IOWA DEPARTMENT OF TRANSPORTATION

AGENDA ITEMS/COMMISSION ORDERS

Tuesday, December 10, 2013
Materials Conference Room
Ames DOT Complex

ITEM NUMBER	TITLE	SUBMITTED BY	PAGE
D-2014-32 1:30 p.m.	*Approve Minutes of the November 12, 2013, Commission Meeting	Connie Page	1
	Commission Comments		
	Staff Comments		
H-2014-33 1:35 p.m.	*Administrative Rules: Chapter 144 - Automated Traffic Enforcement on the Primary Road System	Steve Gent	2
PPM-2014-34 1:40 p.m.	*Revitalize Iowa's Sound Economy (RISE) Application – Carter Lake (Delegation)	Craig Markley	11
PPM-2014-35 1:45 p.m.	*Revitalize Iowa's Sound Economy (RISE) Application – Sioux City (Delegation)	Craig Markley	14
H-2014-36 1:50 p.m.	*Fiscal Year 2014 Traffic Safety Improvement Projects	Terry Ostendorf	17
PPM-2014-37 1:55 p.m.	*Calendar Year 2014 Intercity Bus Program	Ryan Ward	19
2:00 p.m.	Adjourn		

*Action Item

On Tuesday, December 10, the Commission and staff will meet informally at 10 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.

Form 102110wd
06-05

DEPARTMENT OF TRANSPORTATION
COMMISSION ORDER

Division/Bureau/Office: Director's Office | Order No.: D-2014-32

Submitted by: Connie Page | Phone No.: 515-239-1242 | Meeting Date: December 10, 2013

Title: Approve Minutes of the November 12, 2013, Commission Meeting

DISCUSSION/BACKGROUND:

PROPOSAL/ACTION RECOMMENDATION:

It is recommended the Commission approve the minutes of the November 12, 2013, Commission meeting.

COMMISSION ACTION:

Moved by: Miles | Seconded by: Rose

	Vote		
	Aye	Nay	Pass
Cleaveland	X		
Miles	X		
Reasner	X		
Rielly	X		
Rose	X		
Wiley	X		
Yanney	X		

Division Director | Legal | State Director

Commission Comments

1. Commission Workshop

Commission Chair Yanney said this morning the Commission had a robust discussion concerning an administrative rule and other topics. Many questions were asked and a lot of good information was given to the Commission.

Commissioner Reasner agreed the Commission had a very full discussion and opportunity to explore all the issues surrounding administrative rule, chapter 144, Automated Traffic Enforcement on the Primary Road System. One item discussed was the need for ongoing reporting to the Commission regarding any measures that the department takes in regard to implementing safety along our primary road system. For any change that we consider to policy, we receive ongoing updates about process and about the DOT's work with our jurisdictions and any appeal process that occurs. This is a controversial issue, and the Commission spent a lot of time talking about the variety of issues that local constituents have raised. She said she thought the department has made a compelling case for the need for standards and guidelines that result in a consistent process for all jurisdictions throughout the state of Iowa.

Form 102110wd
06-13

DEPARTMENT OF TRANSPORTATION
COMMISSION ORDER

Division/Bureau/Office: Highway | Order No.: H-2014-33

Submitted by: Steve Gent | Phone No.: 515-239-1129 | Meeting Date: Dec. 10, 2013

Title: Administrative Rules - 761 IAC 144, Automated Traffic Enforcement on the Primary Road System

DISCUSSION/BACKGROUND:

The department is proposing to adopt a new rule chapter concerning automated traffic enforcement (ATE) on the Primary Road System that will govern the implementation and placement of those ATE systems. These rules address both fixed and mobile systems and include speed and red-light camera enforcement and will ensure consistency statewide in the use of ATE systems.

The department held a public hearing on October 30, 2013, where 13 people shared their comments. The department also received 164 written comments during the public comment period that ended on October 31, 2013. Most of the comments received did not address any specific issues related to the proposed rules, rather they either favored or opposed existing camera systems or addressed topics that were beyond the department's authority. Based on the comments received, the following changes to the Notice of Intended Action were made:

1. Subparagraph 144.6(1)"b"(10) was added to paragraph 144.6(1)"b" to prevent automated traffic enforcement systems from being placed within the first 1,000 feet of a lower speed limit. This change provides drivers a reasonable distance to adjust their speed to a lower speed limit before encountering an automated speed camera.

2. Paragraph 144.6(1)"c" stating that mobile automated traffic enforcement systems in a vehicle shall be owned and operated by a law enforcement agency, be marked with official decals and have an "official" license plate affixed to the vehicle was moved to new paragraph 144.6(3)"b" because it better fits under the subrule concerning enforcement.

