

IOWA DEPARTMENT OF TRANSPORTATION

AGENDA ITEMS/COMMISSION ORDERS

Tuesday, October 13, 2015
 Hotel Winneshiek
 104 East Water Street
 Decorah

ITEM NUMBER	TITLE	SUBMITTED BY	PAGE
D-2016-17 8:00 a.m.	*Approve Minutes of the September 8, 2015, Commission Meeting Commission Comments Staff Comments	Connie Page	1
D-2016-18 8:05 a.m.	*Administrative Rules – 761 IAC 10, 761 IAC 11 and 761 IAC 12	Lee Wilkinson	2
PPM-2016-19	*Administrative Rules – 761 IAC 102, Secondary Road Fund Distribution Committee	Stuart Anderson	9
PPM-2016-20	*2017 Highway-Railroad Crossing Surface Repair Program	Tammy Nicholson	17
PPM-2016-21	*2017 Highway-Railroad Crossing Safety Program	Tammy Nicholson	19
PPM-2016-22	*State Recreational Trails Program Funding Recommendations	Craig Markley	21
PPM-2016-23	*Revitalize Iowa's Sound Economy (RISE) Application – Denison (Delegation)	Craig Markley	22
PPM-2016-24	*Revitalize Iowa's Sound Economy (RISE) Application – Onawa (Delegation)	Craig Markley	25
PPM-2016-25	*Revitalize Iowa's Sound Economy (RISE) Application – Decorah (Delegation)	Craig Markley	28
PPM-2016-26 8:35 a.m.	*2016-2020 Iowa Transportation Improvement Program Amendment (remove the U.S. 65/ Iowa 330/Iowa 117 interchange construction project from the program) - Public input: Larry Cleverley Todd A. Martin, Superintendent, Baxter Community School District - Staff comments - Motion - Commission discussion - Roll-call vote	Paul Trombino III	31

9:05 a.m. Adjourn/Public Input

***Action Item**

On Monday, October 12, 2015, the Commission and staff will tour transportation projects starting at 9:00 a.m. from the Hotel Winneshiek, 104 East Water Street, in Decorah and ending back at the hotel around 3:00 p.m. The Commission and staff will hold an informal meeting at the Hotel Winneshiek beginning at 3:30 p.m. Transportation-related matters will be discussed but no action will be taken.

DEPARTMENT OF TRANSPORTATION
COMMISSION ORDER

Division/Bureau/Office Director's Office Order No. D-2016-17
 Submitted by Connie Page Phone No. 515-239-1242 Meeting Date October 13, 2015
 Title Approve Minutes of the September 8, 2015, Commission Meeting

DISCUSSION/BACKGROUND:

PROPOSAL/ACTION RECOMMENDATION:

It is recommended the Commission approve the minutes of the September 8, 2015, Commission meeting.

COMMISSION ACTION:

Moved by Miles Seconded by Yanney

	Aye	Vote Nay	Pass
Boswell	<u>X</u>	_____	_____
Huber	<u>X</u>	_____	_____
Miles	<u>X</u>	_____	_____
Putney	<u>X</u>	_____	_____
Reasner	<u>X</u>	_____	_____
Rose	<u>X</u>	_____	_____
Yanney	<u>X</u>	_____	_____

Division
Director

Legal

State Director

Commission Comments

Commission Vice Chair Huber said thanks to Mayor Arndt and the city of Decorah for its hospitality. It is a very nice community and it is always good to be in northeast Iowa.

Commission Vice Chair Huber noted on Monday the Commission took a lengthy tour of the region spending time in Lansing, West Union, McGregor and Guttenberg and traveling the Great River Road. We got to see a lot of projects and a lot of progress and also take in some projects that might be in store for the future. We had two different weather days; we started in the morning with the best day that we could have ever had and then the winds picked up and the weather changed but it was a very good tour. The Commission also held a work session yesterday and covered in great detail a number of topics that are on our agenda today. Some items have been discussed for more than one meeting cycle so if the business meeting moves quickly it is because the Commission has already discussed things.

DEPARTMENT OF TRANSPORTATION
COMMISSION ORDER

Division/Bureau/Office Operations and Finance Division Order No. D-2016-18
Submitted by Lee Wilkinson Phone No. 515-239-1340 Meeting Date October 13, 2015
Title Administrative Rules – 761 IAC 10, 761 IAC 11 and 761 IAC 12

DISCUSSION/BACKGROUND:

The rulemaking pertains to Chapter 10, Administrative Rules; Chapter 11, Waiver of Rules; and Chapter 12, Declaratory Orders. These three chapters were reviewed as part of the required five-year review of DOT’s rule chapters.

The proposed amendments to these three chapters:

- Reflect current procedures and coincide with Iowa Code changes.
- Clarify the title of the Department’s rules administrator.
- Eliminate unnecessary language.
- Expand the retention period of waiver records.
- Correct implementation sentences.

The public comment period ended on September 22 and no comments or requests for oral presentations were received.

PROPOSAL/ACTION RECOMMENDATION:

It is recommended the Commission approve the attached rule amendments.

COMMISSION ACTION:

Moved by _____ Seconded by _____

	Aye	Vote Nay	Pass
Boswell	_____	_____	_____
Huber	_____	_____	_____
Miles	_____	_____	_____
Putney	_____	_____	_____
Reasner	_____	_____	_____
Rose	_____	_____	_____
Yanney	_____	_____	_____

Division Director Legal State Director

D-2016-18

Lee Wilkinson, Operations and Finance Division, said Administrative rules chapter 10, administrative rules; chapter 11, waiver of rules; and chapter 12, declaratory orders were reviewed as a part of the Department's required review of all our administrative rules on a five-year basis. Modifications were made so that our current procedures reflect what is in the Code such as a title change to our Department's administrator who handles the rules so there isn't any confusion with her role as well as the Governor's rules coordinator; eliminate some unnecessary language; and correct implementation sentences. He requested Commission adoption of the rules.

Commissioner Reasner moved, Commissioner Miles seconded the Commission approve the rule amendments attached to the Commission order. All voted aye.

ITEM 1. Amend rule 761—10.1(17A) as follows:

761—10.1(17A) General.

~~10.1(1) Rescinded, effective 1/7/87.~~

~~10.1(2)~~ **10.1(1)** *Definitions.* The definitions in Iowa Code section 17A.2 and the definition of “small business” in Iowa Code section 17A.4A are hereby adopted. In addition:

“*Commission*” means the Iowa transportation commission.

“*Department*” means the Iowa department of transportation.

“*Director*” means the director of transportation or the director’s designee.

~~“*Written criticisms*” means:~~

~~1. Petitions for rule making, objections filed pursuant to Iowa Code subsection 17A.4(4), and written and oral submissions received during rule making pursuant to Iowa Code paragraph 17A.4(1)“b.”~~

~~2. Petitions for waiver of a rule tendered to the department or granted by the department under 761—Chapter 11.~~

~~3. Letters to the director criticizing or recommending changes to a rule.~~

10.1(3) **10.1(2)** *Address.* The address of the department’s administrative rules coordinator administrator is: ~~Administrative Rules Coordinator~~ Administrator, Office of Policy and Legislative Services, Iowa Department of Transportation, 800 Lincoln Way, Ames, Iowa 50010.

ITEM 2. Amend rule 761—10.2(17A) as follows:

761—10.2(17A) Rule making.

10.2(1) *Notice of Intended Action—approval and content.* Written authorization to publish proposed rules under Notice of Intended Action in the “Iowa Administrative Bulletin” shall be

made by the director. Each commissioner shall be sent a copy of the Notice of Intended Action before its publication in the Iowa Administrative Bulletin. The Notice of Intended Action shall contain:

~~a. Either the complete text of the proposed rules or a summary of the subjects and issues involved.~~ A copy of the complete text of the proposed rules and a brief explanation of the purpose of the proposed rules.

b. The specific legal authority for the proposed rules.

~~b- c.~~ The methods that persons and agencies may use to present their views on the proposed rules. In addition to providing for the submission of written comments, the Notice shall afford any interested person or agency the opportunity to make an oral presentation.

~~e- d.~~ Any other information required by statute or rule.

~~d. Each commissioner shall be sent a copy of the Notice of Intended Action before its publication in the Iowa Administrative Bulletin.~~

10.2(2) No change.

10.2(3) *Adoption and filing of rules.*

a. The director shall adopt proposed rules unless statutes specifically provide for commission adoption. The commission shall approve rules prior to their adoption by the director ~~except as provided in subrule 10.2(5).~~

b. No change.

10.2(4) *Regulatory analysis.* A request for issuance of a regulatory analysis shall be submitted to the department's ~~administrative rules coordinator~~ administrator at the address in subrule ~~10.1(3)~~ 10.1(2).

