

JUNE 2008

# INSIDE



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Severe weather coverage will be in the July edition of INSIDE.



ONE 2 ONE

WITH DIRECTOR NANCY RICHARDSON

All good things seem fleeting. I don't say that in a depressing, fatalistic, pessimistic way because I actually think that this tentative nature of things in our lives leads to many positive things. But that doesn't mean there isn't pain, discomfort, worry or sadness in the process. A few things happened recently that highlighted that for me, some of them very significant and others relatively minor.

On the significant side, I think first about the tornado that recently hit Parkersburg. Lost lives, homes, and other buildings are the most vivid reminder that nothing lasts forever. Yet, out of this sadness and devastation comes amazing hope, resilience and caring. While I am sure we have had many DOT employees affected personally by that and other recent severe weather, I was told of two DOT employees who lost their homes and belongings – Butch Prange from the Allison maintenance garage and Jerry Melcher from the Grundy Center maintenance garage.

Clearly, with all that happened to them, Butch and Jerry are acutely aware of the "here today and gone tomorrow" nature of life. You might think they would be solely focused on their problems, but that is not the case. When asked about DOT setting up a fund for employee donations to help the two of them get back on their feet (an idea hatched as a result of the caring nature of another DOT employee, Cindy Yarrington Moline, who wanted us to help) they both said "no, thanks." Instead they asked us to tell their story in a future INSIDE issue in hopes of helping others understand how to stay safe in a tornado.

I have also been reminded that nothing lasts as my 62-year-old brother-in-law, who I've mentioned before, moved to a nursing home. This vital, athletic, fit, spunky man is now unable to walk, eat, or tend to any of his needs on his own. What positive is there to take from something so devastating? For one thing, it has made all of his family much better understand the importance of relishing the little things in life and cherishing each other.

And then there are our jobs and careers. Nationally the average "life" of a DOT director is only about 2 1/2 to 3 years. We work hard and long to get where we are and assume it will be secure, but that isn't always the case, as I was recently

reminded. I ran into a former DOT director from another state at a meeting last month in Branson. We were catching up. He's been a consultant for the couple years since he was the DOT director. I asked him if it was hard to watch someone else do the job he used to do. He was gracious and said that it wasn't hard, particularly since his replacement is a really good guy.

The thing he said that particularly stuck with me was that after he left the job he told his kids, "I used to be important, but now I'm not." "You know, Nancy, now I only get a couple pieces of mail each week," he said, "and it's great. I have more time now to focus on my family." I was reminded that a job can be gone as fast as it came about and, while I might miss some elements of it, there would be positives – like more time available to spend on other things that matter most to me personally.

I also have been having trouble with an ankle. Been to the doctor once but still not solved. It's not your typical injury, but a weird problem that makes me think of infections and diseases. Now, when you are my age, doctors almost always say – or guess – that everything is age-related – very frustrating. And

my mother and maternal grandparents all endured leg and foot amputations as they aged. That is all combining to make me think that I won't always be able to do everything as effortlessly as I do now. While I'm worrying a bit, it also has made me think about taking better care of myself and doing more of the things I want to do instead of just things I have to do.

So, maybe I am just sensing my mortality, but all these seemingly unrelated things have me thinking more about the tentativeness of everything. It's more of that inevitable change that occurs in our lives – some fast and some slow. And even though some sense of loss is attached to these changes in life – aging, end of career, health issues, and loss of belongings – the more powerful feeling for me is one of remembering to value and appreciate the important things. As always, it's not the stuff that matters, it's the people and relationships.

*Nancy*

# *TIME-21 bill signed to secure funding for transportation infrastructure*



**S**enate File 2420 (SF 2420), signed into law by Gov. Chet Culver April 22, is the next step in addressing Iowa's infrastructure needs. Last year the Iowa legislature approved the creation of the Transportation Investment Moves the Economy in the 21st Century (TIME-21) Fund, but provided no funding to it. SF 2420 allocates revenues to TIME-21 coming from a number of fees related to transportation.

"As Governor, one of my top priorities has been to build on Iowa's strengths in education, manufacturing, agriculture, and financial services to create jobs in every corner of the state," said Governor Culver. "The good news is the jobs are coming, but we must have the infrastructure in place to keep pace and grow our economy. We're taking another essential step toward doing just that."