PROPOSAL/ACTION RECOMMENDATION:

It is recommended the Commission approve the attached rules.

COMMISSION ACTION:

Moved by _____ Seconded by _____

	Vote		
	Aye	Nay	Pass
Cleaveland			
Miles			
Reasner			
Rielly			
Rose			
Wiley			
Yanney			

Division Director | Legal | State Director

H-2014-33

Steve Gent, Office of Traffic and Safety, said we had a long discussion this morning about the automated traffic enforcement (ATEs) proposed rules. He is here to answer any additional questions.

For clarification, Commissioner Rielly asked if this will apply to mobile systems. Mr. Gent said yes the proposed rules apply to all fixed and mobile speed and red-light running cameras. Commissioner Rielly said if a city wants to post a squad car at a certain place, this has nothing to do with that. This is mainly for the automatic, unmanned devices. Mr. Gent said that is correct; the jurisdictions will continue to do traditional enforcement. Commissioner Rielly said he was the mayor of a small town so local control is of great concern to him. There was a lot of debate on this in the legislature to both extremes where some said it should be banned outright to some that said it is up to the local communities. We are dealing with the primary road system and there has to be a good communication between the local communities and the DOT. A common theme he has heard in discussing it with people is if we are going to have red light cameras or speed cameras, there should be more of a process to it from community to community. However, he doesn't want to see the goal post moved if we start this process and a community does everything they should. Director Trombino III said the Department wants to have one process that is consistent and brings uniformity to the system. Uniformity on the primary highway system is important for the movement of traffic and for people driving on unfamiliar parts of the system. Ultimately, the relationship we have with communities is if they have concerns on the highway system, we should work those out. It requires a process and an analysis. Commissioner Rielly said some communities have cameras and he thought they have been effective in slowing down the traffic. He wants to make sure this isn't a way of taking those tools away from communities if they feel they are effective.

Commissioner Reasner said she is from a jurisdiction that has cameras on I-380 and one of the things we discussed this morning is that this, by no means, is a ban in disguise. There could be a need for an ATE system but jurisdictions shouldn't base these decisions on feelings but on engineering and traffic data. To that point we had a lengthy conversation about what measures were taken in Cedar Rapids once the department underwent a safety audit. She drives that area and feels the behavior has been modified but she doesn't have any data that proves her feelings. We do have data that proves the Department of Transportation took many measures to try to change traffic behaviors in the Cedar Rapids downtown area in conjunction with the speed cameras. If this is a tool that works and we can establish the data that it works, she doesn't want to remove that tool from the toolbox for her community or any other community that needs it in order to modify behavior.

Commission Chair Yanney noted Iowa is the only state that has cameras on the primary road system and interstate but does not have a process.

Commissioner Rose said if a community wants to have red light or speed cameras on their local streets, other than the primary road system, that is out of our jurisdiction. Director Trombino III said that is correct.

Commissioner Reasner said our final discussion point was that we want to continue to monitor this. If there are difficulties implementing the rules as written or there are inordinate amount of appeals, she wants to be aware of those issues and she wants the Commission to be able to address them.

Commissioner Cleaveland clarified that the rule doesn't pull the plug on any of the existing systems. They will be required to complete an engineering study by May 1 to move the process forward. Mr. Gent said that is correct. If these rules are approved, existing systems will continue and the jurisdiction will submit an annual report to the Department by May 1. The Department will review those reports, consider the continued need for the systems, and look at other safety countermeasures that may be put in place.

Commissioner Reasner said the Commission also discussed the continuing need for ATEs. The primary road system is not a static entity; there will be changes that could modify behaviors on the primary road system. It could be that an ATE is useful for a period of time and then is not because traffic changes, new measures are taken, new geometries are created so we want to be flexible.

Commissioner Miles said when the engineering reports are completed and there are safety recommendations, the corrective measures would be done by the DOT. Director Trombino III said depending on the safety measure, the answer is yes. That is consistent with the process that exists today. When communities are looking to fix or address things on the primary road system that runs through their community, many times they will make that request to the Commission.

Commissioner Chair Yanney said this is one step in the rule process. Mr. Gent said yes, the Administrative Rules Committee will hear these again either in January or February. Commissioner Rielly asked if there will be other times for public comment. Mr. Gent said yes. He requested Commission approval of the administrative rules.

Commissioner Wiley moved, Commissioner Rose seconded the Commission approve Administrative Rules, Chapter 144, as presented. All voted aye.