~~10.2(5) *Nonsubstantive amendments to rules.* In reliance upon Iowa Code subsection 17A.4(2), rule making concerning nonsubstantive amendments shall be exempted from Iowa Code subsection 17A.4(1) and subrules 10.2(1) and 10.2(2). Because nonsubstantive amendments do not alter the meaning or consequence of a rule, it is determined unnecessary and contrary to the public interest to expend resources in publishing a Notice of Intended Action and providing an opportunity for public comment during the rule making process. Nonsubstantive amendments may be adopted and filed by the director. Nonsubstantive amendments shall include the following:~~

~~a. Correcting the name, address or telephone number of an organizational unit within the department.~~

~~b. Updating references to the Iowa Code or the Iowa Acts to reflect the most current citation.~~

~~c. Correcting spelling, typographical or grammatical errors.~~

~~d. Eliminating references to gender.~~

~~10.2(6) 10.2(5) *Concise statement.* If requested in accordance with this subrule, the department shall issue a concise statement of the principal reasons for and against a rule that has been adopted, incorporating therein the reasons for overruling considerations urged against the rule.~~

~~a. The request shall:~~

~~(1) No change.~~

~~(2) Be submitted in writing to the department's administrative rules coordinator at the address in subrule 10.1(3) administrator.~~

~~(3) Be delivered to the coordinator administrator or postmarked no later than the thirtieth calendar day following adoption of the subject rule.~~

b. A requested concise statement shall be issued either at the time of rule adoption or within 35 days after the department's ~~administrative rules coordinator~~ administrator receives the request.

~~10.2(7)~~ **10.2(6)** *Registration.*

a. and b. No change.

c. *Submission and acknowledgment of requests.* Requests for registration under this subrule shall be submitted to the department's ~~administrative rules coordinator at the address in subrule 10.1(3)~~ administrator. The receipt of requests for registration shall be promptly acknowledged by the department. The acknowledgment shall either:

(1) and (2) No change.

ITEM 3. Amend rule 761—10.3(17A) as follows:

761—10.3(17A) Petitions for rule making.

10.3(1) The department shall accept and consider, from any person or agency, petitions for rule making when submitted to the department's ~~administrative rules coordinator at the address in subrule 10.1(3)~~ administrator and prepared in conformance with the following:

a. to c. No change.

~~d. Rescinded IAB 6/8/94, effective 7/13/94.~~

10.3(2) The date of receipt of a petition is the day it reaches the department's ~~administrative rules coordinator~~ administrator. The ~~coordinator~~ administrator shall promptly notify the petitioner of the date of receipt and the assigned docket number.

10.3(3) and **10.3(4)** No change.

ITEM 4. Amend **761—Chapter 10**, implementation sentence, as follows:

These rules are intended to implement Iowa Code ~~chapter 25B~~ and sections 17A.1 to 17A.9, 17A.19, ~~307.10~~ and 307.12 and section 307A.2 as amended by 2015 Iowa Acts, House File 635, section 20.

ITEM 5. Amend subrule 11.5(3) as follows:

11.5(3) *Submission of petition.* A petition for waiver from the requirements of a rule shall be submitted to the Rules Administrator, Office of Policy and Legislative Services, Iowa Department of Transportation, 800 Lincoln Way, Ames, Iowa 50010.

ITEM 6. Amend subrule 11.8(2) as follows:

11.8(2) The office of policy and legislative services shall, at a minimum, retain for five years records relating to waivers granted or denied under this chapter.

ITEM 7. Amend **761—Chapter 11**, implementation sentence, as follows:

These rules are intended to implement Iowa Code ~~sections 17A.7(2) “b” and section 17A.9A~~ and Executive Order Number 11, dated September 14, 1999.

ITEM 8. Amend subrule 12.2(2) as follows:

12.2(2) The petition must be submitted to the department’s ~~administrative rules coordinator~~ administrator at the following address: ~~Administrative Rules Coordinator~~ Administrator, Office of Policy and Legislative Services, Iowa Department of Transportation, 800 Lincoln Way, Ames, Iowa 50010.

ITEM 9. Amend subrule 12.2(6) as follows:

12.2(6) The date of receipt of the petition is the day it reaches the department’s ~~administrative rules coordinator~~ administrator. The ~~coordinator~~ administrator shall promptly send an acknowledgment of receipt to the petitioner or, if applicable, petitioner’s representative.

DEPARTMENT OF TRANSPORTATION
COMMISSION ORDER

Division/Bureau/Office Planning, Programming and Modal Division Order No. PPM-2016-19
Submitted by Stuart Anderson Phone No. 515-239-1661 Meeting Date October 13, 2015
Title Administrative Rules – 761 IAC 102, Secondary Road Fund Distribution Committee

DISCUSSION/BACKGROUND:

The department is proposing to make changes to 761 IAC 102 as part of the required five-year review of Iowa DOT’s rule chapters. Iowa Code 312.3C established the Secondary Road Fund Distribution Committee to determine the formula for how the Secondary Road Fund and Farm-to-Market Road Fund are distributed to individual counties and required the committee to adopt rules. The department has members on the committee in an ex officio/nonvoting role.

The proposed amendments:

- Remove outdated, unnecessary language.
- Amend language to include the formulas.
- Clarify the membership and distribution of meeting notices.
- Update Iowa Code citations and the chapter’s implementation sentence.

The Secondary Road Fund Distribution Committee approved these proposed rule amendments during its meeting on March 13, 2015.

The public comment period ended on September 22 and no comments or requests for oral presentations were received.

PROPOSAL/ACTION RECOMMENDATION:

It is recommended the Commission approve the attached rule amendments.

COMMISSION ACTION:

Moved by _____ Seconded by _____

	Aye	Vote Nay	Pass
Boswell	_____	_____	_____
Huber	_____	_____	_____
Miles	_____	_____	_____
Putney	_____	_____	_____
Reasner	_____	_____	_____
Rose	_____	_____	_____
Yanney	_____	_____	_____

Division Director Legal State Director

PPM-2016-19

Stuart Anderson, Planning, Programming and Modal Division, said as part of the required five-year review of administrative rules the Secondary Road Fund Distribution Committee has completed a review of the rules that govern their committee. This is a Code-established committee of appointed county engineers and county supervisors to determine formulas for how the secondary road and farm-to-market road funds are distributed to individual counties. The committee identified several proposed amendments to remove outdated, unnecessary language, to amend the rules to specifically include the formulas, to clarify membership and distribution of meeting notices, and to update Iowa Code citations and the chapter's implementation sentence.

These proposed amendments were reviewed by all the county engineers and county supervisors in the state and no comments were received regarding the proposed rule changes or the rules, and he recommended the Commission approve the rule amendments.

Commissioner Putney moved, Commissioner Yanney seconded the Commission approved the rule amendments as attached to the Commission order. All voted aye.

ITEM 1. Amend rule 761—102.1(312) as follows:

761—102.1(312) Purpose. The purpose of these rules is to adopt the ~~initial~~ formulas to be used for distribution of moneys in the secondary road fund and the farm-to-market road fund and to formalize the process by which the secondary road fund distribution committee will administer its duties.

102.1(1) Iowa Code ~~Supplement~~ section 312.3C creates a secondary road fund distribution committee and requires the committee to be comprised of representatives appointed by the president of the Iowa County Engineers Association, the president of the Iowa State Association of County Supervisors, and the department of transportation.

102.1(2) Iowa Code ~~Supplement~~ section 312.3C requires the secondary road fund distribution committee to:

a. Determine the methodology to be used for distribution of moneys in the secondary road fund and the farm-to-market road fund. ~~The methodology shall be phased in over a five year period, beginning July 1, 2006.~~

b. No change.

102.1(3) Iowa Code ~~Supplement~~ section 312.3B requires the Iowa County Engineers Association Service Bureau to annually compute secondary road fund and farm-to-market road fund distributions using the methodology determined by the secondary road fund distribution committee.

ITEM 2. Rescind rule 761—102.2(312) and adopt the following new rule in lieu thereof:

761—102.2(312) Formulas.

102.2(1) Definitions. As used in this chapter:

“*Bridges*” means those structures under the jurisdiction of a county secondary roads department which are included in the National Bridge Inventory System.

“*Daily vehicle miles of travel*” means the product of a road segment’s length, in miles, multiplied by the daily traffic count thereon, in vehicles per day, reported for that segment by the Iowa department of transportation, based on the most recent counts available.

“*Earth surfaced*” means roads under the jurisdiction of a county secondary roads department which are not surfaced.

“*Formula*” means the appropriate secondary road fund distribution formula or farm-to-market road fund distribution formula as defined in subrules 102.2(2) and 102.2(3).

“*Granular surfaced*” means roads under the jurisdiction of a county secondary roads department which have crushed rock, gravel, or oiled earth surfaces.

“*Paved surfaced*” means roads under the jurisdiction of a county secondary roads department with hot mix asphalt, Portland cement concrete, or stabilized base with waterproof surfacing.

“*Rural population*” means the count, taken from the most recently certified decennial federal census, of persons who reside in the unincorporated areas of a county.

102.2(2) Formula for determining secondary road fund allocation factors. The Iowa County Engineers Association Service Bureau shall annually compute percentage allocation factors for the allocation of secondary road fund revenues among the counties by calculating and summing the following percentage subtotals for each county:

a. Thirty percent times the ratio that the total area of each county bears to the total area of the state.

b. Ten percent times the ratio that the rural population of each county bears to the total rural population of the state.

c. Twelve and one-half percent times the ratio that the total daily vehicle miles of travel on each county's secondary roads bears to the total daily vehicle miles of travel on all secondary roads in the state.

d. One-half percent times the ratio that the earth-surfaced miles of secondary roads of each county bears to the total miles of earth-surfaced secondary roads in the state.

e. Twenty percent times the ratio that the granular-surfaced miles of secondary roads of each county bears to the total miles of granular-surfaced secondary roads in the state.

f. Thirteen percent times the ratio that the paved-surfaced miles of secondary roads of each county bears to the total miles of paved-surfaced secondary roads in the state.

g. Fourteen percent times the ratio that the length, in lineal feet, of secondary road bridges of each county bears to the total length of secondary road bridges in the state.

