

**PRELIMINARY  
COMMISSION AGENDA**

**June 11, 2019**





# **IOWA TRANSPORTATION COMMISSION**

## **Meeting Agenda / Commission Orders**

June 11, 2019  
Materials Conference Room  
Ames DOT Complex

| ITEM NUMBER                  | TITLE  | SUBMITTED BY      | PAGE |
|------------------------------|--|-------------------|------|
| D-2019-74<br>1:30 p.m.       | * Approve Minutes of the May 14, 2019<br>Commission Meeting<br><br>Commission Comments<br><br>DOT Comments | Danielle Griggs   | 3    |
| H-2019-75                    | * Administrative Rules – 761 IAC 164,<br>Traffic Safety Improvement Program                                | Mitchell Dillavou | 5    |
| PPM-2019-76                  | * Revitalize Iowa's Sound Economy (RISE) – West Des Moines   | Craig Markley     | 13   |
| PPM-2019-77                  | * Revitalize Iowa's Sound Economy (RISE) – Mason City  | Craig Markley     | 15   |
| PPM-2019-78                  | * Statewide Transportation Enhancement –<br>Scenic Acquisition Recommendation                              | Craig Markley     | 17   |
| PPM-2019-79                  | * Federal Fiscal Year (FFY) 2019 Transit Program   | Brent Paulsen     | 19   |
| PPM-2019-80<br><br>1:40 p.m. | * 2020-2024 Iowa Transportation Improvement Program<br><br>Adjourn   | Stuart Anderson   | 21   |
| Public Input                 | Iowa Public Airport Association  |                   |      |
| *Action Item                 |  |                   |      |

On Tuesday, June 11, 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-2019-74  
Submitted by Danielle Griggs Phone No. 515-239-1919 Meeting Date June 11, 2019  
Title Approve Minutes of the May 14, 2019 Commission Meeting

**DISCUSSION/BACKGROUND:**

**PROPOSAL/ACTION RECOMMENDATION:**

It is recommended the Commission approve the minutes of the May 14, 2019 Commission meeting.

**COMMISSION ACTION:**

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

|          | Aye   | Vote<br>Nay | Pass  |
|----------|-------|-------------|-------|
| Fehrman  | _____ | _____       | _____ |
| Juckette | _____ | _____       | _____ |
| Maher    | _____ | _____       | _____ |
| Putney   | _____ | _____       | _____ |
| Rielly   | _____ | _____       | _____ |
| Rose     | _____ | _____       | _____ |
| Yanney   | _____ | _____       | _____ |

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DEPARTMENT OF TRANSPORTATION  
COMMISSION ORDER

Division/Bureau/Office Highway Administration Order No. H-2019-75  
Submitted by Mitchell Dillavou Phone No. 515-239-1124 Meeting Date June 11, 2019  
Title Administrative Rules — 761 IAC 164, Traffic Safety Improvement Program (TSIP)

**DISCUSSION/BACKGROUND:**

The proposed rule making amends Chapter 164 to simplify the application process and review criteria by rearranging some of the rule language, add and amend definitions, make changes to reflect the correct name of the program, and clarify program operations and submittal requirements. The proposed amendments expand TSIP eligibility to include all public entities that are responsible for public roads and streets in any state park, state institution, or other state land as defined in Iowa Code section 306.3(10). The proposed amendments also allow awarded funds which are not used within the time specified in the project agreement to be retained for subsequent programming cycles.

A complete summary explaining the proposed amendments is included in the attached Notice of Intended Action. The department plans to make one additional change in Items 2, 3 and 9 when publishing the adopted and filed rule making to include the change to the name of the Traffic Safety Bureau.

The public comment period ended May 2. The department did not receive any public comments or requests for oral presentations.

**PROPOSAL/ACTION RECOMMENDATION:**

It is recommended that the Commission approve the rule amendments included in the attached Notice of Intended Action and to approve the corrections to the Traffic Safety Bureau.

| COMMISSION ACTION: |          | Aye   | Vote<br>Nay | Pass  |
|--------------------|----------|-------|-------------|-------|
|                    | Fehrman  | _____ | _____       | _____ |
|                    | Juckette | _____ | _____       | _____ |
|                    | Maher    | _____ | _____       | _____ |
| Moved by _____     | Putney   | _____ | _____       | _____ |
| Seconded by _____  | Rielly   | _____ | _____       | _____ |
|                    | Rose     | _____ | _____       | _____ |
|                    | Yanney   | _____ | _____       | _____ |

  

|                               |                |                         |
|-------------------------------|----------------|-------------------------|
| _____<br>Division<br>Director | _____<br>Legal | _____<br>State Director |
|-------------------------------|----------------|-------------------------|

## TRANSPORTATION DEPARTMENT[761]

### Notice of Intended Action

#### **Proposing rule making related to funding for traffic safety improvements or studies and providing an opportunity for public comment**

The Department of Transportation hereby proposes to amend Chapter 164, “Traffic Safety Improvement Program,” Iowa Administrative Code.

