

REPORT OF THE

DEPARTMENT OF TRANSPORTATION STUDY COMMITTEE

Submitted to the Iowa Legislative Council  
and the Members of the  
Second Session of the Sixty-fourth General Assembly

PROGRESS REPORT  
of the  
DEPARTMENT OF TRANSPORTATION STUDY COMMITTEE

At its August, 1971 meeting, the Legislative Council approved the creation of a Department of Transportation Study Committee pursuant to Senate Concurrent Resolution 25 with a reporting date of January 1, 1973. The responsibility of the Study Committee is to conduct a comprehensive study relating to the feasibility of establishing a department of transportation encompassing the administration and regulation of motor vehicles, railway, air, and water transportation. Senate Concurrent Resolution 25 provided that the membership shall include legislative members of the appropriate standing committees and nonlegislative members knowledgeable in the various areas of transportation. The following members of the General Assembly were appointed to the Study Committee:

Senator Leigh R. Curran  
Senator Lucas J. DeKoster  
Senator Eugene M. Hill  
Senator Charles P. Miller  
Senator John C. Rhodes  
Senator John M. Walsh  
Representative Vernon N. Bennett  
Representative Richard F. Drake  
Representative Dewey E. Goode  
Representative John N. Nystrom  
Representative Lloyd F. Schmeiser  
Representative Ivor Stanley

The following nonlegislative members were appointed:

Mr. Art Bull  
Mr. Kenneth Frazier  
Mrs. Nadean Hamilton  
Mr. Frank E. Horton  
Mr. Ralph Kirk  
Mr. Richard J. Petska

At its organization meeting of September 7, 1971, the Study Committee elected Representative Richard F. Drake as Chairman and Senator John M. Walsh as Vice Chairman.

Mr. Leroy H. Peterson, Director of the Office for Planning and Programming, and Mr. Richard A. Wilson, Mr. Paul Heitmann, and Mr. John Martens, also from the Office for Planning and Programming, presented a number of slides and charts to the Study Committee which outlined the Department of Transportation Study conducted by the Office for Planning and Programming. The presentation also included the results and recommendations of the study as set forth in a report which was submitted to Governor Robert D. Ray.

Mr. Heitmann and Mr. Wilson have, at the request of the Study Committee, attended meetings of the Study Committee and its Subcommittees for the purpose of lending assistance when requested.

Each member of the Department of Transportation (DOT) Study Committee has received a copy of Iowa Department of Transportation: A Design for Growth, September 1, 1971, a report prepared for Governor Robert D. Ray by the Office for Planning and Programming.

The report was "prepared to provide a succinct documentation of the results of an intensive 'finding' as to the requirement for an Iowa Department of Transportation, the recommended general organizational characteristics, and the implementation process requisite to instituting an Iowa state Department of Transportation."

Also at its first meeting, Subcommittees were appointed to meet with heads of departments which would be affected by the creation of a state department of transportation. The reaction of these heads of departments was generally favorable.

The Study Committee has adopted a policy statement which is attached and by this reference made a part of the progress report.

At its meeting of October 28, 1971, the Department of Transportation Study Committee adopted a motion to proceed with a report recommending the establishment of a Department of Transportation with a preoperational phase in the first year and to include after approximately one year of the preoperational phase the following divisions as shown on the proposed organizational chart prepared by the Office for Planning and Programming: Division of Administration, Division of Planning, Division of Aviation, Division of Highways, and Division of Intra- and Inter-regional Transportation Development, and that the Study Committee continue to study the possible inclusion of other divisions in the Department of Transportation some time after the inclusion of the above-mentioned divisions. A copy of the organizational chart of a state department of transportation, as adopted by the Study Committee, is attached and by this reference made a part of the progress report.

The Study Committee also created three subcommittees to begin studying the structure of a state department of transportation. The three subcommittees are the Commission Subcommittee, the Finance Subcommittee, and the Planning & Policy Subcommittee. These subcommittees met between October 28 and December 1, the date of the most recent meeting of the DOT Study Committee.

The Commission Subcommittee considered the qualifications of the Secretary of Transportation and the Transportation Commissioners and the organization and duties of the Transportation Commission and the Secretary of Transportation.

The Finance Subcommittee considered the method of financing the preoperational phase of a state DOT.

The Planning and Policy Subcommittee of DOT Study Committee met with Mr. Joseph Smith, U.S. Department of Transportation, Mr. Ray Bagley, Cedar Rapids Transit Company, Mr. Robert M. Donnelly, Linn County Regional Planning Commission, and Mr. Kenneth J. Dueker, Institute of Urban & Regional Research, University of Iowa.

Mr. Smith noted that study committees of this nature have generally resulted in the establishment of more progressive DOT's than in those states which had no study committees, that the Committee has made a good start toward establishing a DOT, that the report of the Office for Planning and Programming is excellent, and that the federal government encourages increased efforts on the part of states to establish DOTs. The subject of financing was discussed at length with Mr. Smith.

