format	To Be Secured By
Results from Task 12 – Rail Needs Assessment	DEA Team			
Stakeholder Interview Summaries – Rail-centric (conducted as part of this study)	DEA Team	2012	MS Word	DEA Team
Focus Group Summaries – Rail-centric (conducted as part of this study)	DEA Team	2012	MS Word	DEA Team

Data will be used for this task in several ways:

1. Information produced in Task 12 will be used to compile information for each project identified to address freight rail needs and passenger rail needs, including validating project costs; timeframes for completion; and levels of support.
2. Anecdotal information from stakeholder interviews and focus groups will be used to identify system issues, needs and opportunities.
3. Other relevant studies found in Section 3.0 of this memo will also be referenced to ensure that previously identified system needs and opportunities are brought forward in this study's discussion.

Expected output (including what future task(s) results feed in to):

1. The Task 13 Tech Memo will be fed into Task 17 – Idaho State Rail Plan.

Schedule (including how data availability may impact the schedule):

1. This task is scheduled for completion by 6/21/12.
2. Information must be secured by 4/30/12 to ensure time to review and incorporate into task.

Task 14 – Rail System Performance Metrics

The DEA Team will develop a series of indicators to begin to measure the performance of Idaho's Rail System. Areas that the indicators will cover include Rail Service Demand, Rail Safety, System Efficiency and System Condition. The types of data required to accomplish Task 14 include the sources found in the following table.

Table 11 Task 14 Data Requirements

Item	Source	Year	Probable Format	To Be Secured By

Item	Source	Year	Probable Format	To Be Secured By
Results from Task 5 Data Collected – Rail-centric Data	DEA Team			
Results from Task 10 – Rail System Inventory	DEA Team			
Results from Task 11 – Passenger Rail System Profile and Analysis	DEA Team			
State Rail Plans listed in Section 4.0	AAR			

Data will be used for this task in several ways:

1. Rail data will be examined to produce rail-centric performance measures for both freight and passenger rail systems. The DEA Team's ability to develop quantitative measures in each of these categories depends on data availability and quality. Additionally, the intent is to use publicly available data for these measures so that ITD will be able to reproduce and track the systems' performance annually (are at some regular frequency).
2. State Rail Plans from neighboring states and other recent state rail plans will be reviewed for applicable qualitative performance metrics.
3. FRA data gathered in Task 10 will be a primary source for freight rail performance measurement.
4. Amtrak data gathered in Task 11 will be a primary source for passenger rail performance measurement.
5. Data collated in GIS will be used to screen the system and develop performance thresholds. This will be done through spatial queries.
6. Areas identified as needs or requiring improvement, in Task 12, will be evaluated to determine whether they are candidates for targeted performance measure development.
7. This task will run concurrently with Task 7 freight performance measure development.

Expected output (including what future task(s) results feed in to):

1. Rail-centric performance measures in categories of Rail Demand, Rail Safety, System Efficiency and System Condition for passenger and freight systems.
2. Rail Performance Measures Summary Memo. As subset of the freight rail measures will be considered for incorporation into the Task 7 freight performance measure report.
3. The Task 14 Tech Memo will be fed into Task 17 – Idaho State Rail Plan.

Schedule (including how data availability may impact the schedule):

1. This task is scheduled for completion by 6/21/12.
2. Information must be secured by 4/30/12 to ensure time to review and incorporate into task.

3. This information will be presented to the Steering Committee for vetting during Meeting #2.

Task 15 – Institutional and Policy and Rail Financing

The DEA Team will first research and describe current rail project funding sources from local, regional, statewide, and Federal agencies, as well as innovative financing and project delivery tools, drawing heavily on existing work / reports (some of which are listed in the table). Second, it will identify and evaluate rail financing alternatives in Idaho and identify institutional and policy improvements that could aid in achieving Idaho's short- and long-term transportation goals for the rail mode. The types of data required to accomplish Task 15 include the sources found in the following table.

Table 12 Task 15 Data Requirements

Item	Source	Year	Probable Format	To Be Secured By
Results from Tasks 12,13,14	DEA TEAM			
Summary of existing rail policies / programs in Idaho	ITD (Phone interview)	2012	Verbal / MS Word	ITD / DEA Team
National Rail Freight Infrastructure Capacity and Investment Study	AAR	2009	PDF	DEA Team
Innovative project delivery tools (PPP and TIF)	FHWA (Innovative Project Delivery)	2012	PDF / Website / MS Word	DEA Team
State Rail Plans listed in Section 4.0	AAR			

Data will be used for this task in several ways (including procedures and analytic tools employed to process data):

1. Idaho rail system needs (from Tasks 12, 13, and 14) will be compared against existing funding / financing sources.
2. Oregon DOT recently published a rail funding study that reviews possible funding mechanisms for application to passenger and freight rail that should be reviewed. Other more recent State Rail Plans will have summaries of available federal rail funding sources.
3. Appropriate funding and finance sources (Federal, state and local) will be identified for each type of project.
4. Peer state rail funding programs will be summarized and explored for potential application in Idaho.

Expected output (including what future task(s) results feed in to):

1. Summary Memo documenting the proposed policy changes.
2. Summary Memo of recommended sources to pursue for funding rail projects in Idaho.

3. Summary Memo documenting the recommended framework for continuing actions, including items for future study.
4. The Task 15 Tech Memo will be fed into Task 17 – Idaho State Rail Plan.

Schedule (including how data availability may impact the schedule):

1. This task is scheduled for completion by 9/25/12.
2. Information must be secured by 8/1/12.

Task 16 – Rail Service and Investment Program

In this task the DEA Team will draft a rail service and investment program that comprises prioritization of capital projects and service improvements that will support Idaho in meeting its rail system objectives. New projects as well as projects that are currently underway or already planned by rail stakeholders will be included in the investment program. The types of data required to accomplish Task 16 include the sources found in the following table.

Table 13 Task 16 Data Requirements

Item	Source	Year	Probable Format	To Be Secured By
Results from Task 9 – Freight Study Recommendations	DEA Team			
Results from Task 14 – Rail Needs Assessment	DEA Team			
Build upon Task 15 Data Collected	DEA Team			
Stakeholder Interview Summaries (conducted as part of this study)	DEA Team	2012	MS Word	DEA Team
Focus Group Summaries (conducted as part of this study)	DEA Team	2012	MS Word	DEA Team
Stakeholder Interview Summaries	DEA Team	2010	MS Word	DEA Team

Data will be used for this task in several ways (including procedures and analytic tools employed to process data):

1. Prepare a comprehensive list of capital projects and service improvements.
2. Perform evaluation of proposed projects identified based on performance metrics established in Task 14.
3. Rank projects according to ability to meet performance metrics, i.e. screening criteria.
4. Conduct project impact analysis based on FRA-approved analysis method (public vs. private sector benefits calculation, benefit-cost analysis, economic impact analysis).

5. Data collated will be presented in GIS format to show spatial representation of capital improvements.
6. Develop a service and investment program that contains the following elements: capital project types; project description; project benefits; project funding; correlation of amount of funding to benefits; and project considerations.

Expected output (including what future task(s) results feed in to):

1. Rail Service and Investment Program Technical Memorandum.
2. The Task 16 Tech Memo will be fed into Task 17 – Idaho State Rail Plan.
3. Service and improvement program database.

Schedule (including how data availability may impact the schedule):

1. This task is scheduled for completion by 11/26/12.
2. Information must be secured by 8/21/12.

3. Data Summary

This section of the Data Collection Plan provides a table summarizing all data needs in an easy to use form for collection tracking. This table is organized by alphabetically by item and grouped by data to be collected by the DEA Team or ITD. This form may be used to ensure all necessary data is obtained for this study.

Table 14 Summary of Data Requirements

Item	For use in Task (s)	Source	Probable Format	To Be Secured By	Data Secured (Y/N)
ADT and Truck ADT – All Highways	5	ITD	GIS files	ITD	
Air Cargo Commodities, Volumes (existing and expected future)	5	BTS, FHWA	Excel or Word	DEA Team	
Bridge Location and Condition	7	ITD	GIS files	ITD	
Census Data	5, 11	US Census	Excel	DEA Team	
Demographic Data	5, 10,11	Boise State	Access or Excel	DEA Team	
Designated Truck Network and LCV or heavy haul network	5	ITD	GIS files	ITD	
Econometric Forecasts	5	Boise State	Access or Excel	ITD	
Focus Group Summaries (conducted as part of this study)	4, 6, 8, 12,13	DEA	MS Word	DEA Team	
FRA Cost Recovery Ratio	11	Amtrak	Amtrak	DEA Team	

Item	For use in Task (s)	Source	Probable Format	To Be Secured By	Data Secured (Y/N)
Freight Analysis Framework (FAF3)	5, 10	FHWA	Access and GIS Files	DEA Team	
Goods Dependent Industry Data	5	Boise State	Access or Excel	ITD	
Idaho Crash Data	7	ITD or Idaho State Police	Excel and/or GIS	ITD	
Idaho Employment Data (including specifics for Truck, Rail, Marine and Aviation Industries)	5	Boise State	Access or Excel	ITD	
Idaho Freight Summit Summary (conducted as part of this study)	4	DEA	MS Word	DEA Team	
Idaho Highway Network	5	ITD	GIS files	ITD	
Idaho Intermodal Network (point file including airports, water ports and intermodal facility locations)	5, 10	ITD	GIS files	ITD	
Idaho Rail Network	5, 10	FRA, ITD	GIS files	ITD	
Idaho Rail Statistics	10	AAR	PDF	DEA Team	
Idaho Rail Waybill Data	10	STB	Text File	ITD	
Innovative project delivery tools (PPP and TIF)	15	FHWA	PDF / Website / MS Word	DEA Team	
Intermodal Rail Volumes, Commodities (existing and expected future)	5, 10	AAR, BTS, FHWA	PDF	DEA Team	
Literature Review	ALL	various	PDF, website, MS Word	DEA	
Marine Port Commodities, Volumes (existing and expected future)	5	BTS, FHWA	PDF	DEA Team	
Motor Carrier and Freight Legislation, current & proposed (including REDIFIT program rules, Motor Carrier Statutes and Administrative Rules)	6,	ID, WA, MT, UT, OR	PDF/Website/MS Word	DEA Team	
Motor Carrier Permits and Port of Entry Policies (Idaho Transportation Board, IDAPA, adjacent state policies, including REDIFIT program rules, motor carrier statutes and administrative rules)	6	ITD, WADOT, MDT, UDOT, ODOT	PDF/Website/MS Word	DEA Team	
National Rail Freight Infrastructure Capacity and Investment Study	15	AAR	MS Word	DEA Team	
On-offs at Sandpoint	11	Amtrak	Excel	DEA Team	

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Item	For use in Task (s)	Source	Probable Format	To Be Secured By	Data Secured (Y/N)
On-time performance data (Sandpoint and Spokane-bound)	11	Amtrak	Excel	DEA Team	
Pavement Condition on Major Corridors	7	ITD	GIS files	ITD	
Port of Entry Data (commercial vehicle data including number, sizes, weights and citations)	5, 10	Idaho Port of Entry	Access, Excel or PDF	DEA Team	
Port of Entry Data (commodities transported at each POE, overlegal permit data by route, motor carrier fee revenues)	5,10	Motor Carrier	Access, Excel or PDF	DEA Team	
Port of Entry and Freight Legislation , Current and Proposed (including REDIFIT program rules, Motor Carrier Statutes and Administrative Rules)	6, 15	ITD, WADOT, MDT, UDOT, ODOT, CDOT		DEA	
Rail Crossing Database (includes crossing number, RR, road f class, AADT, signals, day thru, night thru, total trains/day, posted speed, safety info (predicted casualty and fatality rates)	10	FRA	GIS	DEA Team	
Rail Network (includes location, owners, all track rights, density code, signal system type)	5, 10	FRA	GIS	DEA Team	
Rail Safety Statistics	10	FRA	Text files	DEA Team	
Speed and Congestion Data - All Highways	7, 14	ITD	GIS files	ITD	
Stakeholder Interview Summaries	4, 6, 8, 12, 13, 14, 16	DEA for ITD (2010)	MS Word	DEA Team	
Stakeholder Interview Summaries (conducted as part of this study)	4, 6, 8, 12, 13, 14, 16	DEA	MS Word	DEA Team	
State Rail Plans listed in Section 4.0	14, 15		PDF	DEA Team	
Steering Committee Summaries (conducted as part of this study)	4	DEA	MS Word	DEA Team	
Summary of existing rail policies / programs in Idaho	15	ITD (Phone interview)	Verbal / MS Word	DEA Team/ITD	
Timetables, frequencies and times of day trains 7 & 8	11	Amtrak	Excel	DEA Team	
Total riders per train-mile	11	Amtrak	Amtrak	DEA Team	

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Item	For use in Task (s)	Source	Probable Format	To Be Secured By	Data Secured (Y/N)
Transporter Data	5,10	BTS	Access, Excel, PDF	DEA	
Truck Crash Statistics	7	FMSCA	PDF Tables	DEA Team	
Western States Transportation Alliance Policies and Interstate Agreements	6, 15	WSTA	PDF	DEA Team	

4. Other Supporting Documents

In addition to raw data collection outlined in Sections 2.0 and 3.0, the following table provides an overview of documents considered relevant for reference in this study. As noted in the table, these documents will be either be secured by ITD or by the DEA Team.

Table 15 Inventory of Supporting Documents

Document Name	Source	To Be Secured By
Idaho		
Idaho Long Range Plan	ITD	ITD
Idaho Airport Systems Plan	ITD	ITD
Port of Lewiston Five-Year Strategic Plan	Port of Lewiston	DEA Team
Idaho Rail Plan	ITD	ITD
REDIFIT Feasibility Study for Boise Valley Railroad Transload Facility		DEA Team
Treasure VALLEY Truck Freight Travel Survey	Compass Idaho	DEA Team
Local plans related to freight mobility (to be identified)	Various	DEA Team
Idaho rail funding program information	ITD	DEA Team
Regional/National		
Inland Pacific Hub Study		DEA Team
National Rail Plan	FRA	DEA Team
CANAMEX Corridor Plan		DEA Team
AAR National Rail Freight Infrastructure Capacity and Investment Study	AAR	DEA Team
Amtrak North Coast Hiawatha Route Feasibility Study	Amtrak	DEA Team
MT		
Statewide Rail Plan	MTDOT	DEA Team

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Document Name		Source	To Be Secured By
OR			
	Statewide Rail Plan	ORDOT	DEA Team
	Statewide Freight Plan	ORDOT	DEA Team
	Passenger Rail Funding Alternatives Study	ORDOT	DEA Team
UT			
	Statewide Rail Plan	UTDOT	DEA Team
WA			
	Statewide Rail Plan	WADOT	DEA Team
	Statewide Freight Plan	WADOT	DEA Team
WY			
	Statewide Rail Plan	WYDOT	DEA Team
OTHER	As Identified in the Literature Review (see Task 4)		DEA Team

Up to 25 targeted stakeholder interviews will be conducted, including the list of individuals identified in the following table.

Table 16 Stakeholder Interviews

Perspective		Date Conducted
Agriculture	Beets	
	Fruit	
	Dairy	
	Beef	
	Feed	
	Hay	
	Grains	
Other Users	Grocer	
	Manufacturing	
	Retailers	
	Recycling	
Operators	Natural Resources	
	Trucking	
	Air	
	Warehousing	
	Rail, short lines	
Agencies	State Police	
	FHWA	
	FRA	

	Maritime
Issue Related	Environmental/Community concerns Economic

In addition, the following economic development stakeholders in were 2010 as part of ITD's Long Range Transportation Plan, *"ITD On the Move"*, in order to understand the economic development community's perception of the link between transportation and the economy. These interviews with stakeholders having commerce and economic interests in Idaho will also be considered as part of this study.

Table 17 Previous Stakeholder Interviews

Agency/Company	Name	Date Conducted	Area of Interest
Dept of Labor Panhandle Region	Alivia Body	03/16/10	Economic - District 1
Jobs Plus	Steve Griffitts	04/06/10	Economic - District 1
Boundary County EDC	Mike Sloan	03/11/10	Economic - District 1
Silver Valley EDC	Vince Rinaldi	04/08/10	Economic -District 1
NIC Small Business Development Center	William Jhung	04/06/10	Economic - District 1
Bonner County EDC	Karl Dye	04/12/10	Economic - District 1
CDA Tribe	Jim Kackamn	04/08/10	Economic - District 1
Panhandle Area Council	John Austin	04/06/10	Economic - District 1
Inland NW Partners	Patty Shea, Avista	04/07/10	Economic - District 1
Inland Pacific Hub	John Goedde	04/07/10	Economic -District 1
Kootenai Tribe	Patty Perry	04/14/10	Economic -District 1
Department of Labor North Central Region	Kathryn Tacke	03/31/10	Economic - District 2
Port of Lewiston	Dave Doeringsfeld	04/13/10	Economic - District 2
Clearwater EDA	Deb Smith	04/08/10	Economic -District 2
Swift Transportation	Otto Welch	04/08/10	Economic - District 2
Nez Perce Tribe	Anne McCormick	05/12/10	Economic - District 2
Boise State University	Jim Hogge	04/08/10	Economic - District 3
Idaho Department of Labor – SW Regional Economist	Janell Hyer	04/15/10	Economic -District 3
Boise Chamber of Commerce	Ray Stark	04/08/10	Economic - District 3
Idaho Department of Labor – South Central Regional Economist	Jan Roeser	03/31/10	Economic -District 4
Southern Idaho Economic Development Organization	Jan Rogers	04/08/10	Economic - District 4

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Agency/Company	Name	Date Conducted	Area of Interest
Idaho Department of Labor – Southeastern and East Central Regional Economist	Tanya Alabain	04/05/10	Economic - District 5
4 County Alliance of Southeastern Idaho	Kathy Ray	04/08/10	Economic -District 5
Regional Development Alliance, Idaho Falls	Tim Solomon	04/08/10	Economic - District 6
Custer Economic Development Association, Challis (R6)	Jolie Turek	04/08/10	Economic - District 5 & 6

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June 14, 2012

Idaho Freight Study and Rail Plan Update

Steering Committee Meeting

PARTICIPANTS

Steering Committee Members

- John Anderson, McCall Municipal Airport
- Travis Blacker, Idaho Growers Shippers Association
- Erika Bowen, ITD Highway Planning and Program Management
- David Doeringsfeld, Lewiston Port Authority
- Kathy Fowers, Idaho Trucking Association
- Winston Inouye, Idaho Policy Advisors/ Mini-Cassia Commerce Authority
- Bill Ince, Union Pacific Railroad
- Patrick Kole, Idaho Potato Commission
- Joe Leckie, Idaho Public Utilities Commission
- Rick Naerebout, *representing* Bob Naerebout, Idaho Dairymens Association
- Dave Player, *representing* Jerry Whitehead, Idaho Transportation Board
- Wyatt Prescott, Idaho Cattle Association
- Deb Smith, Clearwater Economic Development
- John Watts, *representing* John Brown, Watco Companies
- Colleen Weatherford, BNSF Railroad

Ex Officio

- Randy Rogers, US Maritime Administration

Project Management Team

- Scott Frey, Federal Highways Administration - Idaho
- Carleen Herring, Region IV Development Association
- Laura Johnson, Idaho State Department of Agriculture
- Melissa Kaplan, Idaho Transportation Department Division of Aeronautics
- Daniel Kuhn, Utah Department of Transportation
- Reggie Phipps, Idaho Transportation Department
- Greg Seibert, Idaho Department of Commerce
- Ted Vanegas, Idaho Transportation Department Division of Transportation Performance

Project Team

- Maureen Gresham, Program Manager, Idaho Transportation Department
- Kevin Jeffers, Project Manager, David Evans and Associates
- Marsha Bracke, Facilitator and Public Involvement, Bracke and Associates, Inc.

Support Personnel

- Stephanie Latimer, Bracke and Associates, Inc.

MEETING SUMMARY

The Steering Committee meet on Thursday, June 14, 2012 to accomplish the following meeting objectives:

1. Understand the purpose and scope of the project
2. Understand the freight system as it exists today
3. Identify the desired future for the freight system and how to measure success
4. Understand the rail freight and passenger rail system as it exists today
5. Provide additional inputs into the content of a rail needs assessment

Attachments to this Summary include:

A. The Agenda
B. Flip Chart Transcript
C. Gresham PowerPoint - Project Purpose, Scope and Discussion Questions
D. Steering Committee Inputs June 14, 2012 - Additional Issues and Opportunities
E. Draft Freight Vision and Goals

Objective 1: Understand the Purpose and Scope of Project

The facilitator kicked off the meeting with introductions and a review of the Steering Committee roles and responsibilities, per the Charter the group generated at the March 1, 2012 meeting.

Given questions posed at the end of the last meeting and an expression by some of feeling overwhelmed, Maureen Gresham, ITD provided another overview of the purpose and scope of this project (See Attachment C - Gresham PowerPoint). She discussed ITD's intent to finish the Freight Study by November in order to inform discussion with legislators - but reminded the group that the plan belongs to the stakeholders; if they need to continue on and to work on more iterations, she is receptive and willing. This first study she sees as just a first step in starting the process of planning for freight movement on a statewide basis in Idaho.

Maureen closed her presentation with three questions around which she conducted a discussion with the group. The facilitator recorded questions and responses on flip chart notes, which are transcribed and included as Attachment B to this summary. The following provides the three questions and a summary of the group's response.

1. What is the one thing you want to get out of this effort?

   The Steering Committee seeks to produce something that propels the state toward a better infrastructure, identifying a few specific things they can do to get there.

2. How much time are you willing to give the effort outside of the Steering Committee meetings?

   Participants expressed a mixed reaction to this question, some indicating they would do what they need to represent their interests, others indicating a need to reach out to others–emphasizing the importance of the regional meetings, and others identifying the integration of the Freight Study Vision and Goals into their respective operations as a key implementation activity.

3. What is your biggest concern about the scope of the project?

   The biggest concerns participants articulated about the scope of the project included:

   - Data - the need for more data, having data that can talk together, data integrity, the methodology of collecting and reporting data, and finding a balance between spending all the

project time looking for data and knowing when some shape needs to be given to the state's Freight Study and Rail Plan Update with the data that is available.

- The differences between public and private operations - the influence of decisions respective to profitability, confidentiality of data and other related distinctions.
- Securing broad public input - specific questions were asked about securing County involvement and an appreciation for regional forums Maureen has already scheduled to secure that broader engagement.

Objective 2: Understand the freight system as it exists today

A Draft Freight Study Overview and a Draft Freight System Issues and Opportunities Report was distributed to Steering Committee members in the week prior to the meeting, as was a copy of 50-slide PowerPoint presentation designed to distill that information (go to http://itd.idaho.gov/freight/freightstudy.html for copies of referenced materials). Steering Committee members were asked to review that material prior to the meeting. Kevin Jeffers, DEA Project Manager, provided a shorter PowerPoint presentation and overview of the two documents. The purpose of the discussion was to generate a shared understanding of the system as a whole as it is understood to date, and to respond to specific questions in order to help complete the two documents. Those questions and a summary of the ensuing discussion follow. The facilitator maintained a record of the responses to the question on flip charts, which have been transcribed and are included in Attachment B for further reference.

1. Given our data limitations, how could we supplement those limitations as we move forward?

   A number of specific suggestions for places to go for data were identified, although Kevin indicated that some of those have been requested already, to no avail. There was concern about the integrity of and the availability of data from private sources. The Department of Agriculture was identified as a key data source. Other suggestions included sitting down with the different providers of data and discussing it together to get a shared understanding of what it means, knowing that not all data is equal or crosswalks effectively. Some suggested some corrections to texisting data, and others asked at what point progress needed to occur regardless of the range of data available. Generating an effective methodology for collecting and using data across sectors and systems was discussed as a potential long-term goal.

2. Are there additional issues and opportunities (gaps) that haven't been identified? What are they?

   The group ran out of time to discuss additional issues and opportunities collectively, but they did have available to them the Idaho Freight Summit Inputs, grouped by theme, January 20, 2012 (also provided at the March 1). They were asked to document on paper on an individual basis the issues and opportunities or gaps they could see that were not already documented in the Freight Summit paper or the Draft Freight Issues and Opportunities document. Those suggestions have been transcribed verbatim and are included as Attachment D for further consideration and use as appropriate. There was also an individual request to refer to "multi-modal" facilities rather than "inter-modal" facilities in the presentation, reports and meeting documentation.

Objective 3: Identify the desired future for the freight system and how to measure success

The facilitator reviewed with the group the freight system vision and goals as developed in response to input the Steering Committee provided at its March 1, 2012 meeting. The vision and goals are included as Attachment E. Maureen Gresham reported that she had been sharing this material as a draft with primarily public but some private stakeholders around the state, and that to date it has been well received, and specifically so the Vision.

Given that the consultant will be asked to develop scenarios for what the freight system will look like in the future, the Steering Committee was asked to provide some detail around each of the three goals so that the consultant would have a sense of what the Steering Committee thinks the environment would look like when these goals are realized.

By way of reference material, the group had a copy of the Idaho Freight Summit Inputs, Grouped by Theme, January 20, 2012, in addition to the draft reports just discussed. Committee members were asked to consider and reflect on the inputs in those documents as they participated in the exercise. The Steering Committee did seek a better understanding of the scenarios and how their input will be used to inform them. They moved forward with the process still with questions about what the scenarios were intended to do and look like, and some with questions about what the final product will look like that they are working to build.

The Steering Committee divided into three groups, with the facilitator working to ensure as much diversity within the three different groups as possible. Each group took one goal and set of characteristics that helped generate that goal, and responded to the following discussion questions:

1. What does the freight system physically look like having achieved this goal?
2. What specific action must be taken in order to get achieve it?

The Project Management Team participants took the entire set of vision and goals, and studied and came back with suggestions respective to system-wide performance measures that might indicate progress toward achieving the goals. Summarily, participants returned with the following draft recommendations:

Goal 1: Idaho's freight system features seamless, modal connectivity while maintaining safety and efficiency.

This group envisioned the realization of this goal as:

- Increased weight limit on trucks (interstate, intrastate, north/south and long/short haul)
- North/South route through Idaho
- Rail transload facilities featuring double tracks and public/private partnerships
- Improvements to bridges and highways, including passing lanes

Goal 2: Idaho's freight system features effective partnerships to leverage resources and opportunities.

This group envisioned the realization of this goal as:

- A non-profit broker available to manufacturers and producers to facilitate their transportation shipments, working with trucks, rail, planes, port, etc. (like UPS/FedEx for freight)
  - In this scenario, the manufacturer and the producer are the customer. They are not required to use the broker.
  - Sometimes the issue is "information," and a broker can help with that.

Goal 3: Idaho strategically invests in its freight system infrastructure while maximizing existing capacity.

This group envisioned this goal as series of steps, to include:

- Educate the public
- Identify freight projects and prioritize
- Educate the decision-makers (legislators)
- Find state and federal funding
- Consolidate, coordinate and achieve some consistency across highway districts
- Generate a defined program of projects and funding strategies

Respective to potential performance measures, the group came back with the following suggestions by Goal:

Goal #1

- Border crossing time
- Warehouse square footage
- Volume of freight in, out and thru (?)
- Jobs related to transportation
- Travel time/safety metrics
- Cost/ton/mile

Goal #2

- Effective partnerships (is not a goal, is a strategy for accomplishing Goal #1)

Goal #3

- Strategic investments
- Miles of system
- Number of terminals
- Money spent
- Condition

Ultimately, the group looking at performance measures proposed that the first goal was really an ultimate goal of the freight system, and the second "goals" could really be articulated as strategies to achieve the goal. Because of mixed feelings among the group as to whether goals 2 and 3 should be maintained as goals or strategies, Maureen Gresham took an action to work with the Project Management Team to generate a proposed solution.

Participants provided feedback to the proposals, some challenging suggestions based on the barriers associated with achieving them, and some embracing concepts (such as the freight broker) as innovative and helpful ideas. The facilitator recorded feedback on flip charts, and those notes have been transcribed and are included in Attachment B- Flip Chart Notes. The suggestions made by the group by goal, and the feedback generated through the discussion, will be resource material to the consulting team as its develops system scenarios for Steering Committee review and consideration.

