

IOWA DEPARTMENT OF TRANSPORTATION

AGENDA ITEMS/COMMISSION ORDERS

Tuesday, September 8, 2015  
Materials Conference Room  
Ames DOT Complex

<u>ITEM NUMBER</u>	<u>TITLE</u>	<u>SUBMITTED BY</u>	<u>PAGE</u>
D-2016-14 1:30 p.m.	*Approve Minutes of the August 11, 2015, Commission Meeting in Burlington  Commission Comments  Staff Comments	Connie Page	1
PPM-2016-15 1:35 p.m.	*Revitalize Iowa's Sound Economy (RISE) – City of Greene Project Settlement	Craig Markley	2
PPM-2016-16 .	*Revitalize Iowa's Sound Economy (RISE) Application – Boyden (delegation)	Craig Markley	5
1:45 p.m.	Public Input		
1:55 p.m.	Adjourn		
*Action Item			

On Tuesday, September 8, the Commission and staff will meet informally at 9:30 a.m. in the Materials conference room at the DOT complex in Ames. 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-2016-14  
Submitted by Connie Page Phone No. 515-239-1242 Meeting Date September 8, 2015  
Title Approve Minutes of the August 11, 2015, Commission Meeting in Burlington

**DISCUSSION/BACKGROUND:**

**PROPOSAL/ACTION RECOMMENDATION:**

It is recommended the Commission approve the minutes of the August 11, 2015, Commission meeting in Burlington.

**COMMISSION ACTION:**

Moved by Rose 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>absent</u>	_____	_____
Rose	<u>X</u>	_____	_____
Yanney	<u>X</u>	_____	_____

\_\_\_\_\_  
Division  
Director

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Legal

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State Director

## Commission Comments

Commission Chair Boswell noted the Commission held a workshop this morning to review in-depth the agenda items. No action was taken.

### 1. Recognition of Commissioner Putney

Commissioner Rose said he is always impressed by our commissioners and what we have all done for Iowa and he expressed appreciation for that dedication to the state. Today he wanted to focus on Commissioner Putney. Because of his hard work over 20 years our state fair is known nationally today. Thank you for your hard work for Iowa.

Commission Chair Boswell said Commissioner Putney started the Blue Ribbon Foundation and carried it through until very recently. It has brought great results. Thank you for that great job.

**DEPARTMENT OF TRANSPORTATION  
COMMISSION ORDER**

Planning, Programming and Modal Division

Division/Bureau/Office Office of Systems Planning Order No. PPM-2016-15  
 Submitted by Craig Markley Phone No. 515-239-1027 Meeting Date September 8, 2015  
 Title Revitalize Iowa's Sound Economy (RISE) Project Settlement – Greene

**DISCUSSION/BACKGROUND:**

On January 8, 2008, the city of Greene was awarded a RISE grant of \$45,200 to assist with the grading and paving of an extension of Industrial Parkway from the end of the existing pavement west approximately 188 feet.

Commission approval of this project was contingent on the creation of 15 new jobs within three years after completion of the roadway. Associated capital investment was to be \$594,100.

On July 13, 2009, the roadway was opened to traffic. As of June 22, 2015, the city of Greene had not met the job creation contingency. The department was advised that an average of 12 total jobs were created.

The method of calculation and amount of proposed settlement was provided to the city. The city of Greene has agreed to repay the proposed settlement of \$2,508.

**PROPOSAL/ACTION RECOMMENDATION:**

It is recommended the Commission approve the project settlement and proposed payment of \$2,508 for the city of Greene.

**COMMISSION ACTION:**

Moved by \_\_\_\_\_ Seconded by \_\_\_\_\_

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

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Division  
Director

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Legal

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State Director

PPM-2016-15

Craig Markley, Office of Systems Planning, said for RISE Immediate Opportunity projects there are job creation commitments associated with receiving the funds. The Department monitors these contingencies to assure they are met within three years of the road being opened to traffic. If the contingencies are not met, the Department will seek partial or full revocation of the grant.