## **Key provisions of the bill include:**

### **Extends constitutional protection to more funds supporting Iowa's roadways**

Motor vehicle use tax, which is currently assessed at a rate of 5 percent of the purchase or leased price of a vehicle, is repealed under SF 2420 and replaced with a "fee for new registration" at the same rate. Under the Constitution of the State of Iowa, Article VII, section 8, registration fees shall be used exclusively for the construction, maintenance and supervision of the public highways. Use tax is not protected under the state constitution.

### **Allocates revenues to the TIME-21 Fund**

Revenue from increases in fees collected from trailer registrations, certificates of title and salvage certificates of title, and from annual vehicle registration fees in excess of \$392 million, are deposited in the TIME-21 Fund. House File 932 (TIME-21 Fund Act), enacted during the 2007 legislative session, allocates revenues from the TIME-21 Fund to the Primary Road Fund (60%), Secondary Road Fund (20%) and City Street Fund (20%). HF 932 provides that the TIME-21 Fund will sunset June 30, 2028.

### **Elongates the schedule for reducing registration fees for cars and multi-purpose vehicles, and increases the minimum vehicle registration fee**

The formula used to calculate annual registration fees for cars and multi-purpose vehicles is based on a vehicle's value and weight. The registration fee is gradually reduced as the vehicle ages to a minimum flat fee. SF 2420 elongates the period of declining fees by three years and increases the



*Governor Chet Culver signs Senate File 2420, allocating additional funds to maintain Iowa's transportation infrastructure.*

minimum flat fee to \$50. The schedule change will take effect Jan. 1, 2009. Owners of motor vehicles registered prior to that date will not pay more than they currently pay for motor vehicle registration for that vehicle.

### **Increases pickup truck registration fees, establishes a "business-trade" truck vehicle classification and increases the minimum registration fee for 3-ton pickups**

Beginning with model year 2010 vehicles, a pickup (defined as a 3-, 4- or 5-ton truck) will be assessed a registration fee based on the weight/value formula that applies to cars and multi-purpose vehicles.

An owner who applies to register a pickup as a business-trade truck is required to provide proof or affirm that the vehicle is eligible to be registered as a business-trade truck. The truck must be owned by a corporation, limited liability company or partnership, or by a person who files a Schedule C or Schedule F form for federal income tax purposes and must be eligible for depreciation under the Internal Revenue Code.

Business-trade trucks will be assessed a flat vehicle registration fee based on the vehicle's registered weight. For a business-trade truck weighing 3 tons or less, the annual registration fee will be \$150, for up to 4 tons \$165, and for up to 5 tons \$180. The registration fee for a 3-ton business-trade truck will decline to a minimum flat fee of \$50 for a vehicle

***TIME 21, continued on page 11***

# They keep going and going and going

Just like the Energizer Bunny, former DOTers can't stop helping others, even after retirement from the agency

When Richard Wolf retired from the Iowa DOT's Marshalltown maintenance garage in 1999, he quickly decided that staying home and enjoying his golden years was for the birds. "Once I retired, I got a part-time delivery job," he said. "That job ended, and one day I was out and saw a bus driving around Marshalltown. I thought to myself, now that's something I might like to do."



Ron Jones

Ron Jones, a 35-year employee who retired as the Grinnell garage's highway maintenance supervisor in April 2007, said, "I run the street sweeper for the city of Grinnell. Last year the machine was broken, so I stayed home for two weeks and about went nuts. Now I drive for Peoplerides about three days

a week when the city doesn't need me on the street sweeper. When I'm driving the bus, I enjoy helping people. Some of the riders are in wheelchairs or need special help of some kind. And I think others just need to see a friendly face."

The retirees both say the interaction with people is what keeps them behind the wheel of the bus. "Since I'm from the area, I know a lot of people. Now I get to see so many of the people I know and meet new people, too," said Wolf.

Jeff Harris, manager for the Region 6 Planning Commission's transit division, known as Peoplerides, operating in Hardin, Marshall, Poweshiek and Tama counties, employs the two retired DOTers among the agency's 14 part-time drivers. Harris says the flexibility of schedules, experience and caring these men bring to the job contribute in many ways to Region 6. He said, "With most of the nation experiencing a shortage of drivers, we had to look at

what types of individuals were available in the local community to fill the needs of our agency. We found retirees wanted the type of part-time work we were offering so they could continue to contribute to the community and still have time for other activities. These retirees, especially ones from the DOT with decades of driving experience, are so valuable. They have a long-standing commitment to the community and the work ethic we desire. With Rich and Ron both, their personalities just fit in with the job they do. They have the total package."