Objective 4: Understand the rail freight and passenger rail system as it exists today

A Draft Freight Rail Inventory and Passenger Rail System Profile and Analysis was distributed to Steering Committee members in the week prior to the meeting, as was a PowerPoint presentation designed to distill that information (go to http://itd.idaho.gov/freight/freightstudy.html for copies of referenced materials). Steering Committee members were asked to review that material prior to the meeting. Kevin Jeffers, DEA Project Manager, provided a shorter PowerPoint presentation and overview of the two documents during the meeting. The purpose of the discussion was to generate a shared understanding of the rail freight and passenger rail system as it exists today, and to identify additional information and data that the group considered important to completing the two documents.

The facilitator posted the following two specific questions for which the project team sought answers:

1. What else do you need to see as part of a rail needs assessment?
2. What other data should we secure and where might we find it?

In response, participants suggested more detailed railroad accident fatality data, identification of used and unused rail sidings , and a discussion about rail upgrades and highway alignment. Ultimately, all participants in the group took an action to provide specific responses to these two questions to Maureen by June 28th 2910.

Parking Lot

During the course of the day the group submitted the following three items, which were addressed as indicated, to the Parking Lot.

1. Improvement to rail infrastructure. This item, and specific details yet to be provided, remains in the Parking Lot for future consideration as the Rail Plan is developed.
2. What is driving the plan? It was suggested that those who produce and need deliver the commodities are the real customer, and the freight system itself is a tool to make that happen. This item and more discussion around it as a premise for the plan remains in the Parking Lot for future consideration as the Freight Study and Rail Plan update is developed.

Evaluation

Steering Committee and Project Management Team members completed written evaluation forms, which were collected and transcribed by the facilitator and are available upon request. Summarily, participants still found themselves overwhelmed with the scope of the project, appreciated meeting process to keep the discussion on track, and made specific suggestions regarding effective communication.

Action Items

1. Maureen will meet with the Project Manage Team to discuss goals and scenarios per the Steering Committee discussion.
2. All participants will provide comments to Maureen by June 28 in response to the questions regarding needs of the Rail system and analysis.

Idaho Freight Study and Rail Plan Update

Steering Committee Meeting
Thursday, June 14, 2012
10:30 a.m. – 5:00 p.m.

The group will have a working lunch on site, hosted by the Idaho Transprotation Department

ITD Aeronautics Office
3483 Rickenbacker St.
Boise, ID

AGENDA

Objectives

1. Understand the purpose and scope of the project
2. Understand the freight system as it exists today
3. Identify the desired future for the freight system and how to measure success
4. Describe what the environment might look like in that desired future
5. Understand the freight and passenger rail system as it exists today
6. Identify the desired future for the freight and passenger rail system and how to measure success

TIME	TOPIC	REFERENCE MATERIALS	OBJ
10:30 a.m.	**MEETING START AND PROCESS OVERVIEW INTRODUCTIONS** ☐ Marsha Bracke, Bracke & Associates, Inc. Facilitator ☐ Recap since last meeting	▪ Agenda ▪ Contact Lists: Steering Committee and Project Team ▪ March 1 2012 Steering Committee Meeting Summary ▪ Final PIP ▪ Final Charter	
10:50 a.m.	***Understand the purpose and scope of the project*** ☐ Maureen Gresham, ITD Division of Transportation Performance ☐ Marsha Bracke, Bracke and Associates, Facilitator *20 minute discussion*	▪ Discussion Questions ▪ *What is the one thing you want to get out of this effort?* ▪ *How much time are you willing to give the effort outside of the Steering Committee meeting?* ▪ *What is your biggest concern about the scope of the process?* ▪ Project Visual	**1**
11:10 a.m.	***Understand Today's Freight System*** ☐ Kevin Jeffers, David Evans and Associates, Inc., Project Manager: Idaho Freight Study and Rail Plan Update *Presentation and Facilitated Discussion*	▪ Freight System Overview ▪ Freight Mobility Issues and Opportunities ▪ Issues and Opportunities Discussion Questions ▪ *Given our data limitations (reference slide 9), how could we supplement those limitations as we move forward?* ▪ *Are there additional issues and opportunities (gaps) that haven't been identified? What are they?*	**2**
12:30 p.m.	**WORKING LUNCH (Materials Review)** ☐ Provided by ITD		
1:15 p.m.	***Describe the desired future for Idaho's Freight System*** ☐ Facilitated Discussion	▪ Draft Freight Vision and Goals	**3**

2:45 p.m.	**BREAK**		
3:00 p.m.	***Understand Today's Rail Freight/Passenger System*** ☐ Kevin Jeffers, David Evans and Associates, Inc., Project Manager: Idaho Freight Study and Rail Plan Update *Presentation and Facilitated Discussion*	▪ Rail System Overview ▪ Passenger Rail System Profile and Analysis ▪ Rail Needs Assessment Discussion Questions ▪ *What else do you need to see as part of a rail needs assessment?* ▪ *What other data should we secure and where might we find it?*	**5**
3:45 p.m.	***Describe the desired future for Idaho's Rail Freight/Passenger System*** ☐ Facilitated Discussion		**6**
4:30 p.m.	**Wrap Up and Next Steps** *Review and confirm meeting schedule and objectives*		
5:00 p.m.	**ADJOURN**		

Proposed Meeting Schedule/Objectives:

August 22, 2012

Overall Freight

1. Review Project Team's scenario testing results
2. Recommend preferred scenarios
3. Recommend policy-level initiatives and future management tools that may enhance freight mobility
4. Recommend short and long-term strategies
5. Test inputs via vision, goals, objectives

Rail: Freight and Passenger

6. Review, discuss and recommend
   - Proposed policy changes
   - Proposed projects and screening criteria
   - Project impact analysis
7. Test inputs via vision, goals, objectives

September 25, 2012

Overall Freight

1. Review, discuss and provide input regarding:
   - Freight policies, funding, resources and management tools
   - Action plan and strategy recommendations
   - Preliminary Draft Freight Study document

Rail: Freight and Passenger

2. Review, discuss and provide input regarding:
   - Institutional and policy changes
   - Project prioritization and implementation schedule
   - Review and confirm public comment process
   - Preliminary Rail Freight and Passenger Rail document

ATTACHMENT B
Flip Chart Transcripts June 14, 2012

FEEDBACK: WHERE TO GO FROM HERE?
Italics indicate Maureen's response

What is the one thing you want to get out of this effort?

- How can I help you?
- What program can accomplish?
- Better infrastructure to get products to market
- Practical, effective way to collect ideas and generate implementable plan
- Better understanding of freight
- Movement
- Intent- implementation
- 2-3 critical action items to facilitate freight movement
  - *Study with ITD top priorities*
- Identify general or specific corridors (inform ITD corridor planning)

How much time are you willing to give the effort outside of the Steering Committee Meeting?

- Not necessarily about time – about integrating
- As much as I need to represent our interests
- Important project – reaching out to others – need to hear from them
- Regional meetings good opportunity
- Opportunity to be proactive

What is your biggest concern about the scope of the process?

- To get meaningful useful product
- Data
  - *Talk about today/vet with this group/homework*
- Methodology of collecting and reporting
- Don't know what it looks like when it's close – how to determine if it's "good" or not
  - *Will talk today about your desired conditions*
  - *Process: where now/going/how?*
  - *Varied level of detail*
  - *Getting there*
- How address needs at County level?
  - *Regional Freight Forums*
  - *Focus groups*
  - *Summit – need shared vision*
- Feasibility and implementation on private facilities – funding implications
  - *Your plan*
- Private and public infrastructure – affects data/confusion
- Issue of profitability
  - *This group can discuss/address*
- Regardless, government has a great impact
  - *Right process, right group, first step*
  - *Won't resolve everything – right entities*

FEEDBACK: ISSUES AND OPPORTUNITIES

Given our data limitations (reference slide 9), how could we supplement those limitations as we move forward?

- Ask BNSF – have 2011 data
- Sources related to potato availability
- American Trucking Association
  - Compare re Idaho
  - Kathy will ask
- WATCO – provide short line data
- Review – Class 3? Is it captured?
- Separate and understand what you have from various sources
- Sit down together to sift through/understand "hand off"
- Are we counting "pass thru"?
- POC info aggregated
- Department of Ag- Dairy and other – before first
- UPRR – 2011 available ask
- Air Carrier Airports should have good data by carrier
- There are the specific areas where data doesn't provide adequate information? Then where do we go?
- How much do we need to achieve on broader goals?
- Does the status of the data have to be an impediment?
- Trace back requirements on products will help with data – issue of propriety
- Federal not as up to date as Idaho
- Is 2011 reflective? (depends on community)
- Should we consider a broader range of dates?
- Port data/including Washington ports/lower granite pool
- Data helps us answer specific questions
- Strategic needs for data to inform next iteration – standard
- State – Association – Industry – Product
- Be cognitive of connectivity among systems/states to inform decisions
- Exports – Department of Ag data differs overview data – consult
- Be careful about rail and truck data
  - Couched to their agenda
  - Look at how they go where they go
  - Have to look outside the state
- How system works – strategic decision
- Data will help inform

MEASURING GOALS

Goal #1

- Increase weight limit on trucks – interstate and intrastate, north/south, long haul/short haul
- Rail – have transload facilities, double tracks, public/private partnership
- Bridge/highway improvements – passing lanes

Goal #2

- Manufacturer and producer work with nonprofit entity to serve as broker get work done

- Idaho freight brokerage-ship – work with trucks, planes, port, etc
- (FedEx, UPS)
- Manufacturer and producer are customer
- "Information"

Goal #3

- Education of public
- Identify freight projects, prioritize
- Education the decision makers (legislators)
- Finding the means for funding – state/federal
- Consolidation, consistency, coordination of highway districts
- Defined program of projects and funding strategies

FEEDBACK

- Good, important ideas but bigger piece at play, how to pull together in profit driving economy
- Plan – help define landscape to take good ideas to inform policy that helps the public section
- Don't know that these descriptions "functionally hit the road"
- Optimistic, but how do I take all this and use it?
- Competing agendas
- Give an honest view of landscape so we all know how we fit in? Take these items and turn them into action/functionality policy
- Re brokerage/info system "F-way" – can help consumers – info system
- Don't see a role for government other than money and priority decisions; no enforcement/safety... maybe we don't want that
- See benefit of clearinghouse – don't reinvent where – use "cooperative" structure
- Maintain the competitive/independent nature
- ITD finance/kick off "cooperative"
- Bring volume and logistics together
- If increase rail infrastructure, impacts safety at rail crossings
- Consider cost of life factor on rail crossings
- Impressed by cooperation, i.e.: increase weight limits
- Not necessarily agree that #2 and #3 are not measurable – they are strategies, not goals. What do you think?
- Goal 3 Action #1: Educating the public – lots of money
- New/consistent truck weights and impacts on bridge/highways – working together to accomplish
- Feds effect truck weights
- Get obstacles out of the way (like lesser government)
- Clear obstacles through this process
- Important goal – collaboration/partnership – private/state partnerships – understand needs and deliver
- Education - understand current system, implications, cost
- Cooperation of entities – good for Idaho and potential legislation – go together
- Education – take advantage of every opportunity
- Long run – better for everyone
- Intrigued with freight cooperate (an option, a tool)
- Exercise illuminates challenges for committee – many ideas/complex issue
- Long – iterative process

- Keep at it
- Idaho not taking advantage with geographic location – great location
- Need to connect infrastructure (cost) with economic development (value) – necessary
- Need for existing companies and potential new ones – where we are and where we are going
- How do we finalize goals – want it to be orderly – need to define better
- Encourage different stakeholders to look at larger picture from high level
- Healthy Idaho will benefit all (UT, OR, WA, US)
- Any thing you do that makes things work better is good
- You've done a great job of identifying issues and questions to address
- Inbound emphasis – facilitate inbound – cooperative?
    - Economy of scale

RAIL NEEDS DISCUSSION QUESTIONS

- More detailed RR accident fatality data
- Rail sidings – currently unused? Industrial uses?
    - Spurs into industrial properties
- RR upgrades and highway alignment/risk of derailment

ACTION ITEMS

1. Maureen – Meet with PMT, goals/scenarios with SC
2. RRs provide specific responses to RR questions
3. Provide comments to Maureen by June 28th

PARKING LOT

4. Improvement to rail infrastructure
5. What is driving? Commodities

Freight Study and Rail Plan Overview

IDAHO SENATE TRANSPORTATION COMMITTEE

MARCH 15, 2012

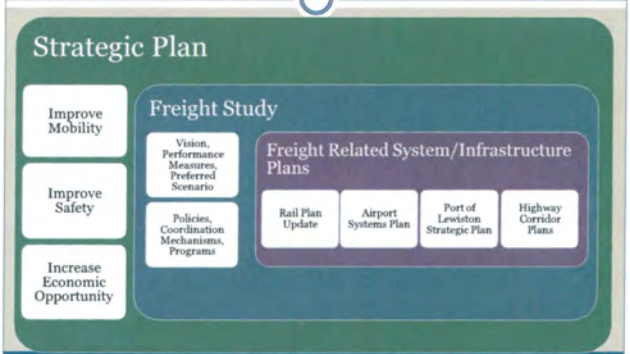
What is the Rail Plan?

- Systems level analysis of infrastructure
- Action plan with specific projects, responsible parties, cost estimates
- Complies with Idaho State Code and the Passenger Rail Investment and Improvement Act of 2008 (PRIIA)

What is the Freight Study?

- High level analysis of freight m movement in, out and throughout Idaho
- Identification of key trends, barriers, implications
- Framework for future investments
  - System Plans
  - Policy, programs, policy

Connection Between Two Efforts



Where do we go from here?

- What is the one thing you want to get out of this effort?
- How much time are you willing to give the effort outside of the Steering Committee meeting?
- What is your biggest concern about the scope of the process?

ATTACHMENT D

Steering Committee Inputs June 14, 2012 - Additional Issues and Opportunities

- Deeper look at rail infrastructure needs/conditions
- More emphasis on the "meta-analysis"; the gentlemen from UDOT talked about this
  - How we interact with surrounding states and the nation (big picture)
- Everyone is always quick to say that inter-modal is the answer to everything. I know that a study has been done that has said that the Treasure Valley was the best location for something like this. However, we need to find out if any rail provider is even interested in doing this first
- Inter-modal programs have been successful, but the risk associated with starting them is huge and I'm sure rail will not do anything without firm commitments from the industry.
- The majority of the conversation today focused on data. A brainstorming discussion on specific opportunities for each mode of transportation may help to prioritize issues/opportunities
- Given what the USDOT gentlemen said makes me more concerned of the November 2012 deadline. Need to have the consultant work closely with organizations to gather [?] policies. Seems like a daunting task. Maybe initial system should be prioritized with data at the forefront.
- I would like to know more about the regulatory systems for the Highway networks not managed by ITD. All the Highway Districts? How create? What is takes to change them and their jurisdiction?
- Add a short summary of intermodal commerce authorities in Idaho
- Rail logistics – recognizing how freight movies – unit trains, etc.
- What are the best opportunities that Idaho has to plug into the western U.S. transit system and how do we make that happen?
- Address – pass through traffic of freight differently/separately from freight that O's or D's in Idaho
- Address/clarify that Federal weight limits apply only on the Interstate
- Discuss/explain National Truck Network in Idaho and how it affects/relates to freight in Idaho
- Discuss/explain Idaho's permitting process for freight in Idaho (Highway)
- We need a process by which ITD's program development can reflect freight interests/needs in the identification and prioritization of projects
- Identify Idaho's 129k Pilot network (a map and description).

ATTACHMENT E
Draft Freight System Vision and Goals, June 14, 2012

Freight System Vision and Goals

- *Goals are intended to be broad, the objectives will be specific and measurable.*
- *Characteristics provided in italics are intended to help describe the inputs and features provided by stakeholders to date that inform the development of this goal statement.*

Freight *powers* Idaho's Economy

Goal 1: Idaho's freight system features seamless, modal connectivity while maintaining safety and efficiency.

- *Flexible*
- *Continuity*
- *Multi-Modal*
- *Accessibility*
- *Safety*
- *Efficiency*
- *Technology*

Goal 2: Idaho's freight system features effective partnerships to leverage resources and opportunities.

- *Collaboration*
- *Information*
- *Platform for communication*
- *Partnerships*
- *Cross-modal collaboration*
- *Private/public*
- *Regulation*

Goal 3: Idaho strategically invests in its freight system infrastructure while maximizing existing capacity.

- *Funding*
- *Maximizes existing resources*
- *Research and data*
- *Accountability*
- *Measurements*
- *Prioritization*
- *Sustainability*

September 19, 2012

Idaho Freight Study and Rail Plan Update

Steering Committee Meeting

PARTICIPANTS

Steering Committee Members

- John Anderson, T-O Engineers
- Erika Bowen, ITD Highway Planning and Program Management
- John Brown, WATCO
- David Doeringsfeld, Lewiston Port Authority
- Kathy Fowers, Idaho Trucking Association
- Sandy Lindstrom, *representing* Dan Harbeke, Union Pacific Railroad
- Winston Inouye, Idaho Policy Advisors/Mini-Cassia Commerce Authority
- Joe Leckie, Idaho Public Utilities Commission
- Rick Naerebout, *representing* Bob Naerebout, Idaho Dairymens Association
- Dave Player, *representing* Jerry Whitehead, Western Trailers
- Colleen Weatherford, BNSF Railroad

Ex Officio

- Randy Rogers, US Maritime Administration

Project Management Team

- Charles Gillin, Idaho Transportation Department
- Laura Johnson, Idaho State Department of Agriculture
- Melissa Kaplan, Idaho Transportation Department Division of Aeronautics
- Robert Linkart, Idaho Transportation Department
- Reggie Phipps, Idaho Transportation Department
- Lori Porecca, Federal Highways Administration
- Randy Shroll, Department of Commerce
- Ted Vanegas, Idaho Transportation Department Division of Transportation Performance
- John Watts, Veritas/WATCO

Project Team

- Maureen Gresham, Program Manager, Idaho Transportation Department
- Erika Witzke, Cambridge Systematics
- Marsha Bracke, Facilitator and Public Involvement, Bracke and Associates, Inc.

MEETING SUMMARY

The Steering Committee meet on Wednesday, September 19, 2012 to accomplish the following meeting objectives:

1. Identify preferred scenario concepts
2. Provide input to the Rail Needs Assessment

Attachments to this Summary include:

A. The Agenda
B. Flip Chart Transcript
C. Witzke PowerPoint - Freight Study Preferred Scenario Process and Results
D. Witzke PowerPoint - Rail Needs Assessment

Process Needs

Maureen Gresham kicked off the meeting by reviewing the purpose of this process - to answer the questions of 1) where are we? 2) where do we want to go (vision)? and 3) how do we get there? She pointed out that it will take multiple parties together to achieve the vision. This work lays the framework for recommendations, which she will, and expects others will, take back to their boards and staffs to provide input on, act on, and help the entire state move forward. Maureen reported that she has been sharing the group's proposed Vision and Goals widely, and that it is well received and no changes proposed.

Objective 1: Identify Preferred Scenario Concepts

Ericka Witzke, Cambridge Systematics, made a presentation describing how the two proposed scenarios were derived based on a list of performance measures and activities collected and proposed through the stakeholder outreach process. Discussion related to that presentation was maintained on flip charts by the facilitator and is included as Attachment B to this meeting summary. The PowerPoint presentation is attached and included as Attachment C. The presentation solicited dicsusion around a number of specific questions, including:

Are there other measures we should look at?

- Performance measures were identified as a point of concern by some, with suggestions about how to identify the most meaningful performance measures. Specifically individuals suggested:
  - Look at volume and cost of freight, rather than value
  - Indicate how transportation affects cost, looking at demand and efficiency
  - Consider how to measure secondary impacts and more than one measure
  - Identify what can be reasonably tracked over time
  - Confirm whether risk is a factor
  - Consider the economic benefit
  - Factor in opportunity cost
  - Reconsider the Port Freight measurements-recognizing that perhaps offload/backload number per hour would be more appropriate and meaningful
  - Measure the "right" and a limited number of things, to include the right service, time, condition and price all specific to Idaho

Maureen invited recommendations for additional and specific performance measures from the group, noting that the group will approve the final performance measures at the next meeting.

Is there another role that you see you have related to performance measures?

- Rick Naerebout reported the Department of Agriculture would have aggregated statewide information for dairy data and measurements. There were no other responses to this question.

Ericka reviewed the list of projects - or levers - used in the different scenarios, and the process of applying measures to scenarios based on the levers selected. Reiterating that the proposed concepts were illustrative, the group participated in its own process of identifying which levers to include in preferred scenarios.

With the list of levers generated through the Freight Study outreach process in hand, the Steering Committee divided into three diverse groups; a fourth was comprised of Project Management Team members participating in the meeting. John Brown and John Watts were not present at the time this process started, and provided their own contribution to the final outcome when group reports were collected.

Groups were instructed to:

1. Pick the top 5 levers that comprise their collective preferred scenario and describe each to ensure a shared understanding of the meaning and intent, and
2. Identify if any of the other levers included in the material should not be included in the proposed scenarios

Work groups completed this task and reported back to the large group, with the following results drawn respective to the project levers by number and by the number of times they were identified:

Table 1: Scenario Development Results

YES			NO	Notes
Steering Committee Groups	John Brown / John Watts	Project Management Team	Steering Committee Groups	
10, 10		10		
11	11	11		
12, 12, 12				One team looking for more detail around 12
7	7	7		One team combined all of concept area 3 into one number 7
3, 3				
8	8			
4		4	*4*	*Too industry specific; leave on yes list*
	5	5	*5*	*Too industry specific; leave on yes list*
2				
14	14			
17				
18				Generally prefer less government, but seek levers specific to: ▪ Local Highway Districts (one entity per county?) ▪ Dry Port Legislation ▪ Freight Steering Committee)
	6		*6*	*Too industry specific; leave on yes list*
			16	Market driven, off list
			19	Already covered, off list
			20	Already covered, off list
All levers that did not make this list or are not identified on the NO list, will remain on the preferred scenario proposal.				

Based on this exercise, the Project Team will come back to the next meeting with specific recommendations, identify potential costs as low, medium, and high (as possible), and use that to confirm priorities and assignments in the resulting product. Items 16, 19 and 20 will not appear in the next product.

Objective 2: Provide Input to the Rail Needs Assessment

Ericka presented an overview about the Rail Needs Assessment. Discussion related to that presentation was maintained on flip charts by the facilitator and is included as Attachment B to the meeting summary. The PowerPoint presentation is attached and included as Attachment D. The presentation solicited dicsusion around a number of specific questions, including:

Does this reflect your understanding of the rail system?

- The group discussed maps, noting the following concerns:
  - The extent to which the short rail lines are presented (or not)

- References to compliance instead of capacity or physical restrictions
- Discomfort with the 07 maps and what that communicates

- Suggestions included:
  - Generate maps showing all active and all inactive lines, ownership, and the potential correlation with origination/termination traffic by volume
  - Discuss capacity in terms of restrictions rather than compliance
  - Consider appropriate message respective to the 07 maps if they are going to be used

What additional rail system needs have we not identified?

Maureen pointed out the requirement to identify funded, committed projects lists over 1-5 years and more general needs and expectations out 6-20 years, and the challenge of doing that for planning purposes while maintaining the privacy needs of the rail lines. The Minnesota Rail Plan was identified as an example of where that specificity was provided, with the note that Minnesota has a robust passenger rail system influencing that communication. The group discussed the need for rail information to show prospective businesses where access exists; conversely, they discussed the opportunity to show rail where commerce has a need, and the rail lines can respond accordingly.

Representatives from Individual rail lines said they would send Maureen what they could, and the facilitator pointed out the question has been asked and the promise made several times before; the information needed is still not available. Ultimately, the Steering Committee asked Maureen to put her request in writing and each railroad will respond accordingly. One individual pointed out that with the rail lines showing in the 07 map such additional capacity, that it is realistic that there may not be a long list of projects or investments planned in the short term.

Maureen also distributed a draft copy of the Rail Plan Update Outline, which proved to be miscopied and not all pages available. She will send the outline to the group electronically for their review and comment.

Action Items

1. Cambridge Systematics will provide a definition to the term 'value' if it is going to be used in the Freight Study
2. The Project Team will develop and present recommendation for performance measures and the preferred scenario concepts at the next meeting for Steering Committee review and decision-making
3. All Steering Committee members with comments about the map and rail data are invited to review Tech Memo 10 as soon as possible and send those comments to Maureen
4. The Project Team will produce a map showing all active and inactive lines
5. Maureen will send a specific written request of informational needs to the railroads, who will respond accordingly in a timely fashion
6. Maureen will send out an electron copy of the Rail Plan Update outline
7. All will review the Rail Plan Update outline and provide comments to Maureen

The next meeting, originally scheduled for October 9, will be rescheduled for later in the month to foster a greater amount of participation by Steering committee members (who had a number of conflicts with the October 9 date). A doodle calendar will be issued to identify and confirm the best meeting date.

The Steering Committee participated in a meeting evaluation process, the results of which are listed verbatim in the Attachment B, Flip Chart Transcript, page 4.

ATTACHMENT A: AGENDA

IDAHO FREIGHT STUDY AND RAIL PLAN UPDATE STEERING COMMITTEE MEETING

September 19, 2012

Idaho Freight Study and Rail Plan Update

Steering Committee Meeting
Wednesday, Septembe r 19, 2012
10:30 a.m. – 5:00 p.m.