Today we are presenting a proposed settlement with the city of Greene for a RISE project awarded in January, 2008. The city received a grant of \$45,200 for roadway improvements contingent on the creation of 15 new jobs by Allan Industrial Coatings within three years of project completion. In July 2009 the roadway was opened to traffic; however, the company associated with this project was only able to create an average of 12 jobs. Based on the settlement policy, the city has agreed to a repayment of \$2,508. Staff recommends the Commission approve this proposed settlement for the Greene RISE project.

Commissioner Rose moved, Commissioner Miles seconded the Commission approve the project settlement and proposed payment of \$2,508 for the city of Greene. Commissioner Reasner absent; remaining Commissioners voted aye.

## RISE Project Completion Settlement for:

RECIPIENT : City of Greene  
 PROJECT # : RM-3012(601)--9D-12  
 AGREEMENT # : 2008-R-024

Reimbursable Maximum : \$45,200

To bring this project agreement to a close, in accordance with the procedure adopted by the Iowa Department of Transportation Commission (Commission), the Recipient (as identified above) is required to repay a portion of the RISE grant funds received.

The amount to be repaid is calculated in the following manner, according to the method approved by the Commission, all amounts are rounded to the nearest whole dollar or percentage point.

**Step 1** Determine the difference between the RISE grant funds actually reimbursed and 50% of the total eligible costs. The resulting amount is referred to as the "RISE differential"

		Actual	
a.	RISE grant funds reimbursed:	45,200.00	
b.	FINAL eligible project costs:	65,325.00	
c.	50% of FINAL eligible costs:	32,662.50	
d.	"RISE differential" ( a ) - ( c ) =	12,537.50	\$12,538

Rounded

**Step 2** Determine average number of jobs being created.

		9	
a.	FTE jobs at beginning of 6 month monitoring period:	9	
b.	+ FTE jobs at end of 6 month monitoring period:	14	
	Average number of jobs [(a+b)/2]	12	Rounded

**Step 3** Determine the amount of the contingency unfulfilled.

An average of 12 FTE new jobs were created by Allan Industrial Coatings. The funding contingency required that 15 FTE new jobs be created.

		0	
a.	Existing jobs at time of Commission Award:	0	
b.	Contingency total # of jobs created:	15	
c.	Actual total # of jobs created:	12	Rounded
d.	Contingency unfulfilled (enter contingency if negative):	3	
	Determine percentage = (d/b)	20.00%	
	Therefore the percentage of contingency still unfulfilled is:	20%	Rounded

**Step 4** Determine the prorated amount by multiplying the RISE differential amount by the percentage of the contingency still unfulfilled.

	X		X		
Prorated amount = (Step 1.d)		(Step 3 %)	=	Prorated Amount	
\$12,538		20%		\$2,508	Rounded



DEPARTMENT OF TRANSPORTATION  
COMMISSION ORDER

Planning, Programming and Modal Division

Division/Bureau/Office Office of Systems Planning Order No. PPM-2016-16

Submitted by Craig Markley Phone No. 515-239-1027 Meeting Date September 8, 2015

Title Revitalize Iowa's Sound Economy (RISE) Application – Boyden (Delegation)

**DISCUSSION/BACKGROUND:**

The city of Boyden submitted a RISE Immediate Opportunity application requesting a grant to assist in the improvement of approximately 1,502 feet of Taft Street located in Boyden. This project is anticipated to be completed by November 2016.

Because this project will provide access to 8 acres for 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 \$284,947 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, presented a RISE Immediate Opportunity request from the city of Boyden to assist in the improvement of approximately 1,502 feet of Taft Street. Because this project will provide access to more than eight acres for 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 57 points. Total estimated project cost is \$569,894. The city is requesting a RISE grant of \$284,947 and will provide a 50 percent local match. He introduced Tim Lammers, Mayor of Boyden.

