

Appendix 2-E: Stakeholder Workshop Summary

1. Introduction

1.1 Overview and Purpose

The Wisconsin Department of Transportation (WisDOT) is developing the state's 20 year rail plan. *Wisconsin Rail Plan 2030* will identify issues and priorities to enhance rail service in Wisconsin over the next 20 years and help position the state to compete for federal funding. The development of the plan relies heavily on public input from a variety of stakeholders, specifically those with rail interests.

In an effort to meet with stakeholders, WisDOT convened a variety of community members, rail operators and businesses at a Stakeholder Workshop on May 26, 2010, in Stevens Point, Wisconsin. The purpose of the workshop was to educate participants regarding WisDOT's efforts related to the development of *Wisconsin Rail Plan 2030* and to ask participants for their feedback and comments on specific issues and needs regarding rail in Wisconsin. The feedback obtained at this important stakeholder workshop will be used to inform and refine *Wisconsin Rail Plan 2030*. Participants' comments, suggestions and concerns will be addressed, where appropriate and necessary, in the final plan.

1.2 Participants

A variety of stakeholders were invited to attend the *Wisconsin Rail Plan 2030* Stakeholder Workshop. The list of invitees included major stakeholders that operate and utilize freight rail, passenger and commuter rail operators, special interest groups and rail advocacy groups as well as elected officials and representatives from a variety of state and local governments. For a complete list of invitees, see Appendix A.

2. Workshop Structure and Activities

2.1 Background

WisDOT's planning team has been researching rail issues, meeting with stakeholders and rail experts, and compiling information from existing plans to develop *Wisconsin Rail Plan 2030*. During the planning process for *Wisconsin Rail Plan 2030*, a number of issues have been identified that warrant further review and feedback from stakeholders. Stakeholder and outreach meetings have already taken place and more are planned in order to further refine some important issues and topics identified in the development of a draft of the plan.

A number of planning activities have already taken place informing *Wisconsin Rail Plan 2030*. Namely, *Connections 2030*, Wisconsin's long-range multimodal transportation plan, as well as the Midwest

Regional Rail Initiative passenger rail efforts, 2004 *Rail Issues and Opportunities* report and the 1992 *Freight Rail Policy Plan*.

Connections 2030 addresses all forms of transportation in Wisconsin and acknowledges the contribution and importance transportation has on the economic health of Wisconsin. It also addresses freight, passenger and commuter rail. *Connections 2030* specifically calls for WisDOT's support of regional transit authorities, increased intercity passenger rail service, intercity bus, freight focus, intermodal passenger connections, and the continued support and growth of freight rail operations in Wisconsin. Developed as part of an extensive, multiyear plan development effort, these policies have provided the basis of *Wisconsin Rail Plan 2030*.

2.2 Workshop Introduction

The workshop began with an overview and background of *Wisconsin Rail Plan 2030* by WisDOT staff. Department staff provided background on the planning process as well as an overview of draft chapters. In addition, each attendee received a workshop primer document. The document provided detailed information about the plan purpose, WisDOT's role in rail, the current use of rail in Wisconsin, projections of future rail demand, as well as a synopsis of the key points addressed in the draft chapters. A number of other background materials were provided, including a summary document of *Connections 2030*.

2.3 Workshop Activities

The stakeholder workshop was divided into two general sessions: a morning session and an afternoon session. The morning session consisted of a discussion of rail topics. The afternoon session included a presentation on passenger rail from the WisDOT project team and a panel discussion.



Above: Group Table Discussions

2.3.1 Morning Session: Mixed Groups and Topics

In the morning session, participants were divided into groups of six to eight people representing a diverse mix of expertise and geographic area. This was done in order to maximize the diversity of experience and knowledge of each group member. Each group had a designated facilitator and note taker from the WisDOT Rail Plan Development team.

While in their groups, participants were asked to review a list of issues and discussion topics such as funding, safety, security, public/private partnerships, mobility and infrastructure issues. (See Appendix B for a complete list of topics.) Participants reviewed the complete list and determined if any topics or issues were missing, and considered if any were unclear and required refinement or further definition. Groups self-selected the topics they focused on.

The new and refined issues were posted along with the ones provided and participants voted on issues they supported and issues they would not support. See page 3.2 and 3.3 of this document for the voting results.