ITD Aeronautics Office
3483 Rickenbacker St.
Boise, ID

The group will have a working lunch on site, hosted by the Idaho Transportation Department

AGENDA

Objectives

Overall Freight

1. Identify preferred scenario concepts

Rail: Freight and Passenger

1. Provide input to Rail Needs Assessment
2. Review and discuss Rail Focus Group results

TIME	TOPIC	REFERENCE MATERIALS
10:30 a.m.	**Welcome and Introductions** ☐ Marsha Bracke, Bracke and Associates, Inc. Facilitator **Process Needs** ☐ Maureen Gresham, ITD	Agenda
	Freight Study	
10:45 a.m.	**Presentation: Preferred Scenario Process and Results** ☐ Erika Witzke, Cambridge Systematics	▪ Power Point Presentation: Preferred Scenario Process and Results ▪ Draft Freight Performance Measures August 27, 2012 ▪ About Scenarios Document ▪ Scenario Placemats
12:15 p.m.	**WORKING LUNCH**	
12:45 p.m.	**Identify Preferred Scenario Concepts** ☐ Facilitated Process	▪ Scenario Project Summary & Selection Worksheet
2:45 p.m.	**BREAK**	
	Rail Plan Update	
3:00 p.m.	**Presentation: Rail Needs Assessment** ☐ Erika Witzke, Cambridge Systematics ☐ Facilitated Discussion 1. Does this reflect your understanding of the rail system? 2. What additional rail system needs have we not identified?	▪ Power Point Presentation: Rail Needs Assessment
3:45 p.m.	**Presentation: Inputs** ☐ Maureen Gresham, ITD ☐ Facilitated Discussion 1. Does this outline appear to fulfill your need for the Rail Plan? 2. What changes would you propose?	▪ Rail Focus Group Flip Chart Transcripts ▪ Draft Outline of Rail Plan Update

4:30 p.m.	**Wrap up and Next Steps** ☐ Action Items ☐ Meeting Evaluation	
5:00 p.m.	**ADJOURN**	

Proposed Meeting Schedule/Objectives:

October 9, 2012

Overall Freight

1. Review, discuss and provide input regarding:
   - Freight policies, funding, resources and management tools
   - Action plan and strategy recommendations
   - Comment on study recommendations

Rail: Freight and Passenger

2. Review, discuss and provide input regarding:
   - Rail Vision and Goals
   - Recommend criteria for evaluating rail projects
   - Process for completing Rail Plan Update

ATTACHMENT B
Flip Chart Transcripts September 19, 2012

PRINCPLES OF MEETING CONDUCT

- Participate
- Listen...
- Be open to new ideas
- Be solutions oriented
- One person speaks at a time
- Respect one another
- Phones/e-mail - off

FREIGHT DISCUSSION NOTES

- Balance freight through, generated in Idaho, coming into Idaho
- Comments on performance measurements
- Definition of current/future year value
- Look at volume and cost of freight (value changes)
- These look like outputs
- How is the transportation adding value/affecting cost?
- These are indicators of how industry is responding
- Need to look at demand/efficiency
- How do you measure secondary impact (yogurt plant)?
- Gross Regional Product/Employment - can't look at just one thing
- Next meeting - recommend final performance measures
- What are we reasonably going to be able to track over time?
- Should risk be a factor?
- Have to consider in context of other factors/economic benefit
- REDIFIT - not just agriculture
- State highway network and local road network - truck weight issues
- Scenario overview - just discuss purpose

Question 1:

- Burden of regulatory system - cost/efficiency? Safety? Down/Wait times, etc. - index to inform the regulatory environment
- Port Freight System - none/2 in 20 years? Why just this one? Bigger one - personal/employee safety
- Port - offload/backload # per hour
- Rail Safety - FRA rating for rail crossings/number of trains
- Measure right: service, time, condition, price - measures those 4 things - focus on that and drill down for Idaho
- Opportunity cost - adding things that don't exist
- Opportunity cost - I95 for full trucks
- Compare to "Connect Oregon" - getting infrastructure funding
- Abandonment - what about airlines and roads? For rail - what is the underlying reason. Might not be a good measure - market driven

Question 2:

- State Department of Agriculture aggregates Dairy data

SCENARIO PROCESS

1. Pick top 5 levers and 18-21 (and not on table): On flip charts write a definition of what this means/entails
2. In time available: review remaining levers, indicate yes/no/add, identify 1 lever, if any, that should not be included

GROUP REPORTS

- #3 - self explanatory
- #7 - ongoing program; legislature funding needed; drives #6 and #5
- #10 - self explanatory
- #11 - self explanatory
- #12 - connect north and south Idaho
- #16 - should not be included (this is our protest vote)

- #2 - designate freight corridors and freight design standards (map to define corridors;, working with industries to identify, standards re passing lanes, rest areas, rail crossings)
- #8 - Increase Section 130 (increases safety and minimizes risk at grade crossings)
- #3 - Harmonize TS &W regulations (legislative action, coordination with other states)
- #14 - coordinate with economic development organizations (big value/low cost, statewide committee for communications, aligns with #15 and #2
- $17 - ITS and Technology (integrating technology, decrease regulatory costs, create data)

- #12 - improve US95 north/south straighten/widen - improve flow of freight, enhance use of Port, accelerate exports/imports, grow access to rail, BNSF north vs. South
- #7 - The coordination of the #3 concept area" makes sense, as we believe all sources of funding for infrastructure improvement can be utilized
- #4 - Improve connections with grant elevators and other ag connections to rail and road by c/b evaluations
- #10 - build partnerships with agriculture and manufacturing industries to identify strategic investments in freight corridors

PM TEAM

- Access (rail, water, air, rail heads/highways, intermodal) - #4, 5, 11
- Partnerships (Ag, Manufacturing, industry, EOOs) - #10
- Funding (federal, state, private, CDBG, RCBG,. Redifit) - #7

JOHN B

- 1 (already doing), 5, 6,7, 8, 11
- Tie to goals
- Lower cost of freight
- Law foundation - maximize ability to deliver overall
- overarching plan to achieve goals

DISCUSSION

- #6 allows all to work together - collect and disperse
- Maybe started funding root of problem - with 7 can make 6/15 happen
- Projects vs. funding vs. political will
- Need to define return on investment

RESULTS

YES			NO	
SC Teams	John	PM Team	SC Teams	Notes
2				
3, 3				
4		4	4	Too industry specific; leave on yes list
	5	5	5	Too industry specific; leave on yes list
	6		6	Too industry specific; leave on yes list
7	7	7		One team combined all of concept area 3 into one number 7
8	8			
10, 10		10		
11	11	11		
12, 12, 12				One team looking for more detail around 12
14				
			16	Market driven, off list
17				
18				Generally prefer less government, but seek levers specific to: ▪ Local Highway Districts (one entity per county?) ▪ Dry Port Legislation ▪ Freight Steering Committee)
			19	Already covered, off list
			20	Already covered, off list

All levers stay on the list with the exception of 16, 19 and 20, and anything associated with 18 that is not specifically included. 7, 10, 11 and 12 all made the list three times, 3, 4, 5, and 8 made the list twice each.

SCENARIOS NEXT STEPS

Will come back with specific recommendations (potential costs/low, medium high) and confirm priorities, assignments for Action Plan

RAIL DISCUSSION

- Indicate short lines on rail materials for accurate depiction of how it works
- Map - reality in Idaho, official per STB
- One map - all active, all inactive
- Second map - with ownership
- Appendices
- See and check Tech Memo 10 regarding maps - send comments to Maureen
- Consider how this correlates with origination/termination traffic (volumes)
- Concern about reference to double-stacks - misnomer - what about high/wides/etc., other restrictions, tunnels, etc.
- "286 and above"
- "All are 286"
- Uncomfortable with '07 maps - if used, lots of bullet points to indicate caveats - our whole rail line is red
- All kinds of projects planned
- Indicate anticipated investment - broad
- Idaho's plan to show need to support rail line improvements
- List of improvement needs/broad sense of planned improvements
- Need to know who's coming so we can determine where/how much investment - have capacity now

- Requirement 1-5 year, 6-20 year
- Minnesota volume comparison
- Funded, committed project lists
- Needs in time frames
- Passenger influence
- Something that tells us needs and how to address
- Maureen - ask each entity with a specific written request of what we need - railroads respond

ACTION ITEMS

1. Define "value"
2. Develop/present recommendations at next meeting
3. See and check Tech Memo 10 - send comments to Maureen
4. Produce a map showing all active/inactive lines - Maureen
5. Maureen send a specific written request of informational needs to railroads
6. Railroads respond to Maureen's request
7. Maureen send rail Update outline
8. All - review Rail Plan outline and provide comments to Maureen

PARKING LOT

- *Nothing submitted to Parking Lot*

EVALUATION

+	Δ
▪ Productive meeting - Erika's definitions helped. Process progressing, understanding ▪ Appreciate that we come together with dedicated time and focus ▪ Informative - people/entities in room ▪ Tangibly looking at levers - big step ▪ Perspective and various ideas from different interests - better perspective/issues ▪ Think I made progress but don't know what ▪ Like length - tough to get job done ▪ Starting to come together, handouts useful ▪ Like breakouts - forces us all to participate - railroad and trucking together ▪ Great lunch ▪ God to see progress since last time here ▪ Looking forward to seeing to fruition ▪ Discussion - greater understanding of more perspectives ▪ Interaction with group - learn ▪ Hear various inputs ▪ State can only be better from this	▪ Long meeting ▪ So many documents, products out - summary ▪ Milestones - handling of documents - file sharing to go pick up ▪ Names on both sides of table tents ▪ Don't know where I'm at and don't know what I did until next meeting ▪ Struggling to figure out what rail has to do with ITD - ITD's role ▪ Who is target audience of final report? ▪ Documents/data revisions - what happened with that? ▪ Is what we're doing more staff than Steering Committee driven ▪ Still don't know what final product will look like ▪ Refer back to goals more often - understand design interface between fright study and rail plan ▪ Presentation on rail -w hat is and isn't required by feds/adds value ▪ Levers - don't want to leave other specifics out - "access" etc.

ATTACHMENT C: PREFERRED SCENARIO PROCESS AND RESULTS

POWERPOINT PRESENTATION

September 19, 2012

PREFERRED SCENARIO PROCESS & RESULTS

Idaho Statewide Freight Study

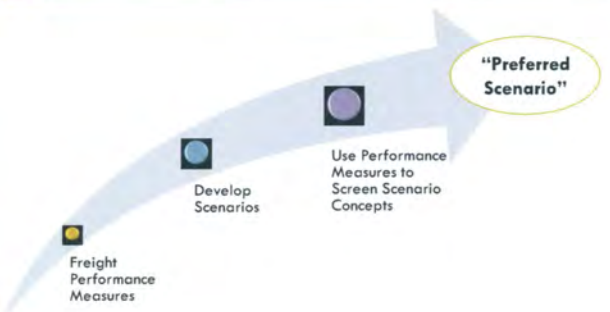
Presentation Overview

2

- Freight Performance Measures
- Scenario Development
- Scenario Screening
- Discussion

Connecting the Dots…

3



Freight System Vision and Goals

4

Freight *powers* Idaho's Economy

1. Idaho's freight system features **seamless,** modal **connectivity** while maintaining **safety** and **efficiency**
2. Idaho's freight system features **effective partnerships** to **leverage resources** and **opportunities**
3. Idaho **strategically invests** in its freight system infrastructure while **maximizing existing capacity.**

Freight Performance Measures

Transportation System "Dashboard"

Performance Measures

5

Source: http://itd.idaho.gov/dashboard/

Why Use Performance Measures?

- **Link actions to goals/objectives** – e.g. overall ITD and Freight Study
- **Manage performance/target setting** – improve the management and delivery of programs, projects, and services
- **Resource allocation/prioritize projects** – invest where greatest need/benefits
- **Communicate results** – highlight the value of public investments in transportation; concrete way for stakeholders to see ITD's commitment to improving the system and build support for investments
- **Strengthen accountability** – promote accountability for use of taxpayer resources

Freight Performance Measures

Types

- Freight Demand
- Freight Safety
- Freight Efficiency
- Freight System Condition
- Other *(not reviewed)*
  - Environment
  - Economic Impacts
  - System Investment

Freight Performance Measures

Evaluation

- Existing Freight Performance Measures
  - Currently tracked by ITD
- Additional Performance Measures – Near Term
  - Not currently tracked, but data required is available
- Additional Performance Measures – Future
  - Not currently tracked
  - Key data elements need to be developed
  - Need to evaluate benefits vs. costs of data collection

Existing Freight Performance Measures

Currently tracked by ITD

Performance Measure Type	Mode	Performance Measure	Source
Freight System Demand	N/A		
Freight System Safety	Highway	Number of commercial vehicle injury crashes in Idaho	ITD Office of Highway Safety
	Highway	Number of commercial vehicle fatal crashes in Idaho	ITD Office of Highway Safety
	Highway	Commercial Average Vehicle Miles Traveled (CAVMT) in millions	ITD Office of Highway Safety
	Highway	Number of commercial vehicle fatalities per 100 million CAVMT	ITD Office of Highway Safety
	Highway	Number of commercial vehicle injuries per 100 million CAVMT	ITD Office of Highway Safety
Freight System Efficiency	N/A		
Freight System Condition	Highway	Percent of pavement in good or fair condition	ITD Dashboard
	Highway	Percent of bridges in good condition	ITD Dashboard

Freight Demand

Linking Performance Measures to Goals

Related ITD Goal	Mode	Performance Measure	Status (existing, data available, data not available)	Data Source
ISFS **Goal 1** – Idaho's freight system features seamless, modal connectivity while maintaining safety and efficiency	All	Current Year Value/Tonnage of Freight Moved by Mode by Direction	Data available	FAF3, STB Waybill, FAA, IDA, USACE, Port of Lewiston
ISFS **Goal 2** – Idaho's freight system features effective partnerships to leverage resources and opportunities	All	Future Year Value/Tonnage of Freight Moved by Mode by Direction	Data available	FAF3
	All	Current Year Value/Tonnage of Key Commodities Moved	Data available	FAF3, STB Waybill, FAA, IDA, USACE, Port of Lewiston
LRTP Goal - ITD supports the state's economic vitality by enabling efficient movement of people and goods	All	Output/Gross Regional Product by Freight-Dependent Industry Sectors	Data available	BEA, US Census Bureau
	All	Employment by Freight-Dependent Industry Sectors	Data available	BLS, LEHD
	All	Productivity by Freight-Dependent Industry Sectors	Data available	BLS
LEGEND	Existing Measure	Near Term Measure	Future Measure	

Freight Performance Measures

Tech Memo 7

- Table 5 – Summary of Freight System Performance Measures
- Other areas covered:
  - Safety
  - Efficiency
  - Condition
- Multimodal

Questions / Comments

1. Are there other measures we should look at?
2. Is there another role that you see you have related to performance measures?

Scenario Concepts

Objective of Scenarios

15

Understand how different investments may relate to the performance of the freight system

Freight System Needs

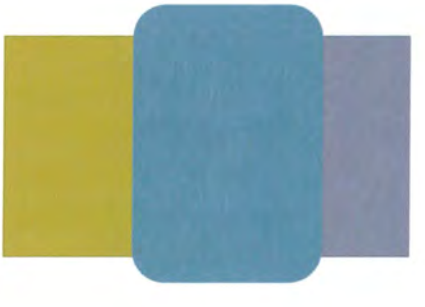
Conceptual Example, Only

Question – Preserve or Expand

Conceptual Example, Only

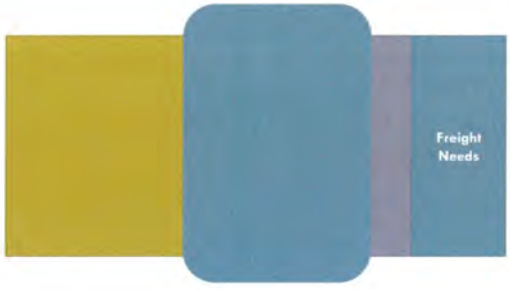
Focus on Preservation

Conceptual Example, Only



Support Freight?

Conceptual Example, Only



How were Scenarios Determined?

- Freight Summit
- Stakeholder Interviews
- Regional Briefings
- Steering Committee Homework Assignment
  - Unique Aspects of Study Goals
  - Identifying Projects, Programs, & Concepts to Goals

What we heard…

Future Scenarios

Choosing a new future for the Idaho Freight System

- **Scenario A – Status Quo**
  - Baseline "no build" future scenario
  - Reflects "business as usual" investments in existing system
- **Scenario B – Agriculture and Rural System Needs**
  - Focus on needs of agricultural industry
  - Investments trend more toward rural areas
- **Scenario C – Technology/Advanced Manufacturing and Urban System Needs**
  - Focus on needs of the emerging technology/advanced manufacturing industries
  - Investments trend more toward urban areas

Refining Scenarios

Link Scenarios to unique aspects of each goal

Goal	Unique Aspects of Goal	Scenario A	Scenario B	Scenario C
Goal 1 - Idaho's freight system features **seamless, modal connectivity** while maintaining **safety** and **efficiency**				
Goal 2 - Idaho's freight system features **effective partnerships** to leverage **resources** and **opportunities**				
Goal 3 - Idaho **strategically invests** in its freight system infrastructure while **maximizing existing capacity**				

Refining Scenarios

Link Scenarios to unique aspects of each goal

Goal	Unique Aspects of Goal	Scenario A	Scenario B	Scenario C
Goal 1 - Idaho's freight system features **seamless, modal connectivity** while maintaining **safety** and **efficiency**	Multimodal connectivity			
	Reduce crashes			
	Maintain and improve safety			
	Efficient freight system			
	Unencumbered freight movement			
	Multimodal and intermodal facilities (e.g. Dry Port Facility)			
Goal 2 - Idaho's freight system features **effective partnerships** to leverage **resources** and **opportunities**				
Goal 3 - Idaho **strategically invests** in its freight system infrastructure while **maximizing existing capacity**				

Refining Scenarios

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	Reduce crashes			
	Maintain and improve safety			
	Efficient freight system			
	Unencumbered freight movement			
	Multimodal and intermodal facilities (e.g. Dry Port Facility)			
Goal 2 - Idaho's freight system features **effective partnerships** to leverage **resources** and **opportunities**	Engaged / active public			
	Use of non-DOT funding sources (e.g. private sector, or new fees)			
	Infrastructure investments that target sectors of the economy, private partnerships			
	Legislative support for investing in Idaho's transportation system			
Goal 3 - Idaho **strategically invests** in its freight system infrastructure while **maximizing existing capacity**				

Refining Scenarios

Link Scenarios to unique aspects of each goal

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Goal 1 - Idaho's freight system features **seamless, modal connectivity** while maintaining **safety** and **efficiency**	Multimodal connectivity			
	Reduce crashes			
	Maintain and improve safety			
	Efficient freight system			
	Unencumbered freight movement			
	Multimodal and intermodal facilities (e.g. Dry Port Facility)			
Goal 2 - Idaho's freight system features **effective partnerships** to leverage **resources** and **opportunities**	Engaged / active public			
	Use of non-DOT funding sources (e.g. private sector, or new fees)			
	Infrastructure investments that target sectors of the economy, private partnerships			
	Legislative support for investing in Idaho's transportation system			
Goal 3 - Idaho **strategically invests** in its freight system infrastructure while **maximizing existing capacity**	Investment in maintaining existing system			
	Investment in new infrastructure			
	Cost effective investments			
	Investments that leverage existing resources			

Refining Scenarios

Link Scenarios to unique aspects of each goal

Goal	Unique Aspects of Goal	Scenario A	Scenario B	Scenario C
Goal 1 - Idaho's freight system features **seamless, modal connectivity** while maintaining **safety** and **efficiency**	Multimodal connectivity		X	X
	Reduce crashes	X	X	X
	Maintain and improve safety	X	X	X
	Efficient freight system		X	X
	Unencumbered freight movement		X	X
	Multimodal and intermodal facilities (e.g. Dry Port Facility)		X	X
Goal 2 - Idaho's freight system features **effective partnerships** to leverage **resources** and **opportunities**	Engaged / active public	X	X	X
	Use of non-DOT funding sources (e.g. private sector, or new fees)		X	X
	Infrastructure investments that target sectors of the economy, private partnerships		X	X
	Legislative support for investing in Idaho's transportation system	X	X	X
Goal 3 - Idaho **strategically invests** in its freight system infrastructure while **maximizing existing capacity**	Investment in maintaining existing system	X	X	X
	Investment in new infrastructure		X	X
	Cost effective investments	X	X	X
	Investments that leverage existing resources	X	X	X

Refining Scenarios

Link Scenarios to unique aspects of each goal

Goal	Unique Aspects of Goal	Scenario A	Scenario B	Scenario C
Goal 1 - Idaho's freight system features **seamless, modal connectivity** while maintaining **safety** and **efficiency**	Multimodal connectivity		X	X
	Reduce crashes	**X**	**X**	**X**
	Maintain and improve safety	**X**	**X**	**X**
	Efficient freight system		X	X
	Unencumbered freight movement		X	X
	Multimodal and intermodal facilities (e.g. Dry Port Facility)		X	X
Goal 2 - Idaho's freight system features **effective partnerships** to leverage **resources** and **opportunities**	**Engaged / active public**	**X**	**X**	**X**
	Use of non-DOT funding sources (e.g. private sector, or new fees)		X	X
	Infrastructure investments that target sectors of the economy, private partnerships		X	X
	Legislative support for investing in Idaho's transportation system	**X**	**X**	**X**
Goal 3 - Idaho **strategically invests** in its freight system infrastructure while **maximizing existing capacity**	**Investment in maintaining existing system**	**X**	**X**	**X**
	Investment in new infrastructure		X	X
	Cost effective investments	**X**	**X**	**X**
	Investments that leverage existing resources	**X**	**X**	**X**

Refining Scenarios

Link Scenarios to unique aspects of each goal

Goal	Unique Aspects of Goal	Scenario A	Scenario B	Scenario C
Goal 1 - Idaho's freight system features **seamless, modal connectivity** while maintaining **safety** and **efficiency**	**Multimodal connectivity**		**X**	**X**
	Reduce crashes	X	X	X
	Maintain and improve safety	X	X	X
	Efficient freight system		**X**	**X**
	Unencumbered freight movement		**X**	**X**
	Multimodal and intermodal facilities (e.g. Dry Port Facility)		**X**	**X**
Goal 2 - Idaho's freight system features **effective partnerships** to leverage **resources** and **opportunities**	Engaged / active public	X	X	X
	Use of non-DOT funding sources (e.g. private sector, or new fees)		**X**	**X**
	Infrastructure investments that target sectors of the economy, private partnerships		**X**	**X**
	Legislative support for investing in Idaho's transportation system	X	X	X
Goal 3 - Idaho **strategically invests** in its freight system infrastructure while **maximizing existing capacity**	Investment in maintaining existing system	X	X	X
	Investment in new infrastructure		**X**	**X**
	Cost effective investments	X	X	X
	Investments that leverage existing resources	X	X	X

Refining Scenarios

Decide how unique attributes will be reflected in Scenarios (1)

- Included in each Future Scenario:
  1. Regulatory changes
  2. Intermodal or transload facility
  3. New funding
  4. Use of financing techniques
  5. Strategic investments
  6. Economic development coordination

Refining Scenarios

Decide how unique attributes will be reflected in Scenarios (2)

31

- Concepts implied in All Scenarios:
  - Alternative fuels
  - Intelligent Transportation Solutions (ITS)
- Concepts we heard, but excluded from All Scenarios:
  - Needs and access evaluations
  - Governance structure
  - Enforcement
  - Hazardous materials transport

Refining Scenarios

Identify projects that represent unique attributes of Scenarios (1)

32

Concept Areas		Project/ "Lever"	Scenario A	Scenario B	Scenario C
1. Increase the mobility of commercial vehicles on the road through an **increased freight focus** for **planning, design, and regulation** (Goal 1)	1	Implement "truck-friendly" design standards in urban areas, intra-city routes and corridors	no	no	Yes
	2	Implement freight design standards and freight-corridor designations on Interstates and inter-city highways	no	Yes	no
	3	Harmonize TS&W regulations with those of neighboring states; supporting policies to reduce border crossing times	no	Yes	no
2. Build **intermodal facilities** and **connections** (Goal 1)	4	Improve connections with grain elevators and other agricultural connections to existing rail and road infrastructure	no	Yes	no
	5	Build one or more transload (bulk) or intermodal (container) facility, possibly located within the port or other area	no	Yes	no
	6	Create a "logistics park" or other co-located industrial / multi-modal transportation hub through partnership with industry	no	no	Yes

Refining Scenarios

Identify projects that represent unique attributes of Scenarios (2)

33

Concept Areas		Project/ "Lever"	Scenario A	Scenario B	Scenario C
3. Expand sources for **infrastructure funding** (Goals 2 and 3)	7	Secure grant funds to continue building/upgrading port, rail, or intermodal infrastructure	no	Yes	no
	8	Increase level of Section 130 rail funds to improve highway-railroad grade crossings	no	Yes	Yes
	9	Increase REDIFiT funds for development and expansion of agriculture-related rail and intermodal infrastructure	no	Yes	no
4. Utilize **innovative financing** techniques (Goal 2)	10	Partner with agriculture and/or manufacturing industry to identify and invest in critical corridors and markets	no	Yes	Yes

Refining Scenarios

Identify projects that represent unique attributes of Scenarios (3)

34

Concept Areas		Project/ "Lever"	Scenario A	Scenario B	Scenario C
5. Strategic investments (Goal 3)	11	Increase rail capacity in key areas, particularly short lines	no	Yes	no
	12	Provide an improved north-south truck corridor through upgrading US 95	no	Yes	Yes
	13	Invest in highway and intermodal connectors for urban areas	no	no	Yes
6. Align transportation policy and projects **with economic development** goals (Goal 2)	14	Coordinate with economic development organizations to align transportation projects with projected or targeted growth and demand	no	Yes	Yes
	15	Work progressively with industry to strategically locate private facilities according to need with current or future road and rail infrastructure	no	no	Yes

Questions / Comments

1. Do you have any questions about the scenarios and how they were determined?

Scenario Screening Results

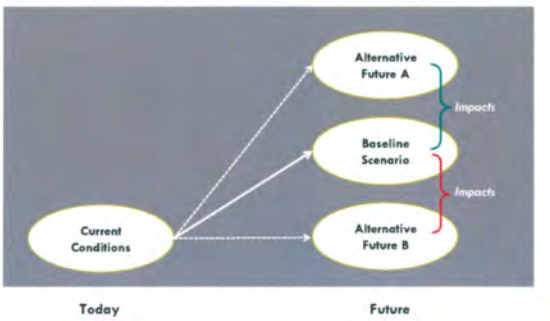
Connecting the Dots…

37

Scenarios Help Inform the Future

Investment decisions may impact the system positively or negatively

38



Freight Performance Measures

Select Measures

39

- **Demand**
  - Freight tonnage
- **Safety**
  - Commercial Average Vehicle Miles Traveled
  - Highway - Rail At Grade Incidents/Fatalities
- **Efficiency**
  - Grain Elevators On Site Rail Access
- **System Condition**
  - Percent of Pavement (or other infrastructure) in Good or Fair Condition
- **Other**
  - Freight Transportation Project Expenditures

Apply Measures to Scenarios

Qualitative Application

40

Category
Road Network
Railroad Network
Maritime System
Aviation System
Intermodal Connectivity

Legend	
Increase	●
	◒
Neutral	◓
Decrease	◒
	●

Scenario A - "Business As Usual"

Apply Measures to Future Scenarios

41

Category	Demand	Safety	Efficiency	Condition	Investment
Road Network	●	●	◓	●	◓
Railroad Network	◓	◓	◓	◓	◓
Maritime System	◓	◓	◓	◓	◓
Aviation System	◓	◓	◓	◓	◓
Intermodal Connectivity	◓	◓	◓	◓	◓
BAU SUMMARY	◒	◒	◓	◒	◓

Scenario B - Ag/Rural

Apply Measures to Future Scenarios

42

Category	Demand	Safety	Efficiency	Condition	Investment
Road Network	◒	◒	◒	◒	●
Railroad Network	●	◒	●	●	●
Maritime System	●	◓	◒	◒	◒
Aviation System	◓	◓	◓	◓	◓
Intermodal Connectivity	●	◓	●	●	●
Ag/Rural SUMMARY	●	◒	◒	◒	●

Scenario C – High-Tech, Manuf/Urban

Apply Measures to Future Scenarios

43

Category	Demand	Safety	Efficiency	Condition	Investment
Road Network	●	◒	◓	●	●
Railroad Network	●	◒	◓	●	●
Maritime System	●	◓	◓	◒	◒
Aviation System	◒	◓	◓	◒	◒
Intermodal Connectivity	●	◓	◓	●	●
High-Tech SUMMARY	●	◒	◓	●	●

Scenario Comparison

Apply Measures to Future Scenarios

44

Scenario	Demand	Safety	Efficiency	Condition	Investment
A – "BAU"	◒	◒	◓	◒	◓
B – Ag/Rural	●	◒	◒	◒	●
C – High-Tech/Urban	●	◒	◓	●	●

Preferred Scenario Discussion

PREFERRED SCENARIO PROCESS & RESULTS

Idaho Statewide Freight Study

ATTACHMENT D: RAIL NEEDS ASSESSMENT

POWERPOINT PRESENTATION

September 19, 2012

RAIL NEEDS ASSESSMENT

Idaho Statewide Rail Plan

Presentation Overview

2

- Impacts on Rail System Use
- Freight Rail System
- Passenger Rail System
- Discussion

Impacts on Rail System Use

3

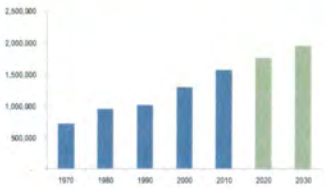
- Economy, Trade and Economic Development
- Environment / Energy Use
- Land Use / Community Impacts
- Safety and Security

Population

Idaho more than doubled in size between 1970 and 2010

4

- ✓ State growing at faster rate than National average
- ✓ Consumption is linked to demand on the freight system
- ✓ Pace of growth puts pressure on all of Idaho's infrastructure: water systems, schools, healthcare facilities, AND TRANSPORTATION



Idaho Population, 1970-2030

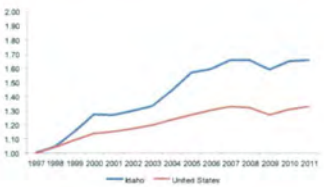
Source: U.S. Census Bureau and Moody's Analytics' Economy.com (forecast)

Gross Domestic Product

Idaho's rail system helps to support the state's $60 billion economy

5

- ✓ By 2011, Idaho's GDP completely recovered from the recession
- ✓ Continued economic growth will rely on efficient goods movement
- ✓ Keep costs down, customers supplied, and maintain competitiveness within the U.S. and world markets



Idaho and U.S. GDP Growth Index, 1997-2011

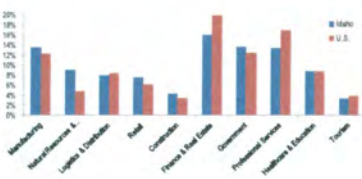
Source: U.S. Census Bureau and Moody's Analytics' Economy.com (forecast)

Idaho's Industry Mix

Defining economic characteristic - relative size of natural resources & energy sector (includes agriculture, mining, and utilities)

6

- ✓ Ag and mining rely on rail more than most sectors to transport high volume/high weight products
- ✓ Idaho's "freight-intensive" industries comprised 42% of state's economy (2011), far higher than their 35% for the U.S.