That commitment to community is evidenced throughout both Jones' and Wolf's daily routine, but especially on those days when Wolf takes riders to the University of Iowa Hospitals in Iowa City. Harris said, "During these trips, there is usually a couple of hours of down time while the clients are at appointments. Some drivers just go find a quiet corner to read or take a nap, but not Rich. He'll spend his time right there in the waiting room with the families."

Both Jones and Wolf say they appreciate the opportunity to continue giving back and staying connected to the community. They both say they enjoy working with the great group at Peoplerides, and would encourage other retirees to check out driving for a transit agency as a way to keep active and help others at the same time. To find a list of public transit agencies in Iowa, visit [www.iatransit.com/services/agencies.asp](http://www.iatransit.com/services/agencies.asp).



Jeff Harris, Peoplerides manager (left), and Peoplerides driver Richard Wolf (right)



## Snow and ice show and tell

**W**e were not alone in tackling one of the worst winters in recent memory. The 10th Annual Midwest Snow and Ice Control Workshop served as a sounding board April 22 and 23 for representatives from 12 states to come together in Des Moines to discuss the challenges and triumphs experienced over the past snow and ice season.

The group spent most of the meeting sharing each state's experiences. As a break from sitting in a meeting room, the group boarded a bus for the Grimes maintenance garage, where the Iowa DOT presented a collection of winter maintenance vehicles utilizing current Iowa winter maintenance research technologies, including a variety of blade types and configurations, brine tanks, tarps to cover salt, on-board vehicle cameras, material distribution options, brine making facilities, and salt storage.

The group spent two hours in Grimes asking questions of DOT personnel who use the equipment. Dave Budd from the Michigan DOT said, "It's amazing to see what we do differently from state to state. This meeting provides an opportunity to discuss each state's best practices and then steal ideas from each other."

The meeting is held in a different Midwest state each year. This year, travel and meeting costs for attendees were paid with state planning and research funds, so more states were able to participate. Brad Darr of the North Dakota DOT was glad the funds were available. "Because of our limited travel budget, I haven't been able to attend one of these meetings before," he said. "But we're interested in starting a camera program for our maintenance vehicles, so getting the information here will be helpful to getting our program off the ground."

Duane Bender from the Kansas DOT said, "Iowa has long been a leader in winter operations. Concepts that start in Iowa eventually get to other states. This meeting helps that happen more quickly."



*Top left photo: Meeting attendees examine the salt brine mixing station at the Grimes shop.*

*Top right photo: Mike Krohn, Iowa DOT District 1 maintenance manager (right), discusses the benefits of the salt dome configuration in Grimes.*

*Bottom photo: The group was able to spend two hours at the Grimes shop looking at various displays of Iowa DOT snow-fighting technology.*

# Iowa Transportation Commission elects officers

**Patricia Jones Crawford was elected chair of the Iowa Transportation Commission at its May 13 meeting in Ames. Wayne Sawtelle was elected vice-chair.**



**C**rawford, a Democrat, is a senior vice president and manager within the Corporate Marketing group of Wells Fargo Bank, N.A. She is a graduate of the LBC High School in Bath, South Carolina. Crawford also holds a bachelor of science degree from the University of California at Los Angeles, and a master's degree in urban and regional planning from the University of Southern California. For four years Crawford served as an adjunct assistant professor at Howard University in Washington, D.C., where she taught a graduate level course in the School of Architecture and Planning. Crawford was previously employed by Better Homes

and Gardens Real Estate Service, the Office for Planning and Programming for the state of Iowa, and National Capital Planning Commission in Washington, D.C. She currently is and has been associated with several boards, civic organizations, and community groups. Patricia Jones Crawford is married to James M. Crawford, a corporate officer in the government relations department for Principal Financial Group, and lives in Clive. They have one son, Courtney, a graduate of Washington University in St. Louis and Michigan State University College of Human Medicine. Crawford was appointed to serve on the Commission beginning May 1, 2005. Her term ends April 30, 2009.