2.3.2 Afternoon Session: Professional Background Groups and Topics

During the afternoon session, workshop participants were assigned to groups based on shared interest, experience and/or professional background. For example, rail operators were grouped at one table while elected officials and/or their staff were grouped at a different table. Participants were given a list of issues from the morning discussion specific to their background such as freight rail operations, local involvement in rail planning, and passenger/commuter rail connectivity. Participants further clarified issues and identified actions and opportunities to address each issue over the next 20 years.

2.3.3 Afternoon Panel Discussion

The afternoon concluded with a panel discussion. Panel members included representatives from Wisconsin and Southern Railroad (WSOR), the Port of Milwaukee, Amtrak, Canadian National Railway, and the Southeastern Wisconsin Regional Planning Commission. Panel members were asked to highlight key elements of the day, discuss rail-related challenges facing Wisconsin over the next 20 years and identify opportunities to address them.

The panel provided an overview of key themes they heard throughout the day from participants including funding, public education and ongoing coordination. Panelists discussed the need to improve and expand rail markets – for both people and freight - and to better connect people to those markets. Panelists reiterated the need for the new high speed rail project. In addition, they recapped and discussed the issue of funding, pointing out the discrepancies in highway funding versus rail funding.



Above: Afternoon Panel Discussion

3. Stakeholder Feedback Results

3.1 Dominant Themes: Funding, Public Education and Coordination

Participants expressed a variety of viewpoints throughout the day. Several issues dominated group conversations and emerged as recurring themes: funding, public education and coordination.

3.1.1 Funding: Group discussions included concerns over the capital-intensive nature of rail projects and how best to establish a consistent and sustainable funding source for the development and long-term maintenance/operation of rail in Wisconsin. Funding discussions also centered on supporting the creation of Regional Transit Authorities (RTAs) and the need for elected official support to champion the array of benefits rail investments can provide.

3.1.2 Public Education: Participants repeatedly suggested the need for more public education and awareness about the benefits and importance of rail investments in the state. This includes educating the public about the environmental, fuel efficiency and cost benefits of rail use rather than automobile use, as well as further explaining concerns about safety and security of rail crossings. Participants suggested a variety of formats to market these issues including videos, news releases, web sites, handouts and public meetings.

3.1.3 Coordination: Participant discussions noted the importance of ongoing coordination of planning efforts. This includes coordination with and among commuter, passenger and freight operators on track sharing; coordination with local communities and regional or metropolitan planning bodies on the future location of rail stops and connections to transit; and coordination with adjacent states and the federal government for long-term planning and funding.

3.2 Highest Priority Topics or “Can Support” Topics

At the end of the morning session, participants were asked to vote on the issues provided by the WisDOT Rail Plan Development team and further refined during the morning discussions. Participants were given five “yes” votes to indicate issues or topics they could support.

Top 10 topics participants could support:

1. Coordination and connectivity between passenger and commuter rail and transit (30)
2. Public relations and marketing of rail use (21)
3. Mobility needs, including statewide mobility (17)
4. Funding for passenger rail: capital costs, funding structures, maintenance and operational costs (16)
5. Funding for transit (16)
6. Station/terminal locations for passenger rail (15)
7. Regional/local entity involvement in planning process (10)
8. System-wide capacity needs (10)
9. Funding for commuter rail (9)
10. Funding for freight rail (9)

Other issues that received support included safety for passenger rail and freight rail, the overall role of public transit, improving access to key destinations, and community quality of life issues such as livability and energy efficiency.

3.3 Lowest Priority Topics or “Can’t Support” Topics

Participants were given two “no” votes to indicate topics or issues which they would not support or consider important for further discussion.

The number one issue not supported by participants (14 votes) related to what government entity is responsible for commuter rail. Specifically, voters indicated they did not support WisDOT’s position that commuter rail is a local issue.

Top 10 least important/supported topics:

1. Commuter rail roles and responsibilities (14)
[WisDOT's position that commuter rail is a local issue]
2. Converting rails-to-trails back to rails (2)
3. Public/private partnerships - Passenger (2)
4. Station design/usability - Passenger (2)
5. Track sharing - Passenger (2)
6. Safety - Freight (2)
7. Rail impacts on community (1)
8. Environment and noise pollution (1)
9. Community - livability and land use (1)
10. Track sharing - Freight (1)

3.4 Issue Summaries

Below is a summary of the major issues discussed in both the morning and afternoon sessions.