102.2(3) *Formula for determining farm-to-market road fund allocation factors.* The Iowa County Engineers Association Service Bureau shall annually compute percentage allocation factors for the allocation of farm-to-market road fund revenues among the counties by calculating and summing the following percentage subtotals for each county:

a. Thirty percent times the ratio that the total area of each county bears to the total area of the state.

b. Fifteen percent times the ratio that the rural population of each county bears to the total rural population of the state.

c. Ten percent times the ratio that the total daily vehicle miles of travel on each county's farm-to-market roads bears to the total daily vehicle miles of travel on all farm-to-market roads in the state.

d. Nine percent times the ratio that the granular-surfaced miles of farm-to-market roads of each county bears to the total miles of granular-surfaced farm-to-market roads in the state.

e. Twenty-three percent times the ratio that the paved-surfaced miles of farm-to-market roads of each county bears to the total miles of paved-surfaced farm-to-market roads in the state.

f. Thirteen percent times the ratio that the length, in lineal feet, of farm-to-market road bridges of each county bears to the total length of farm-to-market road bridges in the state.

ITEM 3. Amend subrule 102.5(1) as follows:

102.5(1) The secondary road fund distribution committee shall be composed of six county engineers, six county supervisors, ~~and~~ two representatives of the department of transportation, and the executive director of the Iowa County Engineers Association Service Bureau.

ITEM 4. Amend subrule 102.5(5) as follows:

102.5(5) All county members shall be voting members. The department of transportation representatives and the executive director of the Iowa County Engineers Association Service Bureau shall be nonvoting members.

ITEM 5. Amend rule 761—102.6(312) as follows:

761—102.6(312) Terms of office and rotation of seats.

102.6(1) Committee members shall serve six-year terms; ~~however, shorter terms shall apply to members of the initial committee, as described in subrule 102.6(3) below.~~ Terms of office shall begin on January 1 in the year of appointment and expire on December 31 in the year of expiration. Members may be reappointed to serve consecutive terms.

102.6(2) No change.

~~102.6(3) The initial committee is the committee in existence on July 1, 2005. The terms of office and rotations of seats for members of the initial committee shall be as shown in the following table:~~

Year	County Engineer Members	County Supervisor Members	Initial Term Length	Initial Term Ending Date
CY 2006	Large county A	Small county A	1-year	12/31/2006
CY 2007	Medium county A	Medium county A	2 years	12/31/2007
CY 2008	Small county A	Large county A	3 years	12/31/2008
CY 2009	Large county B	Small county B	4 years	12/31/2009
CY 2010	Medium county B	Medium county B	5 years	12/31/2010
CY 2011	Small county B	Large county B	6 years	12/31/2011

~~The initial committee shall, by resolution and in accordance with this table, assign initial term ending dates to apply to its members.~~

~~102.6(4)~~ 102.6(3) As ~~initial~~ terms expire, the incumbents may be reappointed or replaced.
~~Each new term shall be for a full six year period.~~

~~102.6(5)~~ 102.6(4) If a committee member is unable to complete a term of office for any reason, a replacement member of the same class (county engineer or county supervisor) and from the same group (a large, medium or small county) shall be appointed to serve the balance of the term.

~~102.6(6)~~ 102.6(5) The committee shall select from its membership a chair and a vice-chair to serve one-year terms. The chair and vice-chair serve at the pleasure of the committee and may be elected to multiple terms as the committee deems appropriate. The vice-chair shall preside at a meeting in the absence of the chair.

ITEM 6. Amend subrule 102.7(6) as follows:

102.7(6) In addition to the requirements of Iowa Code chapter 21, the chair shall post meeting agendas on the Iowa County Engineers Association Web site and the Iowa State Association of County Supervisors Web site and shall send copies of agendas to all county engineers and to all county auditors for distribution to supervisors.

ITEM 7. Amend ~~761~~—**Chapter 102**, implementation sentence, as follows:

These rules are intended to implement Iowa Code ~~Supplement section~~ sections 312.2, 312.3, 312.3B, 312.3C and 312.5.

DEPARTMENT OF TRANSPORTATION
COMMISSION ORDER

Division/Bureau/Office Planning, Programming and Modal Division
Office of Rail Transportation Order No. PPM-2016-20
Submitted by Tammy Nicholson Phone No. 515-239-1052 Meeting Date October 13, 2015
Title 2017 Highway-Railroad Crossing Surface Repair Program

DISCUSSION/BACKGROUND:

Staff will present the proposed 2017 Highway-Railroad Crossing Surface Repair Program.

A listing of the proposed program of projects is attached.

PROPOSAL/ACTION RECOMMENDATION:

It is recommended the Commission approve the 2017 Highway-Railroad Crossing Surface Repair Program.

COMMISSION ACTION:

Moved by _____ Seconded by _____

	Aye	Vote Nay	Pass
Boswell	_____	_____	_____
Huber	_____	_____	_____
Miles	_____	_____	_____
Putney	_____	_____	_____
Reasner	_____	_____	_____
Rose	_____	_____	_____
Yanney	_____	_____	_____

Division Director Legal State Director

PPM-2016-20

Tammy Nicholson, Office of Rail Transportation, said the Highway-Railroad Crossing Surface Repair program provides assistance to railroads and highway jurisdictions to repair rail-highway grade crossings. This funding is available to railroads, industries that own public crossings, and highway authorities through an annual application program. Applications must be submitted jointly by the railroads and highway authorities to be considered for funding. We presented a recommendation at the September workshop for the proposed 2017 surface projects. The 2017 highway-railroad crossing surface repair program includes 15 projects for a total cost of \$1,060,800. She requested Commission approval of the recommendations attached to the Commission order.

Commissioner Miles moved, Commissioner Rose seconded the Commission approve the 2017 Highway-Railroad Crossing Surface Repair Program. Commissioner Reasner abstained; Commissioner Putney, nay; and remaining Commissioners voted aye. Motion passed.

2017 Highway-Railroad Crossing Surface Repair Program

2017 Recommendations for Highway-Railroad Surface Repair Projects

Award	County	Highway jurisdiction	Road location	Crossing I.D.	Railroad	Applicant	Type of improvement
\$57,600	Jackson	Bellevue	Jefferson Avenue/399th Street	376099C	DME	Bellevue	Roadway surface repair
\$54,600	Jackson	Bellevue	Motte Street	376097N	DME	Bellevue	Roadway surface repair
\$66,600	Jackson	Bellevue	Market Street	376089W	DME	Bellevue	Roadway surface repair
\$46,200	Clinton	City of Clinton	McKinley Street	376046D	DME	City of Clinton	Roadway surface repair
\$51,000	Clinton	City of Clinton	32nd Avenue North	376045W	DME	City of Clinton	Roadway surface repair
\$67,800	Clinton	City of Clinton	Main Avenue	376040M	DME	City of Clinton	Roadway surface repair
\$52,800	Clinton	City of Clinton	15th Avenue North	376033C	DME	City of Clinton	Roadway surface repair
\$66,000	Clinton	City of Clinton	Fifth Avenue South	376022P	DME	City of Clinton	Roadway surface repair
\$66,000	Clinton	City of Clinton	Sixth Avenue South	376021H	DME	City of Clinton	Roadway surface repair
\$60,600	Clinton	City of Clinton	25th Avenue North	376041U	DME	City of Clinton	Roadway surface repair
\$54,000	Clinton	City of Clinton	23rd Avenue North	376039T	DME	City of Clinton	Roadway surface repair
\$195,000	Black Hawk	Waterloo	East Fourth Street	307122G	CCP	Waterloo	Roadway surface repair
\$76,800	Linn	Cedar Rapids	42nd Street NE	307839S	CCP	Cedar Rapids	Roadway surface repair
\$62,400	Black Hawk	Waterloo	Nevada Street	307117K	CCP	Waterloo	Roadway surface repair
\$83,400	Linn	Cedar Rapids	Blairs Ferry Road NE	307836W	CCP	Cedar Rapids	Roadway surface repair

\$1,060,800 Total

DEPARTMENT OF TRANSPORTATION
COMMISSION ORDER

Division/Bureau/Office Planning, Programming and Modal Division
Office of Rail Transportation Order No. PPM-2016-21
 Submitted by Tammy Nicholson Phone No. 515-239-1052 Meeting Date October 13, 2015
 Title 2017 Highway-Railroad Crossing Safety Program

DISCUSSION/BACKGROUND:

Staff will present the proposed 2017 Highway-Railroad Crossing Safety Program for warning device projects.

A listing of the proposed program of projects is attached.

PROPOSAL/ACTION RECOMMENDATION:

It is recommended the Commission approve the 2017 Highway-Railroad Crossing Safety Program.