Adopt the following **new** 761—Chapter 144:

CHAPTER 144

AUTOMATED TRAFFIC ENFORCEMENT ON THE PRIMARY ROAD SYSTEM

761—144.1(307) Purpose. The purpose of this chapter is to establish requirements, procedures, and responsibilities in the use of automated traffic enforcement systems on the primary road system. This chapter ensures consistency statewide in the use of automated traffic enforcement systems on the primary road system and pertains to fixed and mobile automated enforcement.

761—144.2(307) Contact information. Information relating to this chapter may be obtained from the Office of Traffic and Safety, Iowa Department of Transportation, 800 Lincoln Way, Ames, Iowa 50010.

761—144.3(307) Definitions. As used in this chapter:

"Automated enforcement" means the use of automated traffic enforcement systems for enforcement of laws regulating vehicular traffic.

"Automated traffic enforcement system" means a system that operates in conjunction with an official traffic-control signal, as described in Iowa Code section 321.257, or a speed measuring device to produce recorded images of vehicles being operated in violation of traffic or speed laws.

"High-crash location" means a location where data indicates a greater frequency or higher rate of crashes when compared with other similar locations within the local jurisdiction, other like jurisdictions, or larger metropolitan area.

"High-risk location" means a location where the safety of citizens or law enforcement officers would be at higher risk through conventional enforcement methods.

"Interstate roads" means the same as defined in Iowa Code section 306.3.

"Local jurisdiction" means a city or county.

"Primary road system" means the same as defined in Iowa Code section 306.3.

761—144.4(307) Overview.

144.4(1) *General.*

a. Automated enforcement shall only be considered after other engineering and enforcement solutions have been explored and implemented.

b. An automated traffic enforcement system should not be used as a long-term solution for speeding or red-light running.

c. Automated enforcement should only be considered in extremely limited situations on interstate roads because they are the safest class of any roadway in the state and they typically carry a significant amount of non-familiar motorists.

d. Automated enforcement shall only be considered in areas with a documented high-crash or high-risk location in any of the following:

(1) An area or intersection with a significant history of crashes, which can be attributed to red-light running or speeding.

(2) A school zone.

144.4(2) *Applicability.*

a. These rules apply only to local jurisdictions using or planning to use automated enforcement on the primary road system.

b. The department does not have the authority to own or operate any automated traffic enforcement system.

c. The department shall not receive any financial payment from any automated traffic enforcement system owned or operated by a local jurisdiction.

144.4(3) *Department approval.* A local jurisdiction must obtain approval from the department prior to using an automated traffic enforcement system on the primary road system.

761—144.5(307) Automated traffic enforcement system request.

144.5(1) *Justification report.* A local jurisdiction requesting to use an automated traffic enforcement system on the primary road system shall provide the department a justification report. A licensed, professional engineer knowledgeable in traffic safety shall sign the justification report.

a. The justification report shall provide all necessary information and documentation to clearly define the area, provide evidence documenting why the area is a high-crash or high-risk location, and describe the process used to justify the automated traffic enforcement request.

b. At a minimum, the justification report shall:

(1) Document existing traffic speeds, posted speed limits, traffic volumes, and intersection or roadway geometry. Provide assurance that existing speed limits and traffic signal timings are appropriate and describe how they were established.

(2) Document applicable crash history, the primary crash types, crash causes, crash severity, and traffic violations. Only crashes attributable to speeding or the running of a red light shall be included in this report. Compare crash data with other similar locations within the local jurisdiction, other like jurisdictions, or larger metropolitan area.

(3) Identify the critical traffic safety issue(s) from the data in subparagraphs 144.5(1)*"b"*(1) and (2) above and provide a comprehensive list of countermeasures that may address the critical traffic safety issue(s).

(4) Document solutions or safety countermeasures that have been implemented along with those that have been considered but not implemented. These may include law enforcement, engineering, public education campaigns, and other safety countermeasures.

(5) Document discussions held and actions taken with partnering agencies that have resources which could aid in the reduction of crashes attributable to speeding or the running of a red light.

(6) Document why the local jurisdiction believes automated enforcement is the best solution to address the critical traffic safety issue(s).

c. If the request is for a mobile automated enforcement system, the justification report shall also:

(1) Include a description of the mobile unit.

(2) Include the proposed duration of use at each location and indicate where the unit will be physically placed relative to the curb, shoulder, median, etc.

144.5(2) *Request to department.* The local jurisdiction shall submit a request and a justification report to the appropriate district engineer.

144.5(3) *Department review.* Within 90 days of receipt of the request and a complete justification report, the department will either approve or deny specific automated enforcement locations. The department may need additional response time if collection of data is needed, such as conducting a speed study. Incomplete justification reports will be returned to the local jurisdiction. The department will review the request and justification report, evaluate the process used, and determine if the proposed automated traffic enforcement system is needed and warranted. If approval to proceed is granted to the local jurisdiction, the department shall prepare an agreement which will be signed by the department and the local jurisdiction.