Mayor Lammers said Boyden is a town of 700 people with a total tax base of about \$32 million, and they have a feed elevator looking to spend \$15 million in their community. There currently is a feed mill operating at this location which is directly across the street from their local grade school. The truck traffic gets very congested and it is dangerous for the kids and parents trying to drop off kids. This new feed mill will be on the south side of the elevator and will bring all the truck traffic a block away from the school so there is a big safety benefit. In addition, the feed mill is currently doing about 700 tons per day and the new feed mill will be upwards of 3,000 tons so they are looking at 100 semi loads of feed being produced each day with the raw materials coming in from the local growers and then turned into feed for the livestock industry in the area. A projected benefit for the local growers is enhanced corn prices which should, by estimate, bring about an extra \$1million of income to local growers.

Mayor Lammers said Boyden is about 30 miles from Minnesota and South Dakota. The local elevator has a presence in both southern Minnesota and eastern South Dakota and will export some of the finished product to those states. In a town of 700, 20 plus jobs is pretty good. Their largest local business was hit with the downside in the Ag industry and had a layoff a couple weeks ago so this expansion is a big boost to the local economy as far as bringing in good paying jobs; average estimate is \$47,000 to \$49,000 a year. They are also building about 50,000 pig stations and will contract with local growers. Mid-America, the local electrical and power company, has started rerouting lines to provide electricity. A gas line will be built and about \$750,000 of infrastructure will be done at the gas substation.

Mayor Lammers said traffic will come from the east end of Taft into the feed mill and then exit on the west end of Taft down Main Street back to the highway. They are trying to keep all the traffic in the lesser populated part of the community so the impact on the citizens is as little as possible. The green space to the south of Taft Street is open area that potentially could have other businesses come in. Most of that is owned by FCS and they have indicated they are going to build support structures for the new feed mill. Mayor Lammers said they also have interest from a local investor and developer that will, hopefully, in the next year or so build a truck stop/convenience store just to the south of U.S. 18. That will be about a \$3 million investment.

Commissioner Rose said 20 jobs with a \$1 million payroll a year is something to be proud of. Mayor Lammers said those are conservative numbers. Once they get up to full production which might take another year or so, some estimates are as high as 40 jobs. These are not minimum wage jobs; they are something that can sustain a family especially in small town, rural Iowa. They are very excited about this.

Mr. Markley reviewed staff's recommendation.

Commissioner Putney moved, Commissioner Yanney 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 \$284,947 or up to 50 percent of the total RISE-eligible project cost, whichever is less, from the city share of the RISE fund. Commissioner Reasner absent; remaining Commissioners voted aye.

RISE LOCAL DEVELOPMENT FUNDING  
September 2015  
SUMMARY

Applicant: Boyden

Multiyear?: No  
Multijurisdiction?: No

ROAD PROJECT LOCATION AND DESCRIPTION: To assist in the improvement of approximately 1,502 feet of Taft Street located in the city of Boyden.

ASSOCIATED ECONOMIC DEVELOPMENT: This project will provide access to 8 acres for industrial development.

PROJECT FINANCING:

Roadway Project Cost:	\$569,894
RISE (Total):	\$284,947
Grant:	\$284,947
Loan:	0
Loan Terms:	Yrs. 0
	Int.: 0 %

Local Match (Total):	\$284,947
Up-Front:	\$284,947
NPV of Loan Repayment:	0
Effective Match Percent:	50

Up-front Participation Sources:	
Private:	
Public:	\$284,947

Local Match (Total):	\$284,947
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PROJECT EVALUATION:

Development Potential (35):	25
Economic Impact and Cost Effect. (20):	11
Local Commit. and Initiative (35):	15
Transportation Need (4):	4
Local Economic Need (6):	2