**S**awtelle, a Democrat, is a member of the Marshalltown Fire Department, and former owner and operator of a small trucking business. A native of Marshalltown, he graduated from Marshalltown High School and attended Marshalltown Community College. Over the course of his life, Sawtelle has actively served his community in many different ways. He is the president and chief negotiator for the Local 16 International Association of Firefighters. He serves as a Vice President and Political Director on the Executive Board of the Iowa Professional Fire Fighters, and is a State Service Representative for the International.

Sawtelle has served on numerous organizations, boards and committees, including the Marshalltown School Board, Parent-Teachers Association, Marshalltown Economic Development Summit, Charles F. Kettering Foundation, National Education Association School Improvement Symposium, Frank Pierce Trust Board, Community Auditorium Board, and New Iowa Schools Initiative. He is also a resident advocate at the Iowa Veterans home. Sawtelle and his wife, Ann, reside in Marshalltown. They have two daughters, Allison, a student at the University of Northern Iowa, and Kelsey, a student at Marshalltown High School.

Sawtelle has been a member of the Commission since May 1, 2007. His term expires April 30, 2011.

# Thanks for the memories

**I**n the April 2008 edition of INSIDE, an article asked if anyone might have kept medallions commemorating interstate completion.

Thanks to retired District 6 Engineer Dick Kautz, the collection is now complete. The collection has been framed and will hang in the Administration building in Ames.



Watch for severe weather coverage in the July edition of INSIDE.



## Central complex food drive 2008

**W**ow... what a year! The Iowa DOT's central complex food drive raised a total of \$12,996.94 and 27,560 pounds of food for 17 local food pantries with events held April 7-11. The total pounds of food exceeded the goal of 25,000, in part because of a new event this year

— “can”struction. Five groups took on the challenge to create a structure from items to be donated to the pantries: (1) Bridges and Structures; (2) Design; (3) Systems Planning; (4) Location and Environment/ Facilities Support/ Procurement and Distribution/ Highway Division bureaus and Local Systems; and (5) Director's Office/Media and Marketing Services/Policy and Legislative Services. Judy Whitney, food drive committee chair, said, “I serve as a representative for a local food pantry. We're seeing many more people in need of assistance this year than in the

past, so I was so pleased at the success of the central complex food drive. The canstruction projects were a big hit and the food drive committee hopes to expand the projects to even more offices next year.”

Each of the 17 central Iowa food pantries received a check for \$758.06, and at least four boxes of food and personal care items. Whitney said, “While the food items are greatly appreciated, the cash donations are even more significant as many local grocery stores allow food pantries to buy supplies at cost and pantries with 503 tax-exempt status can purchase items from the Food Bank in Des Moines at a minimal cost, making the money go farther to help more people.”



*Top left: Design's Iowa State University-inspired creation*

*Top right: Systems Planning went with a patriotic theme*

*Center: Several offices combined to create the Iowa DOT logo in cans*

*Lower left: Bridge Design created a replica Mackinaw Bridge from food products, complete with traffic*



**Here's a rundown of the events and totals for this year's central complex activities for the food drive.**

Candy bar sales .....	813.35
Caramel/cinnamon roll sale.....	313.10
DoBiz cookies sales.....	534.49
Books sales .....	1,110.53
Popcorn sales.....	57.89
Walking taco lunch .....	640.27
Office cash donations .....	1,326.94
Auction items (2008) .....	8,030.00
Auction item (2007) .....	26.08
Additional cash donations.....	34.29
<b>Total .....</b>	<b>\$12,886.94</b>

## In Memory

**Robert (Bob) A. Edgar Jr.**, 59, of Waverly, died April 18, following a brief illness. Bob was born in Waverly Oct. 1, 1948,



the son of Irene (Schroeder) and Robert A. Edgar Sr. Bob attended the Waverly school system and graduated from the Waverly-Shell Rock High School in 1967. He then went to work for Universal Industries in Cedar Falls, and on Feb. 4, 1969, he was inducted into the U.S. Army and served his country in Viet Nam until his discharge Sept. 9, 1970, with the rank

of sergeant. Bob returned safely home to the open arms of his family and friends, and resumed his position at Universal Industries. He later became the carpet installer for Austin's Interiors & Design, a business owned and operated by his sister, Linda Austin.