144.5(4) *Public notice.* Once the department receives a request and a complete justification report from a local jurisdiction, the department may notify the public and include information on the department's Web site.

761—144.6(306,307,318,321) Minimum requirements for automated traffic enforcement systems. The following minimum requirements must be met for each automated traffic enforcement system.

144.6(1) *Safe environment for motorists.*

a. Any fixed or mobile automated traffic enforcement system must not create a potentially unsafe environment for motorists.

b. The system shall:

(1) Be installed and maintained in a safe manner.

(2) Be located where it does not impede, oppose or interfere with free passage along the primary highway right-of-way.

(3) Be located where it does not create a visual obstruction to passing motorists.

(4) Not be placed or parked on any shoulder or median of any interstate highway.

(5) Not be placed or parked within 15 feet of the outside traffic lane of any interstate highway, unless shielded by a crashworthy barrier.

(6) Not be placed or parked on the outside shoulder of any other primary highway for longer than 48 hours unless shielded by a crashworthy barrier.

(7) Not be placed or parked within 2 feet of the back of the curb of a municipal extension of any primary road.

(8) Be placed in a manner to avoid creating traffic backups or delays.

(9) Not be placed nor operational within the defined limits of any construction or maintenance work zone.

(10) Not be placed within the first 1,000 feet of a lower speed limit.

144.6(2) *Signage.*

a. Permanent signs may be posted on primary access roads entering local jurisdictions that use automated enforcement technology.

b. For all fixed automated traffic enforcement systems, permanent signs shall be posted in advance of the locations where enforcement systems are in use to advise drivers that cameras are in place.

c. For mobile automated traffic enforcement systems, temporary or permanent signs advising that speed is monitored by automated traffic technology shall be posted in advance of the enforcement area as agreed to by the department and the local jurisdiction.

d. All signing shall be in accordance with the "Manual on Uniform Traffic Control Devices," as adopted in 761—Chapter 130.

144.6(3) *Enforcement.*

a. If used, automated enforcement technology shall be used in conjunction with conventional law enforcement methods, not as a replacement for law enforcement officer contact.

b. Mobile automated traffic enforcement systems in a vehicle shall be owned and operated by a law enforcement agency, be marked with official decals, and have an "official" license plate affixed to the vehicle.

144.6(4) *Calibration.* Automated traffic enforcement systems require periodic calibration to ensure accuracy and reliability. Calibration shall be conducted by a local law enforcement officer, trained in the use and calibration of the system, at least quarterly for fixed systems and prior to being used at any new location for mobile systems.

761—144.7(307) Evaluation and reporting.

144.7(1) *Annual evaluation.* Annually, each local jurisdiction with active automated enforcement on Iowa's primary highway system shall evaluate the effectiveness of its use.

a. At a minimum, the evaluation shall:

(1) Address the impact of automated enforcement technology on reducing speeds or the number of red-light running violations for those sites being monitored.

(2) Identify the number and type of collisions at the sites being monitored, listing comparison data for before-and-after years. If the system includes intersection enforcement, only the monitored approaches should be included in the evaluation.

(3) Evaluate and document the automated traffic enforcement system's impact on addressing the critical traffic safety issue(s) listed in the justification report if a justification report was part of the system's initial approval process.

(4) Provide the total number of citations issued for each calendar year the system has been in operation.

(5) Certify that the calibration requirements of subrule 144.6(4) have been met.

b. Reserved.

144.7(2) *Reporting requirements.* The annual evaluation shall be reported to the department's office of traffic and safety at the address listed in rule 761—144.2(307) by May 1 each year following a full calendar year of operation and shall be based on performance for the previous year.

761—144.8(307) Continued use of automated traffic enforcement system.

144.8(1) *Reevaluation.* The department will utilize information collected from the annual evaluation reports from local jurisdictions to assist in evaluating the continued need for such systems at each location. Continued use will be contingent on the effectiveness of the system, appropriate administration of it by the local jurisdiction, the continued compliance with these rules, changes in traffic patterns, infrastructure improvements, and implementation of other identified safety countermeasures.

144.8(2) *Reserve the right.* The department reserves the right to require removal or modification of a system in a particular location, as deemed appropriate.

761—144.9(307) Appeal process. A local jurisdiction may appeal a decision made by the department as part of this chapter by submitting a written explanation of the issue and any

supporting information to the director of transportation. Once the director receives the appeal, the director shall have 30 days to respond. The director's decision is final agency action.

These rules are intended to implement Iowa Code chapter 318 and sections 306.4, 307.12, 321.348 and 321.366.