COMMISSION ACTION:

Moved by _____ Seconded by _____

	Aye	Vote Nay	Pass
Boswell	_____	_____	_____
Huber	_____	_____	_____
Miles	_____	_____	_____
Putney	_____	_____	_____
Reasner	_____	_____	_____
Rose	_____	_____	_____
Yanney	_____	_____	_____

 Division Director Legal State Director

PPM-2016-21

Tammy Nicholson, Office of Rail Transportation, said the Highway-Railroad Crossing Safety Program provides assistance to railroads and highway jurisdictions to install or upgrade safety improvements at highway-railroad crossings. This funding is available to railroads and highway authorities through an annual application program. The program provides 90 percent of the cost of the safety improvement with the remaining ten percent paid by the highway jurisdiction which is normally the city or county, the railroad, or a portion paid by each. Funding for the program comes from the Federal Highway Railroad Crossing Program. A recommendation was presented at the September Commission workshop for the 2017 safety projects. No changes have been made to that recommendation to fund 28 projects and crossing closures statewide for a total of \$5.72 million. She requested Commission approval of the project recommendations as attached to the Commission order.

Commissioner Rose moved, Commissioner Miles seconded the Commission approve the 2017 Highway-Railroad Crossing Safety Program. All voted aye.

2017 Highway-Railroad Crossing Safety Program

Recommendations for Highway-Railroad Crossing Safety Projects

Benefit/ Cost Ratio	Award	County	Highway Jurisdiction	Road Location	Crossing I.D.	Railroad	Applicant	Type of improvement	Present Warning Device
3.8	\$200,000	Bremer	Bremer County	205th Street	308835T	CEDR	Bremer County	Signals w/gate arms	Crossbucks
3.5	\$180,000	Johnson	Iowa County	Johnson Iowa Road	608030B	IAIS	Iowa County	Signals w/gate arms	Crossbucks
2.7	\$250,000	Woodbury	Sioux City	Grant Street	307687X	UP	Sioux City / UP	Signals w/gate arms	Crossbucks
2.4	\$180,000	Delaware	Delaware County	Fairview Drive	307012W	CC	Delaware County	Signals w/gate arms	Crossbucks
2.1	\$180,000	Buena Vista	Storm Lake	Barton Street	307516W	CC	Storm Lake	Signals w/gate arms	Crossbucks
1.9	\$190,000	Hardin	Ackley	Cerro Gordo Street	307258U	CC	Ackley	Signals w/gate arms	Crossbucks
1.8	\$185,000	Osceola	Osceola County	250th Street	185855K	UP	UP	Signals w/gate arms	Crossbucks
1.6	\$180,000	Pocahontas	Pomeroy	Ontario Street	307447R	CC	Pomeroy	Signals w/gate arms	Crossbucks
1.4	\$200,000	Kossuth	Kossuth County	230th Avenue	608587A	UP	UP	Signals w/gate arms	Crossbucks
1.2	\$380,000	Polk	Des Moines	Maury Street	864238S	NS	Des Moines	Signals w/gate arms	Crossbucks
1.1	\$300,000	Union	Union County	Tulip Avenue	074097D	BNSF	BNSF	Signals w/gate arms	Crossbucks
0.9	\$185,000	Pocahontas	Pocahontas County	Jackson Street	200956M	UP	UP	Signals w/gate arms	Crossbucks
0.8	\$180,000	Buchanan	Jesup	First Street	307088C	CC	Jesup	Signals w/gate arms	Signals
0.8	\$200,000	Wayne	Wayne County	Main Street	605746U	UP	UP	Signals w/gate arms	Crossbucks
0.7	\$180,000	Buena Vista	Storm Lake	Oneida Street	307503V	CC	Storm Lake	Signals w/gate arms	Crossbucks
0.7	\$200,000	Wayne	Wayne County	Central Avenue	605747B	UP	UP	Signals w/gate arms	Signals
0.7	\$300,000	Greene	Greene County	C Avenue	190750G	UP	UP	Signals w/gate arms	Crossbucks
0.7	\$180,000	Story	Gilbert	Mathews Street	196988H	UP	Gilbert	Signals w/gate arms	Signals
0.7	\$190,000	Crawford	Dow City	Franklin Street	191010F	UP	UP	Signals w/gate arms	Crossbucks
0.7	\$175,000	Clinton	Camanche	Seventh Street	865547H	DME	Camanche	Signals w/gate arms	Signals
0.7	\$180,000	Harrison	Harrison County	Easton Trail	191219B	UP	UP	Signals w/gate arms	Signals
0.6	\$180,000	Plymouth	Plymouth County	Marble Avenue	307632K	CC	Plymouth County	Signals w/gate arms	Crossbucks
0.6	\$190,000	Marshall	Gilman	Church Street	193067N	UP	UP	Signals w/gate arms	Crossbucks
0.6	\$200,000	Bremer	Waverly	20th Street NW	308830J	CC	Waverly	Signals w/gate arms	Crossbucks
0.6	\$180,000	Cherokee	Cherokee County	C Avenue	307603A	CC	Cherokee County	Signals w/gate arms	Crossbucks
0.6	\$190,000	Lucas	Lucas County	450th Street	604489V	UP	UP	Signals w/gate arms	Crossbucks
0.5	\$180,000	Buena Vista	Storm Lake	Hudson	307502N	CC	Storm Lake	Signals w/gate arms	Crossbucks
0.3	\$190,000	Bremer	Waverly	20th Street NW	201964H	CC	Waverly	Signals w/gate arms	Crossbucks
	\$15,000		Statewide					Crossing closure	

Total \$5,720,000

**DEPARTMENT OF TRANSPORTATION
COMMISSION ORDER**

Division/Bureau/Office Planning, Programming and Modal Division
Office of Systems Planning Order No. PPM-2016-22
Submitted by Craig Markley Phone No. 515-239-1027 Meeting Date October 13, 2015
Title State Recreational Trails Program Funding Recommendations

DISCUSSION/BACKGROUND:

Review of the current round of applications for funding from the State Recreational Trails Program has been completed. The following recommendations will be presented.

Cedar Valley Trail – "Paving the Way for the American Discovery Trail" (Linn and Black Hawk County Conservation Boards)	\$ 600,000
Flint River Trail: Phase I South (Burlington)	398,500
Hoover Trail – "The Missing Link" (Johnson County Conservation Board)	679,699
Hospital Connector Trail Bridge (Manning)	222,300
Mitchellville to Prairie City Rails-to-Trails Corridor Development (Jasper County Conservation Board)	749,501
Turkey River Recreational Corridor – Elgin to Gilbertson Park and the Turkey River (Fayette County Conservation Board)	750,000
Total	\$3,400,000

PROPOSAL/ACTION RECOMMENDATION:

It is recommended the Commission approve the State Recreational Trails Program funding recommendations, as listed.

COMMISSION ACTION:

Moved by _____ Seconded by _____

	Aye	Vote Nay	Pass
Boswell	_____	_____	_____
Huber	_____	_____	_____
Miles	_____	_____	_____
Putney	_____	_____	_____
Reasner	_____	_____	_____
Rose	_____	_____	_____
Yanney	_____	_____	_____

Division
Director

Legal

State Director

PPM-2016-22

Craig Markley, Office of Systems Planning, said the State Recreational Trails Program was created in 1988 for the purpose of developing and maintaining recreational trails and trailway facilities for both motorized and non-motorized trail users. This funding is available to cities, counties, state agencies, local governments, or non-profit organizations through an annual application program. Current round of applications were due July 1, and 43 applications were received requesting over \$23 million. We presented a recommendation to the Commission at the September workshop to award funding to six projects for a total of \$3.4 million. He requested Commission approval of the recommendations as listed on the Commission order.

Commissioner Putney moved, Commissioner Rose seconded the Commission approve the State Recreational Trails Program funding recommendations as listed. All voted aye.

DEPARTMENT OF TRANSPORTATION
COMMISSION ORDER

Planning, Programming and Modal Division

Division/Bureau/Office Office of Systems Planning Order No. PPM-2016-23
Submitted by Craig Markley Phone No. 515-239-1027 Meeting Date October 13, 2015
Title Revitalize Iowa's Sound Economy (RISE) Application – Denison (Delegation)

DISCUSSION/BACKGROUND:

The city of Denison submitted a RISE Immediate Opportunity application requesting a grant to assist in the construction of a southbound left-turn lane on U.S. 30/U.S. 59/Iowa 141 at Boyer Valley Road on the south side of town. This project is anticipated to be completed by October 2016.

This improvement is necessary to provide improved access to the expansion of Quality Food Processors, a meat product processor. This company conforms to the legislative requirements of the RISE program.

The improvement will support:

- The creation of 20 new full-time jobs.
- \$21,712,923 in associated capital investment.

The RISE cost per job assisted will be \$6,925.65 and there will be a total capital investment of \$156.76 for each RISE dollar requested.

PROPOSAL/ACTION RECOMMENDATION:

It is recommended the Commission, based on the capital investment and job creation commitments, award a RISE grant of \$138,513 or up to 80 percent of the total RISE-eligible project cost, whichever is less, from the city share of the RISE Fund.