3.4.1 Funding

Participants felt public support and funding exists for highways but does not exist in the same way for rail. They expressed the view that transportation policies should equally benefit highways and rails. Participants suggested a number of funding options, specifically in regards to passenger and commuter rail.

Federal Government

Infrastructure and upfront capital costs should be covered by the federal government, while the state should pay for ongoing maintenance and operational costs.

Gas Tax

The state should increase the gas tax to cover a portion of rail costs. There was some disagreement with this. Participants were concerned about the ability to collect taxes on gas because vehicles have become less gas dependent (fuel efficiency standards and hybrids) and fewer people are projected to drive.

Bonding

Create a bonding authority as a way of funding capital expenditures.

Regional Transit Authorities

Assist and support communities in launching Regional Transit Authorities.

Local Municipalities

Require funding from local municipalities for passenger/commuter rail that stops in their community or offers other benefits to their community.

Value Engineering

Participants suggested approaching projects from a value engineering stand point.

Corporate Sponsorships

Offer corporate naming rights or sponsorships for rail stations or trains.

3.4.2 Safety & Security

Rail Crossings

There is a need for more public education and outreach regarding rail safety and crossings. This is integral to the public's perception and support of rail projects.

In order to increase safety, participants suggested the following:

- Look at additional crossing closures, understanding these can improve safety but are sometimes difficult to accomplish and have impacts on nearby property owners and residents
- Separate passenger and freight uses whenever possible

- Provide train schedules to residents near train routes so they are aware of when trains would be passing
- Utilize barrier safety enhancements such as fencing

Positive Train Control

Participants discussed the benefits and challenges of Positive Train Control (PTC), a rail safety management system. Some freight rail operators indicated this system is required for 110 MPH tracks/operation. The challenges mentioned include system-wide implementation and funding. There are different perspectives and technologies when implementing for freight versus passenger rail. These issues will have to be addressed.

Working with Office of Commissioner of Railroads

There was concern over the lack of knowledge regarding the Office of Commissioner of Railroads (OCR) petition process for rail crossings. A clear understanding of the timeline needed for OCR review of crossings is needed. Based on this, WisDOT's timetable could be longer than assumed and may need to be adjusted.

Rail Security

Participants suggested looking to the federal government on standards and procedures to address rail security issues as this topic is covered by multiple federal agencies.

3.4.3 Public/Private Partnerships

Working with Freight Operators

Some freight operators are open to shared use of tracks but all parties must come to agreement on the scope and dimension of any project. In addition, several crucial issues must be addressed: liability, compensation for use of the lines, capacity issues and speeds/safety. Freight rail experts present at the meeting expressed some concern that if rail operation is along a Class I operated corridor, passenger rail will not "pull its own weight." Other participants said there is a need to break down barriers to investing state dollars into privately owned and operated rail lines.

Station Ownership and Management

Other discussions regarding public/private partnership centered on train station ownership and use. Several participants noted that this is an opportunity to make a station part of a community. There must be vested interest by whoever owns and manages a station to ensure success and these owners must support intermodal stations.



Above: Large Group Discussion

3.4.4 Station Locations

Public Involvement

The public should be engaged in future decisions about station locations. Public involvement is needed as a way to eliminate/reduce acrimony regarding station locations.

Intermodal Connectivity/Mobility

Intermodal stations are ideal and important to creating ridership and connections and mobility for patrons. Locating intermodal stations could begin in big markets with several transit options and build incrementally from there. Stations could include a large digital screen that shows buses and other transit modes and when and where each is leaving and going. Looking at examples from other cities that use these systems will be helpful.

Design

Wisconsin Rail Plan 2030 should provide guidelines on design, construction and general location criteria/guidelines for intermodal stations. Green construction guidelines should be considered. Platforms should be uniform with those across the country and should be ADA compliant. The reuse of historic depots can be encouraged where/if appropriate.

Amenities

Stations should have convenient intermodal options and should consider wireless Internet connections, rental car connections, bike parking and overnight parking.

Density/Mixed-use

Municipalities that have stations can be encouraged to develop high density, mixed-use, and transit-oriented developments near them.