Form 102110wd
06-13

DEPARTMENT OF TRANSPORTATION
COMMISSION ORDER

Division/Bureau/Office: Planning, Programming and Modal Division, Office of Systems Planning | Order No.: PPM-2014-34

Submitted by: Craig Markley | Phone No.: 515-239-1027 | Meeting Date: December 10, 2013

Title: Revitalize Iowa's Sound Economy (RISE) Application – Carter Lake (Delegation)

DISCUSSION/BACKGROUND:

The city of Carter Lake submitted a RISE Immediate Opportunity application requesting a grant to assist in reconstruction of approximately 690 feet of North Fifth Street, approximately 1,286 feet of Avenue J, and approximately 690 feet of North Ninth Street located on the southwest side of town. This project is anticipated to be completed by September 2014.

These improvements are necessary to provide improved access to Paxton & Vierling Steel's facility, which is a steel processing and fabrication facility and a subsidiary of Owen Industries Inc. The improvements will support:

- The retention of 78 full-time jobs and creation of 18 new full-time jobs.
- $39,658,000 in associated capital investment.

The RISE cost per job assisted will be $8,492.61, and there will be a total capital investment of $48.64 for each RISE dollar requested.

PROPOSAL/ACTION RECOMMENDATION:

It is recommended the Commission, based on the capital investment and job retention and creation commitments, award a RISE grant of $815,291 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 _____

	Vote		
	Aye	Nay	Pass
Cleaveland			
Miles			
Reasner			
Rielly			
Rose			
Wiley			
Yanney			

Division Director | Legal | State Director

PPM-2014-34

Craig Markley, Office of Systems Planning, presented an application from the city of Carter Lake for an immediate opportunity RISE funding request to construct 690 feet of North Fifth Street, approximately 1,286 feet of Avenue J, and approximately 690 feet of North Ninth Street located on the southwest side of town. The proposed improvements will result in the retention of 78 full-time jobs and creation of 18 new full-time jobs within three years along with $39,658,000 in associated capital investments. Average wage of the retained and created positions is $17.97 per hour which is 109 percent of the average labor shed wage rate. RISE grant recommended is $815,291; local participation is 20 percent or $203,823 for a total cost of $1,019,114. RISE cost per job assisted is $8,492.61. Total capital investment per RISE dollar is $48.64. He invited Mayor Russ Kramer to make comments.

On behalf of the city, Mayor Kramer expressed appreciation for the Commission's consideration of their application. With this project is a chance to improve 3,275 feet of city streets to a full 32 ft. width with curb and gutter. Paxton and Vierling Steel (PVS), Owen Industries, is a 128-year company in Carter Lake, and the possibility of their flat metals division staying in Carter Lake is important to the community. The retention of 78 local jobs, the initial expansion of 18 new jobs at project completion, and the possibility of 20 more jobs within the next couple years is important to their local economy. The improvements to those streets along with the storm drainage are essential to PVS' expansion and will be a catalyst to improving the marketability of their total industrial area. The successful application to this RISE program will provide great incentive for PVS to stay in Carter Lake. It is also feasible that when PVS moves the flat metals division out of their existing building, their structural steel division will be able to expand in the near future which will bring more new jobs to their city.

Mr. Markley reviewed the recommendation of staff.

Commissioner Cleaveland moved, Commissioner Wiley seconded the Commission, based on the capital investment and job retention and creation commitments, award a RISE grant of $815,291 or up to 80 percent of the total RISE-eligible project cost, whichever is less, from the city share of the RISE fund. All voted aye.

Date Submitted: November 6, 2013 **Commission Date:** December 10, 2013

RISE Immediate Opportunity Funding
Economic Analysis Summary

GENERAL INFORMATION

Applicant: Carter Lake

Project Location and Description: Reconstruction of approximately 690 feet of North 5th Street, approximately 1,286 feet of Avenue J and approximately 690 feet of North 9th Street located on the southwest side of town.

Associated Economic Development: The project provides improved access to Paxton & Vierling Steel Company a subsidiary of Owen Industries Inc., a steel processing and fabrication facility. The project will result in the retention and creation of 96 jobs and $39,658,000 in associated capital investment.

ECONOMIC IMPACT

Total Roadway Project Cost: $1,019,114

RISE Funds Requested: $815,291; **Grant;** $815,291; Loan $----
Effective Project Cost to RISE Program: $815,291
Local Participation: $203,823; **Sources:** City of Carter Lake
Non-RISE Total Capital Investment: $39,658,000
(**Public:** $7,158,000; **Private:** $32,500,000)

Direct Jobs Created: 18; **(Other, Potential Future Jobs:** 0)
Direct Jobs Retained: 78; **Total Direct Jobs Assisted, Short-Term:** 96
Number of Existing Jobs: 78
Project Average Wage Rate of New Jobs: $17.97/hr.
100% Average Laborshed Wage Rate: $16.46/hr.