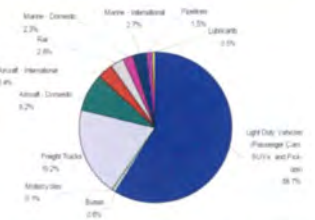
Structure of Idaho Economy Compared to U.S., 2011

Source: Bureau of Economic Analysis

Environment and Energy

7

- ✓ U.S. accounts for only 5% of the world population, but accounts for 21% of global CO_2 emissions
- ✓ U.S. transportation sector accounts for 33% of global transportation CO_2 emissions



U.S. Greenhouse Gas Emissions by Transportation Mode, 2006

Source: U.S. EPA (2008). Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990 to 2006, pages 3-9, 3-30, 3-31.

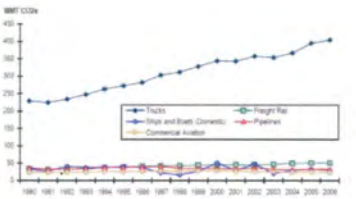
Freight Environmental Footprint

Rail offers opportunity to improve air quality, reduce GHG emissions, and reduce energy consumption

8

- ✓ In 2010, railroads moved a ton of freight with an average of 484 miles per gallon of fuel consumed.
- ✓ Railroad fuel efficiency has increased 106 percent since 1980.

Source: AAR

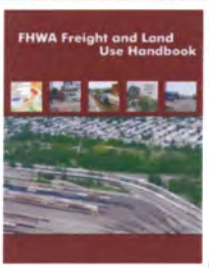


Green House Gas Emissions from U.S. Freight Sources

Source: U.S. EPA (2008). Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990 to 2006.
MMT CO_2e = million metric tons carbon dioxide equivalent

Land Use and Community

9



- Freight is a driver of land use
- Be proactive - think about:
  - demand and impact on multimodal transportation network,
  - land use conflicts,
  - noise and light pollution,
  - perceived safety and congestion impacts, and/or
  - other deterrents from overall community quality of life
- Don't forget about Support Facilities and Design Standards

Blending Freight Activity with Non-Freight Land Use

10

Townhomes Backing to Commercial Facility with Significant Truck Movements – NO!

New Housing Adjacent to Active Rail Facilities – NO!

Facility design standards that minimize noise and light pollution – Yes!

Source: Photos courtesy of Atlanta Regional Commission, FHWA

Safety and Security

11

- 1,292 public railroad crossings in Idaho
- ~25% have advanced warning devices (319)
- FY12 rail safety*
  - needs ~2.1M
  - program ~2.6M

Public At-Grade Railroad Crossings

Source: Idaho Public Utilities Commission
** COMPASS FY2012-16 Regional TIP - www.compassidaho.org/documents/prodserv/trans/DRAFTFY2012TIPrpt.pdf*

Freight Rail System

System Today

13

- 1,627 rail miles
- UPRR - ~880 miles of track, trackage rights for 89% of ID system
- BNSF - ~120 miles of track, trackage rights ~440 miles

Idaho Rail Network Ownership

Source: ITD, FRA, Oak Ridge Nat'l Lab., Railroads

System Today

Volumes

14

- Class I rail lines most heavily used
- Most short lines see less than a few daily trains

Average Trains per Day

Source: ITD, FRA, Oak Ridge Nat'l Lab., Railroads

System Today

Double-Stacking

15

Double-stacking = ability to stack intermodal containers

- Majority of Class I rail lines
- Montana Rail Link

Double-Stack Intermodal Capability by Line

Source: ITD, FRA, Oak Ridge Nat'l Lab., Railroads

System Today

Weight Restrictions

16

- Class I rail system 286 lb, with many lines 315 lb compliant
- ~76% of system 286 lb, or higher
- ~14% of system <268lb

Known Weight Restrictions

Source: ITD, AAR, FRA, ORNL, American Short Line and Regional Railroad Association, Railroads

Freight Rail System Operations

Volume to Capacity Analysis

17

- Many factors affect rail productivity
  - Number of tracks
  - Presence of sidings
  - Types of trains operated
  - Length of trains
  - Train frequency
  - Signal system
  - And others…

LOS Grade	Description
A	Below Capacity
B	
C	
D	Near Capacity
E	At Capacity
F	Above Capacity

Source: National Rail Freight Infrastructure Capacity and Investment Study, 2007, Cambridge Systematics for AAR

U.S. Freight Rail Network - Today

2005 Train Volumes Compared to 2005 Train Capacity

18

Source: National Rail Freight Infrastructure Capacity and Investment Study, 2007, Cambridge Systematics for AAR

U.S. Freight Rail Network - Future

*2035 Train Volumes Compared to 2035 Train Capacity**

19

Source: National Rail Freight Infrastructure Capacity and Investment Study, 2007, Cambridge Systematics for AAR
* Without improvements

Changes Since 2007 AAR Report

Reasonableness of Forecasts and Results

20

- Recession lowered overall freight industry forecasts
- Commodity mix is changing
- Technology and productivity improvements
- Introduction of passenger rail

Freight railroads have business incentives to invest in addressing the issues and constraints identified

Passenger Rail System

Passenger Service

Amtrak

21

- ✓ Current: Empire Builder - Chicago to Seattle/Portland - Sandpoint, Idaho station stop (see map)
- ✓ Past: Pioneer Service - Chicago to Seattle via Denver and Salt Lake
- ✓ "Restoration of the Pioneer would enhance Amtrak's route network and produce public benefits, but would require significant expenditures for initial capital costs and ongoing operating costs not covered by fare box revenues"

Source: Amtrak Route Atlas, July 2012.

Questions? Comments?

1. Does this reflect your understanding of the rail system?
2. What additional rail system needs have we not identified?

IDAHO TRANSPORTATION DEPARTMENT

RAIL NEEDS ASSESSMENT

Idaho Statewide Rail Plan

October 25, 2012

Idaho Freight Study and Rail Plan Update

Steering Committee Meeting

PARTICIPANTS

Steering Committee Members

- Erika Bowen, ITD, Planning and Program Management
- Colleen Weatherford, BNSF
- Deb Smith, Clearwater Economic Development
- Kathy Fowers, Idaho Trucking Association
- Rob Eaton, Amtrak
- Dan Harbeke, Union Pacific Railroad
- Rick Naerebout, Idaho Dairymen's Association
- John Brown, WATCO
- David Player, for Jerry Whitehead (Idaho Transportation Board)
- John Watts, WATCO

Ex Officio

- Randy Rogers, US Maritime Administration

Project Management Team

- David Coladner, ITD Transportation System Management
- Robert Linkart, Idaho Transportation Department
- Glenn Miles, Kootenai Metropolitan Planning Organization
- Ted Vanegas, ITD Transportation Performance
- Reggie Phipps, ITD Division of Motor Vehicles

Project Team

- Maureen Gresham, Program Manager, Idaho Transportation Department
- Erika Witzke, Cambridge Systematics

MEETING SUMMARY

The Steering Committee met on Thursday, October 25, 2012 to accomplish the following meeting objectives:

Rail: Freight and Passenger

1. Generate draft Rail Vision and Goals
2. Confirm development of Rail Plan Update next steps

Overall Freight

1. Confirm/document level of agreement around performance measures and preferred scenario
2. Generate draft action plan

Attachments to this Summary include:

A. The Agenda
B. Witzke PowerPoint - Freight Performance Measures Recommendations
C. Witzke PowerPoint – Freight Recommendations

Meeting Overview and Status Update

Maureen Gresham kicked off the meeting by recapping the action items from the September 19th meeting and providing updates, as requested. As part of this, she presented an overview of the work conducted on the freight study and rail plan, to date, and the various points in the study the Steering Committee was asked to review materials and provide feedback. All of these materials have been posted in the project dropbox, this includes all tech memos - note that the documents are the original drafts and that comments received on these memos will be included in the final report.

The Freight Study recommendations developed during this meeting will be presented to the ITD Board in November. The Rail Plan will continue until April 2013. Additional public involvement will need to occur for the Rail Plan and the Steering Committee will be asked during the meeting for input on the various methods to engage the public. Additionally, over the course of the next few months the project team will determine how best to incorporate freight rail comments on the Rail Needs Assessment tech memo.

The Steering Committee briefly discussed the data required to finalize the Freight Study in a manner that all Steering Committee members are satisfied.

Objective 1: Generate draft Rail Vision and Goals

Maureen Gresham provided the group with the Freight System Vision and Goals and asked for feedback from the committee – how should these be adjusted to reflect the rail system, and how should passenger rail be incorporated. The flipchart transcript is provided on **Page 4**.

Objective 2: Confirm development of Rail Plan Update next steps

Maureen Gresham provided the group with an outline of the Idaho Statewide Rail Plan report and asked for comments from the group. As noted, the Rail Plan will continue through April 2013.

Ted Vanegas outlined initial thoughts on how to engage public stakeholders on the passenger components of the Rail Plan, and asked for feedback from the Steering Committee. The group also talked about freight rail perspectives on different types of passenger service on freight rail (intercity vs. commuter rail). They also spoke of the need to revisit passenger service now, as air service continues to be cut from Boise. The flipchart transcript starts on **Page 4**.

Objective 3: Confirm/document level of agreement around performance measures and preferred scenario

Erika Witzke provided an overview of the recommended performance measures that will move forward into development and eventual implementation. As part of this a discussion surrounded the measures of success determined for the study – how will we know we are achieving the Vision and Goals of the study? The group revised these to state:

- Idaho goods transported effectively
- Freight transportation costs are competitive
- Freight-related crashes decline

The group also discussed the recommended performance measures and suggested a few edits. The flipchart transcript starts on **Page 4**.

Objective 4: Generate draft action plan

Erika Witzke provided a recap of the scenario planning presented at the Sept. 19th meeting and described how the breakout activity of that meeting led to the recommendations and the suggested actions presented at this meeting.

As a group each of the 7 recommendations and actions were discussed and adjusted based on committee feedback. The flipchart transcript is provided on **Page 6**.

Action Items

1. Tech Memos posted in dropbox will be renamed to reflect that these are original documents and do not include comments received to date from the Steering Committee.
2. UP provided information requested in April 13th email. If this meets ITD requirements, Maureen will forward to Watco so they can provide information to the study in a similar manner.
3. Query the Steering Committee on outreach mechanisms for Rail Plan public outreach.
4. Amtrak will provide the Steering Committee with demographic data of Amtrak users.

This is the last scheduled meeting of the Steering Committee prior to the completion of the Freight Study. Maureen will work with the group over the next two weeks to finalize input prior to presentation to the ITD Board on Nov. 14th. Maureen asked, and the participants are willing, to continue meeting to discuss freight issues in the state as part of an on-going freight committee.

Flip Chart Notes

Rail Vision and Goals

- Vision more specific to rail
- Link to industry and job growth
- System capacity
- Maximize traffic
- Multimodal opportunities
- Movement of goods and people
- Safety – freight, pedestrians, trespassers
- Crashes
- At-grade crossings
- Passengers have economic impacts on the state
- System preservation and condition
- Land use
- Sustainability
- Reuse, rail-trails
- Forecasting – understanding system use today and in the future
- Access to rail
- Rail line availability
- Transport time, delays
- Frequency of service
- Consider success measures rewording… "as compared to"…national stats
- Three goal themes – OK, measures of success "too simple"
- Overall safety
- Be inclusive, freight and people
- Efficient, Time saving
- Mobility
- Incremental approach

Passenger Rail Outreach

- Look outside of state
- Colorado, Utah coalition
- Look at communities that touch Pioneer Route
- Pioneer may need to be studied
- Are there other state routes
- Need to define route types
- Airlines are moving out
- Request demographic data
- Needs versus desires

Performance Measure Recommendations

Comments on Measures of Success
First cut comments

- Goods increases
    - Replace increases with facilitated
    - How do you consider whether there are no goods to transport

    - Economy factors
- Costs decline
    - Too general, too singularly focused
    - Change decline to competitive
    - Statements should be more positive
    - Need more specifics as a next step

Final cut comments

- Increases change
- Provide effective
- Improves goods
- Freight transportation costs are competitive (to what?)
    - Add value
- Environmental (under efficiency)

Comments on Performance Measures

- Demand
    - Concern over effect of economy – look at agriculture, fairly inelastic
    - Terminology may be confusing to general public/elected officials
    - Need baseline data
    - Need to understand volumes of data
    - Look at potential growth
    - Change "direction" to "origin and destination"
    - Don't count twice
    - Calculate intrastate
    - HPMS sample data – volumes on roadways
    - Total freight tonnage (or units) compared to fuel consumption and/or environmental impacts
- Safety
    - Look at incidences for rail – look at percentages of total incidents
    - What all does FRA offer?
    - Leading indicators show big picture
    - Have to measure back to a constant
- Efficiency
    - Change transportation system to freight system
    - By mode and has access
    - Volume on corridor
    - Take speed out (there are policy controls) – look at it from a modal perspective and commodity typical times
    - Look at average travel time for segments
    - Passenger measures
    - % highways that accommodate LCVs (longer combination vehicles)
    - Travel time reliability
    - FHWA truck routes
    - Take into account construction, main detours
- Condition
    - "rail line" not just "short line"
    - Bridge – might be speed issue
    - % of highways not all weather (on freight network), spring break up
    - Weight restrictions need to be clarified – affects all corridors
    - 4 – focus on location, related to industry
    - Vertical and width clearance on network

Recommendations

Revisions noted by Steering Committee highlighted in red and ~~strikethrough~~ text.

Proj #	Recommendation / Action Steps	Role / Responsibility	Priority	Considerations
	Recommendation 1: Create an Institutional Framework for Communication, Collaboration & Partnership (Goal 2)			
18	1. Formalize a **Freight Committee** as a standing advisory committee to guide decisions regarding freight investments.		• 9	• MAP-21 suggestion • How to coordinate with Trucking Council? Include private sector, industry, building/materials
10, 18	2. **Formalize ~~a~~ partnership ~~between~~** (include the Idaho Departments of Agriculture, Commerce, Labor, and Transportation) to enhance the movement of freight.		8	MOU/MOA? Inter-Agency (gov't) Need to develop substance, forum authority, purpose Need to provide technical expertise to Freight Committee
18	3. Encourage **Regional Forums** as an on-going platform to communicate regional needs, issues, and opportunities.		2	Need to expand participation
18	4. Encourage **Statewide Freight Forums** every 5 years as an on-going platform to communicate needs, issues, and opportunities.			
	Recommendation 2: Align Transportation Policy and Projects with Economic Development ~~Goals~~ Strategies (Goal 2)			
14	1. Participate in the **Economic Development District** annual planning process (SEDDs).		8	Current statewide initiative to develop a statewide Strategic Economic Development Plan
14	2. Collaborate with local **Chambers of Commerce.**			
14	3. Collaborate with **local economic development entities.**		9	Could include Chambers of Commerce
10, 14	4. Contribute to a **database of public and private stakeholders** to gather and distribute information.			
2, 14	5. ~~Identify and disseminate~~Educate on **land use policies** that support freight system investment.		3	
	6. Collaborate with cities/counties on freight strategies		1	Note: EDD and Local EDO's have city/county reps on their boards
	Recommendation 3: Invest in a Freight Corridor Network and Strategically Invest in New/Expanded Multi-Modal Facilities and Connections (Goal 1, 3)			Recommendations 3 & 4 have been combined to focus on infrastructure

Proj #	Recommendation / Action Steps	Role / Responsibility	Priority	Considerations
	1. **Identify priority freight highway corridors** for improvements in a data driven manner.		• 4	• Link to National Freight Network designation (2013) • Traffic volumes, permits, and user surveys
12	2. **Conduct N-S pilot corridor study** using the US-95 general alignment to establish process to identify modal connections, benefit/cost methodology, and data needs.		• 6	• Expand corridor concept to include consideration of potential freight route via N-S rail line, to include needed inter- and/or multi-modal facilities. • Consider cost/benefit of market driven freight investments along corridor to potentially include modal shift analysis. • Methodology and findings of the pilot study could frame the approach for identifying improvements for other freight corridors and strategic multi-modal corridor investments in subsequent strategic Freight Plan.
	3. **Develop a Freight Plan**, utilizing methodology and findings of pilot N-S Freight Corridor Study and the priority freight network.		• 3	• Identify other strategic freight corridors. • Identify 5 year Action Plan. • Leverage additional federal investments (MAP-21). • Include performance measures.
	4. **Prioritize public project funding to strategic investments** identified in planning process (i.e. freight study, rail plan, Freight Advisory Committee review, pilot study, comp plan).		5	
	5. **Create and implement process** to continually identify needs/opportunities for strategic freight corridors and investments in each region.		3	
2	6. Implement freight-friendly local, state, and federal **design and maintenance standards** and tie to freight specific network. (move to recommendation #5, combine with Action 1)		• 2	• How can the local highway districts be engaged in this effort? • Evaluate benefit/cost/impacts of design standards for local and regional freight corridors that are "truck-friendly" • Develop best practices library for freight friendly design standards • Implement consistent design standards for designated freight corridors
	~~Recommendation 4: Strategically Invest in New/Expanded Intermodal Facilities and Connections (Goal 1, 3)~~			
8, 11	1. Use Rail Plan to **prioritize rail capacity improvements** to receive federal funding.		2	
4, 5	2. **Create and implement process** to continually identify needs/opportunities for strategic multi-~~inter~~modal investments in each region.			Regional freight forums?
4, 5	3. Create and implement process to **identify potential locations for** ~~transload/~~ **multi-modal facilities**.			

Proj #	Recommendation / Action Steps	Role / Responsibility	Priority	Considerations
4, 5	4. Analyze applicability, opportunity and potential **feasibility for consolidating transportation facilities and infrastructure** to meet regional demand (e.g. ~~intermodal, transload~~multi-modal facilities, etc).		9	
11	5. Identify needs and **prioritize strategic investments**.		• 9	• Identify priority freight corridors • Location-specific economic development needs as identified through Regional Forums and/or Idaho Freight Partnership • Validate & prioritize need through modal shift analysis
	Recommendation 5: Facilitate the Efficient Movement of Freight (Goal 1, 3)			
2	1. Implement freight-friendly best practices at the local, state, and federal level including **design and maintenance standards and tie to freight specific network** ~~Implement best practices for design and maintenance of public highways~~.		6	
3	2. **Collaborate with other northwestern states and FHWA** to identify and implement ~~consistent weight~~uniformity in weight allowances ~~restrictions~~, at least in the Pacific Northwest region.			This will take federal action. Not focused on least common denominator, either
3	3. ~~Revise~~ Promote consistent **weight** ~~restrictions~~ allowances ~~for state highways~~on public highways ~~for consistency~~ **with surrounding states** ~~and along corridors where the rail does not provide service~~.		• 6	• Consider weight per axle versus overall weight restrictions. • Should be consistent with surrounding states. • Will require coordination with local highway districts. • Consider benefit/cost where implementing (safer, more efficient, damage/system condition) • Analysis triggered by industry • Axle and overall restriction/consistency
~~3~~	~~4. Revise weight restrictions and design standards for local public roads.~~			~~Will require coordination with local highway districts.~~
	~~5.~~4. Implement best practices to **reduce border crossing delays** through user surveys and research		5	State and national
17	~~6.~~5. Evaluate **cost/benefit of ITS technologies** and applications and prioritize their implementation.		•	• Weigh-in-motion technologies • Automated plate recognition • Transponders • GPS • Smart phone applications • Web-based applications • Others, as identified • For state highway, coordinate with Bob K.
17	~~7.~~6. **Implement ITS and relevant technologies** on priority freight corridors.		5	
	Recommendation 6: Expand Sources for Freight Infrastructure Funding (Goal 3)			
7, 10	1. Support an **online funding clearinghouse** with funding sources and technical support to improve access to public and private resources.		2	Federal, state, local and non-traditional (same comment for next 3 action steps)

Proj #	Recommendation / Action Steps	Role / Responsibility	Priority	Considerations
7, 10	2. Evaluate other potential **funding sources for strategic freight system improvements.**		• 5	• Economic Development Grants • Dry Port Districts • Tax Increment Financing • Revenue Bonds • Community Improvement Districts • Transportation Improvement Districts • Others, as identified
7, 10	3. Evaluate creating a **dedicated** Idaho **funding source** for strategic freight system investments.		9	• Research benefit/cost/impact of freight vs. other transportation system investments.
7, 10	4. Identify benefits/costs/impacts for ~~creating~~ existing and new **mechanism(s) for public-private financing partnerships.**		• 3	• TIFIA • Dry Port Districts • Tax Increment Financing • Revenue Bonds • Community Improvement Districts • Others, as identified
7, 10	5. **Secure funding for outcome-based** needs assessment/feasibility analyses to include modal shift analysis.		1	REDIFiT or other transportation, economic development, or commerce department grant, or funding through private industry councils and/or freight associations)
	Recommendation 7: ~~Develop Data and Supporting Tools (all goals)~~Collect and Analyze Data			
	1. Prepare **data collection plan**		• 2	• Identify data gaps/needs • Identify data collection tools/methodologies
	2. **Collect/purchase data**		7	Assess: • RIO • Benefit/cost of what to obtain/how • usability
	3. Align data with recommended **performance measures**		5	
	4. **Monitor/track performance measures**, regularly update as new data are available			
	5. Develop glossary of terms/definitions		5	
	6. Develop supporting tools			

Idaho Freight Study and Rail Plan Update – Steering Committee Meeting, February 27, 2013

PARTICIPANTS

Steering Committee

- Colleen Weatherford, BNSF
- Dan Harbeke, Union Pacific Railroad
- David Player, for Jerry Whitehead (Idaho Transportation Board)
- Joe Leckie, Idaho Public Utilities
- John Brown, WATCO
- Lori Porreca, Federal Highway Administration (ex-officio)
- Rick Naerebout, Idaho Dairymen's Association
- Sonna Lynn Fernandez, ITD Planning and Project Management
- Wyatt Prescott, Idaho Cattle Association
- Winston Inouye, Mini-Cassia Commerce Authority

Project Management Team

- Doug Ware, Idaho Transportation Department (railroad crossing program)
- Glenn Miles, Kootenai Metropolitan Planning Organization
- Laura Johnson, Department of Agriculture
- Maureen Gresham, Freight Coordinator, Idaho Transportation Department
- Melissa Kaplan, ITD Division of Aeronautics (aeronautics)
- Randy Shroll, Department of Commerce
- Ted Vanegas, ITD Transportation Performance (passenger rail)

Guests

- Sajonara Tipuric, Idaho Transportation Department

SUMMARY

The Steering Committee met Wednesday, February 27, 2013 to accomplish the following meeting objectives:

1. Review and understand status of Freight Study and Rail Plan effort
2. Understand overall vision, needs and opportunities of the rail network
3. Identify and prioritize projects, programs, and policies
4. Review and finalize a draft Freight Advisory Committee charter and identify potential nominations
5. Understand implementation process

Attachments to this Summary include:

A. The Agenda
B. PowerPoint – Needs and Opportunities
C. PowerPoint – Programs, Policies, and Projects Overview

Meeting Overview and Status Update

Maureen Gresham kicked off the meeting by providing an overview of the work conducted on the freight study and rail plan, to date, noting that the Freight Study recommendations were endorsed by the ITD Board at their December meeting. Maureen further noted that the Rail Plan will continue until April 2013.

Needs and Opportunities

Maureen Gresham provided an overview rail system needs and opportunities, noting that both the trends and forecasted use of the rail system are based on very high level projections and are only being used to help guide the identification of possible opportunities and in no way should be construed as what conditions will absolutely be in the future.

Programs, Programs and Policies

Maureen presented a list of projects noting that the list included all projects identified through the course of the freight study/rail plan update. The group discussed the applicability, relevance and description of the projects and provided the following comments:

General comments

- Differentiate between freight and non-freight when using the term 'multi-modal"
- Stay away from generalizations
- Stay away from mode specific language
- Document mode competitiveness and benefits
- What about east/west commodity flows; project work with other states on flow. Market for potatoes is east (NY)

Project Specific Comments

1. Regarding rail car needs, look at what is needed in Idaho, compared to what is needed outside of Idaho
2. Change the references to Hiawatha to Empire
3. Need a better definition of hazardous
4. Take advantage of Pacific Hub definitions of freight multi-modal definitions
5. Tie Rail Plan goals/outcomes to freight multi-modal assessment thresholds
6. Change the Bridge the Valley project descriptions from grade crossing to grade improvement and note that the Inland Pacific Hub project included 60% design of those crossings.
7. Note that the trespassing issues relate more to rail yards rather than rail lines and that there needs to be a better understanding, by all parties, of current law. Other considerations include legislation with stiffer penalties and/or CCTV at high potential locations.

Group Exercise

Meeting participants broke out into 3 groups, one group per Rail Plan goal and asked select/identify projects that were relevant to their assigned goal, identify challenges associated with each project, and identify responsible parties. Groups were asked to include at least one passenger rail project their selection. The table on the following page identifies which projects were selected for each goal as well as the challenges and responsible parties. The full list of projects considered by meeting participants is included in the PowerPoint presentation.