Routes/Locations

Several group discussions offered suggestions for future passenger rail routes, including:

- Madison - St. Paul
- Milwaukee - Green Bay
- Eau Claire - St. Paul
- Madison - Beloit - Chicago
- Stevens Point - Rhinelander
- Green Bay - St. Paul
- North Central Route

3.4.5 Ticket Costs

Affordability

Participants suggested that methods to help make ticket prices more affordable could be explored. This could be done under the leadership of RTAs. Each RTA could decide on ticket prices/subsidies for their area in regards to commuter rail. State resources should be used to help ensure connectivity and coordination in order to avoid municipal border funding issues.

Payment System and Fare Structure

In order to create ease-of-use for rail patrons, a system-wide payment and ticketing system could be considered especially for intermodal stations. Ticketing options that allow users to purchase tickets in one transaction for their entire trip when using multiple modes would help users reach their end destination more easily and avoid confusion. An example is Amtrak's Thruway system.

3.4.6 Freight Operations

In general, comments from participants reflected the importance of freight rail to Wisconsin's economic viability. Policies and recommendations in *Wisconsin Rail Plan 2030* should reflect this.

Track sharing

Track sharing is going to be a very important issue, as passenger and commuter rail plans move forward, and should be at the forefront for WisDOT. Issues of liability and capacity constraints will be challenging and must be addressed. WisDOT needs to work with freight railroads to accommodate passenger trains without losing freight capacity.

Rail Market Share

Comments from some freight rail operators suggest that the system now benefits long-haul shipping. These operators believe that policies are needed to support short-haul, regional, or single-car freight

movement. Short-haul trips could further reduce dependency on trucks and reduce highway congestion. Policies that support increased freight rail share and market competition should be included in the plan.

3.4.7 Right-of-Way Acquisition

There were several suggestions that as WisDOT plans for and acquires land for highway expansion, they should also acquire rail right-of-way alongside highways for future rail use. It is understood this is not allowed today but should be considered. WisDOT should also consider acquiring land for bike and pedestrian trails alongside rail corridors.

3.4.8 Environmental and Economic Benefits

Passenger/Commuter Rail

Public outreach efforts could educate residents on the numerous benefits of passenger rail such as reduced road congestion and improved air quality. Fact sheets and information could be developed to help people understand these benefits.

Freight Rail

Outreach efforts should also include awareness of freight rail as a more effective and environmentally friendly way of transporting commodities. Freight rail helps reduce truck traffic and highway congestion.

Energy Efficient Equipment

WisDOT should consider establishing standards for the use of energy efficient train equipment. It is understood this may not be enforceable by WisDOT but could be through the Environmental Protection Agency (EPA) or another government agency.

Economic

WisDOT could consider including an economic analysis in *Wisconsin Rail Plan 2030* that illustrates positive community and economic benefits from rail such as access to jobs, increased tourism, and increased development/property tax collections for transit-oriented development.

3.4.9 Local/Regional Involvement

Overall, many comments reflected the need for local communities to work with counties and metropolitan planning organizations to plan for and ensure the eventual success of passenger and commuter rail. This is especially true for communities that would like to see rail stops in their municipality. WisDOT should engage local communities early-on in the planning process. This could be done through identifying and engaging metropolitan and regional planning commissions.

Outreach Efforts

Participants suggested that more public outreach and participation needs to happen on a local level. There could be local stakeholder meetings with citizen groups and local officials, and public information campaigns with printed materials and interactive web sites that illustrate rail projects.

Include Rail in Local/Regional Planning Efforts

Several comments suggested that communities need to be proactive in including rail in their ongoing planning activities and planning documents like neighborhood plans, transportation plans and comprehensive plans.

County Mobility Manager

Other suggestions included establishing transportation coordination committees at a regional and/or county level to coordinate transportation plans and activities. This could be done through regional planning commissions and metropolitan planning organizations.

Oversight Authority

Participants suggested creating an entity with joint oversight authority, similar to an RTA. Authority members would consist of planners, community representatives, and local officials. This authority would be helpful in coordinating and communicating plans on the regional level.

3.5 New Issues Identified by Stakeholders

Public Education

Keeping the public educated and informed on rail developments was repeatedly mentioned throughout the stakeholder workshop.

Compare Funding Levels Across All Modes

The existing differences in funding levels for transportation could be presented in the plan and include some evaluation of this issue.

Station Land Use/Zoning

There was discussion around the incorporation of land use/zoning standards around rail facilities.

Multimodal Funding Source

Agencies that operate transit and commuter or bus operations are limited because they cannot mix funds to support each operation. WisDOT should consider exploring policies that would allow for the mixing of funds to allow for easier implementation of transit options.