COMMISSION ACTION:

Moved by _____ Seconded by _____

	Aye	Vote Nay	Pass
Boswell	_____	_____	_____
Huber	_____	_____	_____
Miles	_____	_____	_____
Putney	_____	_____	_____
Reasner	_____	_____	_____
Rose	_____	_____	_____
Yanney	_____	_____	_____

Division Director Legal State Director

PPM-2016-23

Craig Markley, Office of Systems Planning, said the city of Denison submitted an immediate opportunity RISE fund request to assist in the construction of a southbound left-turn lane on U.S. 30/U.S. 59/Iowa 141 intersection at Boyer Valley Road on the south side of town. The proposed improvements will result in the creation of 20 full-time jobs within three years along with \$21,712,923 in associated capital investments. Average wage of the created positions is \$21.14 per hour which is 133 percent of the average labor shed wage rate. RISE grant recommended is \$138,513; local participation is 20 percent or \$34,628 for a total cost of \$173,141. RISE cost per job assisted is \$6,925.65. Total capital investment per RISE dollar is \$156.76. He noted a delegation is participating by telephone and he invited Terrance Crawford, Denison City Manager, to make comments.

Mr. Crawford said the city appreciates the Commission's consideration of this RISE grant to help make this a safer intersection for the proposed project that is going to add some 200 jobs to an important business in Denison and Crawford County.

Mr. Markley reviewed staff's recommendation.

Commissioner Rose moved, Commissioner Reasner seconded the Commission, based on the capital investment and job creation commitments, award a RISE grant of \$138,513 or up to 80 percent of the total RISE-eligible project cost, whichever is less, from the city share of the RISE fund. All voted aye.

Date Submitted: 9/30/2015

Commission Date: October 13, 2015

RISE Immediate Opportunity Funding Economic Analysis Summary

GENERAL INFORMATION

Applicant: City of Denison

Project Location and Description: The city of Denison submitted a RISE Immediate Opportunity application requesting a grant to assist in the construction of a southbound left turn lane on U.S. 30/U.S. 59/Iowa 141 at Boyer Valley Road on the south side of town.

Associated Economic Development: This improvement provides improved access to the expansion of Quality Food Processors, a meat product processor.

ECONOMIC IMPACT

Total Roadway Project Cost: \$173,141

RISE Funds Requested: \$138,513; **Grant:** \$138,513; **Loan \$----**

Effective Project Cost to RISE Program: \$138,513

Local Participation: \$34,628; **Sources:** Denison, U-STEP

Non-RISE Total Capital Investment: \$21,712,923

(**Public:** \$34,628; **Private:** \$21,678,295)

Direct Jobs Created: 20; (**Other, Potential Future Jobs:** 166)

Direct Jobs Retained: 0; **Total Direct Jobs Assisted, Short-Term:** 20

Number of Existing Jobs: 100

Project Average Wage Rate of New Jobs: \$21.14/hr.

100% Average Laborshed Wage Rate: \$15.88/hr.

KEY RATIOS

Local Match Ratio: 20% ($\$34,628/\$173,141$)

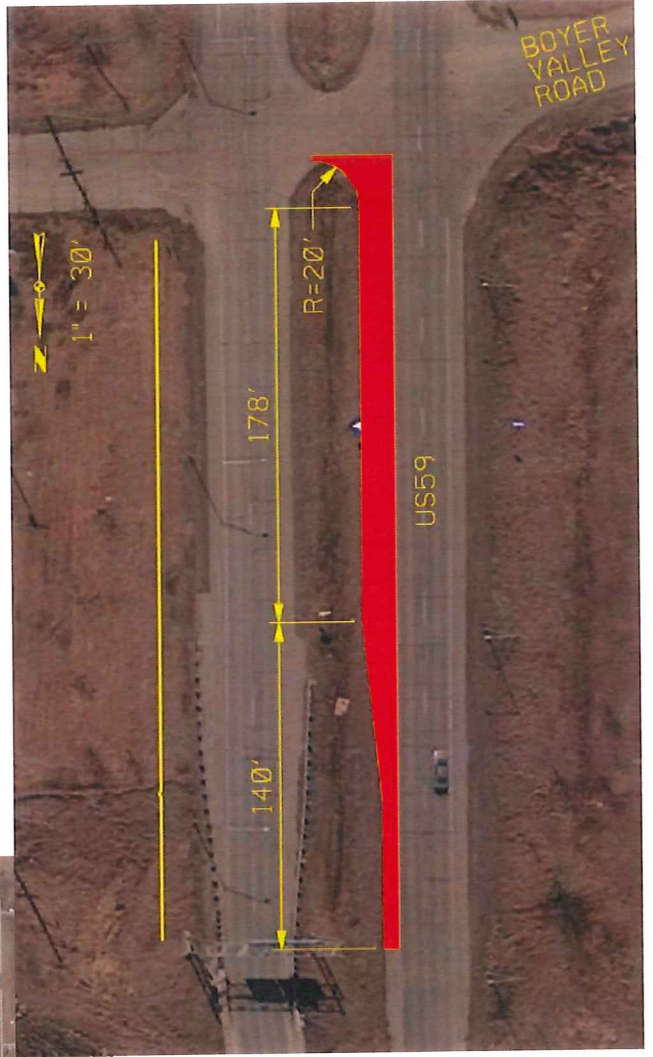
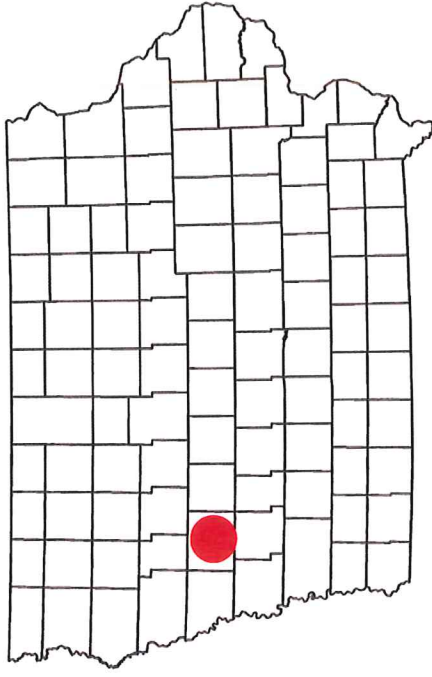
RISE Cost Per Job Assisted (Created): $\$138,513/20 = \$6,925.65$

Total Capital Investment Per RISE Dollar: $\$21,712,923/\$138,513 = \$156.76$

CONCLUSIONS

Narrative: It is recommended the Commission, based on the capital investment and job creation commitments; award a RISE grant of \$138,513 from the RISE fund or up to 80 percent of the total RISE-eligible project cost, whichever is less. Funding will come from the city share of the RISE Fund.

Denison



**DEPARTMENT OF TRANSPORTATION
COMMISSION ORDER**

Planning, Programming and Modal Division

Division/Bureau/Office Office of Systems Planning Order No. PPM-2016-24
 Submitted by Craig Markley Phone No. 515-239-1027 Meeting Date October 13, 2015
 Title Revitalize Iowa's Sound Economy (RISE) Application – Onawa (Delegation)

DISCUSSION/BACKGROUND:

The city of Onawa submitted a RISE Immediate Opportunity application requesting a grant to assist in paving of approximately 940 feet of Cameo Street located on the west side of town. This project is anticipated to be completed by October 2016.

Because this project will provide access to more than 2 acres for light industrial purposes and to maximize RISE support for this project, staff evaluated the application as a RISE Local Development project.

The evaluation and rating for the project will be discussed.

PROPOSAL/ACTION RECOMMENDATION:

It is recommended the Commission, based on the capital investment commitment and potential for future job creation, reclassify the project as a RISE Local Development project in the September 2015 round of applications and award a RISE grant of \$129,702 or up to 50 percent of the total RISE-eligible project cost, whichever is less, from the city share of the RISE Fund.

COMMISSION ACTION:

Moved by _____ Seconded by _____

	Aye	Vote Nay	Pass
Boswell	_____	_____	_____
Huber	_____	_____	_____
Miles	_____	_____	_____
Putney	_____	_____	_____
Reasner	_____	_____	_____
Rose	_____	_____	_____
Yanney	_____	_____	_____

 Division Director Legal State Director

PPM-2016-24

Craig Markley, Office of Systems Planning, reviewed a RISE immediate opportunity application from the city of Onawa to assist in paving approximately 940 feet of Cameo Street located on the west side of town. Since this project will provide access to more than two acres for light industrial purposes and to maximize RISE support for the project, staff evaluated the application as a RISE local development project. Under RISE local development criteria, the project scored 47 points. Total estimated project cost is \$259,403. The city is requesting a RISE grant of \$129,702 and will provide a 50 percent local match. He introduced Bradley Hanson, Onawa City Administrator.

Mr. Hanson introduced Lonnie Campbell, Mayor of Onawa, and said they wanted to be here to present this important project. They see that Denison has a great opportunity with a lot more jobs but to their community five jobs are extremely important. Onawa is seeing a lot of growth and he hopes they will be back before the Commission again. Using a power point slide, he reviewed the area and proposed project.

Mr. Markley reviewed the recommendation.