#### *Legal Authority for Rule Making*

This rule making is proposed under the authority provided in Iowa Code section 307.12.

#### *State or Federal Law Implemented*

This rule making implements, in whole or in part, Iowa Code section 312.2(11).

#### *Purpose and Summary*

This rule making proposes amendments to Chapter 164, which provides funding for traffic safety improvements or studies on public roads under county, city or state jurisdiction. Generally, the proposed amendments will simplify the application process and review criteria by rearranging some of the rule language to make the chapter more reader-friendly, add and amend definitions, remove unnecessary language, and change the term “Traffic Safety Fund” to “Traffic Safety Improvement Program” to reflect the correct name of the program.

The Traffic Safety Improvement Program (TSIP), established by the Iowa Legislature in 1987, was created for the purpose of implementing traffic safety features that will aid in reducing fatalities and serious injuries on Iowa’s roadways. The TSIP is funded using one-half of one percent of the Road Use Tax Fund in accordance with Iowa Code section 312.2(11). The program has traditionally been available to only the Department, cities and counties. The proposed amendments expand TSIP eligibility to include all public entities that are responsible for public roads and streets in any state park, state institution, or other state land as defined in Iowa Code section 306.3(10). The proposed amendments allow public agencies, such as state universities and state schools, to apply for TSIP funding directly. Currently, these entities must request that the appropriate underlying eligible governmental entity (usually a city or a district office of the Department) submit a TSIP project funding application on the entities’ behalf. The proposed amendments eliminate the need for the extra layer of involvement.

The proposed amendments clarify program operations and submittal requirements to improve efficiency of the program’s administration. Potential applicants are directed to the Department’s website for TSIP application directions, forms, and worksheets. In addition, TSIP applications will be submitted electronically, making the distribution of applications for review more efficient and saving on postage and a considerable amount of paper.

The proposed amendments state that the funds awarded by the Iowa Transportation Commission not used within the time specified in the project agreement will be retained for subsequent programming cycles. This provision will improve the efficiency of the program and ensure available funds are being used to the maximum extent.

#### *Fiscal Impact*

This rule making has no fiscal impact to the State of Iowa. As specified in Iowa Code section 312.2(11), the TSIP is funded each year by one-half of one percent of the Road Use Tax Fund. Funding levels for the program will not change.



### *Jobs Impact*

After analysis and review of this rule making, no impact on jobs has been found.

### *Waivers*

Any person who believes that the person's circumstances meet the statutory criteria for a waiver may petition the Department for a waiver under 761—Chapter 11.

### *Public Comment*

Any interested person may submit written comments concerning this proposed rule making or may submit a written request to make an oral presentation at a public hearing. Written comments or requests to present oral comments in response to this rule making must be received by the Department no later than 4:30 p.m. on April 30, 2019. Comments should be directed to:

Tracy George  
Department of Transportation  
DOT Rules Administrator, Strategic Communications and Policy  
800 Lincoln Way  
Ames, Iowa 50010  
Email: [tracy.george@iowadot.us](mailto:tracy.george@iowadot.us)

### *Public Hearing*

A public hearing to hear requested oral presentations will be held as follows:

May 2, 2019  
10 a.m.

Department of Transportation  
Administration Building  
First Floor South Conference Room  
800 Lincoln Way  
Ames, Iowa

Persons who wish to make oral comments at the public hearing may be asked to state their names for the record and to confine their remarks to the subject of this proposed rule making.

Any persons who intend to attend the public hearing and have special requirements, such as those related to hearing or mobility impairments, should contact Tracy George, the Department's rules administrator, and advise of specific needs.

The public hearing will be canceled without further notice if no oral presentation is requested.

### *Review by Administrative Rules Review Committee*

The Administrative Rules Review Committee, a bipartisan legislative committee which oversees rule making by executive branch agencies, may, on its own motion or on written request by any individual or group, review this rule making at its [regular monthly meeting](#) or at a special meeting. The Committee's meetings are open to the public, and interested persons may be heard as provided in Iowa Code section 17A.8(6).

The following rule-making actions are proposed:

ITEM 1. Amend rule 761—164.1(312) as follows:

#### **761—164.1(312) Definitions.**

"Commission" means the Iowa transportation commission.

"Department" means the Iowa department of transportation.

"Jurisdiction" means the department, or the a county, or a city or any other public agency having responsibility for and control over a road or street.

“Other public agency” means any board, commission or agency having jurisdiction and control over roads and streets in any state park, state institution and other state land. State park, state institution and other state land means as defined in Iowa Code section 306.3(10).

“Traffic safety ~~fund~~ improvement program” means the ~~fund~~ funding program created for traffic safety improvement projects pursuant to Iowa Code section ~~312.2~~ 312.2(11).