Projects Selected for Relevancy to Rail Plan Goals

ID	Name	Location	Description	Relevant Goal			Challenges	Responsible Party	Additional Comments
				1	2	3			
F2	Advance the Treasure Valley Freight Multi-Modal Transload Center	City of Boise	1) Work with key stakeholders to identify local, state, Federal and private funding opportunities. 2) Build the center.	X	X	X	To identify further funding opportunities, communicate / collaborate with local, state, federal, and private interests Funding, political will	P3 .	Combine with F3
F3	Analyze multi-modal facility types and thresholds	Statewide	1) Obtain research funds to define multi-modal facility types, thresholds and potential site locations in Idaho and the region. 2) Consider double-tracked transload facilities, dry ports, rail spurs, transload facilities, intermodal facilities, etc.).	X	X			P3	Few obstacles; identifies optimum sites for F14 Combine with F2
F4	Bridging The Valley: Grade Crossing Improvement (BNSF route) and Realignment of UP mainline between Spokane and Athol	Spokane Valley/ Rathdrum Prairie (Kootenai County)	1) Identify funding for benefit cost analysis, engineering and construction.			X	Resources, funding	Public	Combine with 5
F5	Bridging The Valley: Grade Crossing Improvement only (BNSF route)	Spokane Valley/ Rathdrum Prairie (Kootenai County)	1) Identify funding for benefit cost analysis, engineering and construction.			X			Combine with 4
F6	Continue Railroad Crossing Safety Program	Statewide	1) Work with rail line owners and local jurisdictions to identify high risk grade crossings that meet the Railroad Crossing Safety Program requirements. 2) Increase awareness of program.	X	X		Resources, funding	Public	Ongoing, established
F7	Continue to support Operation Lifesaver		1) Provide staff resources/support to Operation Lifesaver. 2) Research funding sources for marketing/educational campaigns.	X	X			P3	Ongoing, established

ID	Name	Location	Description	Relevant Goal			Challenges	Responsible Party	Additional Comments
				1	2	3			
F8	Create an Idaho Rail Preservation Program	Statewide	1) Annually assess rail volume reports (from IPUC) for trends. 2) Conduct benefit/cost analysis on individual lines showing decreasing volumes over time, including potential for new industries. 3) Identify economic development partnerships/investments. 4) Develop partnerships between state/local jurisdictions and rail line owners/operators to apply for REDIFiT funding for rail line preservation and/or to apply for other funding for corridor preservation (including using the corridor for alternate means).			X	Political will, needs a champion	Public	Combine with P3
F9	Decrease incidents of trespassing	Statewide (Unprotected railroad right-of-way)	1) Identify key railroad yards, interchange points, and major structures that may need to be secured from open public access. 2) Partner with local jurisdictions to identify security strategies including education, enforcement, and awareness.		X				
F13	Educate public on importance of moving freight and benefits of moving via rail	Statewide	1) Establish on-going public education program to promote Idaho's objectives relative to freight rail.		X	X	Resources, funding, definition	P3	Combine with F14
F14	Establish and/or improve multi-modal rail yards throughout Idaho	Statewide	1) Identify facility thresholds and potential site locations using results from multi-modal facility analysis. 2) Assess viability of existing yards. 3)Use regional forums to identify public/private partnership opportunities to build facilities.	X	X	X	Funding, project identification	Private, possibly P3	Combine with F3 Combine with F13 Combine with F16
F16	Establish competitive high cube double-stack multi-modal service in Idaho	Freight corridors paralleling I-90, I-84 and I-86 east/west, and I-15 north/south.	1) Work with rail line owners and neighboring states to prioritize corridors based on cost-benefit.2) Identify funding needs for installation of high-cubed double stack intermodal service.			X	Funding, project identification	Private, possibly P3	Combine with 14

ID	Name	Location	Description	Relevant Goal			Challenges	Responsible Party	Additional Comments
				1	2	3			
F17	Establish ongoing partnerships with adjacent states	Airway Heights (Spokane County)	1) Expand existing partnerships with adjacent states and private railroads. 2) Monitor rail network improvements for impact on Idaho's economic competitiveness. 3) Use the FAC and existing partnerships to increase awareness of enhancements.		X				
F19	Evaluate trucking issues that affect rail shipping	Statewide	1) Identify and prioritize rail improvements that provide the best opportunity to provide economic development and enhance revenue opportunities through the state by moving freight via rail in lieu of motor carriers. 2) Monitor and enact legislation that ensures motor carrier standards are uniform and do not give competitive advantage over rail.	X	X		Controversy; pros and cons		
F25	P&L Shortline Railroad Bridge Replacement and Shuttle Train Loader Facility Project	Port of Whitman County	1) Upgrade the P&L branch bridges to the level required by the Federal Rail Administration (FRA) in order to accommodate 286,000 lb. (286K) rail cars and 2) provide reliable rail access to a new private sector $17 million commercial grain storage and loading facility at McCoy.			X	Funding	Private, possibly P3	Combine w/28
F26	Preserve rail corridors between Kamiah, Grangeville, and the Port of Lewiston for future rail use.	East of Port of Lewiston	Identify potential funding sources. Consider railbanking.		X	X	Funding, ownership	Pubic	
F29	Develop inland dry port (Pocatello)	Pocatello - possibly at the airport	1) Enact legislation to enable a port authority. 2) Design and construct facility.		X	X	Political will	P3	
F30	Disseminate technical resources/tools for local communities on land use policies that support rail system investment	Statewide	1) Identify available land use planning resources. 2) Work with rail owners/operators to disseminate policies regarding land use/transportation policies along rail right-of-way	X		X	Collaboration with a wide range of groups Funding, resources	P3	

ID	Name	Location	Description	Relevant Goal			Challenges	Responsible Party	Additional Comments
				1	2	3			
P2	Feasibility study to measure support/ demand for commuter rail services along high commuter corridors	Statewide	Evaluate potential support/demand and potential locations for commuter rail service	X			Moving beyond study is difficult	Public	Low cost
P3	Preserve future rail corridors to serve high capacity commuter routes	Ada and Canyon Counties, remaining portions of Boise cut-off	Identify funding to acquire rail corridor right-of-way for commuter rail operation.		X	X	Political will, needs a champion	Public	
P5	Reuse freight rail lines for heritage tourism	Camas Prairies RailNet's line to Grangeville	Evaluate abandoned rail lines for potential heritage tourism (partner with State Historic Preservation Office).		X				
P6	Support a new feasibility study of the Pioneer Route, in partnership with adjoining states	Portland, OR to Boise, ID	Coordinate/communicate with adjoining states on future studies to evaluate the restoration or replacement of the line that Amtrak terminated in 1997 along UP line.		X	X	Funding, political will	P3	
P11	Treasure Valley High Capacity Transit Study	I-84, Chinden Boulevard (N) to Victory Road (s)	Conduct a study to evaluate proposed alignments along I-84.	X				Public	Low cost

Individual Exercise

Meeting participants were asked to select six projects, one of which had to be a passenger rail project, they felt should be prioritized above the other projects. The following lists those projects organized by the number of times it was selected.

Project Number	Name	Location	Description	Votes
F2	Advance the Treasure Valley Freight Multi-Modal Transload Center	City of Boise	1) Work with key stakeholders to identify local, state, Federal and private funding opportunities. 2) Build the center.	19 (7 votes shared with F3)
F14	Establish and/or improve multi-modal rail yards throughout Idaho	Statewide	1) Identify facility thresholds and potential site locations using results from multi-modal facility analysis. 2) Assess viability of existing yards. 3)Use regional forums to identify public/private partnership opportunities to build facilities.	18 (6 votes shared with F16) (7 votes shared with F13)
F3	Analyze multi-modal facility types and thresholds	Statewide	1) Obtain research funds to define multi-modal facility types, thresholds and potential site locations in Idaho and the region. 2) Consider double-tracked transload facilities, dry ports, rail spurs, transload facilities, intermodal facilities, etc.).	7 (votes shared with F2)
F6	Continue Railroad Crossing Safety Program	Statewide	1) Work with rail line owners and local jurisdictions to identify high risk grade crossings that meet the Railroad Crossing Safety Program requirements. 2) Increase awareness of program.	7 (4 votes shared with F7)
F13	Educate public on importance of moving freight and benefits of moving via rail	Statewide	1) Establish on-going public education program to promote Idaho's objectives relative to freight rail.	7 (votes shared with F14)
F29	Develop inland dry port (Pocatello)	Pocatello - possibly at the airport	1) Enact legislation to enable a port authority. 2) Design and construct facility.	7
P3	Preserve future rail corridors to serve high capacity commuter routes	Ada and Canyon Counties, remaining portions of Boise cut-off	Identify funding to acquire rail corridor right-of-way for commuter rail operation.	7
P6	Support a new feasibility study of the Pioneer Route, in partnership with adjoining states	Portland, OR to Boise, ID	Coordinate/communicate with adjoining states on future studies to evaluate the restoration or replacement of the line that Amtrak terminated in 1997 along UP line.	7
F7	Continue to support Operation Lifesaver		1) Provide staff resources/support to Operation Lifesaver. 2) Research funding sources for marketing/educational campaigns.	6 (4 votes shared with F6)
F16	Establish competitive high cube double-stack multi-modal service in Idaho	Freight corridors paralleling I-90, I-84 and I-86 east/west, and I-15 north/south.	1) Work with rail line owners and neighboring states to prioritize corridors based on cost-benefit.2) Identify funding needs for installation of high-cubed double stack intermodal service.	6 (votes shared with F14)

Project Number	Name	Location	Description	Votes
F19	Evaluate trucking issues that affect rail shipping	Statewide	1) Identify and prioritize rail improvements that provide the best opportunity to provide economic development and enhance revenue opportunities through the state by moving freight via rail in lieu of motor carriers. 2) Monitor and enact legislation that ensures motor carrier standards are uniform and do not give competitive advantage over rail.	5
F30	Disseminate technical resources/tools for local communities on land use policies that support rail system investment	Statewide	1) Identify available land use planning resources. 2) Work with rail owners/operators to disseminate policies regarding land use/transportation policies along rail right-of-way	3
P11	Treasure Valley High Capacity Transit Study	I-84, Chinden Boulevard (N) to Victory Road (s)	Conduct a study to evaluate proposed alignments along I-84.	3
P2	Feasibility study to measure support/demand for commuter rail services along high commuter corridors	Statewide	Evaluate potential support/demand and potential locations for commuter rail service	2
F8	Create an Idaho Rail Preservation Program	Statewide	1) Annually assess rail volume reports (from IPUC) for trends. 2) Conduct benefit/cost analysis on individual lines showing decreasing volumes over time, including potential for new industries. 3) Identify economic development partnerships/investments. 4) Develop partnerships between state/local jurisdictions and rail line owners/operators to apply for REDIFiT funding for rail line preservation and/or to apply for other funding for corridor preservation (including using the corridor for alternate means).	1
F9	Decrease incidents of trespassing	Statewide (Unprotected railroad right-of-way)	1) Identify key railroad yards, interchange points, and major structures that may need to be secured from open public access. 2) Partner with local jurisdictions to identify security strategies including education, enforcement, and awareness.	1
F17	Establish ongoing partnerships with adjacent states	Airway Heights (Spokane County)	1) Expand existing partnerships with adjacent states and private railroads. 2) Monitor rail network improvements for impact on Idaho's economic competitiveness. 3) Use the FAC and existing partnerships to increase awareness of enhancements.	1

IDAHO STATEWIDE RAIL PLAN

February 27, 2013

2 Agenda and Project Status

Review Agenda

Discuss Project Status

3 Needs and Opportunities

Review rail needs presented at October meeting

Discuss results

Factors Influencing Needs/Opportunities

4

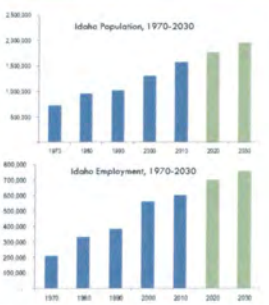
- Trends and Forecasts
  - Population/Employment
  - Idaho Industry Mix
- Condition of System
  - Freight Rail System
  - Passenger Rail System
- Vision and Goals

Population

Idaho more than doubled in size between 1970 and 2010

5

- ✓ State growing at faster rate than National average
- ✓ Total employment increased by 71% between 1990 and 2007
- ✓ Pace of growth puts pressure on all of Idaho's infrastructure: water systems, schools, healthcare facilities, AND TRANSPORTATION



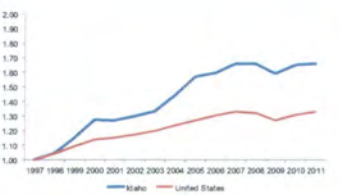
Source: U.S. Census Bureau and Moody's Analytics' Economy.com (forecast)

Gross Domestic Product

Idaho's rail system helps to support the state's $60 billion economy

6

- ✓ By 2011, Idaho's GDP recovered from the recession
- ✓ Continued economic growth relies on efficient goods movement
- ✓ Keep costs down, customers supplied, and maintain competitiveness within the U.S. and world markets



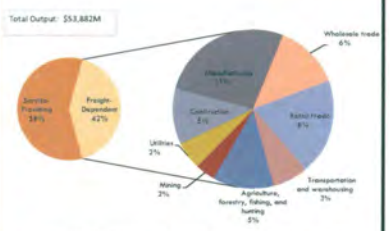
Idaho and U.S. GDP Growth Index, 1997-2011

Source: U.S. Census Bureau and Moody's Analytics' Economy.com (forecast)

Idaho's Industry Mix

7

- ✓ Ag and mining rely on rail more than most sectors to transport high volume/high weight products
- ✓ Idaho's "freight-intensive" industries comprised 42% of state's economy (2011), far higher than their 35% for the U.S.
- ✓ Higher than national averages in manufacturing and agricultural



Idaho GDP Distribution of Freight Dependent Sectors, 2010

Source: Bureau of Economic Analysis

Idaho's Industry Mix – Future Potential

8

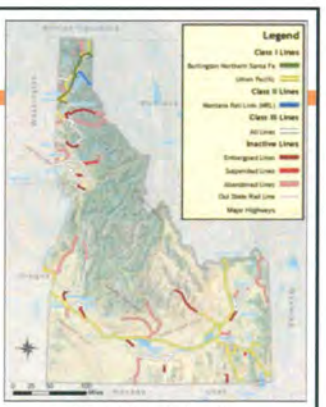
- Intra rail traffic
  - Milled grain (9.0%)
  - Chemical product (9.1%)
- Outbound
  - Alcoholic beverages (8.3%)
  - Chemical products (5.3%)
  - Mixed freight (5.9%)
  - Motorized vehicles (7.1%)
- Inbound
  - Base metal (7.8%)
  - Agricultural products (5.4%)
  - Milled grain (5.6%)

System Today

Ownership

9

- 1,627 rail miles
  - Class 1
    - UPRR
      - 880 track miles
      - 89% of trackage rights miles
    - BNSF
      - 120 track miles
      - 440 trackage rights miles
  - Class 2
    - Montana RailLink
  - Class 3
    - WATCO



Idaho Rail Network Ownership

Source: ITD, FRA, Oak Ridge Nat'l Lab., Railroads

System Today

Volumes (2012)

10

- Class I rail lines most heavily used
- Most short lines see less than a few daily trains

Average Trains per Day

Source: ITD, FRA, Oak Ridge Nat'l Lab., Railroads

System Today

Weight and Clearance Restrictions

11

- Limited weight restrictions
- More horizontal clearance issues than vertical

Source: ITD, FRA, Oak Ridge Nat'l Lab., NBI, Railroads

System Today

Railroad Crossings

12

- 1,292 public railroad crossings in Idaho
- ~25% have advanced warning devices (319)
- FY12 rail safety*
  - needs ~2.1M
  - program ~2.6M

Public At-Grade Railroad Crossings

Source: Idaho Public Utilities Commission
* COMPASS FY2012-16 Regional TIP - www.compassidaho.org/documents/prodserv/trans/DRAFTFY2012TIPrpt.pdf

System Today

Level of Service

13

- Most of Idaho's lines are operating at less than 70% of total capacity
- Potential constraints along BNSF line – already being addressed

2040 Volumes

Source: XX

U.S. Freight Rail Network - Future

*2035 Train Volumes Compared to 2035 Train Capacity**

14

Source: National Rail Freight Infrastructure Capacity and Investment Study, 2007, Cambridge Systematics for AAR
* Without improvements

System Tomorrow

Potential Areas of Concern

15

- Only includes projects currently underway or occurring in the near future
- Capacity is mostly constricted along Class 1 lines

2040 Volumes

Source: XX

Passenger Service

Amtrak

16

- ✓ Current: Empire Builder - Chicago to Seattle/Portland - Sandpoint, Idaho station stop (see map)
- ✓ Past: Pioneer Service - Chicago to Seattle via Denver and Salt Lake
- ✓ "Restoration of the Pioneer would enhance Amtrak's route network and produce public benefits, but would require significant expenditures for initial capital costs and ongoing operating costs not covered by fare box revenues"

Source: Amtrak Route Atlas, July 2012.

Freight and Passenger Rail Vision

17

Rail *powers* Idaho's Economy

- Goals
  - Idaho's rail system features seamless, modal connectivity while maintaining safety and efficiency in moving goods and people.
  - Idaho's rail system features effective partnerships that leverage resources and opportunities.
  - Idaho strategically invests in its rail system infrastructure while maximizing existing capacity and preserving the system.
- Desired Outcomes
  - Idaho goods and people transported efficiently
  - Transportation costs are competitive
  - Rail-related safety improves

18 Projects, Programs, Policies

Review/discuss full range of suggestions

Identify potential projects and selection criteria

Freight Rail Network Opportunities

19

- Studies
- Programs
- Partnerships
- Capital Investment
  - Private industry
  - Public/Private Investments

Projects - Studies

20

- Address rail car needs, including specialty cars
- Analyze multi-modal facility types and thresholds
- Evaluate carload capacity needs along the Mexico to Idaho Supply chain
- Expand and improve access to North-South Rail Link to Canada
- Evaluate trucking issues that affect rail shipping

Projects - Studies

21

- Implement Quiet Zones
- Rathdrum Multimodal Station Feasibility Study
- Feasibility study to measure support/demand for commuter rail services along high commuter corridors
- Support the expansion of the Hiawatha route (adding a second stop), in partnership with adjoining states
- Treasure Valley High Capacity Transit Study

Projects - Programmatic

22

- Create an Idaho Rail Preservation Program
- Reuse freight rail lines for heritage tourism
- Continue to support Operation Lifesaver
- Educate public on importance of moving freight and benefits of moving via rail
- Establish ongoing partnerships with adjacent states
- Improve transport of hazardous materials, including spent nuclear fuel and low grade radioactive materials

Projects - Programmatic

23

- Develop tool to assess freight multi-modal supply chains along freight corridors
- Disseminate technical resources/tools for local communities on land use policies that support rail system investment
- Preserve rail corridor between Kamiah, Grangeville, and the Port of Lewiston for future rail use.
- Develop intercity bus routes to establish ridership for future passenger rail
- Preserve future rail corridors to serve high capacity commuter routes

Projects - Partnerships

24

- Support the expansion of the Hiawatha route (adding a second stop)
- Support multi-state planning efforts
- Support a new feasibility study of the Pioneer Route, in partnership with adjoining states
- Support Nevada's efforts to study the feasibility of intercity rail between Boise and Las Vegas
- Support Montana's efforts to study the feasibility of passenger rail service connecting Sandpoint, ID to the east.

Projects – Capital Investments

25

- Advance the Treasure Valley Freight Multi-Modal Transload Center
- Bridging The Valley: Grade Crossing Improvement (BNSF route) and Realignment of UP mainline between Spokane and Athol
- Bridging The Valley: Grade Crossing Improvement only (BNSF route)
- Continue Railroad Crossing Safety Program
- Decrease incidents of trespassing
- Doubletrack
  - UPRR Huntington Subdivision
  - UPRR Nampa Subdivision
  - UPRR Pocatello Subdivision

Projects – Capital Investments

26

- Establish and/or improve freight multi-modal rail yards throughout Idaho
- Establish and/or improve rail classification yards throughout Idaho
- Establish competitive high cube double-stack freight multi-modal service in Idaho
- Install Positive Train Control on Class 1 carrier systems, as required by USDOT.
- Northwest Corridor, Upgrade Pocatello Subdivision
- P&L Shortline Railroad Bridge Replacement and Shuttle Train Loader Facility Project
- Upgrade infrastructure to accommodate higher capacity rail cars
- Develop inland dry port (Pocatello)

27 Group Exercise

1. Review and select projects that are relevant to assigned goal
2. Modify and identify additional projects, if needed
3. For the projects you selected:
   a) Identify challenges (i.e. lack of funding, lack of data, staff resources, political will, etc.)
   b) Identify potential costs and funding, if available
   c) Identify responsible parties/project owners
4. Present and "sell" projects back to whole group

Selection Criteria

28

- Will the project address a demonstrated demand and/or capacity need?
- Will the project improve efficiency of the network?
- Will the project address a system condition deficiency?
- Will the project improve safety?
- Is there an economic benefit?

29 Project Prioritization

Select top 6 freight projects

- Only one dot per project
- Minimum, one dot for a passenger rail project

30 Freight Advisory Committee

Review, Discussion, Nominations

Freight Advisory Committee
Purpose and Expectations

31

- Purpose
  - Forum for collaboration, partnership and communication
  - Leverage federal funding
- Expectations
  - Identify **freight priority corridors**
  - Monitor freight study implementation and performance measures
  - Recommend project identification prioritization policies

Freight Advisory Committee
Membership

32

- Owners/Operators
  - Air
  - Highway/Trucking
  - Ports
  - Rail
- Agriculture (3)
- Natural Resources (2)
- Manufacturing/Retail
- Carrier/Shipping
- Warehousing/Freight Logistics
- *Public Agencies (Ex-Officio)*

Freight Advisory Committee
Charter Elements

33

- 2 year terms
- Chair/Vice Chair – one year terms
- ITD Staffing
- Quarterly meetings
- Consensus building processes
- Travel expenses, funded through ITD

Freight Advisory Committee
Nominations

34

- Provide name/contact information
- Identify relevancy to stakeholder interest
- Feel free to nominate yourself!

Nominations

35

- Note that the Idaho Trucking Council and Idaho Aero Board have final say on trucking and air industry, respectively, recommendations
- Provide contact information, if you have it
- Suggestions for National Freight Advisory Committee?

Questions? Comments?

1. Does this reflect your understanding of the rail system?
2. What additional rail system needs have we not identified?

Number	New Name	Location	Project Category[3]	Description	Primary source	Secondary Source
F1	Address rail car needs, including specialty cars	Statewide	Study	1) Inventory existing and assess future needs for specialty rail cars. 2) Identify funding needs for specialty rail cars - to include an analysis of the funds needed above what is available through REDIFiT.	Stakeholder Input, Regional Freight Forums (July-August, 2012)	
F2	Advance the Treasure Valley Freight Multi-Modal Transload Center	City of Boise	Capital Improvement	1) Work with key stakeholders to identify local, state, Federal and private funding opportunities. 2) Build the center.	REDIFiT Assessment, Boise Valley Railroad & City of Boise Final Report, p. 35; 2012	
F3	Analyze multi-modal facility types and thresholds	Statewide	Study	1) Obtain research funds to define multi-modal facility types, thresholds and potential site locations in Idaho and the region. 2) Consider double-tracked transload facilities, dry ports, rail spurs, transload facilities, intermodal facilities, etc.).	Stakeholder Input, Regional Freight Forums (July-August, 2012)	Idaho Freight Study, Recommendation 3, Action 2.
F4	Bridging The Valley: Grade Crossing Improvement (BNSF route) and Realignment of UP mainline between Spokane and Athol	Spokane Valley/ Rathdrum Prairie (Kootenai County)	Capital Improvement	1) Identify funding for benefit cost analysis, engineering and construction.	Inland Pacific Hub: Transportation Investment and Project Priority Blueprint, Phase 2 Final Report, p. 22; 51; 2012	Washington State 2010-2030 Freight Rail Plan, 2009
F5	Bridging The Valley: Grade Crossing Improvement only (BNSF route)	Spokane Valley/ Rathdrum Prairie (Kootenai County)	Capital Improvement	1) Identify funding for benefit cost analysis, engineering and construction.	Inland Pacific Hub: Transportation Investment and Project Priority Blueprint, Phase 2 Final Report, p. 22; 51	Idaho State Rail Plan, 1996, p. 5-1 to 5-3, Draft Freight Mobility Issues and Opportunities. Idaho State Freight Plan. Page 53
F6	Continue Railroad Crossing Safety Program	Statewide	Capital Improvement	1) Work with rail line owners and local jurisdictions to identify high risk grade crossings that meet the Railroad Crossing Safety Program requirements. 2) Increase awareness of program.	Stakeholder Input, Regional Freight Forums (July-August, 2012)	Idaho State Rail Plan, 1996, p. 5-1 to 5-3, Draft Freight Mobility Issues and Opportunities. Idaho State Freight Study, page 53
F7	Continue to support Operation Lifesaver		Program	1) Provide staff resources/support to Operation Lifesaver. 2) Research funding sources for marketing/educational campaigns.		
F8	Create an Idaho Rail Preservation Program	Statewide	Program	1) Annually assess rail volume reports (from IPUC) for trends. 2) Conduct benefit/cost analysis on individual lines showing decreasing volumes over time, including potential for new industries. 3) Identify economic development partnerships/investments. 4) Develop partnerships between state/local jurisdictions and rail line owners/operators to apply for REDIFiT funding for rail line preservation and/or to apply for other funding for corridor preservation (including using the corridor for alternate means).	Report to the Idaho State Legislature: Railroad Freight Service in Idaho - An Assessment, 2002	
F9	Decrease incidents of trespassing	Statewide (Unprotected railroad right-of-way)	Capital Improvement	1) Identify key railroad yards, interchange points, and major structures that may need to be secured from open public access. 2) Partner with local jurisdictions to identify security strategies including education, enforcement, and awareness.	*Terrorism Risk Analysis and Security Management Plan Railroads, AAR Railroad Security Task Force*	DRAFT Rail Needs Assessment, Idaho State Rail Plan DEA, 2012 Page 18

Number	New Name	Location	Project Category[3]	Description	Primary source	Secondary Source
F10	Doubletrack UPRR Huntington Subdivision	West of Nampa to Oregon	Capital Improvement	1) Establish ongoing partnerships with adjacent states and private railroads. Additional capacity for future needs would improve operations of the UPRR and could improve economic competitiveness Idaho.	Preliminary Draft Rail Needs Assessment, Idaho State Rail Plan, DEA, June 2012, page 25	Regional Freight Forum Stakeholders
F11	Doubletrack UPRR Nampa Subdivision	Pocatello to Nampa	Capital Improvement	1) Establish ongoing partnerships with adjacent states and private railroads. Additional capacity for future needs would improve operations of the UPRR and could improve economic competitiveness Idaho.	Preliminary Draft Rail Needs Assessment, Idaho State Rail Plan, DEA, June 2012, page 25	
F12	Doubletrack UPRR Pocatello Subdivision	Lava Hot Springs, east to Wyoming	Capital Improvement	1) Establish ongoing partnerships with adjacent states and private railroads. Additional capacity for future needs would improve operations of the UPRR and could improve economic competitiveness Idaho.	Preliminary Draft Rail Needs Assessment, Idaho State Rail Plan, DEA, June 2012, page 25	
F13	Educate public on importance of moving freight and benefits of moving via rail	Statewide	Program	1) Establish on-going public education program to promote Idaho's objectives relative to freight rail.	Stakeholder Input, Regional Freight Forums (July-August, 2012)	
F14	Establish and/or improve multi-modal rail yards throughout Idaho	Statewide	Capital Improvement	1) Identify facility thresholds and potential site locations using results from multi-modal facility analysis. 2) Assess viability of existing yards. 3)Use regional forums to identify public/private partnership opportunities to build facilities.	Freight Mobility Issues and Opportunities, Idaho Statewide Freight Study, page 33	
F15	Establish and/or improve rail classification yards throughout Idaho	Statewide	Capital Improvement	1) Identify facility thresholds and potential site locations using results from multi-modal facility analysis. 2) Assess viability of existing yards. 3)Use regional forums to identify public/private partnership opportunities to build facilities.	Freight Mobility Issues and Opportunities, Idaho Statewide Freight Study, page 33	
F16	Establish competitive high cube double-stack multi-modal service in Idaho	Freight corridors paralleling I-90, I-84 and I-86 east/west, and I-15	Capital Improvement	1) Work with rail line owners and neighboring states to prioritize corridors based on cost-benefit.2) Identify funding needs for installation of high-cubed double stack intermodal service.	Idaho State Rail Plan Stakeholder Committee	DRAFT Rail Needs Assessment, Idaho State Rail Plan DEA, 2012 Page 18
F17	Establish ongoing partnerships with adjacent states	Airway Heights (Spokane County)	Program	1) Expand existing partnerships with adjacent states and private railroads. 2) Monitor rail network improvements for impact on Idaho's economic competitiveness. 3) Use the FAC and existing partnerships to increase awareness of enhancements.	Washington State 2010-2030 Freight Rail Plan, 2009	
F18	Evaluate carload capacity needs along the Mexico to Idaho Supply chain	Statewide	Study	1) Conduct study to define project and advance goals.		Freight Mobility Issues and Opportunities, Idaho Statewide Freight Study, page 34
F19	Evaluate trucking issues that affect rail shipping	Statewide	Study/Program	1) Identify and prioritize rail improvements that provide the best opportunity to provide economic development and enhance revenue opportunities through the state by moving freight via rail in lieu of motor carriers. 2) Monitor and enact legislation that ensures motor carrier standards are uniform and do not give competitive advantage over rail.	Stakeholder Input, Regional Freight Forums (July-August, 2012)	