On May 10, 1975, he was united in marriage to Denise Tesch in Germantown. The couple made their home in Waverly. In 1982, Bob began his career with the Iowa DOT in Waverly where he was a highway maintenance supervisor.

Born the son of a fireman, Bob was called to serve his community as a fireman for the Waverly Fire Department in 1979, and with the blessing of his wife and children, embraced with a caring passion and sense of duty the responsibilities of a dedicated fireman. For the last 26 years, he served as training officer for the fire department, a position he never took lightly, for he was responsible for preparing new fire fighters to protect the community and themselves.

Bob loved God, country and community, and humbly served all three to the best of his abilities. He loved to camp, golf and simply be around people. Bob's dedication and love for his family was evident, and he inspired his son, Rob, to also dedicate his life to protecting the community as a fireman, as his father and grandfather had done.

Bob is survived by the love of his life and best friend, Denise of Waverly; his two children of whom he was so proud, Jennifer (Andrew) Pulford of Ankeny, Robert (Rob) A. Edgar III of Waverly; one sister, Linda (Charles) Austin of Waverly; and his "other family," the volunteers of the Waverly Fire Department.

**Roger G. Gould**, 52, of Ames, died Saturday, April 26, at home. Roger Galen Gould was born April 29, 1955, in Estherville, the son of Galen and Vivian (Smith) Gould. He graduated from Emmetsburg High School in 1973 and Iowa State University in 1990 with a degree in civil engineering. He married Cindy Thiel Dec. 29, 1974, in Emmetsburg. He and his family lived in Ames since 1986. He was employed by the Iowa DOT. He loved spending time with his family and friends. He enjoyed ISU athletics, especially wrestling and



Woodburn, Ore.

He was preceded in death by his father, Galen Gould, and one nephew, Troy Gould.

**Owen William Turk**, died April 3, his 81st birthday. Turk was employed by the Iowa State Highway Commission and first worked in Casey, then transferred to Adair. He was one of the first to help construct and maintain Interstate 80. In 1973, he moved to Audubon where he was a highway maintenance supervisor at Hamlin and later, Harlan. He moved to Exira in 1980.

He retired from the Iowa DOT in 1991. During retirement Owen enjoyed wood-working, caring for his lawn and pushing snow during the winter. He helped deliver cars for Christiansen Motors for several years.

Owen was a member of the First United Methodist Church in Audubon where he served as a trustee. He was a member of the Adair Fire Department and also the Audubon Post No. 120, American Legion.

He is survived by his wife, Sandra; son, Timothy, and his wife, Sherry; daughter, Lisa, and husband, Greg Rockholz; son, William, and his life partner, Mike Janitor; and many other relatives and friends.

**Leonard C. Balcom**, 82, died Jan. 27 in Cedar Rapids. Leonard was a district construction engineer for the Iowa DOT for 38 years, retiring in 1990. He was a member of



several bridge clubs and the American Legion. Leonard proudly served in the Navy during World War II; and during the Korean War he was a fighter pilot in the Marine Air Corps, receiving the Distinguished Flying Cross for his service to his country.

Survivors include two daughters, Lori (Don) Norton of Toledo, Iowa, and Stacy Balcom of Orlando, Fla.; three sons, Eric of Omaha, Neb., Kirk (Karen) of Jackson, Mich., and Jay of Cedar Rapids; eight grandchildren; and two great-grandchildren.

*In Memory, continued on next page*

# Family happenings

## Driver Services

*Noralee Warrick*



Amanda Armintrout, clerk specialist in the sanctions unit, and David Daughenbaugh were married Friday, April 18. The couple is in the process of remodeling a home for their family that includes seven-month-old daughter, Addison, and nine-year-old son, David Jr. We all wish Amanda, David and their family the very best!!!

***In Memory,  
continued from previous page***

**Norman Dean Weaver**, 74, died April 7, in Waupaca, Wisc. Weaver worked as an equipment operator 3 in the Oakland shop from 1983 until his retirement in 1996. Weaver is survived by his wife, Myrna Weaver, of Waupaca; his daughters, Kristine Dhein and husband Curt, of Waupaca, and Justine Adair and husband Leonard, of Tyron, Okla.; his granddaughter, Lindsay Sherrill and husband Ryan, of Fort Collins, Colo.; and his brother, Gayle Weaver and wife Joanne, of Denver, Colo.