The Subcommittee also met with Mr. Norman Clapp, Director of the Wisconsin DOT, Mr. Douglas Hoist, Wisconsin DOT, Mr. Joe Coupal, Director, Iowa State Highway Commission, and Mr. William Gray, Chairman, Iowa State Highway Commission.

The Subcommittee discussed the development of the Wisconsin DOT with Mr. Clapp and Mr. Hoise and problems Wisconsin encountered and insights these men have from experience in an established DOT.

The Subcommittee reviewed with Mr. Coupal and Mr. Gray their observations and suggestions regarding the creation of a DOT.

At its meeting on December 1, the DOT Study Committee amended and adopted the reports submitted by the three subcommittees and adopted a motion recommending that a bill creating a state DOT be drafted to be submitted to the Sixty-fourth General Assembly, Second Session. The Study Committee recommended that the following provisions be included in the bill:

1. That the Transportation Commission be composed of seven members, not more than four of whom shall be from the same political party. The duties of the Transportation Commission shall include the approval of all policy decisions.
2. That the Commissioners shall be appointed by the Governor, subject to confirmation by the Senate, for a term of four years, except that the original appointees shall have staggered terms.
3. That the Director of Transportation be appointed by and serve at the pleasure of the Transportation Commission.

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4. That the only qualification of a Director of Transportation be that he be a qualified administrator.
5. That the Director of Transportation shall be responsible for the internal management of the Department of Transportation.
6. That the Director of Transportation be given authority to appoint his deputy and the division heads provided the divisions are created by statute.
7. That the Transportation Commission be required to submit a long-range transportation plan, updated annually, to the Governor and the General Assembly. The plan shall be submitted biennially.
8. That the Technical Advisory Commission be retained in the table of organization of a state Department of Transportation.
9. That a Division of Administration and a Division of Planning be established upon the creation of the Department of Transportation.
10. That the Divisions of Aviation, Highways, Regional Transportation, and Urban Transportation be established in the Department of Transportation.
11. That a study be continued regarding the inclusion of the Division of Transportation Safety and Division of Transportation Regulation within the Department of Transportation.
12. That the Division of Aviation (by transfer of the functions of the Aeronautics Commission) and the Division of Highways be activated as part of the Department of Transportation and that a Division of Regional Transportation, and Urban Transportation be created on July 1, 1973.
13. That a comprehensive state plan be developed that shall take into account all modes of transportation such as highways, railroads, trucks, mass transit, air, water, pipelines and transmission lines.
14. That the Constitutional provision on dedication of highway funds be retained.
15. That district transportation offices provide required multi-modal transportation assistance and support under the direction of the Director of Transportation.
16. That the necessary funds be appropriated from the general fund to finance the preoperational phase of the Department of Transportation and that the costs be prorated to the participating state agencies thus providing for the reimbursement of the general fund.

Transportation policy for the State of Iowa submitted by  
Senator John M. Walsh to the Joint Senate-House Department  
of Transportation Study Committee on October 28, 1971,  
State House, Des Moines, Iowa

"The Legislature of the State of Iowa hereby declares it to be the policy of the State of Iowa: that the general welfare, the economic growth, job mobility, convenience and the enjoyment of recreational, health and educational facilities, stability and well-being of the citizens of the State of Iowa can best be served by a coordinated program to assure adequate, safe and efficient transportation facilities and services at reasonable cost to the citizens of the State of Iowa and that planning and development of such facilities and services shall take into account all modes of transportation such as highway, railroads, trucks, mass transit, air, water, pipelines and transmission lines. The State of Iowa's policy shall recognize transportation's critical importance to meet the economic and social needs of the people, agriculture, business and industry of the State of Iowa. The state shall coordinate effective administration of the transportation programs to facilitate the development and improvement of coordinated transportation service by local government and private enterprise to the maximum extent feasible; to encourage cooperation of Federal, State, and local governments, carriers, labor and other interested parties toward the achievement of providing needed facilities for movement of people and goods; to stimulate technological advances in transportation; to provide leadership in the identification and solution of transportation problems; and to develop intermodal transportation policies and programs to accomplish these objectives with full and appropriate consideration of the needs of the public, users, carriers, industry, labor and the environment. It is also the policy of the State of Iowa to encourage the construction of a safer and more adequate highway system, to enhance the traffic safety program, to encourage the rubber tire and rail mass transit industry, to recognize the importance of aviation and water transportation.

In order to carry out this policy it is of primary importance that a statewide transportation plan be formulated to embrace all modes of transportation. The plan should not be rigid and inflexible blueprint, but the purpose of the plan should be to ensure that continuous development of an efficient transportation system for the movement of people and goods within and among Iowa's cities and towns, and between Iowa and its export and import markets.

IOWA DEPARTMENT OF TRANSPORTATION

Proposed Organization Chart