Number	New Name	Location	Project Category[3]	Description	Primary source	Secondary Source
F20	Expand & improve access to North-South Rail Link to Canada	Statewide	Study	1) Conduct study to determine most cost effective north-south route for freight rail access to Canada that include recommendations for funding mechanisms.	Inland Pacific Hub: Transportation Investment and Project Priority Blueprint, Phase 2 Final Report, p. 22; 51; 2012	
F21	Implement Quiet Zones	Residential Communities-Statewide	Study	1) Conduct study to determine most effective locations and funding for implementation of safety measures for the establishment of "FRA approved Quiet Zones".	*Final Rule on Use of Locomotive Horns at Highway-Rail Grade Crossings* (*Final Rule*), which was made effective on June 24, 2005, by the FRA and amended on August 17, 2006 (13).	DRAFT Rail Needs Assessment, Idaho State Rail Plan DEA, 2012 Page 18
F22	Improve transport of hazardous materials, including spent nuclear fuel and low grade radioactive	Statewide	Program	1) Identify hazardous material routes/corridors. 2) Monitor infrastructure condition. 3) Prioritize existing funding for safety improvements along hazardous material routes	Idaho State Rail Plan, 1996, p. 5-1 to 5-3	
F23	Install Positive Train Control on Class 1 carrier systems, as required by USDOT.	Statewide	Capital Improvement	1) Identify main lines (carries 5 million or more gross tons of freight annually) over which hazardous materials that are poisonous or toxic by inhalation (PIH/TIH materials) are transported on other tracks as designated by regulation or order from the Secretary of Transportation. 2)Install Positive Train Control in compliance with the Rail Safety Improvement Act.	The Rail Safety Improvement Act of 2008	DRAFT Rail Needs Assessment, Idaho State Rail Plan DEA, 2012 Page 18
F24	Northwest Corridor, Upgrade Pocatello Subdivision	Portneuf River Valley	Capital Improvement	1) Prepare cost estimates and schedule for a second main line at Topaz and to lengthen existing sidings. 2) Construct second line and extend sidings.	Rail System Inventory for Idaho State Rail Plan, May 2012	
F25	P&L Shortline Railroad Bridge Replacement and Shuttle Train Loader Facility Project	Port of Whitman County	Capital Improvement	1) Upgrade the P&L branch bridges to the level required by the Federal Rail Administration (FRA) in order to accommodate 286,000 lb. (286K) rail cars and 2) provide reliable rail access to a new private sector $17 million commercial grain storage and loading facility at McCoy.	Preliminary Draft Rail Needs Assessment, Idaho State Rail Plan, DEA, June 2012, page 25	
F26	Preserve rail corridor between Kamiah, Grangeville, and the Port of Lewiston for future rail use.	East of Port of Lewiston	Program	Identify potential funding sources. Consider railbanking.	Port of Lewiston, Five Year Strategic Plan	Freight Mobility Issues and Opportunities, Idaho Statewide Freight Study, page 34
F27	Support multi-state planning efforts	Chicago, IL to Vancouver, BC	Partnership	1) Partner with adjoining states and BNSF on the Great Northern Corridor Study. 2) Coordinate with adjoining states on rail plans.	Great Northern Corridor, BNSF,2012	Washington State 2010-2030 Freight Rail Plan, 2009

Number	New Name	Location	Project Category[3]	Description	Primary source	Secondary Source
F28	Upgrade infrastructure to accommodate higher capacity rail cars.	Statewide	Capital Improvement	1) Use the FAC to identify corridors with future capacity needs that can be resolved through higher capacity rail cars. 2) Conduct a benefit/cost analysis on identified corridors. 3) Identify public-private partnerships and potential funding sources to upgrade bridges, roadbeds, and rails identified as needing upgrades.	Report to the Idaho State Legislature: Railroad Freight Service in Idaho - An Assessment, 2002	
F29	Develop inland dry port (Pocatello)	Pocatello - possibly at the airport	Capital Improvement	1) Enact legislation to enable a port authority. 2) Design and construct facility.	Stakeholder Input, Regional Freight Forums (July-August, 2012)	Idaho Freight Study, Recommendation 3, Action 2.
F30	Disseminate technical resources/tools for local communities on land use policies that support rail system investment	Statewide	Program	1) Identify available land use planning resources. 2) Work with rail owners/operators to disseminate policies regarding land use/transportation policies along rail right-of-way	Idaho Freight Study, Recommendation 2, Action 6.	
F31	Develop tool to assess multi-modal supply chains along freight corridors	Statewide	Program	1) Identify priority freight corridors (Freight Advisory Committee). 2) Use Agriculture and Commerce projections to assess future capacity needs along priority freight corridors.	Idaho Freight Study, Recommendation 3, Action 1 and 2	
P1	Develop intercity bus routes to establish ridership for future passenger rail	Statewide	Program	Continue with intercity bus program.		
P2	Feasibility study to measure support/demand for commuter rail services along high commuter corridors	Statewide	Study	Evaluate potential support/demand and potential locations for commuter rail service		
P3	Preserve future rail corridors to serve high capacity commuter routes	Ada and Canyon Counties, remaining portions of Boise cut-off	Program	Identify funding to acquire rail corridor right-of-way for commuter rail operation.	Draft Passenger Rail System Profile and Analysis Idaho State Rail Plan, DEA, May 2012, page 9	
P4	Rathdrum Multimodal Station Feasibility Study	Rathdrum	Study	Assess feasibility of an intermodal bus station at Rathdrum, which could connect Coeur d'Alene and Post Falls with Sandpoint and Spokane		
P5	Reuse freight rail lines for heritage tourism	Camas Prairies RailNet's line to Grangeville	Program	Evaluate abandoned rail lines for potential heritage tourism (partner with State Historic Preservation Office).	Report to the Idaho State Legislature: Railroad Freight Service in Idaho - An Assessment, 2002	

Number	New Name	Location	Project Category[3]	Description	Primary source	Secondary Source
P6	Support a new feasibility study of the Pioneer Route, in partnership with adjoining states	Portland, OR to Boise, ID	Partnership	Coordinate/communicate with adjoining states on future studies to evaluate the restoration or replacement of the line that Amtrak terminated in 1997 along UP line.		
P7	Support Montana's efforts to study the feasibility of passenger rail service connecting Sandpoint, ID to the east.	Williston, ND to Sandpoint, ID	Partnership	Coordinate/communicate with Montana on study to evaluate feasibility and potential alignment of passenger rail line.	Amtrak Tier 2 Analysis	
P8	Support Nevada's efforts to study the feasibility of intercity rail between Boise and Las Vegas	Boise, ID; Elko and Las Vegas, NV	Partnership	Coordinate/communicate with Nevada on study to determine the demand for service and potential alignment for a high speed rail line.		
P9	Support the expansion of the Hiawatha route (adding a second stop)	Sandpoint	Partnership	Coordinate/communicate with adjoining states and Amtrak on shifting schedule to stop in Sandpoint in daylight hours and connect to the intercity bus service that would link Coeur d'Alene and Boise to nationwide rail service. Add service to Sandpoint, such as the Hiawatha Route.		
P10	Support the expansion of the Hiawatha route (adding a second stop), in partnership with adjoining states	Glenfew, IL to Auburn, WA, stop in Sandpoint, ID	Study	Participate in a study to evaluate reinstatement of the line that Amtrak terminated in the 1970s.	Amtrak study for MT, 2010	
P11	Treasure Valley High Capacity Transit Study	I-84, Chinden Boulevard (N) to Victory Road (s)	Study	Conduct a study to evaluate proposed alignments along I-84.	Draft Passenger Rail System Profile and Analysis Idaho State Rail Plan, DEA, May 2012, page 25	

Idaho Freight Study and Rail Plan Update

Interview Series 1
Six Interviews To Date
February 23, 2012

DRAFT Interview Summary

Vision Statement
Proposed via Summit Inputs:

- *Inter-modal connectivity and collaboration*
- *Appropriate system capacity*
- *Increases Idaho's competitive edge*
- *Consistent and accessible*
- *Funded, affordable, efficient*
- *Technology*
- *Safe*
- *Data/science driven*

Comments:

- All reinforced in some way through interview discussion.
- Nothing identified as missing
- Distinctions made one some points:
  1. Intermodal – concern that it may not be as viable as many hope that it is; need to study to ensure it can be supported. Others vigorously support the idea
  2. Concern that the features don't emphasize the important role of trucking.
  3. May be more practical to look at a regional network, rather than the state, with the loop through southern Idaho, north to Spokane, and back down through Ontario, with the inner part of that circle needing the remote access and Boise providing an intermodal hub.
  4. Need to ensure sufficient short line capacity
  5. Leverage technology to maximize the system

Proposed Vision Statements:

- Most said existing bullets worked with their individual caveats
- Three 'near' statements proposed include:

  1. We have to lure more business and manufacturing to southern Idaho and get products in and out of the state as efficiently and effectively as possible.

draft

2. Need to have something that is efficient, properly funded, keep up with the times, flexible to support inbound and outbound, including a north-south corridor.

3. Consistent and accessible, intermodal connectivity and collaboration, Regional View.

Distinction for Vision re Freight, Rail, Passenger:

Generally all felt that one vision statement should apply equally across the freight system and be the target for all modes. Interviewees questioned whether that would be appropriate regarding passenger rail, thinking that that system has different facilities, demands, requirements and purposes than the freight system. One said if the same facilities are used, the vision should be the same, but most thought it required some separate thinking.

<u>Opportunities/Goals</u>
Proposed Opportunities/Goals Via Summit Inputs

- *Inter/multi-modal*
- *Leverage Port of Lewiston*
- *Research and data*
- *Cooperation, Collaboration and Partnerships*
- *Regulatory Change*
- *Increase Capacity*
- *Funding*

draft

Three prominent opportunities to pursue:

1. Transportation hub in Boise with regionally focused system/need technology to do so
2. Intermodal facility in magic or treasure valley area

3. Leveraging the use of technology to be widely connected in the region (Boise has a lot of resources - Micron/HP - understand most advanced levels of communication - good partnership opportunities) - Boise on that intermountain loop could take on some of the stuff coming out of salt lake - well connected with salt lake and serve intermountain area more efficiently.

4. Improve the permitting process. ITD sometimes doesn't understand us or we get confused in understanding what we need to permit a load to get somewhere – a lot of times we get one and pay for it and after we send it in they say it is the wrong one. Don' t know if its them or us but our guys feel like it's overregulated. Especially since we have to haul equipment around.

5. Communication between rail and truck/coordination and cooperation

6. Reduce regulations for truckers on the road – what else are they going to do? Not productive on down time. National issue but is a concern.
7. Regulatory change – make sure we've got the right policies and procedures in place for a safe and efficient system. Inconsistent weight limits hinder us – we need to level the playing field in order to stimulate the free flow of goods.
8. Regulatory changes (ID 105 GVW vs. surrounding states at 129 GVW - huge detriment to effective freight system)
9. Go up to 129K where it is safe and ITD determines roads can handle it
10. Research Coordinate between highway districts (not necessarily elimination but guidelines) – have been times where we've been stopped by highway districts – don't go over their statutory limits but statutory limits should be changed

    There was recognition among one interviewee that OR, WA and CA have lower limits (like Idaho) and other surrounding states are higher. The degree to which the weights were an issue were partially contingent on where folks were sending their trucks.

11. Look at a north-south route and figure out how to move efficiently from the inner areas of the state out (mines, for example, don't know if there is the right infrastructure for that). Make sure the industries we have in the state have the right transportation resources they need

12. Funding
13. Funding is critical in our state. With fuel tax and registration being main source of income for highways - inflation has hit but tax and registration (especially cars) has not increased. Cost of maintaining and building roads has gone up but rate per gallon of tax on fuel hasn't gone up at all. Need to look at this and other ideas to maintain and expand.
14. Spend money on our roads – make sure they are as safe as anyone else's – we've used up more than we've put in.

15. Make sure rail capacity doesn't get exceeded, again. Don't know how we do that, but the market need is there the money will come (from the railways not the state)

What's missing?
Only one set of responses:

- Better roads
- Better railways
- Better access without artificial regulations

draft

- Make sure we do so safely both for citizens and roads – don't want to destroy our infrastructure as that is false economics – if we raise weight limits and destroy roads it won't help
- If we raise limits and axles on trucks it saves roads (science says) – seek a general agreement that is the science and it is true (or the contrary) – respond to that

Addressing Barriers

Activities for coordination proposed in Freight Summit inputs:

- *Information and data*
- *Leadership*
- *Regulatory framework and policy*
- *Funding structure*
- *Collaboration*
- *System Issues*

Interviews – primary barriers and how to address them:

1. People may be willing to collaborate and knock down barriers, but committing to a change or a compromise is very difficult.
2. Start by getting local entities on same page for trucking regulations

3. Trucking/Rail competition and trust and ability to coordinate
4. This kind of study and the kind of meeting that we had like the Summit to help bring all the interested parties back together to help us better understand one another.

5. Shrinking driver availability
6. Overcome weight issues to support the volume; get ITD and highway districts to break down barriers and address funding/weight issue

7. Intermodal would be interesting because it would take some freight off the highways and put on rail. Not at capacity now as business is down, but probably were about five years ago. Double or triple track their railway. State of Idaho probably doesn't have enough money to get UPRR to invest unless they see a return on investment for them.

8. People working together – you have to work together and put biases aside

9. Whose responsibility is it? For example, the intermodal transit center – whose responsibility is it to get that infrastructure in place?

10. Competing interest between rail and truck. Don't know how to fix, but need to start a dialogue. I firmly believe it would not adversely affect either one and with an intermodal environment, would probably help both. If on train car I can't haul it and reduces my rate. There are too many factions so don't know how to go about putting a coalition together to address this. Bigger trucking corporations

draft

might be able to work that, but smaller ones will feel like it's stealing from them. Put together a group right way to talk it through and see how to address their mutual interests. Right people sit down but don't know who they would be.

11. Regulations on carriers, drivers, railroad. Too much regulation is hurting us all economically. It increases costs for all of us. Within the state, I don't think that things are that out of whack other than lack of intermodal station. Can get an overweight permit, that's available. Idaho's been good with that. (historically anyway). But when you cross state lines and rules change you have an issue. There might be an opportunity to look at interstate coordination – come back through a national effort.

12. Maybe there is a way to focus on the collective and individual in a way that is leverages everyone's economic interest so that they might be motivated to work together to that end. But all of us need to start thinking a little bit differently about how we start protecting our own mode and rather about how to be most efficient and better.

draft

Additional Data Sources

1. Idaho Wheat has a good study on wheat transport, which provides some data, and an explanation of how wheat moves that might be of interest.

2. Idaho Potato Commission report at least monthly and maybe monthly - Market News on volume going in and out of the state – shows trucks and weight – provide history and perspective of our industry

3. USDA, ERS census surveys, etc., we take a look at markets, flow of goods, etc. where we get a lot of our data.

4. Need to understand our access to where freight is generated and where it is going to; what the balances are in terms of what is coming in on one mode into the state vs. going out on that mode; identify what is to be gained per our understanding of what is coming/going empty. We need to understand what types of product tend to go on each mode to see if there is extra capacity that can be used, or whether the nature of the product going out vs. that coming in does not lend itself to modes with the capacity to support it. Heard at Summit that rail comes in with more freight than it takes out – ships coal in but what we're shipping out doesn't necessarily fit that mode but they're more time sensitive-smaller shipments going to more remote locations.

5. I think that the Rail Plan is just a summary of rail capabilities, volume, facilities, etc., not necessarily recommendations. Information like that can be used for folks on ReDiFit to inform decision-making there. Make it a useful plan.

Regional Freight Forums Executive Summary

ITD conducted 6 regional forums to

a) provide interested individuals updated information on the Idaho Freight Study,
b) gather input on goals, commodities, performance measures and potentials strategies, and
c) provide a forum for regional freight partners to share ideas, issues and opportunities.

Each forum was co-hosted with the local economic development district.

Average attendance was 19 with a total number of 119 attendees.

Attendees included private industry, local city, county and highway district representation, state partner agencies including Department of Agriculture and Department of Labor, economic development/chamber representatives, state and congressional delegates and/or representatives.

The general consensus from meeting participants was that the meeting was worth their time. Meeting participants also indicated they would like to see annual forum, either regionally and/or statewide and would like to use more of the time period to discuss local issues.

Meeting participants identified goods and commodities important to their region. Key items not included on the list provided to them for brainstorming included dairy, manufactured goods, oversized loads, and energy related products (nuclear, windmills, etc.).

Most attendees agreed with the goals but wanted to see more specificity and to address safety more directly.

Recommended performance measures included jobs retained/introduced, reduction in dead-head loads, crash rates related to tonnage and trips, number of bottlenecks reduced, export numbers, consistency in policies, transit times, and shipping benefit/costs.

The number one strategy identified statewide is increased wright limit restrictions.

The strategy most often identified in north Idaho is improved north/south connectivity with truck weight limit restrictions a close second and dry port legislation a close third.

The strategy most often identified in eastern Idaho is truck weight limit restrictions consistent with surrounding states with development of an oversized load corridor policy.

Idaho Rail Plan Update Focus Group Meeting
Tuesday, August 14, 2012
Boise, ID

PARTICIPANTS

- John Watts, WATCO
- Colleen Weatherford, BNSF
- Maureen Gresham, ITD
- Phone:
  - Paul McDonald, UPRR
  - Don Harbeke, UPRR
  - Joe Arbona, UPRR
  - Sandy Lindstrom, UPRR
  - Tim Grant, UPRR
  - Lisa Key, DEA
  - Erika Witzke, Cambridge Systematics

FACILITATOR

- Marsha Bracke

MEETING EXPECTATIONS

- Talk through issues
- Understand and support plan
- Have a document that will help guide us over the next decade – development, reality, business
- Listen
- Document – informative directional, guidance – all wholly support
- Competitive balance

PRINCIPLES OF MEETING CONDUCT

- Participate
- Listen
- Be solutions oriented
- Focus on topic at hand
- Each entity has one/equal voice
- Start and stop on time
- Cell phones off

NEEDS ASSESSMENT FEEDBACK

- Trains per day current and future – BNSF
- Levels of service
- Capacity
- Old data
- State – does not take into account investments that will occur
- Clarify: intermodal, multimodal, transload, industrial park

- Whenever possible use real Idaho data and not extrapolate national
- Question relevance of projecting to 2040
- Some issues, like emissions, may not be as important in Idaho – can have unintended consequences
- PUC discussion (?)
- P 17 – Federal funding – no discussion about Idaho
- P 26 – Level of specificity and accuracy
- P 30, 40, 41 – Point of section is good – needs context – more complete discussion

SOLUTIONS

- Provide relevant, accurate response – add/supplement; provide offline
  - Not necessary – just put material in context
- Education and Information
  - How rail network works
  - Pros and cons of use
  - Partners
  - Intermodal facility criteria with information germane to Idaho (also include in Rail Plan)
  - Abandonment process and criteria

SUGGESTIONS FOR PLAN TO ADDRESS/INCLUDE

- Needs to discuss why X facility is needed in a given location
  - Must be listed to get federal money
  - Is this overreaching?
  - Suggest – if x then maybe x
  - FRA – must list projects
  - Process for new business/infrastructure
- Includes rail that exists
  - What/who's on it
  - Volume to determine viability/develop future.
  - Articulate strategies if abandoned–what can happen rails/trails, solicit new business, etc.)
  - Plan recommends strategies
- Paint a picture of what the network looks like
  - "Field to Factory" (what it takes for shipper to get it there and make money)
  - What do shippers need for rationale, sequential connectivity?
  - Where are the shippers?
  - What are they shipping?
  - How? Address efficiency
  - Map
  - AAR Waybill Data
  - Take freight study and use it to inform rail plan
  - Take to Steering Committee

ACTION ITEMS

1. Entities provide list of investments over last 5 years by type if possible
2. UPRR provide safety/crossing data to Maureen
3. Maureen – provide context to issues sheet
4. Maureen – talk to Joe Leckie about abandonment processes
5. Erika – look at AAR Waybill data to see how specific it gets
6. Maureen – send FRA regulations to participants

OTHER

- UPRR opposed to providing information about where customers are located

Passenger Rail Interview Summary

Prepared for the
Idaho Transportation Department

For

Idaho Statewide Freight Study and State Rail Plan

Project No. A013(337)

Key No. 13337

January 22, 2013

Prepared By:

Bracke and Associates, Inc.

For:

DAVID EVANS AND ASSOCIATES INC.

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Background

The Idaho State Rail Plan addresses, in addition to the movement of rail freight in, out and through Idaho, the vision and detail for Idaho's passenger rail system.

The state of passenger rail in Idaho is described in detail in the May 21, 2012 project document titled Draft Passenger Rail System Profile and Analysis. That detail will not be duplicated in this outreach process summary.

Passenger rail is not a predominant service in Idaho. In order to meaningfully identify, discuss, and create a vision for passenger rail that was complementary to the freight vision and appropriately represent the state's interest in passenger rail, the project team conducted an intentional outreach effort with key stakeholders to secure focused input.

Passenger Rail Outreach - Process Summary

With the production of the Idaho Freight Study and Rail Plan Update draft Vision and Goals, the project team conducted the following series of activities to secure stakeholder input on the passenger rail component of the project:

- Discussed and refined the Vision, Goals and Outcomes with the Idaho Freight Study Rail Plan Update Steering Committee (Steering Committee) specifically from the passenger rail perspective
- Surveyed the Steering Committee to identify how best to secure passenger rail input on the project
- Reviewed existing plans, documentation and public input on Idaho passenger rail projects to glean stakeholder perspectives, interests, and collective list of potential projects
- Generated a questionnaire to use to collect specific information to inform the development of the passenger rail component of the Idaho State Rail Plan
- Identified and interviewed key stakeholders associated with previous planning and outreach efforts associated with passenger rail
- Conducted an electronic interview of key stakeholders
- Generated this summary report of information gleaned from the process
- Presented the summary report to the Steering Committee for review and guidance.

The project team will also seek broad stakeholder review and input during the public comment phase of the Idaho Rail Plan Update.

Steering Committee Input and Guidance

Vision and Goals

In consideration of a passenger rail perspective within the context of the draft Vision, Goals, and Outcomes, the Steering Committee produced the following refined Vision, Goals and Outcomes in a manner that intentionally integrates the passenger rail component:

Vision: Rail powers Idaho's economy

Goals:

- Idaho's rail system features seamless, modal connectivity while maintaining safety and efficiency in moving goods and people
- Idaho's rail system features effective partnerships that leverage resources and opportunities
- Idaho strategically invests in its rail system infrastructure while maximizing existing capacity and preserving the system

Outcomes

- Idaho goods and people transported efficiently
- Transportation costs are competitive
- Rail-related safety improves

Passenger Rail Outreach Process

The Steering Committee provided the project team with guidance respective to reaching out to stakeholders to secure meaningful input regarding passenger rail. The specifics of that guidance is included as Attachment A. Summarily, the Steering Committee recommended

- Electronic public comment
- Reaching out to a variety of perspectives, including the transportation/rail industry, elected officials, and local transportation board and committee members
- Not establishing another steering committee for passenger rail, but including that representation within the existing group
- Establishing e-mail communication

The Steering Committee anticipated that the top issues would be, in priority order

- Funding for passenger rail (4
- Lack of infrastructure for passenger rail (2)
- Passenger and freight rail partnerships, or lack thereof (2)
- Lack of need for passenger rail in Idaho (1)

The Steering Committee expressed mixed feelings about the need to reach out of state or on a national level for input beyond that of Federal Railroad Administration, Federal Transit Administration and Amtrak.

Outreach

Interviews

The project team generated a questionnaire intended to specifically inform the key and required elements of the passenger rail component of the plan, specifically including the vision and goals, performance measures, and potential projects. The questionnaire referenced the study's definition of passenger rails as

> *...any type of passenger service along rail lines, including regional services (inter-city, low frequency, multiple stops) and commuter rail service (city to suburb or city, more frequent service during commute times, and limited stops).*

A handful of personal interviews were conducted, and electronic interviews were distributed to Idaho's Metropolitan Planning Organizations and fixed route transit services to respond to the questions. Of the potential 20 interviews sought, a total X interviews were collected.

Input

The following presents the responses to each interview question.

1. As you consider the planning work your organization has been involved in to date, what do you think about the relevance of passenger rail respective to your area's desired future conditions?

    - Passenger rail is a significant transportation tool - ridership in North Idaho increased by 9K this year, influenced in part by families now moving to/working in North Dakota
    - Passenger rail has historic value - the depot in Sandpoint is the last remaining building of the original town, and is currently undergoing a renovation process
    - Passenger rail is an economic tool - it is part of the existing tourism infrastructure and face and can, and will, enhance visits to Sandpoint and Schweitzer
    - Passenger rail projects are identified in some of the Local Mobility Management Network Plans
    - Passenger rail may not be intentionally looked at across the board in all Local Mobility Management Network planning processes
    - Other countries are investing heavily in high speed passenger rail services. If Idaho wants to remain competitive into the next century, then the discussion about public transportation needs to start now. The state could benefit greatly by promoting passenger rail both as a tourist attraction, and as a viable way to get people to work in Spokane or Boise. The motor

car will not simply disappear overnight. However many people are looking for a reliable, cost effective way to get from the Idaho panhandle to Spokane and back. I believe that a commuter rail link would be well received here in Kootenai County.

- Kootenai County is served by AMTRAK Empire Builder, which makes stops in Sandpoint, ID and Spokane, WA. Given the short distance to Spokane relative to passenger rail service, it is unlikely an additional stop can be justified in Kootenai County. This is especially true since AMTRAK uses the BNSF corridor, which is several miles north of Kootenai County's population center. As a result, the utilization or increased utilization of AMTRAK will most likely be tied to improved schedules for arriving and departing in Sandpoint or Spokane and/or increased frequency that would allow passengers to arrive and depart during daylight hours, rather than the current 11:00 pm to 2:00 am
- In a financially constrained vision this mode has no importance in our studies or plans. In an overall context, passenger rail is seen as an opportunity to replace commercial air if it dies. The hub and spoke system of air could be helped with rail acting as the spokes for regional air service.
- Interest has been expressed by patrons and legislators, but a recent study concluded that the level of demand vis-a-vis resources would not support passenger rail.

2. *Based on your experience, and looking at Idaho as a whole, what do you see as the potential for passenger real to look like in Idaho 20 years in the future.*

- We are being presumptive about passenger rail in southern Idaho until another, and precisely accurate, analysis of Pioneer is completed
- There is potential, especially for commuter rail between Canyon County and Boise. With existing infrastructure and the depot, there may also be great opportunity.
- Don't know about other areas, but I don't see Twin Falls/Hailey as having potential, in that the area already has a well used bike path along the previous rail line and I don't see building new.
- North Idaho has great potential, including better utilization of its infrastructure and resources as well as coordination and collaboration among its stakeholders.
- May be some potential along highway 55
- We would need more routes to serve Idaho
- Continue to grow with viable depots
- People get message about convenience and affordability
- Concern: there is a local movement to get BNSF to stop transporting coal from the Dakotas. In Sandpoint we are worried about potential effects of that, as we don't want it to jeopardize our depot project. Over the long term, however, BNSF is planning to put in a double set of tracks in Sandpoint, primarily to serve commercial interests, but it may

facilitate better and more stops and times (currently 11:30 p.m. outbound and 2:30 a.m. inbound stops) in Sandpoint.

- Idaho's population is only going to increase. It makes sense to plan for effective transportation networks now, while the land is still available at a reasonable price.
- I see the potential for re-introducing rail passenger service from Salt Lake City to Portland and Seattle, which would likely benefit passengers along the UP corridor in southern Idaho. I do not see rail passenger service serving central Idaho or any north-south rail passenger service. A connection point between the Pioneer line and the Empire Builder in the Tri-Cities/Hermiston area could create an opportunity for passengers to interconnect to reach north Idaho. The potential also exists to improve inter-line connections between state subsidized inter-city bus and rail passenger service along either a northern or southern east/west corridor.
- I think the potential for passenger rail in the next 20 years is bleak. There are some corridors where rail service could be stained [sic] but for the most part I see these a tourist/recreational routes not for transportation.
- Given the rate of population growth, the potential for sustainable passenger rail in 20 years is low.

3. *Regarding the Vision and Goals developed by stakeholders involved in the rail planning process to date, from the passenger rail perspective, what would have to occur to make this vision a reality?*

    - Obstacles: Funding, Culture (mind set)
    - Population density (has to drive - economics)
    - Utah rail - good example, adding trolley
    - Buy in from communities in those areas selected that rail is an important part of the transportation and will help development - communities believe in it .
    - Needs to connect to be utilized - ability of all stakeholders to make coordination happen
    - Funding by the state - cities are not going to be enough or effective existing corridors and opportunities available
    - Increase stops - need more stops in Sandpoint
    - More routes and more depots
    - Need to do Pioneer
    - Requires a good working relationship between Amtrak and municipalities - Amtrak doesn't want to run stations and municipalities don't have resources. Requires cooperation and state funding.
    - Idaho has varied topography. This often makes communication between the northern and southern parts of the state difficult. A passenger rail connection between Boise and

the Canadian border would do much to unify the state business interests, to the benefit of all its citizens.

