

IARP Fall Meeting
November 17, 2012
Iowa State Bar Association Headquarters
Des Moines, Iowa

Gordon Canfield called the meeting to order at 12:02 pm. He had members and guests introduce themselves.

Paul Trombino, Director of the Iowa Department of Transportation

Prior to being appointed director of the Iowa Department of Transportation, Mr. Trombino worked for the Wisconsin Department of Transportation for 17 years.

Railroads are the support that brings economic transportation together. Efficient trains carry over \$13 billion of economic activity in Iowa - mostly manufacturing and agricultural. Iowa has 114,000 lane miles of road and 12,000 miles of rail.

The DOT needs to be tactical in transportation system planning. The Iowa DOT recently established an Iowa Freight Advisory Council to create a forum for the exchange of ideas and to better understand the complexities associated with freight movement. The Iowa DOT will use this information to more effectively guide public investment in the transportation infrastructure.

Iowa needs a dedicated funding for rail infrastructure.

Commercial air service will shrink from 500 air ports to 125 in five years. Air transportation is shifting overseas. Less airports means that we need more regional rail.

We should let the people of Iowa have transportation options. Improvements in rail infrastructure is a priority for a diverse transportation system. Iowa needs funding for rail.

Chicago to Iowa City Passenger train - The legislators refused funding. Previously funded money has allowed studies for long term planning. Even if funding becomes available, the study will still be done.

Chicago to Dubuque Passenger Train - The Iowa DOT worked with Dubuque in determining a station site. We need to think in incremental segments. It will cost \$3 million to build at the site. If the station is built in the historic district (as Dubuque had originally hoped), the station would cost \$9 million.

All routes lead to Chicago. Chicago has 2.7 million people. Chicagoland has 9 million people. Iowa is a producer. Chicago is a consumer. Iowa has the competitive advantage.

Currently \$5 millions is used for trails. \$2 million is for loans and grants for rail. Flexible funding is needed for rail. We need to advocate for passenger rail and freight rail. A healthy system is needed for all transportation. Some states own their own rail lines.

There is going to be less funding for transportation and more financing. Federal transportation funding is ebbing.

William Sharp, vice president and senior transportation engineer - HDR, Inc.
Project Manager for the Iowa DOT Chicago to Omaha Study

We received an update on the Chicago - Council Bluffs - Omaha regional passenger train. The speed of the train in the study is 79 mph to 110 mph. The train will have 90% on time performance. The train will have phased implementation and safety upgrades.

Alternate routes were considered in the study. The study includes purpose and need for the service. The train must be competitive. The Iowa Interstate route across Iowa is the preferred route. The study includes Environmental Impact (National Environmental Policy Act - NEPA) Service Development Planning, and Conceptual Engineering.

Riderships Estimates:

79 mph	2 trips	300,000 - 400,000
79 mph	4 trips	550,000 - 650,000
110 mph	7 trips	1.2 million -1.33 million

The California Zephyr service across Iowa is different service. It is not affected by the study.

The tier 2 study will be a more detailed environmental study. It will look at impact and infrastructure in greater detail - including station sites. The original study just goes to Council Bluffs. Omaha and Lincoln are interested in passenger train service. The state of Nebraska is not interested in passenger train service.

Most trips will be diverted from auto. 110 mph is the maximum speed being studied. It will begin at 79 mph with incremental increases. All trains may not stop at all station stops.

Public interest has been positive at the website www.iowadot.gov/chicagotoomaha and 1-800-488-7119.

Benefit analysis will determine how to sell the plan. Federal money only applies from Chicago to Iowa City. Additional informal is available on the Iowa DOT fact sheets.

BREAK

Gordon Canfield said that we need to contact legislators and get others involved.

Secretary & Treasurers reports were made.

Mary Buczek said that our webmaster has informed her that domain registry prices are increasing. He said that we can pay up to nine years at the current rate. Jim Kottmeier motioned, Paul Davis seconded to pay for the additional years. Motion carried.

Kramier McLuckie of Iowa PIRG was in attendance at the meeting. PIRG is public interest research group. Paul Davis said that public participation is the key to getting rail service in Iowa.

Dave Risvold told us that over 200,000 people attended the Farm Progress Show. Many people had not heard of the Chicago Omaha passenger train. There was a lot of interest from the public. Over 147 DOT surveys were turned in. He does not know how many were sent in via the internet from the booth.

Mike Kulik motioned and Paul Davis seconded that we reimburse Dave Risvold \$859.00 (\$750.00 booth + \$109.00 insurance) for the money he spent. Motioned passed.

Social Media. Many members said that the IARP facebook page looks fantastic. The All Aboard for Iowa site is also great.

Tom Ford gave the report for Dubuque. Dubuque continues to meet with legislators.

Paul Davis said that we need to know our legislators. He met his legislator many times for coffee.

Gary Billmeyer wanted to make sure that we recognize Stephen Joyce of the Philadelphia AMTRAK office. He continues to give us timetables to distribute.

Gordon Canfield showed up the new IARP logo.

Meeting adjourned at 3:00 pm.