Terminology

Participants suggested refraining from using “subsidies” when referring to rail funding. Instead, the term “investments” should be used, as is used for highways.

220 MPH

Some participants suggested looking at possibilities for passenger rail tracks and operations that support 220 MPH trains.

3.6 Action Items

Create Public Education and Awareness Marketing Campaign

A robust public education and awareness marketing campaign is needed in order to get the word out about the rail projects and the benefits of all rail use (commuter, passenger and freight). Regular communication with local officials and suggestions for mediums to disseminate information include interactive web sites with up-to-date project information, handouts, maps, advertisements, fact sheets and public meetings.

Highlight Benefits of Rail Use

Part of the public education campaign should include highlights of the benefits of rail use as an alternative mode of transportation. Fact sheets and other materials should be developed to highlight benefits such as reduced emissions when compared to automobiles or trucks.

4. Conclusion and Next Steps

4.1 Incorporation of Stakeholder Feedback

Information from this stakeholder workshop will help refine and inform the development of *Wisconsin Rail Plan 2030*. Stakeholder comments and suggestions will be reviewed by the WisDOT Rail Plan Development team to identify issues that warrant further discussion and consideration. The WisDOT team will also research and investigate new issues that were identified at the workshop.



Information collected at the stakeholder workshop will be reviewed and combined with previous and future public outreach efforts, the results of which will be reflected in the final version of *Wisconsin Rail Plan 2030*.

4.2 Next Steps

The stakeholder workshop held on May 26, 2010, is one of many public outreach efforts regarding *Wisconsin Rail Plan 2030*. The release of the draft plan will be followed by a public comment period and a public hearing to gather feedback from Wisconsin residents. After the public outreach efforts have concluded, the plan will be finalized and submitted to the Secretary for approval and adoption.

5. Stakeholder Workshop Summary Appendices

Appendix A: List of Invitees

Appendix B: List of Workshop Discussion Items

Appendix C: Compilation of all Participant Votes

Appendix A: List of Invitees

Wisconsin Rail Plan 2030 Workshop Invitee List:

Freight railroads:

Michael Payette

VP Government Affairs - Central Region
Union Pacific

John Huber, Director, Government Affairs
Midwest
Canadian Pacific Railway

Don Heron, Director, Passenger Rail
Canadian Pacific Railway

Brian Sweeny, Executive Director of Government
Affairs
BNSF Railway

Chris Bigoness, Manager, Public Funding
BNSF Railway

Kevin Soucie
Canadian National

Ben Meighan
WSOR

Tom Klimek, V.P. Marketing
Escanaba & Lake Superior Railroad

Lon Van Gemert, CEO
Progressive Railroad

Suzie Klinger, General Manager
Tomahawk Railway L.P.

Shippers, Carriers, Distributors, and Utilities:

James Coonan
Ashley Furniture

Lands End

Harley Davidson

Paul Rasmussen
Universal Foods Corporation

Paul Sacotte
Super Steel Products Corporation

Miller Brewing Co

Wal-Mart

Walgreen's

Ken Popp
Alliant Energy

Madison Gas & Electric

Tom Bartel
Schneider National

Virginia Dennis
United Transportation Union

Tom Howells
Wisconsin Motor Carriers Association

USPS

FedEX

UPS

Ports:

Dean Haen
Port of Green Bay

Glenn Sweeney
Port of Superior

Eric Reineld
Port of Milwaukee

Intercity Bus Operators:

Randy Isaacs
Greyhound Bus

Bonnie Buchanan
Jefferson Lines

Steve VanGalder
VanGalder Lines/Coach USA

Allen Lamers, President
Eric Stadler, Sales Exec.
King Kramer, Safety Director
Lamers

Chad Cushman, VP
Indian Trails

John Meier, President/Owner
Scott Kreisler
Badger Bus

Passenger Rail Operators:

Mike Franke
Ray Lang, Senior Director of Gov. Affairs
Dick Hoffman
Bruce Hilblom
Amtrak

Passenger Rail Advocates:

Mike McCoy
ProRail

John Parkyn
Wisconsin Association of Railroad Passengers

Frank Ingram
NewRails

Empire Builder Group

Eau Claire – I-94 group

Stevens Point Group

MWRRRI Governor’s Association

MWRRRI Technical Committee

Commuter Rail Operator and Commuter Rail Advocates:

Metra

KRM

David Trowbridge
Transport 2020

Transit Operators and Transit Advocates:

Madison Metro

Anita Gulotta-Connelly, Managing Director
Milwaukee County Transit System

Valley Transit

Green Bay or is it Brown County Transit

Eau Claire Transit

David Mumma
Janesville Transit System

Wisconsin Urban and Regional Transit Association

SERTA

Dane County RTA

Urban Community Groups:

Urban League – Milwaukee, Madison

Wisconsin Alliance of Cities and Villages

Planning and Public Works Directors – Statewide

Rural Community Groups:

Wisconsin Towns Association

Wisconsin Counties Association

Farm Bureau of Wisconsin

Ethanol Producers – trade association

UW-Extension county community outreach specialists

Universities:

UW-Superior

UW-Milwaukee

CFIRE, Midwest Transportation Research Center, UW-Madison

Center on Wisconsin Strategy

Environmental Groups:

Midwest Environmental Advocates

Kevin Pomeroy, Planning Director
Steve Hiniker, President
1000 Friends of Wisconsin

Dr. Shala Werner
Sierra Club of Wisconsin

Business & Economic Development Groups:

Andy Lewis, Community Development Specialist
Bill Ryan, Downtown Revitalization Specialist
UW-Extension Center for Community and Economic Development

John Varda, Pulp and Paper Attorney

WMC

Community Development Authorities – Statewide

*Downtown Associations and Business
Improvement Districts – statewide*

Jim Engel
*Wisconsin Main Street Program – Dept. of
Commerce*

Special Interest Groups:

Pat Goss, *WTBA*

Craig Thompson
TDA

WISPIRG

APTA

Tom Frazier
Coalition of Wisconsin Aging Groups

ACLU of Wisconsin

Tom Frymark, *AAA of Wisconsin*

Rhonda Border-Boose – Regional Director
Eric Oberg – Manager, Trail Development
*Rails-to-Trails Conservancy
Midwest Regional Office*

Local, State, Federal Agencies:

Dwight Mc Comb
Dave Jolicoeur
Carlos Pena
FHWA

FRA

FTA

EPA

Federal Motor Carriers Association

Wisconsin DNR

Wisconsin Dept. of Commerce

Roger Breske
Office of the Commissioner of Railroads

Wisconsin DOA

Wisconsin DATCP

Wisconsin DHS

Wisconsin Dept. of Tourism

Legislators:

Sen. Jim Holperin (Transportation Committee
Chair)

Sen. Pat Krietlow

Sen. Dan Kapanke

Rep. John Steinbrink (Transportation Committee
Chair)

Rep. Ted Zigmunt (Transportation Committee
Vice-Chair)

Rep. Kristen Dexter

Rep. Jeff Smith

Rep. Jennifer Shilling

Airports:

Milwaukee General Mitchell

Dane Co. Regional

Wisconsin Rail Plan 2030

Stakeholder Workshop

Issues for Discussion

As part of the *Wisconsin Rail Plan 2030* development process, the Wisconsin Department of Transportation (WisDOT) is interested in gauging stakeholders and interested parties on their positions relative to a number of topics pertaining to the railroad mode.

Below is a list of issues WisDOT has identified that could be considered during the development of the *Wisconsin Rail Plan 2030*. These issues will not only help stimulate today's discussion, but also will help WisDOT to consider if issues have been missed, if they are unclear, or if they are a priority.

Where appropriate, questions or specific examples have been provided to help illustrate the issue's meaning.

Topic #1 – Passenger Rail

Funding

- Capital projects and/or investments (i.e., cost to construct rail lines)
- Structures (taxes, subsidies, private funding)
- Maintenance and operations

Safety

- Crossings
- Derailments

Security

- Trespassing
- Terrorism/vandalism

Public/private partnerships

Station and/or terminal locations

Mobility needs

Track sharing

Ticket costs

The role of public transit

Topic #2 – Freight Rail

Funding

- Capital projects and/or investments (i.e., cost to construct rail lines)
- Structures (taxes, subsidies, private funding)
- Maintenance and operations

Safety

- Crossings
- Hazardous materials
- Derailments

Security

- Trespassing
- Terrorism/vandalism

Public/private partnerships

Intermodal facility location

Freight movement on rails versus roadways

Track sharing

Future of Wisconsin's shoreline railroads

Network capacity to sustain shipping needs (i.e., integrating Wisconsin's freight rail system into logistics, just-in-time shipping)