- Money
- The ownership and control of the system would need to change. Rail is and will be focused on freight. Passenger rail affect the schedule and time to deliver trains. For this vision a separate rail line dedicated to passenger rail would need to be implemented. Existing rail systems do not provide the comfort of ride or speed which would be needed to make the system attractive.
- Increased demand, including the will to park private automobiles in favor of riding the train. Historically, persons who used the Pioneer line in eastern Idaho reported an enjoyable experience on the train, despite a 2:00 AM pickup time. Unfortunately, the numbers of passengers never achieved a level that would justify or sustain the service. If the funding (operating subsidy) could be secured and service times were reasonable, ridership may well increase.

4. *What specific changes would you have to see in order to demonstrate we are making progress toward achieving these goals specific to passenger rail.*

    - Can't define metrics for what you can't do. I would ask, are we lining ourselves up to take the steps? Is it cost effective? Does it apply to tourism and will increase funding? Compare the cost per trip vs. other modes
    - Some funding is available/dedicated or locals have authority to get funding to support it
    - Something in community that identifies rail as high priority - comprehensive or long-term plan
    - Business community endorsement ; it is a priority for economic development . Prospects will go further if business supports it
    - ITD's Plan states that these things are a priority- that Idaho WANTS to get a southern route going. ITD needs to make funding available; enhancement funds no longer exist. Make those available again to encourage municipalities to invest.
    - Start a state wide discussion to measure the support for commuter line rail. Initially make the projects modest in scope.
    - A State of Idaho financial interest in public transportation (bus or rail) that can provide a sustainable funding base from which to establish a program
    - Address the question of ownership and control of rail lines.
    - Coordination with freight trains directed to favorable passenger schedules, especially regarding direct service and limited stops/stopovers.

5. *Having reviewed a list of potential passenger rail projects identified for Idaho, are there other key passenger rail projects that should be considered?*

- Eastern Idaho, LINX, was trying to pull together a mobility system in a seamless manner. There are good concepts to learn from.
- Regarding working with BNSF and Amtrak, two years ago they were not interested in restoring the depot; we made our case and they agreed to keep it in place. We are working now on an arrangement to give Amtrak access to approaches, building and platform in Sandpoint. Then, Amtrak will have access to the BNSF escrow account (in which ITD funding is being held) to finish the restoration. Find Amtrak easy to work with
- Coeur d'Alene to Spokane Valley
- The Sandpoint to Spokane service is already provided via the Empire Builder, unless the thought is to create a new service on a former corridor. Since the Empire Builder utilizes the very busy BNSF corridor that is highly unlikely and formidably expensive given the low population density and BNSF's trackage right costs. If you are suggesting utilizing the existing UP line from Sandpoint to Spokane, the probability is higher but so is the cost, as it would require capitalization of assets and a significant operating subsidy, again because of the low population density. It may also dilute the financial feasibility of the AMTRAK Empire Builder that provides transcontinental service. The actual Hiawatha route was actually south of Coeur d'Alene and serviced through Plummer, Kellogg and into Montana.
- Regional service from Rexburg to Salt Lake City.
- Not to my knowledge. Tremendous feat to establish those listed/contemplated.

6. *Obviously, all projects are important to those they serve. Name 3-5 criteria that would be important to justify selecting one project.*

- Economic benefit/cost
- Ability to expand business and trade
- Support ITD Goals of safety, mobility and economic opportunity - they more they reach the higher priority they get
- How it corresponds with local priorities, support and funding
- The extent to which it increases business or economic opportunity
- Cost / interpreted in terms of potential persons served
- Ridership
- Purpose of ridership
- Access to new lines
- Linkage to other modes
- Potential Ridership
- Cost per trip
- Potential population growth of the area

- Environmental Impact
- Potential for tourism
- Sufficient ridership demand to provide at least 75% of the capital and operating costs (aka it's still subsidized)
- Sufficient capacity on the rail line being considered for introducing rail passenger service
- Sufficient funding available to provide startup funding and sustainable operating subsidies at the 25% level
- A Class 1 railroad that is willing to provide guaranteed travel time performance between destinations (rather than side line passenger service for Z trains or other consists they feel are more important than passenger service.)
- Accessibility of rail lines sustainability (break even or make money on the operation side not including infrastructure)
- Ability to link to other existing or planning route
- Demonstrated demand, including a willingness to pay the local share
- Frequency of service
- Destination locations and connectivity to other modes/services
- Political will to devote transportation resources to rail rather than other modes, infrastructure, and other projects

7. *What other facilities or transit services are needed to connect to passenger rail service (i.e. local transit service, intercity bus, park and ride lot, intermodal stations, walking/biking facilities, etc.)*

- Park and Ride lot - no way to get from rail to home
- Potential advantages of 'green' transportation in messaging
- Park and Ride lot; shelter; kiosk with real time information, more than a shelter - vending (coffee shop/news)
- Make it more like our cars (comfortable, accessible, timely, convenient)
- Linkages are important
- What are other forms of ridership that will support transportation?
- Intermodal hub - in Sandpoint we are hoping to connect SPOT bus, Northwest Trailways, coordinate/centralize services to support each other convenient, sexy, safe, efficient - gets you out of your car
- An intermodal bus station at Rathdrum could connect Coeur d'Alene and Post Falls with Sandpoint and Spokane.
- Where connections are in major communities with public transportation (inter-city and local), service that reaches the train station when the train arrives and departs.
- Capacity to walk to destinations such as restaurants or points of interest would also be helpful.. Since most rail passenger riders are on longer length (time) trips, their luggage will typically preclude walking to a hotel, and I have never seen a bicyclist ride their bike

to meet AMTRAK in Spokane in nearly 20 years (hard to carry an extended trip suitcase on a bike), so biking facilities are probably not on the top 10 list.

- I only know eastern Idaho state and hear a great deal of improvements would need to be made. There is interconnection with intercity bus but that is moving to the edge of the community to be next to the interstate. The rail facilities were build in the 1920's and their facilities reflect that; no bicycle route, limited pedestrian facilities, and limited parking.

8. *Other Comments*

- Passenger rail makes us big - potential to lose our community identity (don't want to be Denver); like idea and convenience but don't want to be that big
- I always wonder what level of state participation there is going to be. Don't dump financial responsibility on municipalities.
- Need some commitment by ITD as a multi-modal transportation provider (not just roads). They are making progress. Will take their comment to utilize resources to support more than roads.
- Need to access/leverage federal funds as possible.
- America was built on rails. Efficient passenger rail service will help our economy to grow, and make Idaho more attractive to out-of-state business.
- I think rail is very important and underutilized in our region and the state. The intermodal hub and loading facilities need to be improved to allow more shipment from and to Idaho instead of through. I do not think passenger rail is a critical or needed component.
- Funding is paramount. Idaho has no originating funding now for public transportation, and to fund passenger rail services ahead of bus service (for example) to serve local daily needs could be a hard sale.

Attachment A: Steering Committee Guidance on Passenger Rail Outreach

VISION: Rail *powers* Idaho's Economy

Goals

- Idaho's rail system features seamless, modal connectivity while maintaining safety and efficiency in moving goods and people.
- Idaho's rail system features effective partnerships that leverage resources and opportunities.
- Idaho strategically invests in its rail system infrastructure while maximizing existing capacity and preserving the system.

Outcomes

- Idaho goods and people transported *efficiently*
- Transportation costs are competitive
- Rail-related safety improves

Homework Assignment #2

Please respond back to me with your answers to the following questions regarding proposed outreach for the remainder of the **Rail Plan Update**. Keep in mind we have already conducted interviews, regional meetings and will have a public comment period once the draft plan is developed.

1) What should be the primary format of the public outreach?

   a) In-person public meetings/workshops
   b) Webinars/conference calls
   c) Electronic public comment (4)
   d) Other (please explain):
   e) All of the above (1)

2) Who are the critical stakeholders that the outreach should target?

   a) Locally elected officials (city, county) (1)
   b) State/nationally elected officials (2)
   c) Local transportation board and committee members (2)
   d) Transportation/rail industry (4)
   e) Other (please explain): users/providers
   f) All of the above

3) Should the outreach team contact and include stakeholders from adjacent states (yes/no)?

a) Yes (2)
b) No (2)
c) If yes, then who might these stakeholders be?: transportation/rail industry

4) Should the outreach team contact and include stakeholders on the national level (yes/no)?

a) Yes (3)
b) No (2)
c) If yes, then might these stakeholders be?: FRA, Amtrak, FTA

5) Should a passenger rail advisory or technical committee be established to guide with technical and other issues (yes/no)?

a) Yes (1)
b) No (4), but have a representative

6) What do you think will be the top issues that come out of the public outreach process?

e) Other (please explain):

7) What kind of on-going communication should be established for stakeholders and the public?

a) Email/e-blast (4)
b) Webinars/conference call
c) Web page
d) Follow-up meetings in person
e) Other (please explain):
f) All of the above (1)

Attachment B: Interview Questions

Interview	E-mail
1. I know you've been involved in X in Idaho...tell me what you think about those recommendations now and what you think about the project's relevance in the future	1. As you consider the planning work your organization has been involved in to date, what do you think about the relevance of passenger rail respective to your areas' desired future conditions
2. Based on that experience, and looking at Idaho as a whole, what do you see as the potential for *passenger rail* to look like in Idaho 20 years in the future?	2. Based on that experience, and looking at Idaho as a whole, what do you see as the potential for *passenger rail* to look like in Idaho 20 years in the future?
3. Stakeholders involved in the rail planning process to date – which addresses both freight and passenger rail – have developed the following vision, goals for Idaho's rail. From the *passenger rail* perspective, what would have to occur to make this vision a reality?	3. Stakeholders involved in the rail planning process to date – which addresses both freight and passenger rail – have developed the following vision, goals for Idaho's rail. W From the *passenger rail* perspective, what would have to occur to make this vision a reality?
4. What specific changes would you have to see that demonstrate we are making progress toward achieving these goals specific to *passenger rail*?	4. What specific changes would you have to see would demonstrate we are making progress toward achieving these goals specific to *passenger rail?*

5. Some potential *passenger rail* projects identified for Idaho include: ▪ Reestablishing the Pioneer line across southern Idaho, connecting Idaho to Oregon, Utah, and potentially Denver ▪ Adding a route from Sandpoint to Spokane called the Hiawatha in north Idaho ▪ Potential light rail services through regional areas (southeastern Idaho/southwestern Idaho/between Twin Falls and Blaine County) Are there any other key passenger rail project that should be considered? Obviously all projects are important to those they serve. Name 3-5 criteria that would be important to justify selecting one project over another?	5. Some potential *passenger rail* projects identified for Idaho include: ▪ Reestablishing the Pioneer line across southern Idaho, connecting Idaho to Oregon, Utah, and potentially Denver ▪ Adding a route from Sandpoint to Spokane called the Hiawatha in north Idaho ▪ Potential light rail services through regional areas (southeastern Idaho/southwestern Idaho/between Twin Falls and Blaine County) Is there any other key passenger rail project that should be considered? Obviously all projects are important to those they serve. Name 3-5 criteria that would be important to justify selecting one project over another?
What other facilities or transit services are needed to connect to passenger rail service If prompting is needed, suggest the following examples: local transit service, intercity bus, park and ride lot, intermodal stations, walking/biking facilities, etc. Comment:	6. What other facilities or transit services are needed to connect to passenger rail service (i.e. local transit service, intercity bus, park and ride lot, intermodal stations, walking/biking facilities, etc. Comment:
6. Who else do you think should be engaged in this process? Please provide contact information if available.	7. Who else do you think should be engaged in this process? Please provide contact information if available.

Attachment C: List of Interviews

- Mori Byington, Bannock Transportation Planning Organization
- Bob Ford, Senator Crapo's Office
- Dave Hunt, Pocatello Regional Transit
- Carrie Logan, Sandpoint City Council
- Glenn Miles, Kootenai Metropolitan Planning Organization
- Andrew Murphy, Citylink Transit
- Melinda Smyser, Representative Rusche's Office
- Heather Wheeler, Community Transportation Association of Idaho

Idaho Statewide Rail Plan

Appendix B: Comment Response Document

Prepared for the

Idaho Transportation Department

Project No. A013 (334)

Key No. 13334

June 21, 2013

Prepared By:

DAVID EVANS AND ASSOCIATES INC

Review and Comment Notification and Response

On May 21, 2013, the Idaho Transportation Department released the draft Idaho Rail Plan for public review and comment through July 10, 2013. The comment period was noticed through a media release to Idaho media outlets, and through an e-mail blast to stakeholders who have over the course of the 18-month process expressed some level of interest in its development. The e-blast provided links to the plan on the ITD website; the media release and the e-blast provided a link to a survey monkey tool designed for a response to the Plan.

Comments were received directly by reviewers and through the survey monkey tool.

The following pages present:

- A copy of the media release
- A list of media outlets to which it was distributed
- A screen shot of the web page, and
- The survey monkey questions.

Project staff assimilated all comments received, reviewing, revising and responding as appropriate. Comments and their responses are included in the table on page X.

Media Release

Marsha Bracke

From:	ITDNews@itd.idaho.gov
Sent:	Tuesday, May 21, 2013 4:12 PM
To:	Steve Grant
Subject:	Public invited to comment on Idaho's 20-year rail plan

[http://itd.idaho.gov/transporter/MM_Images/NewsReleaseLogo.jpg]

5/21/2013

Contact:
Steve Grant
Public Information Specialist
(208) 334-8874

FOR IMMEDIATE RELEASE

Public invited to comment on Idaho's 20-year rail plan

BOISE - A draft of the Idaho Rail Plan is available for public review and comment.

The draft plan guides the development of Idaho's freight and passenger rail system for the next 20 years. It was generated from 18 months of stakeholder involvement and input.

All individuals, citizens and stakeholders, are encouraged to review the document and provide comments to the Idaho Transportation Department by June 10.

After comments are compiled, the plan will be finalized and submitted for review and adoption by the Idaho Transportation Board at its July 24 meeting.

The rail plan is a key element of Idaho's transportation program.

For more information, an electronic copy of the plan and a link to a survey tool to expedite the process of reviewing and commenting on the document, please go to: http://www.surveymonkey.com/s/Q2MD8BJ.

For more information about the program, contact Maureen Gresham, ITD freight and special projects coordinator, at (208) 334-8272 or email maureen.gresham@itd.idaho.gov.

Questions? Visit us online at itd.idaho.gov, follow ITD on Twitter (@IdahoITD) or Facebook and check travel conditions at 511.idaho.gov or dial 5-1-1. Please slow down in highway construction zones and pay attention. Safety for drivers and workers is our highest priority.

1

Media Outlets

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Spokesman Review
Coeur d'Alene Press
Bonner County Daily Bee
KREM TV
KHQ TV
KXLY TV
Shoshone News Press
Bonners Ferry Herald
St. Maries Gazette Record
Priest River Times
Rural Northwest News
Spokane Journal of Business

District 2

Moscow-Pullman Daily News
Lewiston Morning Tribune
KOZE radio
KLEW TV
Cottonwood Chronicle
Idaho County Free Press
The Clearwater Progress
University of Idaho Argonaut
Clearwater Tribune
The Current News

District 3

Argus Observer
Idaho Statesman
Idaho Press Tribune
KBOI radio
KIDO radio
KINF radio
Boise State Public Radio
KBOI TV
KTVB TV
KIVI TV
Mountain Home News
The Long Valley Advocate
Independent Enterprise
The Independent News
Valley Times
Meridian Press
The Upper County News-Reporter
Middleton Gazette
Adams County Record
The Star-News
The Idaho World
Messenger Index
Boise Weekly
Weiser Signal American
Idaho Business Review
Arbiter Online
Kuna Melba News
Western Canyon Chronicle

District 4

The Times News
KMVT TV
Idaho Mountain Express

District 5

Blackfoot Morning News
Idaho State Journal
News Examiner
Sho-Ban News
Power County Press & Aberdeen Times (Press Times)
The Bengal (ISU)

District 6

Rexburg Standard Journal
Post Register
KIFI TV
KPVI TV
KIDK TV
Recorder Herald
Island Park News
Teton Valley News
Arco Advertiser
Challis Messenger
Valley Citizen

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Two of Idaho's most important industries remain agribusiness and the extraction of raw materials which rely on rail service.

Idaho Statewide Rail Plan

The Idaho Rail Plan guides the development of Idaho's freight and passenger rail system over the next 20 years. The draft plan, generated over the past 18 months with the involvement and input of stakeholders throughout Idaho, is available now for formal public comment and review. Click here for a draft copy of the rail plan.

All individuals, public and stakeholder, are encouraged and invited to review the document and provide comments to the Idaho Transportation Department by June 10, 2013. Comments received will be addressed, and the plan is anticipated to be finalized for review and adoption by the Idaho Transportation Board at their July 24, 2013 meeting. The Rail Plan is a key element of Idaho's transportation program.

Please click here for an electronic copy of the draft Idaho Rail Plan. To provide comments, please follow this link:
www.SurveyMonkey.com

For more information contact
ITD Freight & Special Projects Manager
Maureen Gresham
208-334-8272.

Top Requested Items
Idaho Freight Network - Highway, Air, Water

Idaho Freight Network - Rail, Air, Water

Highway Route Capacity Map

129,000 LB Pilot Project Routes

Contact Information
Freight Coordinator
Maureen Gresham
(208) 334-8272

Idaho Freight Network Key Contacts

Studies & Reports
Idaho Freight Study
Idaho Rail Plan (Draft)

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Idaho Transportation Department
3311 W. State Street · P.O. Box 7129
Boise, ID 83707-1129

Survey Monkey Questions

Idaho Rail Plan Public Comment

Introduction

The Idaho Rail Plan guides the development of Idaho's freight and passenger rail system over the next 20 years. The draft plan, generated over the past 18 months with the involvement and input of stakeholders throughout Idaho, is available now for formal public comment and review.

All individuals, public and stakeholder, are invited and encouraged to review the document and provide comment during the public comment period, which ends June 10, 2013. Comments received will be addressed in a public comment response section of the final plan, which is anticipated for review and adoption by the Idaho Transportation Board at their July 24, 2013 meeting.

The Idaho Rail Plan is a key element of Idaho's transportation program.

More information about the process and the Plan can be accessed at http://itd.idaho.gov/freight/. After reviewing the document, please take time to respond to the following questions so that your input can inform the final revision.

Thank you!

1. What do you like most about the Idaho Rail Plan?

2. What do you like least about the Idaho Rail Plan?

3. What would you add?

4. What would you change?

5. What additional things need to be done to make Idaho's vision for rail a reality in a five (5)-year time frame?

6. What additional things needs to be done to make Idaho's vision for rail a reality in a twenty (20)-year time frame?

7. Who else do we need to engage to implement this plan who hasn't already been identified?

8. What other comments or suggestions do you have?

Thank you for participating in this important public and stakeholder review and comment process. Your input is an important part of generating a meaningful and effective Idaho Rail Plan.

Comment/Response Table

Commenter	Date	Comment	Response
FRA	June 11, 2013	In general, the plan is very good. It is clearly organized and written. It fulfills the intent of the PRIIA State Rail Plan legislation.	No response required.
FRA	June 11, 2013	The maps are good but fuzzy. Sharpen or enlarge them to increase legibility	Maps updated.
FRA	June 11, 2013	Add at front of document • Statement of Compliance with 49 USC Sec. 22102 re eligibility of the State	Added to new page ES-1.

Commenter	Date	Comment	Response

FRA	June 11, 2013	Add at front of document
		
		• Policy Statement
		  • Consistent with the intentions of Congress as expressed in PRIIA, the State of ____ hereby sets forth its 201_ State Rail Plan (SRP) as State Policy. The SRP reflects the State's leadership, with public and private transport providers at the state, regional, and local levels, to expand and enhance passenger and freight rail and better integrate rail into the larger transportation system. This SRP:
		  • Plans for freight and passenger rail transportation, including commuter rail operations, in the State;
		  • Prioritizes projects and describes intended strategies to enhance rail service in the State that benefits the public;
		  • Establishes the period covered by the Plan;
		  • Serves as the basis for Federal and State investments within the State.
		  • The SRP was prepared by _____, the State rail transportation authority that will also maintain, coordinate and administer the Plan. The SRP was approved by _____, the State authority that recommended it to the State Secretary of Transportation who recommended it to the Governor; and was signed by ____, Secretary of Transportation and ____, Governor, on ____date, as official State Policy.
			Added to new page ES-1.

Commenter	Date	Comment	Response
FRA	June 11, 2013	For Tables ES-1, 2, 3, 4, one wonders immediately what prompted the selection of the policy ideas or projects. I understand you may not want to include a column in each table for references to subsequent SRP chapters, but in those chapters, please include references back to the policies and projects in these tables. See below for related comments.	Revisions made in Sections 3 and 4 as follows: • Section 3: Section 3.1 (page 3-10), 3.3 (page 3-15), 3.4 (page 3-19), and 3.5 (page 3-41). • Section 4: 4.1 (pages 4-10 – 4-11), 4.3 (page 4-15), 4.4 (page 4- 18), and 4-5 (page 4-22)
FRA	June 11, 2013	Tables ES-1 Policy/Program Changes: recommend you identify lead agency for each	No revision made. Lead agencies have not yet been identified, as multiple agencies may be involved collaboratively. ITD will be lead in identifying lead agencies, working with and through the newly established Freight Advisory Committee.
FRA	June 11, 2013	Table ES-3 5-Year CIP: Provide costs (order of magnitude costs if necessary) for all projects. If a cost is not estimated, it seems unrealistic for the project to be implemented within five years	Revisions made to Table ES-3 and corresponding Table 6-6.

Commenter	Date	Comment	Response
FRA	June 11, 2013	Table ES-3 and ES-4: Provide map with projects shown; this will help relate the projects to your capacity studies, etc.	No revisions made. Because a number of specific project locations are as yet to be determined, mapping only those that have been specifically located will do a disservice to those projects whose location are not specifically known, and/or subject to additional study.
FRA	June 11, 2013	Section 1.1, paragraph 2: "ITD has developed this statewide rail plan to identify, evaluate. . ." In subsequent chapters, please make the link between evaluative comments and the policies and projects in ES-1, 2, 3, 4. See below for related comments.	Revisions made in Sections 3 and 4.
FRA	June 11, 2013	Section 1.4, last para.: Add [Out of a total of ____ miles of track,] "Idaho has approximately 1,709.5 miles of active track, according to several... "	Revision made.
FRA	June 11, 2013	Section 1.6, Idaho Agencies: This section should address the State Rail Plan. You say "Planning and coordination are a function of the Div of Trans Performance. . .Resources Division" but there is no clarification regarding ITD's role in this State Rail Plan, which division within ITD is leading the effort, who is signing off on it.	Revision made.
FRA	June 11, 2013	Section 1.6, Idaho Agencies: Para. 2: "prioritized by the State Priority Index." Say if or how this index affects or relates to the prioritization of policies and projects in the SRP. Also relate it to the reference to "FRA Priority Index" on page 1-10.	Revisions made to reflect updated process for prioritization.

Commenter	Date	Comment	Response
FRA	June 11, 2013	Section 1.7 Prior Studies, etc.: For each section, and each study within – Freight Rail: Freight Study, 1996 Idaho State Rail Plan, Boise Valley ...etc; Passenger Rail: Amtrak North Coast Hiawatha Service, etc. – • provide a brief comment on the study, • indicate where, if any, information in the study serves the SRP.	Revision made to introduction for this section, indicating that these studies provided context, background, and issues identification.
FRA	June 11, 2013	Section 1.7 Prior Studies, etc.: 1996 Idaho State Rail Plan – comment on how well the plan's goals for 2015 were achieved... and given this precedent, comment on the prospects for the current SRP to achieve its goals.	Revisions made.
FRA	June 11, 2013	Section 1.7 Prior Studies, etc.: High Speed Rail – If highlighting the U.S. HSR Association, it is recommended you also identify other high-speed rail groups such as those in APTA and ASHTO.	Removed reference to U.S. HSR Association. Added reference to FRA 2009 Strategic Plan, which does not envision high speed rail service in Idaho.
FRA	June 11, 2013	Section 3 Trends and Forecasts: To tie to the text, number the bullet points, and add 3.5 Freight Demand and Forecasts and 3.6 Passenger Travel Demand.	Revised.
FRA	June 11, 2013	Section 3 Trends and Forecasts: For subsections of 3.1, 3.2, etc., briefly describe if and how each trend or forecast pointed to or led the SRP committee to the policies and projects in ES-1, 2, 3, 4. Or conversely, for each policy and project, say specifically which trend or forecast it responds to.	Revisions made to Section 3.1 (page 3-10), 3.3 (page 3-15), 3.4 (page 3-19), and 3.5 (page 3-41).

Commenter	Date	Comment	Response
FRA	June 11, 2013	Section 3 Trends and Forecasts: 3.3, para. 2: "Because freight volumes . . .growing by over 60 percent . . ." Cite source. Also state this as compounded annual rate so that one can compare with the growth by-commodity Table 3-1.	Source added.
FRA	June 11, 2013	Section 3 Trends and Forecasts: Page 3-18 Positive Train Control, last paragraph: related this to the info on Table 3-1 for the various commodities. One wonders for example how to reconcile the statement that the full cost of PTC is not considered financially viable for rail carriers alone... and the high CAGR of 6.0% for Chemical Products.	Cannot correlate to various commodities. Only required for those PIH and TIH chemicals, which are a subset of a number of categories within the FAF3 data set.
FRA	June 11, 2013	Section 4 Rail Service Needs and Opportunities. For subsections of 4.1, 4.2, etc., briefly describe if and how each need and opportunity pointed to or led the SRP committee to the policies and projects in ES-1, 2, 3, 4. Or conversely, for each policy and project, say specifically which need or opportunity it responds to.	Revisions made to Section 4: Sections 4.1 (pages 4-10 – 4-11); 4.3 (page 4-15); 4.4 (page 4- 18); and 4-5 (page 4-22).
FRA	June 11, 2013	Section 4 Rail Service Needs and Opportunities: Network Gaps: the isolation of the Port of Lewiston is particularly interesting. Do any policies or projects in ES-1, 2, 3, 4 begin to remedy this?	Planning for the Port of Lewiston's Northport Project, to improve rail access to the Port, is currently underway, and a specific reference to this project has been added to the Multi-modal Freight Facilities project identify both in Table ES-3, and in Table 6-6 (see Project F14-B).

Commenter	Date	Comment	Response
FRA	June 11, 2013	Section 4 Rail Service Needs and Opportunities: Page 4-13-14, Table 4-43 LOS D or Below: same question. Which policies or projects in ES-1, 2, 3, 4 begin to remedy this?	None. LOS evaluations are only identified as potential. See page 6-23, *Rail Capacity and Congestion.* "It is anticipated that BNSF, UPRR, and Montana Rail Link will implement capacity and efficiency improvements to respond to this demand, if supported by the business case. Those private business decisions are not included in this plan at the specific request of those rail companies." Similar language added to this section on page 4-15.
FRA	June 11, 2013	Section 6.3 Rail Financing Alternatives: this listing with descriptions is good, but except for citing some sources in Tables ES- 3 and ES- 4, do you say anywhere which fund sources are most suitable or likely to be used in Idaho and why?	Table 6-4, 6-5, 6-6, 6-8, and 6-9 identify the potential funding sources for specific programs, plans and projects identified in the Capital Investment Plan.
FRA	June 11, 2013	Section 6.5 Program Effects: For subsections of 6.5, briefly describe if these are seen as statewide effects or if the policies and projects in ES-1, 2, 3, 4, contribute more than others to the various effects listed. How are the program effects of the selected policies and projects particular to Idaho?	Revised to reflect both statewide and local benefits.