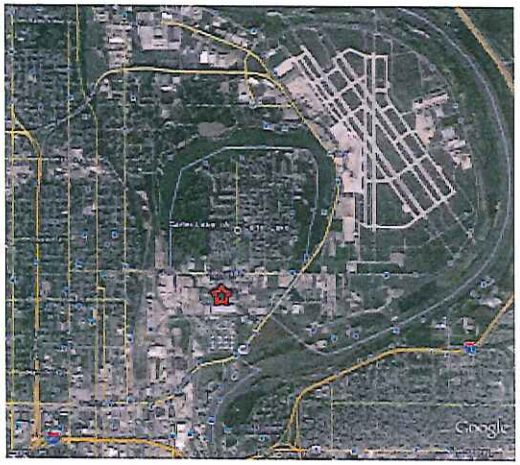
KEY RATIOS

Local Match Ratio: 20% ($203,823/$1,019,114)
RISE Cost Per Job Assisted (Created): $815,291/96 = $8,492.61
Total Capital Investment Per RISE Dollar: $39,658,000/$815,291= $48.64

CONCLUSIONS

Narrative: It is recommended the Commission based on the capital investment and job retention and creation commitments; award a RISE grant of $815,291 from the RISE Fund or up to 80 percent of the total RISE-eligible project cost, whichever is less. Funding will come from the city share of the RISE Fund.

Carter Lake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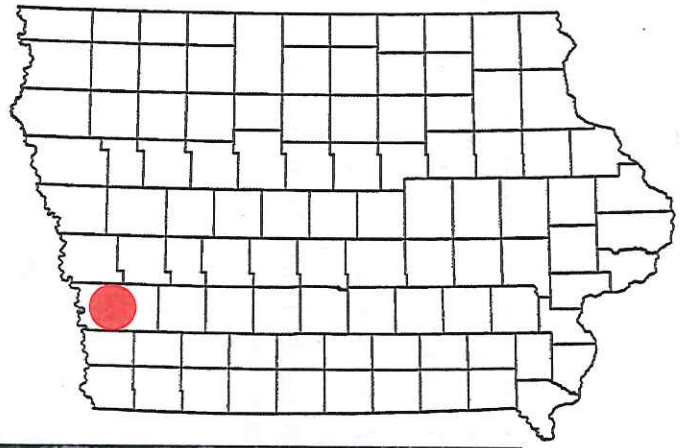
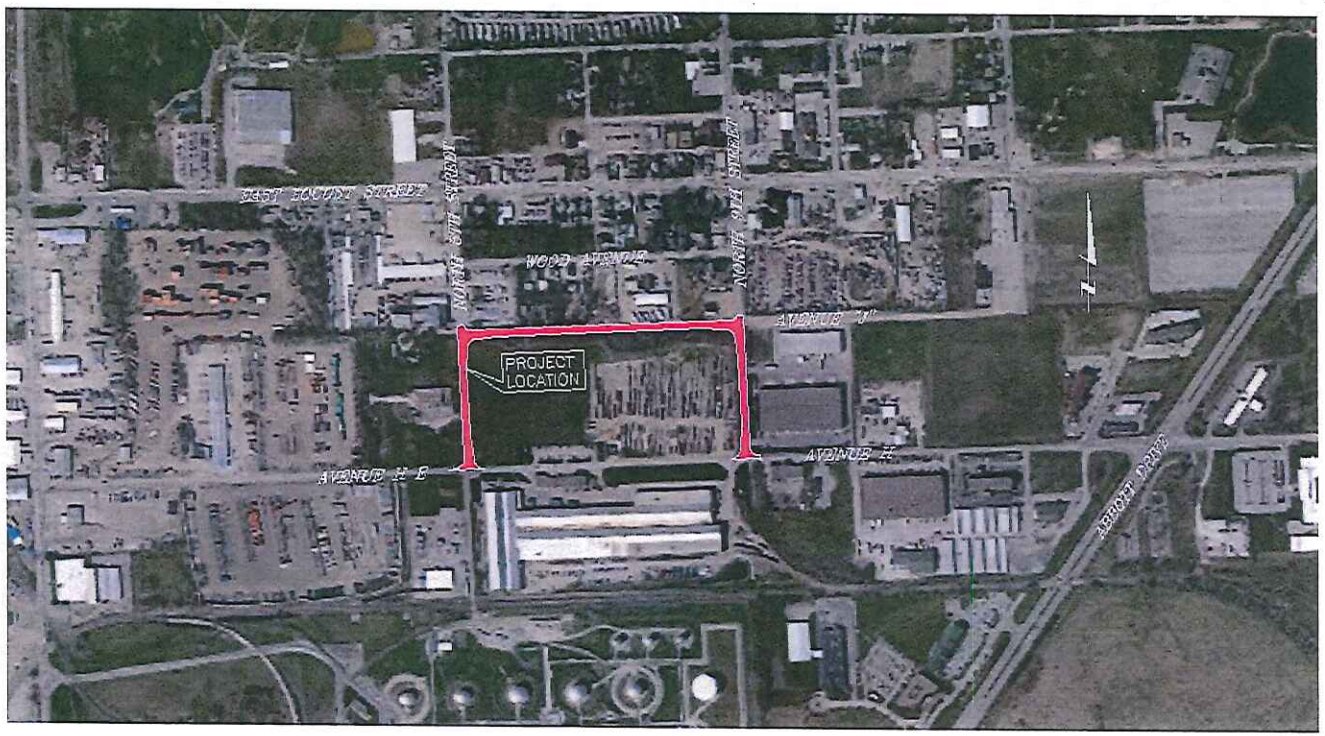