ITEM 2. Amend rule 761—164.2(312) as follows:

**761—164.2(312) Information and forms.** Information, instructions and application forms may be obtained from the Office of Traffic and Safety, Iowa Department of Transportation, 800 Lincoln Way, Ames, Iowa 50010; telephone (515)239-1557; or on the department’s website at [www.iowadot.gov](http://www.iowadot.gov).

ITEM 3. Amend rule 761—164.3(312) as follows:

**761—164.3(312) Program administration.**

**164.3(1) Purpose.** The traffic safety ~~fund~~ improvement program provides ~~supplemental~~ funding for traffic safety improvements or studies on public roads under county, city or state jurisdiction.

**164.3(2) Local participation.** The department shall administer the traffic safety ~~fund~~ improvement program as a statewide program and will ~~encourage~~ coordinate local participation in the review and evaluation of applications for funding.

**164.3(3) Funding.**

*a.* The ~~commission~~ office of traffic and safety shall review all applications and ~~be responsible to program-selected projects, subject to the availability of funds in order to make funding recommendations to the commission.~~ The commission may choose to fund all or part of a project and may make funding or limit funding to specific work items. Funding may also be made dependent upon adherence to a time schedule or fulfillment of specified conditions.

*b.* The commission need not commit all funds available during a fiscal year. ~~Unexpended funds~~ Funds not committed by the commission shall be retained for subsequent programming cycles. Awarded funds not used within a specified period or remaining after project closure shall be retained for subsequent programming cycles.

*c.* The maximum traffic safety improvement program funding for a site-specific ~~project~~ improvement shall ~~generally~~ not exceed \$500,000. Total funding allotted for the traffic control device ~~materials~~ category shall not exceed \$500,000 annually. Total funding allotted for ~~all research, the studies and public information initiatives~~ outreach category shall not exceed \$500,000 annually. All project costs exceeding the commitment of traffic safety improvement program funds shall be the responsibility of the applicant.

ITEM 4. Amend rule 761—164.4(312) as follows:

**761—164.4(312) Applicant eligibility.** ~~The department, a county or an incorporated city~~ Any jurisdiction in the state of Iowa is eligible to apply for traffic safety funds. ~~Joint applications are encouraged when applicable, but the applicants~~ improvement program funding. Applicants shall designate one jurisdiction as the principal contact for a project involving multiple jurisdictions.

ITEM 5. Amend rule 761—164.5(312) as follows:

**761—164.5(312) Project eligibility.** Projects located on a public roadway within the state of Iowa are eligible for funding. Projects located on a private road or for a private purpose are not eligible.

**164.5(1) Types of projects.** ~~Eligible applications shall address needs in one of three categories: construction or improvement of traffic operations at a specific site; purchase of materials for initial installation or replacement of obsolete traffic control signs; or transportation safety research, studies or public safety information initiatives.~~

**164.5(2) Public roads.** Only applications involving a primary road, secondary road, or city street presently open to public use shall be considered. A project for a private purpose or road is not eligible.

ITEM 6. Amend rule 761—164.6(312) as follows:

**761—164.6(312) Eligible project costs.**

**164.6(1) *Site-specific improvements category.*** ~~The costs of construction or improvements eligible for traffic safety fund reimbursement~~ Activities considered eligible for funding are those required by, or integral to, the safety aspects of the project. Eligible activities include, but are not limited to, the following:

- ~~a.~~ Road modernization, upgrading or reconstruction.
- ~~b.~~ Bridge and culvert modernization, replacement or removal
- ~~c.~~ Road intersection and interchange improvement including channelization, traffic control devices or lighting.
- ~~d.~~ c. Right-of-way required for a traffic safety project purchases.
- ~~e.~~ d. Drainage and erosion control measures which are an integral part of the project.
- ~~f.~~ e. Traffic control devices required by the project.
- ~~g.~~ f. Guardrail Traffic barriers and other roadside safety devices.
- ~~h.~~ g. Tree removal Removal of trees and other fixed objects.
- ~~i.~~ Other construction activities directly related to or required by the safety project.

**164.6(2) *Traffic control devices category.*** The cost of materials purchased for initial installation of traffic control devices or replacement of obsolete traffic control devices ~~to~~ is considered eligible for funding. Devices shall comply with the applicable warrants in the Manual “Manual on Uniform Traffic Control Devices Devices” (MUTCD) as adopted in rule 761—130.1(321), Iowa Administrative Code, shall be eligible for funding.

**164.6(3) *Research, studies Studies and public information initiatives outreach category.*** Funding shall be available for research, studies or public information initiatives related to traffic operations safety. Activities considered eligible for funding include, but are not limited to, the following:

- ~~a.~~ Research shall address addressing statewide traffic safety concerns.
- ~~b.~~ A study shall address remedies for Studies addressing traffic operations safety concerns at a specific location locations. Study funds may be used to supplement federal Traffic Engineering Assistance Program (TEAP) funding.
- ~~c.~~ A public information initiative shall emphasize Initiatives emphasizing or improving traffic safety techniques or policies, and should be of statewide interest. An initiative of local scope may also be considered.