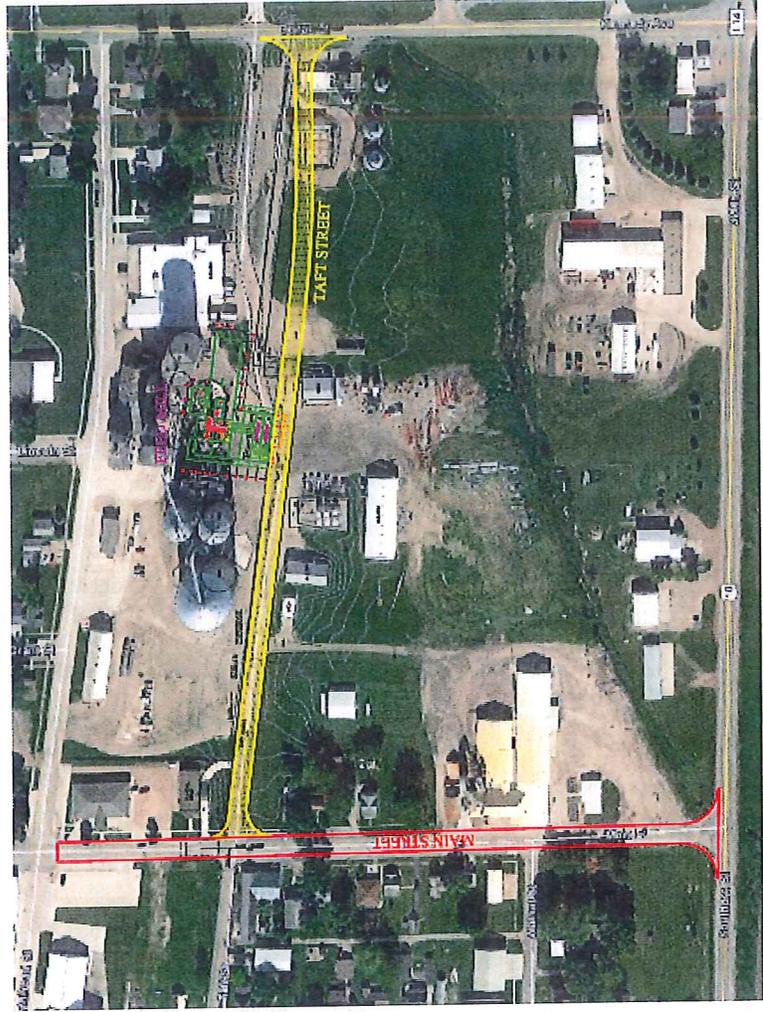
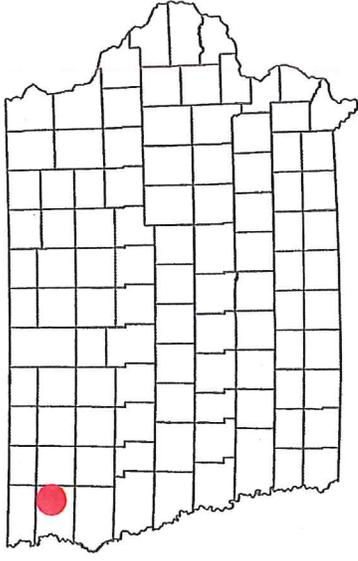
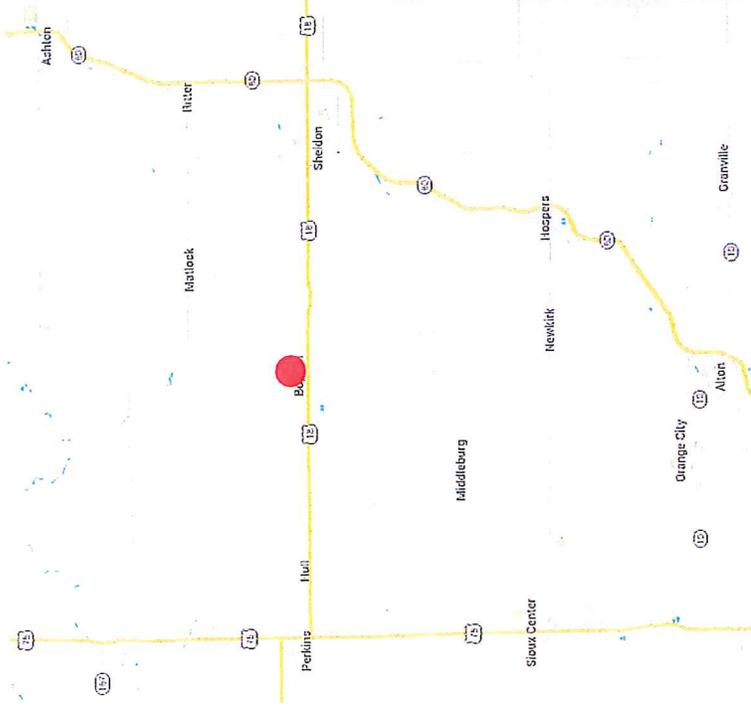
Total Rating: 57