PROJECT LOCATION
WOOD AVENUE
AVENUE H
AVENUE H PL
ABBOTT DRIVE

Form 102110wd
06-13

DEPARTMENT OF TRANSPORTATION
COMMISSION ORDER

Division/Bureau/Office: Planning, Programming and Modal Division, Office of Systems Planning — Order No. PPM-2014-35

Submitted by: Craig Markley — Phone No. 515-239-1027 — Meeting Date: December 10, 2013

Title: Revitalize Iowa's Sound Economy (RISE) Application – Sioux City (Delegation)

DISCUSSION/BACKGROUND:

Sioux City submitted a RISE Immediate Opportunity application requesting a grant to assist in reconstruction of approximately 3,000 feet of Zenith Drive located on the southwest side of town. This project is anticipated to be completed by November 2015.

This improvement is necessary to provide improved access to the Bomgaars ranch and farm supply distribution facility and will support:

- The retention of 178 full-time jobs and creation of 15 new full-time jobs.
- $18,250,000 in associated capital investment.

The RISE cost per job assisted will be $8,500, and there will be a total capital investment of $11.12 for each RISE dollar requested.

PROPOSAL/ACTION RECOMMENDATION:

It is recommended the Commission, based on the capital investment and job retention and creation commitments, award a RISE grant of $1,640,500 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 _____

	Vote		
	Aye	Nay	Pass
Cleaveland			
Miles			
Reasner			
Rielly			
Rose			
Wiley			
Yanney			

Division Director _____ Legal _____ State Director _____

PPM-2014-35

Craig Markley, Office of Systems Planning, reviewed a RISE immediate opportunity application from Sioux City to reconstruct 3,000 ft. of Zenith Drive located on the southwest side of town. The proposed improvement will result in the retention of 178 full-time jobs and creation of 15 new full-time jobs within three years along with $18,250,000 in associated capital investments. Average wage of created position is $16.53 per hour which is 102 percent of the average labor shed wage rate. RISE grant recommended is $1,640,500. Local participation is 32 percent or $778,450 for a total cost of $2,418,950. RISE cost per job assisted is $8,500. Total capital investment per RISE dollar is $11.12. He invited Marty Dougherty, Sioux City Economic Development Director, to make comments.

Mr. Dougherty said this is related to an $18 million expansion project; a 150,000 sq. ft. warehouse and distribution facility for Bomgaars, a farm and ranch supply company. Bomgaars is growing across the upper Midwest with 66 stores and over 1,000 employees. Their corporate office and warehouse distribution center are in Sioux City located in the Tri-View Business Park which is one of Sioux City's oldest industrial areas. It is near the interstate but access is somewhat limited. Zenith Drive is the primary access and the existing street is only 23 feet wide and tapers down to about 17 feet. It will be widened to 31 feet. There are no curbs or storm drainage now so when there is a good rain, the parking lot and street in front of the main entrance is flooded. This is actually part of a larger improvement to the area.

Jade Dundas, Public Works Director, said they are relocating the sanitary sewer throughout the I-29 corridor which has an impact on the existing roadway. This project will create an opportunity for Bomgaars to have an improved roadway and utility infrastructure associated with their complex but also for the city to be able to maintain continuity throughout their construction as well as the I-29 construction. This is a critical project, and they feel it is important to get it all done at this point to avoid repeated shut downs and operational impacts.

Mr. Markley reviewed staff's recommendation.