ITEM 7. Amend rule 761—164.7(312) as follows:

**761—164.7(312) Ineligible project costs.**

**164.7(1)** No change.

**164.7(2)** Activities and costs not eligible for traffic safety improvement program funding as a portion of a within the site-specific improvement improvements category include, but are not limited to:

- ~~a.~~ No change.
- ~~b.~~ Safety-related activities associated with projects initiated for purposes other than traffic safety.
- ~~c.~~ b. Contract administration costs.
- ~~d.~~ c. Design and construction engineering and inspection.
- ~~e.~~ d. Utility construction, reconstruction or adjustment, except as an integral part of a project.
- ~~f.~~ e. Sidewalks, bicycle shared-use paths, or railroad-highway crossings, except as an integral part of a project.
- ~~g.~~ f. Maintenance or energy costs for traffic control devices or lighting.
- ~~h.~~ g. Expenditures for items not related to the roadway.

**164.7(3)** Activities and costs not eligible for traffic safety improvement program funding as a part of an application for within the traffic control device materials devices category include, but may are not be limited to:

- ~~a.~~ Maintenance or energy costs for traffic control devices or lighting.
- ~~b.~~ No change.

ITEM 8. Amend rule 761—164.8(312) as follows:

**761—164.8(312) Applications.** Applications for funding shall address needs in one of three categories: site-specific improvements, traffic control devices, or studies and outreach. Application procedures for each funding category will be distinct.

**164.8(1)** ~~An application by a city or county for funding site-specific construction must be submitted on a departmental form specifically used for the traffic safety fund. Comparable information will be provided by the department for state-initiated projects.~~ Applications in the site-specific improvements category shall be submitted electronically on forms provided on the department's website. Required information shall include:

*a.* ~~The applicant's name, mailing address, telephone number, and a designated contact person for the project.~~

*b.* No change.

*c.* ~~The justification~~ Justification for the proposed construction project. Justification may be based on a location's ~~inclusion in the department's list of high accident locations, a TEAP-type study recommendation or a similar crash history, a location's crash risk, or recommendations from a traffic study generating a positive benefit/cost analysis for the proposed improvement.~~

*d.* Data showing the anticipated effect of the project on traffic safety. Data shall include accident crash history from based on the department's Accident Location Analysis System (ALAS) current crash analysis software and the anticipated accident crash reduction, both in number and type, expected as a result of the project.

*e.* An itemized cost estimate for the project including a list of the sources and amounts of supplementary funds for the project. Safety-related work items and quantities shall be listed separately.

*f.* No change.

*g.* The jurisdiction's official endorsement, where applicable, of the project and written assurance that the improved site will be adequately maintained for a specified period of time.

**164.8(2)** ~~An application for funding to pay the cost of materials for~~ Applications in the traffic control device installation devices category shall be submitted in writing and electronically on forms provided on the department's website. Required information shall include:

*a.* and *b.* No change.

*c.* ~~An inventory or similar documentation providing justification~~ Justification for the requested device devices, including compliance with the applicable warrants in the "Manual on Uniform Traffic Control Devices" (MUTCD) as adopted in rule 761—130.1(321).

*d.* A cost estimate, and

*e.* A time schedule for installation after delivery.

*e. f.* The jurisdiction's official endorsement of the traffic control device project and written assurance that the traffic control device will be adequately maintained for a specified period of time.

**164.8(3)** ~~Research, a study or a public information initiative~~ Applications in the studies and outreach category shall be proposed in writing and submitted electronically on forms provided on the department's website. Required information shall include:

*a.* to *c.* No change.

*d.* A time schedule.

ITEM 9. Amend rule 761—164.9(312) as follows:

**761—164.9(312) Processing the application.**

**164.9(1) Submission.**

*a.* ~~The jurisdiction shall submit an original and three copies of the complete application electronically to the office of traffic and safety. An application may be submitted at any time and shall be dated when received by the office of traffic and safety.~~

*b.* ~~All complete~~ Complete applications received before August 15 16 of each year shall be evaluated for funding in the following state fiscal year.

~~c.~~ If an application is incomplete, the department shall return the application to the applicant to be resubmitted when complete. A resubmitted application shall be dated when received by the office of traffic and safety.

~~d. c.~~ An unfunded application may be resubmitted for consideration during a subsequent funding period cycle.

~~e. d.~~ An application may be withdrawn at any time.

**164.9(2) Approval of projects.** Department staff shall prepare, with input from ~~city and county~~ local officials, a proposed program of projects for each funding category and submit the programs to the commission for approval. The criterion for determining funding priorities in each category is the demonstrated relationship of the project to traffic safety.