Commissioner Yanney moved, Commissioner Rose seconded the Commission, based on the capital investment commitment and potential for future job creation, reclassify the project as a RISE Local Development project in the September 2015 round of applications and award a RISE grant of \$129,702 or up to 50 percent of the total RISE-eligible project cost, whichever is less, from the city share of the RISE fund. All voted aye.

RISE LOCAL DEVELOPMENT FUNDING
September 2015
SUMMARY

Applicant: Onawa

Multiyear?: No

Multijurisdiction?: No

ROAD PROJECT LOCATION AND DESCRIPTION: To pave approximately 940 feet of Cameo Street located on the west side of town.

ASSOCIATED ECONOMIC DEVELOPMENT: This project will provide access to more than two acres for light industrial development.

PROJECT FINANCING:

Roadway Project Cost:	\$259,403	Local Match (Total):	\$129,701
RISE (Total):	\$129,702	Up-Front:	\$129,701
Grant:	\$129,702	NPV of Loan Repayment:	0
Loan:	0	Effective Match Percent:	50
Loan Terms:	Yrs. 0	Up-front Participation Sources:	
	Int.: 0 %	Private:	
		Public:	\$129,701
		Local Match (Total):	\$129,701

PROJECT EVALUATION:

Development Potential (35):	25
Economic Impact and Cost Effect. (20):	5
Local Commit. and Initiative (35):	13
Transportation Need (4):	2
Local Economic Need (6):	2

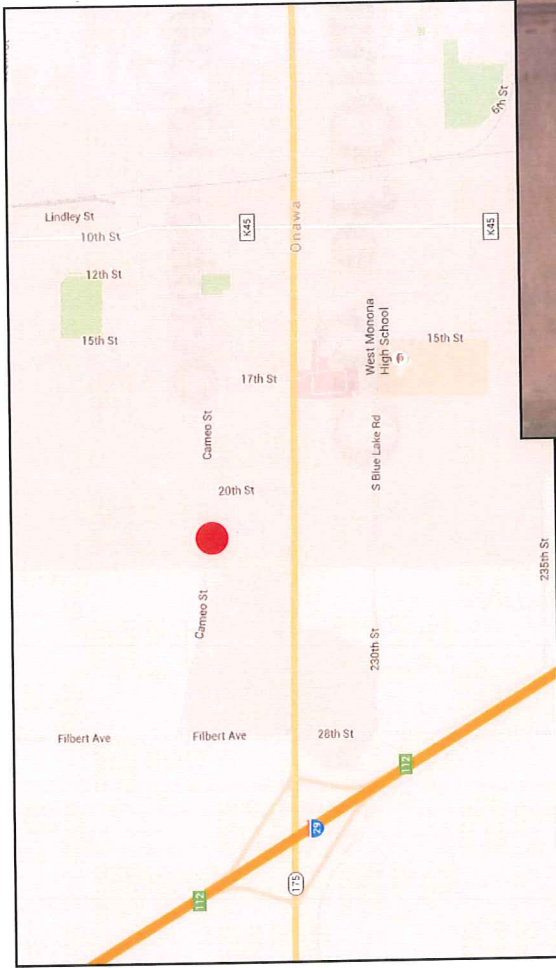
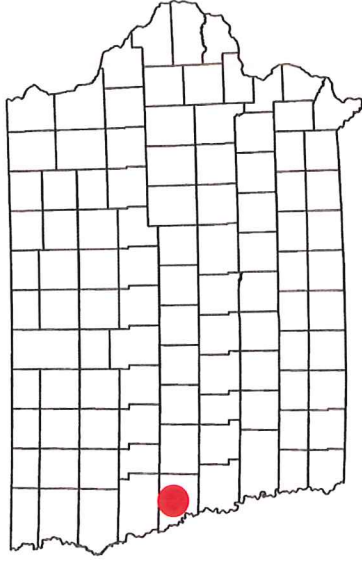
Total Rating: 47

Jobs: 3

STAFF RECOMMENDATION:

Award a grant of \$129,702 or up to 50 percent of the RISE-eligible project cost, whichever is less. Funding will come from the city share of the RISE Fund.

Onawa



**DEPARTMENT OF TRANSPORTATION
COMMISSION ORDER**

Division/Bureau/Office Planning, Programming and Modal Division
Office of Systems Planning Order No. PPM-2016-25
 Submitted by Craig Markley Phone No. 515-239-1027 Meeting Date October 13, 2015
 Title Revitalize Iowa's Sound Economy (RISE) Application – Decorah (Delegation)

DISCUSSION/BACKGROUND:

The city of Decorah submitted a RISE Local Development application in the September 2015 round requesting a grant to assist in paving approximately 1,650 feet of Sweet Parkway Road in the Decorah Business Park located on the southeast side of town.

This project is necessary to provide access to 10 lots totaling more than 66 acres for light industrial, manufacturing, and professional office purposes. This project is anticipated to be completed by October 2016.

The evaluation and rating for the project will be discussed.

PROPOSAL/ACTION RECOMMENDATION:

It is recommended the Commission, based on the capital investment commitment and potential for future job creation, award a RISE grant of \$364,375 or up to 50 percent of the total RISE-eligible project cost, whichever is less, from the city share of the RISE Fund.

COMMISSION ACTION:

Moved by _____ Seconded by _____

	Aye	Vote Nay	Pass
Boswell	_____	_____	_____
Huber	_____	_____	_____
Miles	_____	_____	_____
Putney	_____	_____	_____
Reasner	_____	_____	_____
Rose	_____	_____	_____
Yanney	_____	_____	_____

 Division Director Legal State Director

Craig Markley, Office of Systems Planning, said the city of Decorah submitted a Local Development RISE funding request to assist in paving approximately 1,650 feet of Sweet Parkway Road in the Decorah Business Park located on the southeast side of town. This project is necessary to provide access to ten lots totaling more than 66 acres for light industrial, manufacturing, and professional office purposes. Under RISE Local Development criteria, the project received a rating of 43 points. Total estimated project cost is \$728,750, and the city of Decorah is requesting a RISE grant of \$364,375 and would provide a 50 percent local match. He introduced Stephanie Fromm, Executive Director, Winneshiek County Development and Decorah Jobs.

Ms. Fromm introduced the delegation members and noted they had a recent expansion of the business park. Toppling Goliath Brewery is locating their world headquarters in Decorah so they anticipate increased traffic flow as well as visitors, investors, and other businesses hoping to relocate or open in the park. They have also had a number of interested parties in the back 28 plus acres, and the completion of Sweet Parkway would help them gain access to the rest of the 60-plus acres of their business park. Since their last RISE grant was approved in 2000, approximately 11 businesses have opened in the park. A majority of them service other states in addition to Iowa which brings in a lot of revenue to not only the city of Decorah but the state. In addition, Ms. Fromm noted they are trying to find new and innovative ways as a board to help market their business park. They have looked into getting drone footage of their business park to give investors, business owners, or developers an inside look at where the business park is located in relation to the highway and the airport; they think that will give them a leg up in the competition.

Commission Vice Chair Huber said in the hospitality industry, Toppling Goliath is among the top craft beers in the country. It is a big success story for Decorah.

Mr. Markley reviewed staff's recommendation.

Commissioner Rose moved, Commissioner Miles seconded the Commission, based on the capital investment commitment and potential for future job creation, award a RISE grant of \$364,375 or up to 50 percent of the total RISE-eligible project cost, whichever is less, from the city share of the RISE fund. All voted aye.

RISE LOCAL DEVELOPMENT FUNDING
September 2015
SUMMARY

Applicant: City of Decorah

Multiyear?: No
Multijurisdiction?: No

ROAD PROJECT LOCATION AND DESCRIPTION: To pave approximately 1,650 feet of Sweet Parkway Road in the Decorah Business Park located on the southeast side of town.

ASSOCIATED ECONOMIC DEVELOPMENT: This project is necessary to provide access to 10 lots totaling more than 66 acres for light industrial, manufacturing and professional office purposes.

PROJECT FINANCING:

Roadway Project Cost:	\$728,750	Local Match (Total):	\$364,375
RISE (Total):	\$364,375	Up-Front:	\$364,375
Grant:	\$364,375	NPV of Loan Repayment:	0
Loan:	0	Effective Match Percent:	50
Loan Terms:	Yrs. 0	Up-front Participation Sources:	
	Int.: 0 %	Private:	
		Public:	\$364,375
		Local Match (Total):	\$364,375

PROJECT EVALUATION:

Development Potential (35):	20
Economic Impact and Cost Effect. (20):	2
Local Commit. and Initiative (35):	16
Transportation Need (4):	3
Local Economic Need (6):	2