Topic #3 – Commuter Rail

Funding

- Capital projects and/or investments (i.e., the cost to construct)
- Structures (taxes, subsidies, private funding, ongoing funding sources)
- Maintenance and operations

Roles and Responsibilities

- Local cost share requirement (generally 25 percent of the total project cost)
- WisDOT's position is that commuter rail is a local issue and WisDOT has provided some funding and technical support as needed

Improving access to services or key destinations

Ticket costs

Track sharing

Safety at crossings

Topic #4 – Transit

Improving access to services or key destinations

Dedicated sources of state and federal funding for passenger/commuter rail projects

Coordination of service with passenger rail and commuter rail

Topic #5 – Shipping

Network capacity to sustain shipping needs (i.e., integrating Wisconsin's freight rail system into logistics, just-in-time shipping)
Impacts of abandonments, mergers, and acquisitions
Intermodal facility location
Opportunities across modes, coordination

Topic #6 – Environment

Energy efficiency
Congestion
Air quality
Converting rails to trails back to rail
Use of remediated lands for railroad use

Topic #7 – Community

Rail impacts
Access to stations
Safety at crossings
Livability and land use
Community development

Appendix C: Compilation of all Votes

| Wisconsin Rail Plan 2030 Workshop, May 26, 2010 | | |
|------------------------------------------------------------------------------------------------|------------------------------|---------------------------------|
| Topics/Issues Voting Results | | |
| | Votes For (Green) | Cannot Support (Red) |
| Coordination/connectivity between passenger rail, commuter rail, and transit | 30 | 0 |
| Public relations/marketing of rail use | 21 | 0 |
| Mobility needs (incl statewide mobility) | 17 | 0 |
| Funding - Passenger Rail (Capitol costs, funding structures, maintenance and operations costs) | 16 | 0 |
| Funding - Transit | 16 | 0 |
| Station/Terminal locations - Passenger Rail | 15 | 0 |
| Commuter Rail Roles & Responsibilities (WisDOT's position that Commuter Rail is a local issue) | 0 | 14 |
| Regional/Local Entity Involvement in Planning Process | 10 | 0 |
| System-wide capacity needs | 10 | 0 |
| Funding - Commuter Rail | 9 | 0 |
| Funding- Freight Rail | 9 | 0 |
| Role of public transit | 6 | 0 |
| Safety - Passenger Rail | 5 | 0 |
| Public-Private Partnerships - Freight | 5 | 1 |
| Freight movement on rails instead of roads | 5 | 0 |
| Network capacity to sustain shipping needs | 4 | 0 |
| Safety - Freight Rail | 4 | 2 |
| Improving access to key destinations - Transit | 4 | 0 |
| Environment: Energy Efficiency | 4 | 0 |
| Community: Livability & land use | 4 | 1 |
| Track Sharing - Freight Rail | 3 | 1 |
| Safety at crossings | 3 | 0 |
| Ticket costs - Commuter Rail | 3 | 0 |
| Security - Passenger Rail | 2 | 0 |
| Improving access to service & key destinations | 2 | 0 |
| Future of Wisconsin's shoreline railroads | 2 | 0 |
| Shipping: Opportunities across modes | 2 | 0 |
| Environment: Congestion | 2 | 0 |
| Environment: Use of remediated lands for railroad use | 2 | 0 |
| Environment: General | 2 | 0 |
| Converting rails-to-trails back to rails | 2 | 2 |
| Public-Private partnerships - Passenger Rail | 2 | 2 |

| | | |
|-------------------------------------------|---|---|
| Station Design/Usability - Passenger Rail | 2 | 2 |
| Track sharing - Passenger Rail | 2 | 2 |
| Changing demographics | 2 | 0 |
| Ticket costs - Passenger Rail | 1 | 0 |
| Security - Freight Rail | 1 | 0 |
| Shipping: Intermodal facility location | 1 | 0 |
| Community: Access to stations | 1 | 0 |
| Community: Community development | 1 | 0 |
| Track sharing - Commuter | 0 | 0 |
| Safety at crossings - Commuter | 0 | 0 |
| Community: Rail Impacts | 0 | 1 |
| Environment: Noise Pollution | 0 | 1 |