ITEM 10. Amend rule 761—164.10(312) as follows:

**761—164.10(312) Project agreement.**

**164.10(1)** After the commission has approved funding for a ~~county or city~~ project, a project agreement shall be negotiated and executed between the department and the local jurisdiction. The agreement shall specify the conditions for project funding, which may include such items as the responsibility for planning, design, right-of-way, contracting, construction, materials inspection, documentation and the criteria for each. The agreement shall also specify the funding level for the eligible work items.

**164.10(2)** The department shall reimburse the ~~county or city~~ jurisdiction for actual eligible project costs not to exceed the amounts authorized by the project agreement.

~~**164.10(3)** Rescinded IAB 10/30/02, effective 12/4/02.~~

ITEM 11. Amend **761—Chapter 164**, implementation sentence, as follows:

These rules are intended to implement Iowa Code section ~~312.2~~ 312.2(11).



DEPARTMENT OF TRANSPORTATION  
COMMISSION ORDER

Division/Bureau/Office Planning, Programming and Modal Division  
Systems Planning Bureau Order No. PPM-2019-76  
Submitted by Craig Markley Phone No. 515-239-1027 Meeting Date June 11, 2019  
Title Revitalize Iowa's Sound Economy (RISE) Application – West Des Moines

**DISCUSSION/BACKGROUND:**

The city of West Des Moines submitted a RISE Immediate Opportunity application requesting a grant to assist in construction of approximately 342 feet of South 85<sup>th</sup> Street located on the west side of town. This project is anticipated to be completed by May 2020.

This improvement is necessary to provide improved access to the proposed expansion of Sammons Financial Group, a provider of financial products such as retirement products, annuities and life insurance. This company conforms to the legislative requirements of the RISE program.

The improvement will support:

- The creation of 24 new full-time jobs.
- \$65,070,032 in associated capital investment.

The RISE cost per job assisted will be \$11,671.96 and there will be a total capital investment of \$232.29 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 \$280,127 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<br>Nay | Pass  |
|----------|-------|-------------|-------|
| Fehrman  | _____ | _____       | _____ |
| Juckette | _____ | _____       | _____ |
| Maher    | _____ | _____       | _____ |
| Putney   | _____ | _____       | _____ |
| Rielly   | _____ | _____       | _____ |
| Rose     | _____ | _____       | _____ |
| Yanney   | _____ | _____       | _____ |

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DEPARTMENT OF TRANSPORTATION  
COMMISSION ORDER

Division/Bureau/Office Planning, Programming and Modal Division  
Systems Planning Bureau Order No. PPM-2019-77  
Submitted by Craig Markley Phone No. 515-239-1027 Meeting Date June 11, 2019  
Title Revitalize Iowa's Sound Economy (RISE) Application – Mason City

**DISCUSSION/BACKGROUND:**

Mason City submitted a RISE Immediate Opportunity application requesting a grant to assist in construction of approximately 1,750 feet of South Monroe Avenue located on the south side of town. This project is anticipated to be completed by October 2020.

Because this project will provide access to more than 120 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 February 2019 round of applications and award a RISE grant of \$555,078 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<br>Nay | Pass  |
|----------|-------|-------------|-------|
| Fehrman  | _____ | _____       | _____ |
| Juckette | _____ | _____       | _____ |
| Maher    | _____ | _____       | _____ |
| Putney   | _____ | _____       | _____ |
| Rielly   | _____ | _____       | _____ |
| Rose     | _____ | _____       | _____ |
| Yanney   | _____ | _____       | _____ |

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DEPARTMENT OF TRANSPORTATION  
COMMISSION ORDER

Planning, Programming and Modal Division  
Division/Bureau/Office Systems Planning Bureau Order No. PPM-2019-78  
Submitted by Craig Markley Phone No. 515-239-1027 Meeting Date June 11, 2019  
Title Statewide Transportation Enhancement Scenic Acquisition – Green Hill Ranch

**DISCUSSION/BACKGROUND:**

The Iowa Department of Natural Resources with assistance from the Iowa Natural Heritage Foundation and the Iowa Chapter of The Nature Conservancy have an opportunity to purchase the 506-acre Green Hill Ranch property located approximately 5 miles southeast of Council Bluffs. Purchase of this property would include a deed restriction preserving scenic qualities along a two-mile segment of the Loess Hills National Scenic Byway, one of 14 byways administered by the department. This purchase would utilize unobligated federal Transportation Enhancement funds remaining from project underruns which are targeted for federal rescission.

**PROPOSAL/ACTION RECOMMENDATION:**

It is recommended the Commission approve up to \$500,000 of statewide Transportation Enhancement funding to be utilized for the Green Hill Ranch project.