## Operations and Finance Division

*Sheri Anderson*



Now that's how you show appreciation! Cathy Mather, secretary 2 for the offices of Media and Marketing Services and Policy and Legislative Services, thought her early morning gift of a coffee mug and a sign for her office were nice. Little did she know those were just distractions for the much bigger and louder surprise, Silly Sally delivering a singing telegram dressed as the cousin of Iowa State University mascot, Cy. Cathy was indeed surprised and says she feels very appreciated by her co-workers.

## District 6

*Sandi Byers*

After over 25 years of dedicated service to the Iowa Department of Transportation, Fred Dean, transportation planner in the Davenport area retired March 28. Fred has a legacy of knowledge, understanding and planning expertise. He was a tremendous asset to the districts and the various planning agencies that he worked with. He took his role of "public servant" very seriously. Fred came to Davenport in 1996 as a district planner working in districts 5 and 6. His territory over the years covered the counties bordered by the Mississippi River



from Keokuk to Guttenburg. He was diligent in providing staff he worked with the information they needed to do their jobs. Fred was instrumental in getting the Quad Cities Mississippi River Crossing Study moving. This led to the removal of tolls on the U.S. 67 Centennial bridge and its transfer to the states. This study also led to the start of the I-74 Corridor Study, which will be wrapping up this year. Fred has maintained a multi-modal approach to transportation needs. He has done considerable work with groups formed to support the development of the Mississippi River Trail.

Our best wishes to Fred; enjoy your retirement. You will be missed, BUT will remain the "Ambassador."

## Thank you

*Thanks to everyone that donated time to me. Also to all my co-workers in Ankeny, I want to thank everyone that participated in the bake sale for me. People that work at the DOT have been there to help me out when I needed it and I want all of you to know that I appreciate it very much. You never know when something might happen that keeps you from working.*

Deb Kizer  
Office of Vehicle Services

## Service Awards

Information supplied by the Office of Employee Services for June 2008

### 50 Years

**Larry Torrence**, Des Moines construction

### 45 Years

**James Whetstone**, Council Bluffs field staff

### 40 Years

**Janice Halverson**, Procurement and Distribution; **Kenneth Kennedy**, Materials

### 35 Years

**Norman Burns**, Information Technology Division; **Ronald Juelfs**, Finance; **Danny Laing**, Tipton garage

### 30 Years

**Robert Beckman**, New Hampton construction; **Kevin Jones**, Materials; **James Wittmer**, Muscatine garage

### 25 Years

**Mark Bortle**, Construction; **Dennis Burkheimer**, Maintenance; **Sharon Chase**, Manchester construction; **Allen Dobbins**, Sigourney garage; **Brenda Hadley**, District 5 maintenance; **Barbara Harrill**, Council Bluffs construction; **William Hathaway**, Council Bluffs-south garage; **Janet Jackson**, Council Bluffs field staff; **Dale Larrew**, Document Services; **Danny Meyer**, Tipton garage; **Tim Mortvedt**, Information Technology Division; **Mark Sigmon**, Sac City garage; **Kenneth Yanna**, District 6 Office

### 20 Years

**Brian Burr**, District 1 materials; **Raymond DeWall**, Pocahontas garage; **Phyllis Greenlee**, Cedar Rapids garage; **Edwin Hinz**, DeWitt garage; **Sandra Larson**, Research and Technology Bureau; **Robert Robertson**, Akron garage; **John Williams**, Pocahontas garage

### 15 Years

**Bruce Brakke**, Bridges and Structures; **Kevin Cooklin**, Jefferson garage; **Shawn Majors**, Program Management; **Cheryl Parrish**, Jefferson construction

### 10 Years

**Wanita Burns**, District 6 Office; **Chad Culbertson**, Creston construction; **Shawn Goetz**, Design; **Craig Mansfield**, Maintenance; **Francis Pingree**, Information Technology Division; **Carie Sager**, Waterloo DL station