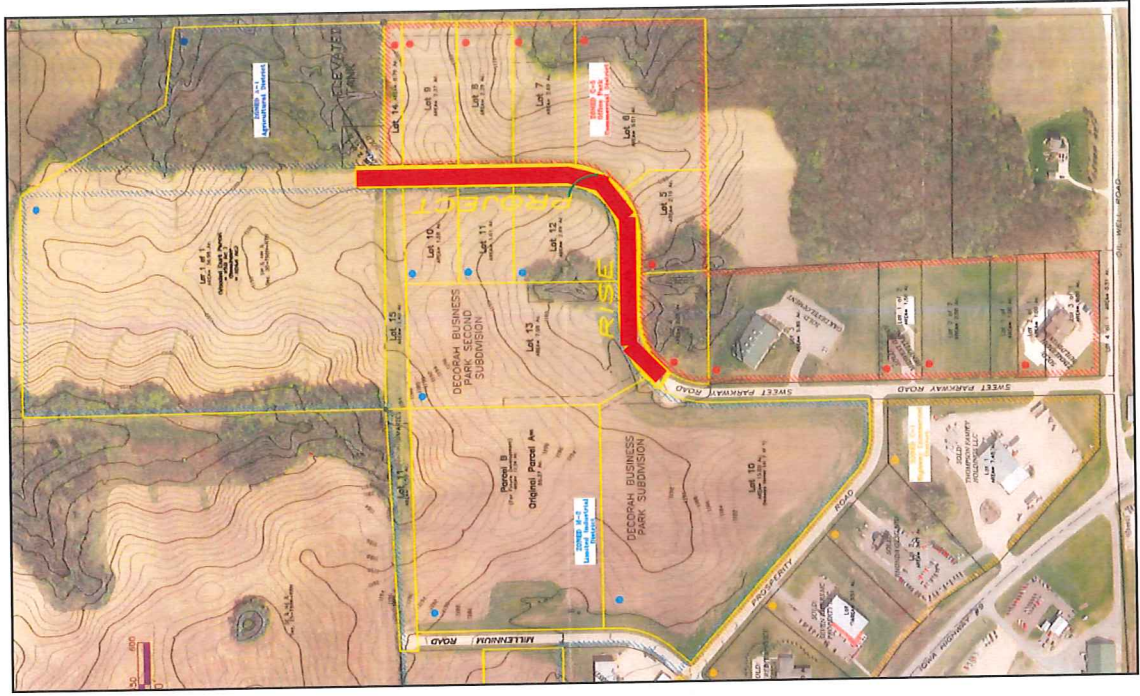
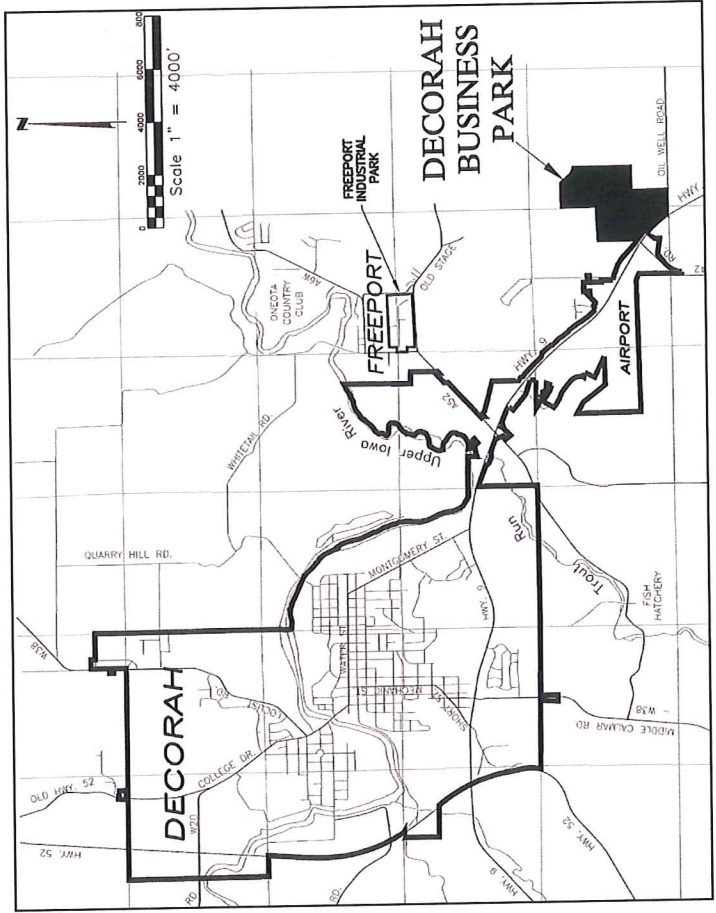
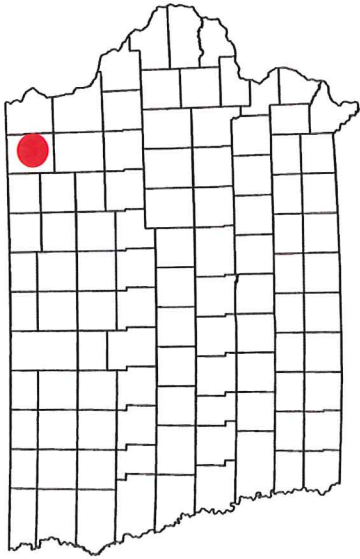
Total Rating: 43

Jobs: 0

STAFF RECOMMENDATION:

Award a grant of \$364,375 or up to 50 percent of the RISE-eligible project cost, whichever is less. Funding will come from the city share of the RISE Fund.

Decorah



DEPARTMENT OF TRANSPORTATION
COMMISSION ORDER

Division/Bureau/Office Director Order No. PPM-2016-26
Submitted by Paul Trombino III Phone No. 515-239-1111 Meeting Date October 13, 2015
Title 2016-2020 Iowa Transportation Improvement Program Amendment

DISCUSSION/BACKGROUND:

At the request of Commissioner John Putney at the September 8, 2015, Iowa Transportation Commission meeting, this Commission Order has been prepared to propose an amendment to the highway section of the 2016-2020 Iowa Transportation Improvement Program (Program). The proposed amendment will remove the Jasper County US 65/Iowa 330/Iowa 117 interchange construction project from the Program. This project is currently programmed for approximately \$14.7 million in fiscal years 2017, 2018 and 2019.

A detailed summary of the program amounts by year and work type is attached.

PROPOSAL/ACTION RECOMMENDATION:

It is recommended the Commission REJECT this change to the 2016-2020 Iowa Transportation Improvement Program. This project is based upon sound design and safety engineering judgment and was included in the last two Programs adopted by the Commission in recognition of the potential safety issues at this location. Removing this project from the Program would delay the implementation of the safety features and goals of the project.

COMMISSION ACTION:

Moved by _____ Seconded by _____

	Aye	Vote Nay	Pass
Boswell	_____	_____	_____
Huber	_____	_____	_____
Miles	_____	_____	_____
Putney	_____	_____	_____
Reasner	_____	_____	_____
Rose	_____	_____	_____
Yanney	_____	_____	_____

Division
Director

Legal

State Director

Proposed FY 2016-2020 Iowa Highway Program Amendment

Project Estimated Costs X \$1000

<u>County</u>	<u>Route</u>	<u>Location</u>	<u>Type of Work</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>
<u>Non-Interstate Capacity/System Enhancement</u>								
Jasper	65	IA 330 & IA 117 INTERCHANGE	BRIDGE NEW		(1070)			
			GRADE		(5300)			
			RIGHT OF WAY		(1500)			
			WETLAND MITIGATION		(400)			
			GRADE AND PAVE			(6000)		
			LIGHTING			(50)		
			TRAFFIC SIGNS			(93)		
			EROSION CONTROL					(298)
Totals				<hr/>				
				(8,270)	(6,143)	(298)		

PPM-2016-26

Director Trombino III said at the request of Commissioner Putney at the September 8, 2015, Iowa Transportation Commission meeting a commission order has been prepared to propose an amendment to the highway section of the 2016-2010 Iowa Transportation Improvement Program. The proposed amendment will remove the Jasper County, U.S. 65/Iowa 330/Iowa 117 interchange construction project from the program. This project is currently programmed for approximately \$14.7 million in fiscal years 2017, 2018, and 2019, and a detailed summary of the program amounts by year and work type is attached to the commission order.

Commission Vice Chair Huber said we know there is a great deal of interest on this particular topic so he opened it up for public input.

Larry Cleverley said everyone here today has the safety of the driving public in mind as we discuss the most logical course of action. His family drives through these two intersections multiple times per day so no one is more concerned about public safety at these intersections than he. When Iowa 330 was a two-lane highway, the accidents stretched from about Bondurant to Marshalltown. When the four-lane highway was finished, the accidents that occurred in a 40-mile stretch were concentrated at these two intersections. In 2011, the DOT made changes to lower the speed limit from 65 to 60, and to install off-set turning lanes, additional signage, and warning lights. Plus, Jasper County installed rumble strips on F-17 as westbound traffic approaches Iowa 330. He thought safety was improved significantly with these measures.

For random periods of time in 2013 a speed indicator sat alongside Iowa 330 as vehicles approached the intersection of U.S. 65 and Iowa 117. When the speed indicator was operational, the intersection was accident free so we can deduce that slowing down the traffic lowers the accident rate. In late May of this year, sensors were installed to trigger additional warning lights at the U.S. 65/Iowa 330/Iowa 117 intersection. Installation of the sensor system provided 4½ months of accident-free driving. Unfortunately, last Saturday morning there was a two-car collision with no fatalities. Those 4½ months were the longest accident-free period in the four-lane highway's history. He introduced his friend and customer, Christine Lebron-Dykeman, who has done a lot of research on this subject.