**COMMISSION ACTION:**

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

|          | Aye   | Vote<br>Nay | Pass  |
|----------|-------|-------------|-------|
| Fehrman  | _____ | _____       | _____ |
| Juckette | _____ | _____       | _____ |
| Maher    | _____ | _____       | _____ |
| Putney   | _____ | _____       | _____ |
| Rielly   | _____ | _____       | _____ |
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DEPARTMENT OF TRANSPORTATION  
COMMISSION ORDER

Division/Bureau/Office Planning, Programming and Modal Division  
Office of Public Transit Order No. PPM-2019-79  
Submitted by Brent Paulsen Phone No. 515-239-1132 Meeting Date June 11, 2019  
Title Federal Fiscal Year (FFY) 2019 Transit Program (vehicle replacement)

**DISCUSSION/BACKGROUND:**

The proposed FFY 2019 Transit Program (vehicle replacement) funding recommendation will be presented.

The specific vehicle replacement recommendations are listed on the attachment.

**PROPOSAL/ACTION RECOMMENDATION:**

It is recommended the Commission approve the FFY 2019 Transit Program (vehicle replacement) recommendations as attached.

**COMMISSION ACTION:**

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

|          | Aye   | Vote<br>Nay | Pass  |
|----------|-------|-------------|-------|
| Fehrman  | _____ | _____       | _____ |
| Juckette | _____ | _____       | _____ |
| Maher    | _____ | _____       | _____ |
| Putney   | _____ | _____       | _____ |
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**FFY 2019 Transit Program**  
(vehicle replacement)