Jobs: 20

STAFF RECOMMENDATION:

Award a grant of \$284,947 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.

# Boyden



Public Input  
1:47 p.m.

Larry Cleverley said he was impressed by the thoughtfulness of the conversation this morning during the informal workshop and appreciated the Commission's thoughtfulness and concern. He stressed that no one is more concerned about the safety of these two intersections than his family. Someone from his family drives through these intersections every day so no one understands the safety problems better than him. He grew up an eighth mile from the intersection when it didn't have lights. There were accidents there then; there are accidents there now.

Mr. Cleverley said he has some questions:

- Does anyone recall who the lead engineer was on the four-lane project that was completed in 2000-2001?
- Does anyone recall when the first accident and first fatality was when the four lanes were open? Was it immediately or was it a couple years later?

Scott Dockstader, District Engineer, said the four lanes were opened in 2002 and there were two fatal accidents in 2003.

- If we have a four-lane highway that opened in 2002 and 13 years later 12 or 13 people have died in accidents and there have been 70 to 80 total accidents, why did it take eleven years for some minor modifications to be done with the turning lanes at the 117/330/65 intersection?

Mr. Dockstader said off-set turn lanes were constructed at the intersection with U.S. 65/ Iowa 117/Iowa 330 in 2011. We do not have those at the F-17 intersection.

- Since 2011 when those offset turn lanes were installed, the number of accidents has gone down considerably. When you are in the position we are now with what the DOT wants to build, you notice some odd things when driving around the countryside. For example, on Iowa 117 north of Mingo there is a right-turn lane to go east on the Ira blacktop. Why is there not a right-turn lane when you are Marshalltown bound on Iowa 330 to go south on Iowa 117 as he thought a number of accidents have been rear-end collisions by people not paying attention as they are driving toward Marshalltown.

- Do we know what the current budget is for your proposed project?

Mr. Dockstader said it is \$14.7 million. Mr. Cleverley said at the public meeting he was told it was \$17 million.

- Do you know what it cost to install the input sensor system that was operational in May? Why wasn't it done before? How long have you had this technology? Nobody at the public meeting two weeks ago could tell him.

- Do you have any data on traffic speed since the installation of the sensor system? Are you collecting any data? Why wasn't it installed on Iowa 117/330?

- The DOT's contractor started doing soil borings in March when the ground was still frozen and we hadn't had all the rain that we have had so far this summer. They took soil borings along the new U.S. 65 which runs in a little field across the road from his farm on a diagonal northeast toward existing U.S. 65. They took 14 soil borings, 20 ft. deep and 10 inches in diameter and all 14 filled up with water over night. The "slide hill seep" is an underground spring that comes out of the northeast corner of this 45/50 acres and then runs through a culvert underneath Iowa 330 and becomes the western most creek in his timber. That says to him there is an underground water table close to the surface, and what impacts are building a new highway across this going to have on the remainder of the 40-acre field?