### 5 Years

**Rhonda Allen**, Des Moines DL station; **Shawn Grosjean**, Muscatine DL station; **Glenn Hansen**, Onawa garage; **Andy Loonan**, Systems Planning; **John Luedeke**, District 4 materials; **Matthew Marienau**, District 3 Office; **Kyle Ripple**, Anamosa garage; **Dean Schwenke**, Atlantic garage; **Ronald Waugh**, Grimes garage

## Personnel Updates

Information supplied by the Office of Employee Services for March 7 to April 17, 2008

### New Hires

**Dana Allen**, executive officer 1, Employee Services; **Clint Ammenhauser**, highway technician associate, District 5 bridge crew; **Michael Chapin**, equipment operator senior, Neola garage; **Nicole Chiri**, driver's license clerk, Ankeny DL station; **Cheryl Ewinger**, driver's license clerk senior, Burlington DL station; **Ryan Fox**, highway technician associate, Grimes garage; **Jarrold Green**, communications technician 2, Information Technology Division; **Joseph Halbach**, clerk specialist, Driver Services; **Brian Harpster**, construction technician senior, Jefferson construction; **Russell Johnson**, highway technician associate, Sloan garage; **Chad Lohrer**, construction technician, Davenport construction; **Toni McAlister**, human resources associate, Employee Services; **Marcus McClannahan**, driver's license clerk, Ankeny DL station; **Paige Merrill**, secretary 1, Mason City maintenance; **Ross Onken**, driver's license clerk, Waterloo DL station; **Nicole Streit**, transportation engineer intern, District 1 materials; **Jeff Strutzenberg**, highway technician associate, Fort Dodge garage; **Brent Terry**, materials technician 3, Materials; **Nicholas Vest**, typist advanced, Driver Services; **Nathan Wilson**, planning aide 1, Transportation Data

### Promotions

**Raymond Allen**, from highway technician associate to highway technician, Muscatine garage; **Jon Arjes**, from materials technician 3 to materials technician 4, Materials; **Erika Eckstein**, from word processor 2 to information technology support worker 2, Vehicle Services; **Bradley Garside**, from highway technician associate to highway technician, Adair garage; **William Golden**, from highway technician associate, Ames garage to equipment operator senior, District 1 paint crew; **Jason Kohl**, from construction technician to construction technician senior, Council Bluffs construction; **James Norris**, from highway technician associate to highway technician, Mount Ayr garage; **Douglas Rick**, from transportation engineer specialist, Davenport field staff to senior transportation engineer, District 6 Office; **Diane Sappenfield**, from administrative assistant 1 to executive officer 1, Driver Services; **Kathi Simenson**, from driver's license clerk to driver's license clerk senior, Sioux City DL station; **Donald Stevens**, from transportation engineer manager, Creston construction to transportation engineer executive, District 4 Office; **John Wilson**, from highway maintenance supervisor, Marshalltown garage to public service executive 2, Information Technology Division

### Transfers

**Brenda Minor**, from DL clerk, Ankeny DL station to DL clerk, Iowa City DL station

*Personnel Updates, continued on next page*

## TIME 21, continued from page 3

12 model years or older. (This flat fee schedule also applies to model year 2009 or older 3-, 4- and 5-ton trucks that are purchased or transferred after Jan. 1, 2009.) Due to these "grandfathering" clauses, the bill does not affect the registration fees for current pickup truck owners.

## Increases registration fees for other trucks registered on the basis of combined gross weight

Annual registration fees are increased for trucks exceeding 5 tons, but not exceeding 9 tons, that are purchased or transferred on or after Jan. 1, 2009.

## Personnel Updates, continued from previous page

### Retirements

**Fred Dean**, transportation planner 4, District 6 Office; **Larry Donaldson**, information technology specialist 4, Information Technology Division; **Anthony Ehrig**, construction technician senior, Cherokee construction; **Fran Frazier**, executive officer 1, Employee Services; **Steven Hagen**, materials technician 4, Materials; **Tim Jensen**, materials technician 4, District 4 materials; **Ronald Kline**, design technician, District 4 Office; **Vincent Martin**, highway transportation associate, Dubuque garage; **Terry Meyerdirk**, highway technician associate, Cherokee garage; **James Newton**, highway technician associate, Ames garage; **Ronald Pedersen**, highway technician associate, Oakdale garage; **Sue Schuck**, executive officer 1, Driver Services; **Ruth Skluzacek**, public service executive 4, Motor Carrier Services; **Diana Tweet**, design technician specialist, Bridges and Structures; **Mary Wheelock**, executive officer 2, Employee Services

## Increases registration fees for special trucks for farm use

The annual registration fee for a special truck for farm use will increase, unless the registration is a renewal for a special truck registered to the same owner prior to Jan. 1, 2009, in which case the annual registration fee will remain the same.