| Transit system                   | Vehicle ID | Replacement vehicle description  | Public transit management system points | Total cost         | Federal portion    |
|----------------------------------|------------|--|---|--------------------|--------------------|
| Ames                             | 07117      | 40' to 42' heavy-duty bus (fixed-route, video surveillance system, low-floor, Biodiesel) | 99.81                                   | \$493,300          | \$415,794          |
| Ames                             | 07133      | 40' to 42' heavy-duty bus (fixed-route, video surveillance system, low-floor, Biodiesel) | 99.37                                   | \$493,300          | \$394,640          |
| Ames                             | 07124      | 40' to 42' heavy-duty bus (fixed-route, video surveillance system, low-floor, Biodiesel) | 98.98                                   | \$493,300          | \$394,640          |
| Burlington                       | 726        | 176" light-duty bus (fixed-route, video surveillance system)                             | 50.09                                   | \$103,500          | \$87,975           |
| Burlington                       | 725        | 176" light-duty bus (fixed-route, video surveillance system)                             | 43.99                                   | \$103,500          | \$82,800           |
| Coralville                       | 10225      | 176" light-duty bus (video surveillance system, low floor)                               | 54.08                                   | \$96,500           | \$77,200           |
| Iowa City                        | 810        | 176" light-duty bus (video surveillance system, low floor)                               | 80.33                                   | \$96,500           | \$77,200           |
| Muscatine                        | 246        | 176" light-duty bus (fixed-route, video surveillance system)                             | 51.71                                   | \$101,500          | \$86,275           |
| Region 1 (Decorah)               | 11051      | Minivan (low-floor)  | 76.34                                   | \$52,500           | \$44,625           |
| Region 1 (Decorah)               | 11033      | Conversion Van (low-floor)   | 58.21                                   | \$56,250           | \$47,813           |
| Region 10 (Cedar Rapids)         | 247        | Minivan (video surveillance system)  | 78.44                                   | \$55,000           | \$46,750           |
| Region 10 (Cedar Rapids)         | 388        | Minivan (video surveillance system)  | 73.63                                   | \$55,000           | \$46,750           |
| Region 10 (Cedar Rapids)         | 214        | 158" light-duty bus (video surveillance system)  | 60.72                                   | \$91,100           | \$77,435           |
| Region 10 (Cedar Rapids)         | 328        | 176" light-duty bus (video surveillance system)  | 59.98                                   | \$96,500           | \$82,025           |
| Region 10 (Cedar Rapids)         | 327        | 176" light-duty bus (video surveillance system)  | 59.74                                   | \$96,500           | \$82,025           |
| Region 10 (Cedar Rapids)         | 259        | 29' to 32' medium-duty bus (video surveillance system)                                   | 57.82                                   | \$192,800          | \$163,880          |
| Region 10 (Cedar Rapids)         | 261        | 29' to 32' medium-duty bus (video surveillance system)                                   | 54.55                                   | \$192,800          | \$163,880          |
| Region 10 (Cedar Rapids)         | 329        | 176" light-duty bus (video surveillance system)  | 53.72                                   | \$96,500           | \$82,025           |
| Region 10 (Cedar Rapids)         | 386        | 176" light-duty bus (video surveillance system)  | 51.91                                   | \$96,500           | \$82,025           |
| Region 10 (Cedar Rapids)         | 258        | 29' to 32' medium-duty bus (video surveillance system)                                   | 48.28                                   | \$192,800          | \$163,880          |
| Region 10 (Cedar Rapids)         | 215        | 158" light-duty bus (video surveillance system)  | 46.51                                   | \$91,100           | \$77,435           |
| Region 10 (Cedar Rapids)         | 389        | 158" light-duty bus (video surveillance system)  | 46.13                                   | \$91,100           | \$77,435           |
| Region 10 (Cedar Rapids)         | 330        | 176" light-duty bus (video surveillance system)  | 45.48                                   | \$96,500           | \$82,025           |
| Region 10 (Cedar Rapids)         | 304        | Minivan (video surveillance system)  | 44.47                                   | \$55,000           | \$44,000           |
| Region 11 (Des Moines)           | 3325       | 176" light-duty bus (video surveillance system, low floor)                               | 81.53                                   | \$96,500           | \$82,025           |
| Region 11 (Des Moines)           | 8725       | 176" light-duty bus (video surveillance system, low floor)                               | 72.93                                   | \$96,500           | \$82,025           |
| Region 11 (Des Moines)           | 1143       | Conversion Van (video surveillance system)   | 58.90                                   | \$57,100           | \$48,535           |
| Region 11 (Des Moines)           | 1145       | Conversion Van (video surveillance system)   | 52.25                                   | \$57,100           | \$48,535           |
| Region 14 (Creston)              | S-12       | Minivan (video surveillance system)  | 82.35                                   | \$55,000           | \$46,750           |
| Region 15 (Ottumwa)              | 108        | 176" light-duty bus (video surveillance system)  | 59.66                                   | \$96,500           | \$82,025           |
| Region 15 (Ottumwa)              | 103        | 176" light-duty bus (video surveillance system)  | 51.33                                   | \$96,500           | \$82,025           |
| Region 15 (Ottumwa)              | 101        | 176" light-duty bus (video surveillance system)  | 49.18                                   | \$96,500           | \$82,025           |
| Region 2 (Mason City)            | 9014       | 176" light-duty bus (diesel, video surveillance system)                                  | 60.34                                   | \$104,500          | \$88,825           |
| Region 2 (Mason City)            | N015       | 176" light-duty bus (diesel, video surveillance system)                                  | 58.76                                   | \$104,500          | \$88,825           |
| Region 2 (Mason City)            | A003       | 158" light-duty bus (diesel, video surveillance system)                                  | 58.69                                   | \$99,100           | \$84,235           |
| Region 2 (Mason City)            | 9012       | 176" light-duty bus (diesel, video surveillance system)                                  | 55.48                                   | \$104,500          | \$88,825           |
| Region 2 (Mason City)            | B011       | 176" light-duty bus (diesel, video surveillance system)                                  | 54.39                                   | \$104,500          | \$88,825           |
| Region 2 (Mason City)            | N016       | 176" light-duty bus (diesel, video surveillance system)                                  | 54.04                                   | \$104,500          | \$88,825           |
| Region 2 (Mason City)            | D066       | 158" light-duty bus (diesel, video surveillance system)                                  | 49.59                                   | \$99,100           | \$84,235           |
| Region 2 (Mason City)            | S024       | 176" light-duty bus (diesel, video surveillance system)                                  | 46.71                                   | \$104,500          | \$88,825           |
| Region 2 (Mason City)            | B012       | 176" light-duty bus (diesel, video surveillance system)                                  | 46.14                                   | \$104,500          | \$88,825           |
| Region 3 (Spencer)               | 0909       | Minivan (video surveillance system)  | 75.93                                   | \$55,000           | \$46,750           |
| Region 3 (Spencer)               | 0911       | Minivan (video surveillance system)  | 69.37                                   | \$55,000           | \$46,750           |
| Region 3 (Spencer)               | 0910       | Minivan (video surveillance system)  | 65.81                                   | \$55,000           | \$46,750           |
| Region 3 (Spencer)               | 0913       | Minivan (video surveillance system)  | 65.41                                   | \$55,000           | \$46,750           |
| Region 3 (Spencer)               | 0908       | Minivan (video surveillance system)  | 63.59                                   | \$55,000           | \$46,750           |
| Region 3 (Spencer)               | 0912       | Minivan (video surveillance system)  | 59.42                                   | \$55,000           | \$46,750           |
| Region 6 (Marshalltown)          | 309        | 158" light-duty bus (low floor)  | 56.98                                   | \$85,100           | \$72,335           |
| Region 6 (Marshalltown)          | 409        | 176" light-duty bus (video surveillance system)  | 53.90                                   | \$96,500           | \$82,025           |
| Region 6 (Marshalltown)          | 109A       | 158" light-duty bus (video surveillance system)  | 50.61                                   | \$91,100           | \$77,435           |
| Region 7 (Waterloo)              | 0901       | 176" light-duty bus (video surveillance system)  | 47.61                                   | \$94,500           | \$80,325           |
| Region 7 (Waterloo)              | 0910       | 176" light-duty bus (video surveillance system)  | 45.01                                   | \$94,500           | \$79,012           |
| Region 8 (Dubuque)               | 005        | 176" light-duty bus (video surveillance system)  | 92.23                                   | \$94,500           | \$80,325           |
| Region 9 (Davenport)             | 328        | 158" light-duty bus (video surveillance system)  | 62.49                                   | \$91,100           | \$77,435           |
| Region 9 (Davenport)             | 807        | 176" light-duty bus (video surveillance system)  | 51.38                                   | \$96,500           | \$82,025           |
| Region 9 (Davenport)             | 852        | 176" light-duty bus (video surveillance system)  | 47.92                                   | \$96,500           | \$82,025           |
| Region 9 (Davenport)             | 525        | 158" light-duty bus (video surveillance system)  | 46.81                                   | \$91,100           | \$77,435           |
| Region 9 (Davenport)             | 518        | 158" light-duty bus (video surveillance system)  | 43.61                                   | 91,100             | 71,788             |
| Sioux City                       | 1345       | 40' to 42' heavy-duty bus (fixed-route, video surveillance system, low-floor)            | 116.38                                  | \$493,300          | \$419,305          |
| Sioux City                       | 1344       | 40' to 42' heavy-duty bus (fixed-route, video surveillance system, low-floor)            | 114.24                                  | \$493,300          | \$419,305          |
| Sioux City                       | 1351       | 40' to 42' heavy-duty bus (fixed-route, video surveillance system, low-floor)            | 58.17                                   | \$493,300          | \$394,640          |
| Sioux City                       | 1302       | 35' to 39' heavy-duty bus (fixed-route, video surveillance system, low-floor)            | 56.80                                   | \$469,200          | \$375,360          |
| Sioux City                       | 1350       | 40' to 42' heavy-duty bus (fixed-route, video surveillance system, low-floor)            | 55.54                                   | \$493,300          | \$394,640          |
| Waterloo                         | 905        | 176" light-duty bus (diesel, video surveillance system)                                  | 70.20                                   | \$104,500          | \$83,600           |
| Waterloo                         | 906        | 176" light-duty bus (diesel, video surveillance system)                                  | 64.86                                   | \$104,500          | \$83,600           |
| Waterloo                         | 904        | 176" light-duty bus (diesel, video surveillance system)                                  | 59.27                                   | \$104,500          | \$83,600           |
| Waterloo                         | 907        | 176" light-duty bus (diesel, video surveillance system)                                  | 58.30                                   | \$104,500          | \$83,600           |
| Waterloo                         | 302        | 30' to 34' heavy-duty bus (diesel, video surveillance system, low floor)                 | 49.98                                   | 461,800            | \$369,440          |
| Waterloo                         | 908        | 176" light-duty bus (diesel, video surveillance system)                                  | 49.57                                   | \$104,500          | \$83,600           |
| *CMAQ Urban Contingency \$13,596 |            |  | -                                       | -                  | \$13,596           |
| <b>Total = 69 Vehicles</b>       |            |  |   | <b>\$9,949,950</b> | <b>\$8,271,672</b> |