Mr. Cleverley said he couldn't tell for sure but it appears the new ramp from new U.S. 65 to Iowa 330 northbound will be in their timber. That would be good to know. It also appears that a series of drain pipes, flumes, and catch basins will ultimately direct the water from the east side of Iowa 330 onto what is going to remain of his property. Very little water off Iowa 330 ends up on them now.

- Have these plans been submitted to the DNR? Is that part of the process? Doesn't the DNR have to approve something like this?

Director Trombino said staff can follow up on what needs we have and the process.

Mr. Cleverley said Sunday night we had 2.5 inches of rain that came pretty quick. He drove out in the timber yesterday and the water was running a foot deep and you could tell by the way the grass was swept over that it was running 3 feet deep at some time during the night so this little stream carries a lot of water. It worries him about the drain pipes, flumes, and catch basins and how that is going to affect the southern half of his timber. It is complicated by the fact that all the water is going to flow toward what the University of Iowa Archeology Department calls the finest example of a woodland Indian pottery making site that they have ever seen. It dates back to 400 AD, and because it meets the qualifications, he is in the process of registering the site on the National Site of Historic Places. He asked if the DOT can guarantee that this system of water drainage is not going to affect this important site.

- From the information sent to him by the DOT, it appears that almost all the work regarding threatened and endangered species was done in April or May of 2013. Since that time the Northern Long-Eared Bat has been put on the threatened list. From talking to a bat expert, he knows his timber is perfect habitat for that Northern Long-Eared Bat. What does that mean? Since the threatened and endangered species work was done over two years ago, would the DOT plan on doing more? He noted Jill Garton from the DOT was to consult with the U.S. Forestry and Wildlife Service and the DNR and he asked if that has been done.

- Why is tree removal only done between September 15 and April 15? The answer was bats.
- The DOT is required to avoid and minimize impacts to open grasslands, woodlands, and wetlands to the extent possible. Iowa Code 314.23 states woodland removed shall be replaced. How is the DOT going to replace the thousands of mature trees in this timber; the shagbark hickories, savannah oaks, white oaks, and black walnuts? All the threatened and endangered species evaluations end with the statement that your project “may affect, not likely to adversely affect.” What does that mean? Does that mean pretty sure, fairly sure, or you don’t know? He would like an explanation/clarification.
- He supposed because of the gas tax increase, the DOT doesn’t have to take money from the feds for this project; thus you don’t have to do an environmental impact statement. Are there any differences between what the DOT does and what the feds would require?
- What remains to be done by the DOT for this project to go forward? He would guess you have to talk to the DNR and the U.S. Fish and Wildlife people. From an engineering standpoint, are you comfortable with what you are doing? He has problems with how the new U.S. 65 is cutting these 42 acres of tillable ground in half leaving them with 8 or 9 acres on each side. Will building that road across the middle going to affect the water table that is apparently less than 20 ft. below the surface? Is it going to affect the water that flows out of the side hill in the northeast corner to the creek? Will they have a piece of ground that has produced for 70 years since his grandfather and his brother cleared it of timber not going to be as productive?
- Won’t the new design on U.S. 65 with four ramps coming up, a three-way stop plus where F-17 connects with U.S. 65 result in a total of nine stop signs with people still turning in front of oncoming traffic?

Mr. Cleverley said he is hoping common sense will prevail. There are ways to improve the public safety without spending \$20 million and displacing a couple families, depriving him of his livelihood, and taking 30 acres of beautiful timber. Do the right thing and show the 10,000 people that signed his petition that you are listening to them.

Commissioner Putney respectfully requested that an amendment to remove the 330/65/117 project from the five-year program be included in the October meeting agenda.

Meeting ended at 2:04 p.m.