Commenter	Date	Comment	Response
Dave Szplett	May 23, 2013	There might be one missing item in your rail plan. A multi-modal center is identified for Boise (Pages 2-26 and 2-28).Your team may not know that Kuna is well on their way to a similar facility on the UPRR mainline at Cloverdale Road. The City of Kuna has already annexed the land and extended infrastructure to their first client. The Cloverdale Road site is also on the UPRR mainline and serves industrial areas of Kuna, Meridian and Boise. The current plan only serves part of Boise. It also matches the ACHD plan for a major east-west, future, two-county expressway. You may not know since they are doing it on their own. Our group both reviews development applications and manages the at-grade rail crossings in D3.	Added specific reference to Kuna under the multi-modal rail yard improvements, both in Table ES-3, and in Table 6-6 (see Project F14-C).
WATCO	June 13, 2013	Page ES-2 – Truck/Rail Equity Project: this summation statement indicates ITD monitors motor carrier standards to "ensure" they do not give a competitive disadvantage over rail. We disagree; witness the lack of any statement either pro or con about the competitive nature of SB1117, and the lack of any indication from ITD in support of an effort to promote planned and coordinated transportation embodied in SCR 111 and SCR 113. We believe larger trucks on Idaho's highways will cause a disincentive to use rail or coordinated between trucks and rail for freight shipments. We recommend this statement be removed in the summary and the body of the plan.	No revisions made. ITD does not take positions on proposed legislation, we only testify as to impacts of proposed legislation on existing resources, programs and policies.

Commenter	Date	Comment	Response
WATCO	June 13, 2013	Page ES-2 – BGCM & GRNW Rail Corridor Preservation Program: It is not feasible and it is unrealistic to hope a government agency or private entity is going to preserve the corridor for "rail capacity". Rail banking is not economically justifiable and should be removed. It is our view this line is unlikely to ever be used for freight. Most importantly, this is NOT the GRNW corridor. It is the BGCM only railroad. The GRNW is in fine shape and totally operational in its present location.	Text revised to reflect BGCM only.
WATCO	June 13, 2013	Page ES-3 – Table ES 2 – Treasure Valley Freight Multi-modal Transload Center: Watco has intention of addressing this freight collaboration and coordination activity, but we do not see a role for nor the government developing a "business plan". We recommend removing this reference. We do appreciate the interest regarding financial identification issues.	The plan does not identify lead agencies or roles for any of the entities identified in this public-private partnership. This project is based upon the outcome of the REDIFiT market study, and the role for City of Boise and the Boise Urban Renewal Agency, in partnership with BVRR, in the development of a rail-based industrial park with transload capabilities. No revisions made.
WATCO	June 13, 2013	Page ES-3 – Table ES 3 – Watco/BVRR hopes to develop the area if market and business conditions are favorable, and if government allows it, but at this time we do not know anything about the size or cost. We recommend removing all reference to size or cost mentioning only the need, the positive location and the multiple shipping/storage opportunities present.	This project cost is based upon the cost identified in the REDIFiT market study, and the role for City of Boise and the Boise Urban Renewal Agency, in partnership with BVRR, in the development of a rail-based industrial park with transload capabilities, as referenced in Table 6- 4. No revisions made.

Commenter	Date	Comment	Response
WATCO	June 13, 2013	Page ES-4 – Table ES4 – Treasure Valley Freight Multi-Modal Transload Center: Similar to above, at this time neither Watco/BVRR nor Boise City knows what the size or cost will be; this will largely be determined by available space and market.	This project cost is based upon the cost identified in the REDIFiT market study, and the role for City of Boise and the Boise Urban Renewal Agency, in partnership with BVRR, in the development of a rail-based industrial park with transload capabilities. No revisions made.
WATCO	June 13, 2013	Page 1-3 Section 1.4: ITD may consider using commodity freight data about all railroads contained in other parts of this plan rather than only one railroad source in this section.	Freight data from a variety of sources (rail providers, FAF3 and waybill data) was used in this section. Different information was presented in different ways, based upon the way each source categorizes information, as well as to overcome the shortcomings of each of the different sources of information. No revision required.
WATCO	June 13, 2013	Page 1-4 Section 1-4: We appreciate and thank ITD for clearly expressing the fuel cost-efficiencies for railroads.	No response required.

Commenter	Date	Comment	Response
WATCO	June 13, 2013	Page 1-13: A written goal in the plan at the second bullet point of goal 1 is to level the playing field between transportation modes. Once again, we believe this should be removed as ITD had this opportunity to take a leadership role in freight planning, coordination and movement via policy discussions around SCR 111, SCR 113 and SB1117; ITD did not take a leadership role instead allowing a truck centric policy to advance rather than a process to create a level all inclusive playing field.	This section of the plan provides an accurate summary of the 1996 Idaho Rail Plan. No revision made.
WATCO	June 13, 2013	Page 1-13: Within the same goal statement at the fifth bullet point, the term "intermodal" is used (and again occasionally throughout the plan) and should be replaced with the term "Multi-modal".	This section of the plan provides an accurate summary of the 1996 Rail Plan, as adopted by the State of Idaho. No revision made.
WATCO	June 13, 2013	Page 1-15 – the term Port District is used in several locations in this plan, sometimes referring to Idaho's sea/water port, sometimes referring to a land-based port, but seldom referencing Idaho's Intermodal Commerce Authority (NOTE: we recognize this "intermodal" of term needs to be changed to multi-modal in statutes). We recommend clarification of the term "Port District(s)"as appropriate throughout.	Port district is a general term that encompasses the Port of Lewiston and other sea/water ports, as well as "dry ports" as exists within the state of Washington, or as have been proposed within the state of Idaho. It does not include the term "Intermodal Commerce Authority", which is a different type of entity, (with long term maintenance obligations but without taxing authority), and while it has been authorized by state legislation, it has not been implemented anywhere in Idaho. No revision made.

Commenter	Date	Comment	Response
WATCO	June 13, 2013	Page 1-22: On the bottom of the page there is discussion of issues remaining around passenger rail on new or existing track. We recommend including "owner interest" as an issue to be considered	Revised.
WATCO	June 13, 2013	Page 1-23: Under Valley Regional Transit Corridor there is discussion of negotiations among jurisdictions about securing public control of the Boise Cut-off. To date, Watco/BVRR has not been involved in these discussions and we do not prefer this be a long term passenger corridor.	Revised to reflect WATCO/BVRR's position.
WATCO	June 13, 2013	Page 2-2: Regarding the ownership and trackage miles of the BVRR, we believe much of the language is inaccurate and should be revisited, clarified and redrafted. Additionally, the "strained" discussion about historical ownership and leasing or presumptive ownership seems unnecessary. We recommend it be removed.	The information provided was an example of the conflicting records and data available; because it was illustrative, and the particular details provided no other value to the plan, the example has been removed.
WATCO	June 13, 2013	Page 2-3: Railroad map: this is not a good visual map helping determine rail lines in Idaho. We recommend utilizing something similar to the past ITD rail maps that contained city markings, "thin" lines for easy demarcation and company designation using a variety of clearly distinguishable lines. We recommend the map be redone and replaced.	The name of the map has been revised to reflect Idaho Rail Network by Classification, and revisions have been made to improve the clarity of the map, which doe identify cities. Due to the number of Class III rail line owners, and the conflicting documentation regarding ownership versus trackage rights for Class III lines, it is difficult to graphically depict specific ownership on a map of this scale

Commenter	Date	Comment	Response
WATCO	June 13, 2013	Page 2-4: Abandon rail line map is irrelevant today. It is interesting for history, but serves no purpose in 2013 -2040 planning or overview. We recommend it be removed along with related narrative.	No revision made. This map is important in demonstrating the historical trend, as well as informing the recommendation for establishing the Idaho Rail Preservation Program.
WATCO	June 13, 2013	Track ownership and trackage rights chart is very important and could be informative. This chart however is confusing and inaccurate. For instance, BVRR indicates we have 60.6 miles of trackage rights; if that includes all ownership rights and leased or negotiated trackage rights, it may be accurate, but to read the chart as presented the reader cannot conclude this distinction. We recommend a new chart with better organization and accurate data (or if the data is accurate, clearer distinctions in the presentation of the data).	No revisions made. Because of conflicting data from competing rail operators, particularly with regarding trackage rights, the table summarizes a GIS analysis based upon the data available from independent sources-FRA, ITD, and the Idaho National Laboratory. An element of the Idaho Rail Preservation Program is to try and resolve these discrepancies over time.
WATCO	June 13, 2013	Page 2-10: Regarding EIRR trackage ownership, it is 267 not 264.5 miles.	Because of conflicting data from competing rail operators, particularly with regarding trackage rights, the table summarizes a GIS analysis based upon the data available from independent sources-FRA, ITD, and the Idaho National Laboratory. No revision made.

Commenter	Date	Comment	Response
WATCO	June 13, 2013	Page 2-11: Same as above; additionally, there is reference here and in other pages to "Minidonka", and it should read "Minidoka". Additionally, in the footnote of 2-11, use of the term "appeared" and the conclusion that track miles are inconsistent with geography is an inappropriate reference and it is inaccurate. We recommend the footnote be removed.	Spelling revised. The footnote accurately describes the nature of the contradictory information/data provided, so no revision was made to the footnote.
WATCO	June 13, 2013	Page 2-12: Regarding the Idaho Northern and Pacific Railroad, it references that 2,708 carloads were moved in 2011. Does this refer to passenger tour train cars and freight, just freight, or just passenger? Clarification may be helpful for an accurate picture of car loads.	Revised to provide clarification.
WATCO	June 13, 2013	Page 2-12: Regarding BGCM, the narrative states "many of the products carried by BGCM trains are shipped on Great Northwest Railroad tracks via trackage rights to barges at the Port of Lewiston. A correction is required; ALL train cars from the BGCM railroad are transferred to the GRNW and delivered by GRNW to the Port of Lewiston. No BGCM power or personnel operate on the GRNW. Additionally, a reference that the BGCM interacts with the Port of Lewiston is incorrect. They do not; GRNW is the only railroad that interacts or works with Idaho's Port of Lewiston.	Clarified to reflect the relationship between GRNW and BGCM.
WATCO	June 13, 2013	Page 2-13: Track miles for the Washington-Idaho railroad are set out at 19.1 miles; within Idaho we believe this to substantially less. If the 19.1 reference is to the total miles of track for WIR, fine, but otherwise a delineation of the miles within the two states or a correction is requested	The text correctly states that "The WIR operates 19.1 miles of tracks over these two lines." No revision required.

Commenter	Date	Comment	Response
WATCO	June 13, 2013	Page 2-14: shortline railroad map; see comments about maps in general above.	See response above.
WATCO	June 13, 2013	Page 2-15 & 16: The term "intermodal" is used and we believe there is no intermodal facility within Idaho, we recommend replacing the term with multi-modal or transload as appropriate.	No revisions required. The text correctly states that Idaho does not contain any large rail classification yards or intermodal container yards. See paragraph 1 under this section. It then provides a summary of notable intermodal facilities in neighboring states, and each facility type is more explicitly defined.
WATCO	June 13, 2013	Page 2-18: Reference to double stacks on the GRNW and the EIRR and BVRR are misleading. Watco company railroads all have the capacity within Idaho for double-stacking. Any restriction that exists is on is NOT a result of shortline "geometrics and weight restrictions", at least not for Watco's shortlines. We can haul up to 286,000 pounds and have no bridge restrictions on our lines within Idaho.	Revised.
WATCO	June 13, 2013	Page 2-20: We believe the language suggesting there is a "current push" to use 315,000 pound rail cars is a bias brought to this study from the national oriented consultants. Watco is not aware of any such push within Idaho, or frankly, within the 26 state Watco network across the country. Deletion of this assumption is requested.	Revised.

Commenter	Date	Comment	Response
WATCO	June 13, 2013	Page 2-20: in the second full paragraph, the authors put forth a very speculative assumption regarding a railroad company's investment or operating decisions based upon a weight restriction. A consultant that is not a rail owner/operator of a specific line in question with a weight restriction cannot logically or empirically reach this conclusion. Hence they are left to a presumptive conclusion of which we should be removed from the plan.	Paragraph deleted.
WATCO	June 13, 2013	Page 2-22 and 23: Data referencing car-train crash rates of .05 indicating it is well above the standard deviation is interesting, but without a frame of reference about the standard deviation it is not that helpful. However, if one is using .05 and rates above this statistic as an apparent problem, why is the BVRR crossing at .04 mentioned? It seems incongruous to the benchmark.0.	Revised to reflect crash rates of over .04. The BVRR crossing crash rate was between .04 and .05, but rounded to .04.
WATCO	June 13, 2013	Page 2-23: Stating the "reasoning" by the authors for railroad crashes serves no planning or systemic purpose. We fail to see the point and we recommend it be removed. In the unlikely event we do crash, we know the reason and it doesn't match the conclusion of the consultants.	Crash analysis is a means to identify if there is a particular causal trend, and opportunities to address these through capital investment in mitigations. The cause of crashes as discussed in this section was based upon geo-coded crash data from ITD, AAR, FRA, and ORNL. This causal analysis is not meant to supercede a more detailed analysis by the owners. No revision made.

Commenter	Date	Comment	Response
WATCO	June 13, 2013	Pages 3-1—3-46: The presentation of freight transportation within the larger context of Idaho's economy is welcome and important. We especially appreciate rail being frequently mentioned as significant to freight movement, and the shift to rail as a component for freight shipping growth, and as a coordination tool for less pollution and congestion is instructive.	No revision required.
WATCO	June 13, 2013	Page 3-16: The discussion about available federal dollars for all rail improvements is interesting, but it would be more useful if it were enhanced with an Idaho context indicating how much of those funds find their way to Idaho projects.	No revision required. See Section 6.3, Financing Alternatives for a discussion of levels of funding from potential funding sources.
WATCO	June 13, 2013	Page 3-18. This page starts with a discussion of Positive Train Controls, but there is no clear Idaho context or requirements or discussion about how it affects Class III railroads. If a class III has trackage rights and exercises the right we are required to have PTC in place as well helping with safety and security.	No revision required. This only affects trains carrying passengers or certain classes of hazardous materials.
WATCO	June 13, 2013	Page 3-25: All of the 2040 projection data contained within the Freight Capacity section seems too strongly rooted in today's picture. The economics of business and shipping and rail operations change so frequently either a qualifier should be clearly attached, or perhaps, avoid using any straight line projections when far too many variables actually exist for such long-term projections. We understand and embrace the purpose projections, however if this plan is to be referenced or used for future transit policy, planning, growth or construction assistance, or even coordination with other modalities, it begs to be more short term or at least clearly conditional based upon many unforeseen components.	No revision needed. The time frame for the plan is based on federal requirements for State rail plans. The analysis is based upon best available data, and is intended to be predictive of trends. The plan is required to be updated every 5 years.

Commenter	Date	Comment	Response
WATCO	June 13, 2013	Page 3-29: The narrative indicating the GRNW is the only railroad serving the Port of Lewiston is accurate and points out the inaccuracy of the earlier referenced data within page 2-12. (Same holds true of the accurate statement and reference on page 4-3, last paragraph about the GRNW being the only rail line accessing the Port.)	Revisions made to 2-12.
WATCO	June 13, 2013	Page 4-4: This section discusses forward looking considerations for freight movement. It states that Idaho is missing an opportunity by not having a second railroad serve the Port. We strongly disagree with this assertion for a number of reasons. First, again, BGCM presently coordinates with the GRNW to move any and all of their customer shipments it may have into the Port. Secondly, the GRNW is fully, efficiently and effectively serving the Port of Lewiston for all shippers either bulk or container seeking to access or be retrieved from barges and put on rail. Thirdly, the assertion that Idaho is missing an opportunity to move freight is made without any factual or data driven basis of operational or capacity inadequacy between the railroad, Port and trucking companies. Fourthly, the geographical configuration including the Snake River, Lewiston grade, and landownership of current Port, private and public property into/out of the Port makes it impossible to accommodate a second rail line serving the Port. Finally, to suggest new railroad tracks be constructed from points outside the Port into the Port does not consider the reality of the business climate, shipper demand, geography, land ownership, or access to funds for capital expenditures. We recommend this statement be rewritten or deleted	Revisions made.

Commenter	Date	Comment	Response
WATCO	June 13, 2013	Page 4-6 – Table 4-1: Comments from page 2-22 about accidents and crossings applies here also referencing the Nampa crossing. The listed data point of .04 compared to the level of concern at .05 doesn't seem to align.	Revisions made to 2-22.
WATCO	June 13, 2013	Page 4-7 and Page 4-10: We view the comments about the case for and call for transload facilities within certain key areas of the state appropriate planning points. These will facilitate rail/truck/shipper coordination and should be a priority for Idaho.	No revision required.
WATCO	June 13, 2013	Page 5-2 and 5-11: We appreciate the reference to transload facilities for reasons stated above.	No revision required.
WATCO	June 13, 2013	Page 5-7: A keen observation and very important comment is the need for the harmonization of local planning and zoning issues with the need for Idaho's freight shippers and rail carriers. This will be vital to development and operation of any new or modified transload facilities serviced by rail and truck traffic.	No revision required.
WATCO	June 7, 2013	We appreciate the hard work and effort by many interests involved in the development of this plan. We especially appreciate ITD and the staff in their facilitation and on-going efforts to "get this right". It is difficult to collect, assimilate and present such information. We look forward to future drafts with modified content and offer any service or assistance we can to help inform the final product	No revision required.

Commenter	Date	Comment	Response
Dan Harbeke	June 10, 2013	Page 4-8 (138) - - - it appears the following sentence was added to the 7 attributes to accommodate grain trains, 'In addition to these general guidelines, the individual rail lines may have other, potentially more restrictive requirements.' We take issue with the 'potentially more restrictive' language as that may or may not be the case, and would argue the opposite could in fact be true, and so would suggest striking those particular words and add '...based on customer needs.' following the word '...requirements'.	Revised.
Dan Harbeke	June 7, 2013	Page 4-13, note should be PTC, not PTD Page 4-13, 4th Paragraph: There is some disagreement with the raillines as to the actual effectiveness of PTD in increasing capacity.	Revised.
Dan Harbeke	June 7, 2013	While reviewing, noticed Section 2, page 2-22, Minidonka should be Minidoka.	Revised.
SURVEY		**WHAT DO YOU LIKE MOST ABOUT THE IDAHO RAIL PLAN?**	
Survey- Anonymous	June 10, 2013	Strong effort to address rail concerns throughout Idaho	No revision required.
Survey- Anonymous	May 22, 2013	I like the Recommendation 2: Align Transportation Policy and Protects with Economic Development Strategies. I am the Economic Development Director for SICOG (Southwest Idaho Council of Governments) so I like that effort is made to include our organization	No revision required.
Survey- Anonymous	May 24, 2013	That it is happening	No revision required.

Commenter	Date	Comment	Response
		WHAT DO YOU LIKE LEAST ABOUT THE IDAHO RAIL PLAN?	
Survey- Anonymous	June 10, 2013	Projects are presented for north and south and Idaho and nothing for north central Idaho.	Added specific reference to Port of Lewiston's Northport Project, which is currently in the planning stages, both in Table ES-3, and in Table 6-6 (see Project F14-B).
Survey- Anonymous	May 22, 2013	I was hoping to see a little more interest in passenger rail.	No revision required.
Survey- Anonymous	May 23, 2013	That it won't connect passenger service from Boise to Pocatello or Idaho Falls.	No revision required.
Survey- Anonymous	June 5, 2013	I believe that Dry Port for Post Falls would be an excellent economic driver for this community.	Added specific reference to Post Falls under the multi-modal rail yard improvements, both in Table ES-3, and in Table 6-6 (see Project F14-C).
		WHAT WOULD YOU ADD?	
Survey- Anonymous	June 10, 2013	Need to address rail needs in north central Idaho. For example, there is NO current ability to expand rail siding from Potlatch, ID to Eagle, ID.	The topography creates an engineering challenge to provide connectivity between these two points.
Survey- Anonymous	May 22, 2013	I think we could use a passenger rail system to connect us with Boise and with Salt Lake. I could be wrong of course but increased interest in minimizing single passenger car transportation might show up in a study.	Depending on the results of the feasibility study (P2), it could be added to the 20-year CIP. No revision made.

Commenter	Date	Comment	Response
Survey- Anonymous	May 23, 2013	Passenger train from Boise to Pocatello and/or Idaho Falls.	Depending on the results of the feasibility study (P2), it could be added to the 20-year CIP.
Survey- Anonymous	June 5, 2013	Need to add to Section 6.6: Needed Rail and Transportation Studies Project Name: Port of Lewiston Northport Transportation Study. Description: The purpose of this study is to develop a concept-level multi-modal transportation plan for the Port of Lewiston's Northport area. The study is intended to identify conceptual plans to identify transportation system improvements that enhance connectivity and mobility between modes: truck, rail and barge entering or exiting the Northport area.	Added specific reference to Port of Lewiston's Northport Project, which is currently in the planning stages, both in Table ES-3, and in Table 6-6 (see Project F14-B).
Survey- Anonymous	June 5, 2013	Evaluate the existing rail network within the Northport area and provide recommendations along with design criteria to improve and/or expand rail network that may include rail access, loop and/or rail siding.	See above.
Survey- Anonymous	June 5, 2013	Evaluate existing conditions of the Northport area to Hwy 12 and Hwy 128 road connection; provide alternatives to improve these road connections with a recommendation of a preferred alternative to develop design criteria. Please contact the Port of Lewiston, 208-743-5531 for more information.	Highway project. No revision required.
Survey- Anonymous	June 5, 2013	I would be interested in seeing a Dry Port in the Post Falls area.	Added specific reference to Post Falls under the multi-modal rail yard improvements, both in Table ES-3, and in Table 6-6 (see Project F14-C).
		WHAT WOULD YOU CHANGE?	

Commenter	Date	Comment	Response
Survey- Anonymous	June 10, 2013	Address rail preservation and the need for rail siding in north central Idaho. The economy of central Idaho will be negatively affected if rail continues to be abandoned and rail siding is not addressed.	Added specific reference to Port of Lewiston's Northport Project, which is currently in the planning stages, both in Table ES-3, and in Table 6-6 (see Project F14-B).
Survey- Anonymous	May 22, 2013	Utilize the Economic Development District Comprehensive Economic Development Strategy when aligning Transportation Policies with Economic Development Strategies.	No revision required.
Survey- Anonymous	May 23, 2013	Move the multi-modal rail transfer site west to Cloverdale Road. The City of Kuna has already annexed the land and extended infrastructure to their first client. The Cloverdale Road site is also on the UPRR mainline and serves industrial areas of Kuna, Meridian, and Boise. The current plan only serves part of Boise.	Added specific reference to Kuna under the multi-modal rail yard improvements, both in Table ES-3, and in Table 6-6 (see Project F14-C).
Survey- Anonymous	May 23, 2013	I would like to see all passenger trains be high-speed rail.	No revision required.
		WHAT ADDITIONAL THINGS NEED TO BE DONE TO MAKE IDAHO's VISION FOR RAIL A REALITY IN A FIVE YEAR TIME FRAME?	
Survey- Anonymous	June 10, 2013	Don't put the plan on a shelf and forget about the recommendations.	No revision required.
		WHAT ADDITIONAL THINGS NEED TO BE DONE TO MAKE IDAHO"S VISION FOR RAIL A REALITY IN A TWENTY YEAR TIME FRAME?	
Survey- Anonymous	June 10, 2013	Idaho's Legislature needs to expand transportation beyond highways and bridges only. Rail and Idaho's Seaport can provide additional transportation benefits to Idaho if adequately addressed in Idaho's Freight Plan.	No revision required.

Commenter	Date	Comment	Response
		WHO ELSE DO WE NEED TO ENGAGE TO IMPLEMENT THIS PLAN WHO HASN"T ALREADY BEEN IDENTIFIED?	
Survey- Anonymous	June 10, 2013	Continue to try to reach out to shippers to get their input.	No revisions required. Discussions with the shippers will continue through the Freight Advisory Committee.
Survey- Anonymous	June 5, 2013	I am hoping the local Chamber of Commerce throughout the state are taking a look at this vision.	No revisions required. The ITD Freight Coordinator plans to share the plan and vision with a variety of stakeholders including chambers of commerce.
		WHAT OTHER COMMENTS OR SUGGESTIONS DO YOU HAVE?	
Survey- Anonymous	May 22, 2013	Pocatello might be a good rail oriented warehouse hub. A warehouse at the airport industrial park could be an economic development asset for southeast Idaho.	See 20-year CIP.
Survey- Anonymous	June 10, 2013	Hoping that the rail plan will provide recommendations for north central Idaho. Please contact David Doeringsfield for individual comments.	Added specific reference to Port of Lewiston's Northport Project, which is currently in the planning stages, both in Table ES-3, and in Table 6-6 (see Project F14-B).
Ron Kerr	June 17, 2013	The Idaho Transportation Department (ITD), in partnership with the Idaho Departments of Agriculture and Commerce, recently completed a Statewide Rail Plan with grant funding from the Federal Rail*road* Administration (FRA). *Page one and throughout.*	Revised.

Commenter	Date	Comment	Response
Ron Kerr	June 17, 2013	For the purposes of this study, active track is defined as all railroad segments not officially designated as embargoed, suspended, or abandoned by *the Surface Transportation Board*, Federal Railroad Administration (FRA), the American Association of Railroads (AAR), or appropriate regulatory organization. *Page 1-4*	Revised.
Ron Kerr	June 17, 2013	Approval of any new or reinstituted rail service requires approval through *the Surface Transportation Board* and the Idaho PUC according to statue IDAPA 31.01.01, Rules of Procedure. Rail line abandonments also require PUC review and make possible comments to *the Surface Transportation Board. ~~Approval~~. Page 1-9*	Revisions made.
Ron Kerr	June 17, 2013	The plan was prepared pursuant to the Local Rail Freight *~~Service~~ Assistance Program (LRFA Program) ~~Reauthorizing Act of 1989~~*, which established the plan as a prerequisite for eligibility for local rail freight assistance. *Page 1-12*	Revised.
Ron Kerr	June 17, 2013	railroad is a subsidiary of the Rio Grande Pacific Corporation but has its local operations based out of *~~Emmitt~~Emmett. Page 212*	Revised.
Ron Kerr	June 17, 2013	The original line from Metaline *Falls* to Newport *Page 213*	Revised.
Ron Kerr	June 17, 2013	*Minido~~n~~ka? Minidoka Page 217 and Page 222*	Revised.
Ron Kerr	June 17, 2013	Northern Pacific *~~Railway~~ Railroad?* Construction on the *Northern Pacific ~~Railway~~ Railroad* began in 1870. The Railway operated across the northern tier of the western United States, including Idaho. Page 228	Revised.

Commenter	Date	Comment	Response
Ron Kerr	June 17, 2013	Figure 2-9. History of Railroad*s* in Idaho	Revised.
Ron Kerr	June 17, 2013	The most glaring gap in Idaho's rail network is its lack of intrastate north-south rail line connecting the Treasure Valley and the Idaho Panhandle. ..... A new rail link could provide rail with a natural comparative advantage to other modes, but the cost of building a new rail line is costly. *I don't think this is a glaring gap. There is very little rail traffic from north to south Idaho. The Spokane to Hermiston to Nampa/Boise is due to geography and will function well for whatever is needed in the future for north-south. Page 4-3*	Revisions made. Still reflects the gap, as it was identified by sdeveral stakeholders, however, it also recognizes the engineering challenges associated with the topography.
Ron Kerr	June 17, 2013	Other Idaho cities are isolated from the state's rail network. Coeur d'Alene, a city of nearly 50,000 just miles off the BNSF Kootenai River and UPRR Spokane Subdivisions, has no direct access to rail. *I don't think this is true unless there have been abandonments since I retired. The largest city without rail service is Moscow. Page 4-4*	The last operational rail line into Coeur d'Alene (BNSF) was abandoned in 2011 with the closure of the Stimson Lumber DeArmond Mill, and to accommodate Coeur d'Alene's "Education Corridor" project. No revision required.
Ron Kerr	June 17, 2013	Passenger rail along the SH- 55 corridor in SW Idaho; *this already exists to some extent with Thunder Mtn. line. Page 4-21*	This section summarizes passenger rail service corridors identified by stakeholders. No revision required.