DEPARTMENT OF TRANSPORTATION  
COMMISSION ORDER

Division/Bureau/Office Planning, Programming and Modal Division  
Office of Program Management Order No. PPM-2019-80  
Submitted by Stuart Anderson Phone No. 515-239-1661 Meeting Date June 11, 2019  
Title 2020-2024 Iowa Transportation Improvement Program

**DISCUSSION/BACKGROUND:**

The 2020-2024 Iowa Transportation Improvement Program will be presented for final review and action.

In addition to approving the use of condemnation authority, if necessary, to acquire property for the projects in the highway section, approval of this Commission Order also authorizes the temporary transfer of funds from the RISE fund to the Primary Road Fund if necessary to meet anticipated road construction costs. Pursuant to Iowa Code Section 315.3(3)(b), attached is the letter from Iowa DOT Director Mark Lowe certifying the cash flow funding of the department may be inadequate to meet anticipated road construction costs. Any funds transferred shall be repaid to the RISE fund within six months of transfer.

**PROPOSAL/ACTION RECOMMENDATION:**

It is recommended the Commission approve and authorize distribution of the 2020-2024 Iowa Transportation Improvement Program. It is also recommended the Commission approve the use of condemnation, if necessary, to acquire property for the projects in the highway section. Finally, it is recommended the Commission authorize the temporary transfer of funds from the RISE fund to the Primary Road Fund, if necessary.

**COMMISSION ACTION:**

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

|          | Aye   | Vote<br>Nay | Pass  |
|----------|-------|-------------|-------|
| Fehrman  | _____ | _____       | _____ |
| Juckette | _____ | _____       | _____ |
| Maher    | _____ | _____       | _____ |
| Putney   | _____ | _____       | _____ |
| Rielly   | _____ | _____       | _____ |
| Rose     | _____ | _____       | _____ |
| Yanney   | _____ | _____       | _____ |

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

\_\_\_\_\_  
Legal

\_\_\_\_\_  
State Director