Ms. Lebron-Dykeman said she has been a customer of Mr. Cleverley for 15 years. From May to October there is barely a day that goes by that she isn't eating Cleverley produce so she has a vested interest in this project. Her purpose is to ask the Commission to rescind the appropriation for the interchange and instead vote for a J-turn solution which would substantially minimize accidents, save Iowa tax dollars, and preserve this incredible organic farm.

Recognizing the Cleverley farm sits at two dangerous intersections, Ms. Lebron-Dykeman said something needs to be done to decrease accidents and, hopefully, eliminate fatal accidents. What concerns her is the push to move forward with a diamond interchange instead of a J-Turn without any substantial evidence that an interchange is safer. The I-Trans report commissioned by the Iowa DOT suggests a J-Turn which is designed to reduce the number of intersection conflict points from 42 to 24 and right angle conflict points from 24 to four would be similarly effective in preventing accidents. The only challenge to this option is initial skepticism by local businesses and residents and concerns raised by truck drivers and school bus drivers. As the report notes, this is the same skepticism that has been encountered in other states when J-Turns were initially installed and, from her review in looking at other states' websites, these concerns have been unfounded. Maryland, Minnesota, Missouri, North Carolina, and Wisconsin have all effectively implemented J-Turns and substantially reduced accidents and virtually eliminated fatal accidents. J-Turns also offer another significant safety benefit in that they can be installed within one to two years while a diamond interchange takes up to a decade to complete.

Ms. Lebron-Dykeman said the first question posed on Wisconsin DOT's website is why build a J-Turn and the answer is "J-Turns reduce a significant number of crashes. They are extremely cost effective, can be quickly implemented, have minimal environmental impacts, and require minimal property acquisitions, no relocation of homes and businesses." She asked the Commission to lead Iowa in an action that can save lives, save Iowa taxpayers over \$14 million, and save Cleverley farms. She brought an annotated version of the I-Trans report highlighting some of the points and she has included a reference to a video link on the Wisconsin DOT website where they talk about the J-Turn solution and how it has been implemented. They also have school bus drivers and professional drivers talking about both the ease of the J-Turn and the safety that has resulted.

Mr. Cleverley said in 1973 he was a part of Iowa's brain drain moving first to Chicago for eight years and then to New York City for almost 16 years. In 1994 his paternal grandmother passed away and for the first time in over 20 years he spent more than a long weekend in Iowa. His grandfather passed away in 1995 and his wife and he moved onto the farm in late 1996. He said he had a crazy idea that they could grow and sell quality organic produce, and they started with a half acre in 1997 and quickly grew to eight acres. In their 19 years in business, they have succeeded beyond his wildest dreams. Lt. Governor Patty Judge appointed him to the first Local Foods Task Force in 1999, and Governor Tom Vilsack appointed him to the Iowa Food Policy Council in 2006. He has mentored countless beginning farmers through a program administered by the Practical Farmers of Iowa. They have hosted thousands of adults and children to show them where their food comes from. They have hosted young

management employees from Chipotle Grill. He has done almost 500 farmers markets in Court Avenue in downtown Des Moines and at each and every market he has taken the opportunity to educate people about their food. He has spoken at countless workshops and conferences from Wisconsin to Cedar Rapids to San Diego to Ames, all over the country about what they have been able to do with the fertile soil in Iowa. They have worked tirelessly to promote the food culture of central Iowa. He has helped to stop the brain drain that he was part of in 1973, and he has helped make Iowa a place to which people want to move to, not away from.

Mr. Cleverley said building this interchange will bring all this to a screeching stop. They would lose all their certified land, home, and outbuildings. His family has been good stewards of this farm for 87 years and good citizens of Jasper County for 140 years. There are alternatives that preserve public safety and allow his farm to stay intact. Let's use common sense and accomplish these two things – safety and his farm continuing to contribute to the great state of Iowa.

Todd Martin, Baxter Community School District, introduced his delegation members. He said he thought a lot about the types of things he might share in promoting why we should continue to move forward. When talking about why, we are really talking about public safety. We are all charged with ensuring safety; he is charged with ensuring the safety of the school and the students within that school. Promoting and recommending we continue with this project is about the safety of the critical masses and it comes at a great cost, but great as opposed and compared to what? Great as compared to the loss of life which we know this is an intersection that is dangerous in terms of loss of life and accidents. On Saturday there was another accident which points out that this intersection needs attention. They are very aware and empathize that this project will take property. They empathize that this comes at a great cost but again compared to what; the cost of life? So when they want to promote the safest possible option, they understood what that meant but in the end this is about saving lives. Their school district has over 80 routes that in some way, shape, or form come across that intersection, and four districts (Baxter Community School District, Collins-Maxwell Community School District, Bondurant, and Colfax-Mingo) are affected by this intersection and are in support of doing something to ensure the safety of their students and community members. It is for those reasons they recommend continuing to move forward with this project. The city has presented a letter of support and he provided a copy of the support letter that the school board provided.

Brian DeJong, Baxter City Council and School Board President, said there is unanimous support from the city council.

Director Trombino III said staff wanted to go through the decision that is before the Commission because it has a significant impact to the Cleverley property and a significant impact to the public through fatalities. There are a lot of safety concerns which is ultimately our priority. We are always looking at the system for crashes but beyond crashes, fatalities, and trying to make sure that we are doing things to address those issues as best we can. For the last five years there have been 38 crashes with five fatalities occurring in this one mile area. This fatality rate is nine times higher than other similar intersections. There is a long public history which we have talked about quite a bit. We have talked about a J-Turn and have looked at nine intersection and two interchange alternatives. We went out to the public with a J-Turn alternative in June, 2014, and ultimately ended up with the diamond interchange as the preferred alternative. We have spent a lot of time working with the Commission to develop what is the best for the safety issue but also from a transportation perspective.

There is only one solution based on the geometry and geography of the land; an interchange. As Mr. Cleverley indicated, we have done a number of temporary improvements to try to deal with the issues along both Iowa 117 and F-17. These are interim safety measures to try to get people to drive safely and not make poor decisions but we've still seen significant high speed, T-bone crashes. Despite the enhancements in this area, it is far more dangerous than other intersections. In Iowa, one in 148 crashes at four-lane expressway intersections is fatal. At the two Iowa 330 intersections one in 8 crashes is fatal. In addition, there are 923 high speed expressway intersections around the state and of those 39 have one or more fatalities and 23 have one or more fatalities in the last five years. Three intersections have two or more fatalities, and two of those intersections are on this one-mile stretch. There is one high speed expressway intersection in the state with three or more fatalities and it is Iowa 330/U.S. 65/Iowa 117. There is no more serious accident-prone area in the state of Iowa. He showed a short video showing various crashes at the intersection.

Director Trombino III said the bottom line is similar interchanges have nearly 90 percent fewer crashes than the existing at-grade intersections and nearly zero fatal crashes. To address the serious safety solution, there is only one solution, the interchange. In regard to a J-Turn, the geometry and geography will not allow a J-Turn to function due to median width and grade change. Every solution must fit the area to provide the most proper benefits and putting something in that doesn't fit the area will have negative consequences. In the end there is no other solution to resolve these types of high impact crashes and as Mr. Cleverley pointed out, we were made aware of another significant high speed T-bone crash at the intersection of F-17/U.S. 65/Iowa 330 where a southbound vehicle hit another vehicle. Three individuals were taken to emergency facilities. The temporary solutions will not prevent the ongoing, high-speed crashes. An interchange is the only solution so staff's recommendation to the Commission is to reject the motion and proceed with the interchange to help prevent fatalities and improve the safety of the worse area we have in the state.

Commissioner Putney moved to amend the 2016-2020 Iowa Transportation Improvement Program by removing Jasper County, U.S. 65/Iowa 330/Iowa 117 and county road F-17/Iowa 330 interchange from the program. Commissioner Rose seconded the motion.

Commission Chair Boswell said he is very concerned about safety and he respects life. He also has respect for the expertise of the Iowa Department of Transportation engineering staff and the process. However, in all due respect to our engineering department and even though the case has been made for this intersection, there are alternatives to safety that have not been totally explored, and he thought we owe it to our state, our citizens, our children, and everybody else involved that the Commission look at alternatives. He said Commissioner Putney drives that road more than any of us and took it on his own to propose this initiative. Commission Chair Boswell said he is going to support it. That means we are not going to do it now; we would explore other alternatives to put up more signs, lights, stops, whatever but remembering we cannot legislate safety. If we could, we would have done that a long time ago. It is the Commission's prerogative to raise questions; that is part of our responsibility.

Commission Vice Chair Huber said this has been a difficult issue for the Commission. A lot of work has been done; a lot of input taken. He asked Commissioner Putney to reread the motion and he clarified to the Commission that an aye vote is a vote to remove the interchange from the five-year plan and a nay vote is to keep it in the five-year plan.

Commissioner Putney moved to amend the 2016-2020 Iowa Transportation Improvement Program by removing Jasper County, U.S. 65/Iowa 330/Iowa 117 and county road F-17/Iowa 330 interchange from the program. Commissioner Rose had seconded the motion. Roll call vote: Boswell, Aye; Huber, Nay; Miles, Nay; Putney, Aye; Reasner, Nay; Rose, Aye; Yanney, Nay.

Commission Vice Chair Huber said the motion is defeated and the interchange will remain in the five-year program.

Meeting adjourned at 8:57 a.m.