## Increases motor vehicle title fees

Effective Jan. 1, 2009, motor vehicle title fees will increase from \$10 to \$20. Salvage and lemon law title fees will increase from \$2 to \$10.

## Increases trailer registration fees

Effective Jan. 1, 2009, the registration fee increases from \$10 to \$20 for trailers 2,000 pounds or less, and from \$10 to \$30 for trailers over 2,000 pounds. This provision of the bill applies to all trailers, regardless of ownership prior to the effective date.

## Increases travel trailer registration fees

Effective Jan. 1, 2009, travel trailer registration fees will increase from \$.20 per square foot to \$.30 per square foot. This provision of the bill applies to all travel trailers, regardless of ownership prior to the effective date.

## Increases motorcycle rider education fee

The motorcycle rider education fee will be increased from \$1 to \$2 per year of motorcycle license validity. Revenues for the fee shall be deposited in the Motorcycle Rider Education Fund.



INSIDE is developed to help keep all Iowa DOT employees informed about critical issues affecting them, recognize DOT employees for their excellent service and share interesting aspects in the lives of our co-workers. For more information contact Tracey Bramble, Office of Media and Marketing Services, at 515-239-1314 or e-mail tracey.bramble@dot.iowa.gov.

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**On the cover:** Roger Larson in the Office of Systems Planning took this photo along I-35 near Ames. Larson has been photographing plantings over the past few years to support roadside development activities.

# DOT adds hybrid cars to fleet

by Keven Arrowsmith

Imagine yourself sitting inside your vehicle at a stop light. You have your foot on the brake pedal. You can hear birds singing outside the car, but not the low rumble of your vehicle's engine. The stop light turns green. You remove your foot from the brake and depress the accelerator. The vehicle slowly comes to life. Electric motors powered by batteries begin to turn the wheels to gain speed. You've now had a glimpse into the world of hybrid vehicles.

The DOT recently purchased two hybrid cars. One is in the motor pool and the other is assigned to the District 2 operations manager. David May, public service executive with equipment services, said, "One car is a 2008 Honda Civic hybrid and the other a 2008 Toyota Prius. The purchase of these vehicles supports Iowa state government's practice of using fuel-efficient vehicles that are good for the environment."

Hybrid vehicles run on electricity while idling or traveling in slow-moving traffic. Generators recharge the batteries as the vehicle is moving and through regenerative braking, any time the brake is used. Hybrid vehicles use regenerative braking where the electric motor can also act as a generator. The vehicle's electric traction motor is reconnected as a generator during braking and its output is connected to an electrical load. It is this load on the motor that provides the braking effect. The gasoline-powered engine engages when higher speeds or increased horsepower are needed. Although the hybrid vehicles cost more to purchase when compared to other automobiles, current fuel prices are trending upward and pushing hybrid cars closer to the financial break-even point.



One of the advantages of a hybrid vehicle is that the gasoline engine can be much smaller than the one in a conventional vehicle and, therefore, more efficient. The majority of vehicles on the road have large engines designed to produce enough power to accelerate the vehicle quickly. In a small engine, however, the efficiency can be improved by using smaller, lighter parts by reducing the number of cylinders and operating the engine closer to its maximum load. Hybrid vehicles also produce very low emissions.

"The department will continue to monitor the hybrid vehicle market and look for opportunities to purchase additional hybrid vehicles that sup-

port the mission of the DOT and state government," said May. "It is hard to say what type of vehicle will be manufactured in the next five to 10 years."

The Prius first went on sale in Japan in 1997, making it the first mass-produced hybrid vehicle. In 1999, the United States got its first taste of hybrid vehicles with the Honda Insight. Toyota soon followed with the U.S. introduction of the Prius. Worldwide Prius sales began in 2001. According to the U.S. Environmental Protection Agency, the 2008 Prius is the most fuel-efficient car sold in the country.