Commissioner Miles moved, Commissioner Rielly seconded the Commission, based on the capital investment and job retention and creation commitments, award a RISE grant of $1,640,500 or up to 80 percent of the total RISE-eligible project cost, whichever is less, from the city share of the RISE fund. Commission Chair Yanney abstained; remaining Commissioners voted aye.

Date Submitted: November 13, 2013 **Commission Date:** December 10, 2013

RISE Immediate Opportunity Funding
Economic Analysis Summary

GENERAL INFORMATION

Applicant: Sioux City

Project Location and Description: Reconstruction of approximately 3,000 feet of Zenith Drive located on the southwest side of town.

Associated Economic Development: The project provides improved access to the Bomgaars ranch and farm supply distribution facility. The project will result in the retention and creation of 193 jobs and $18,250,000 in associated capital investment.

ECONOMIC IMPACT

Total Roadway Project Cost: $2,418,950

RISE Funds Requested: $1,640,500; **Grant;** $1,640,500; Loan $----
Effective Project Cost to RISE Program: $1,640,500
Local Participation: $778,450; **Sources:** Sioux City
Non-RISE Total Capital Investment: $18,250,000
(**Public:** $1,250,000; **Private:** $17,000,000)

Direct Jobs Created: 15; **(Other, Potential Future Jobs:** 0)
Direct Jobs Retained: 178; **Total Direct Jobs Assisted, Short-Term:** 193
Number of Existing Jobs: 178
Project Average Wage Rate of New Jobs: $16.53/hr.
100% Average Laborshed Wage Rate: $16.22/hr.

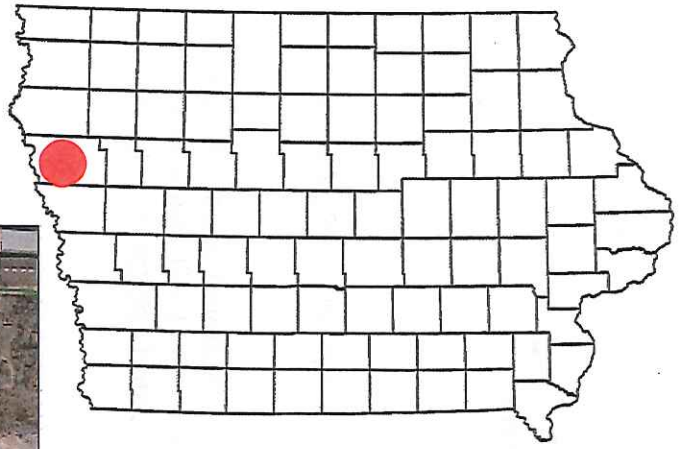
KEY RATIOS

Local Match Ratio: 32% ($778,450/$2,418,950)
RISE Cost Per Job Assisted (Created): $1,640,500/193 = $8,500.00
Total Capital Investment Per RISE Dollar: $18,250,000/$1,640,500= $11.12

CONCLUSIONS

Narrative: It is recommended the Commission based on the capital investment and job retention and creation commitments; award a RISE grant of $1,640,500 from the RISE Fund or up to 80 percent of the total RISE-eligible project cost, whichever is less. Funding will come from the city share of the RISE Fund.

Sioux City



City of Sioux City
Economic Development Dept.

Form 102110wd
06-13

DEPARTMENT OF TRANSPORTATION
COMMISSION ORDER

Division/Bureau/Office Highway/Systems Operations/Traffic & Safety Order No. H-2014-36

Submitted by Terry Ostendorf Phone No. 515-239-1077 Meeting Date December 10, 2013

Title FY 2015 Traffic Safety Improvement Projects

DISCUSSION/BACKGROUND:

In 1987, the Iowa Legislature provided that 0.5 percent of the Road Use Tax Fund be used for traffic safety improvements or studies on public roads under city, county or state jurisdiction.

The program provides three funding areas for candidate safety projects which are:

1. Traffic control projects.

2. Site-specific.

3. Research studies and safety initiatives.

The candidate projects and recommendations by department staff and the state/county/city safety program advisory committee were presented to the Commission during the November 12 Commission workshop for review.

PROPOSAL/ACTION RECOMMENDATION:

It is recommended the Commission approve the FY 2015 Traffic Safety Improvement Program.

COMMISSION ACTION:

Moved by Wiley Seconded by Reasner

	Vote Aye	Nay	Pass
Cleaveland	X		
Miles	X		
Reasner	X		
Rielly	X		
Rose	X		
Wiley	X		
Yanney	X		

Division Director | Legal | State Director

TRAFFIC SAFETY IMPROVEMENT PROGRAM

SFY 2015 PROGRAM FUNDING SUMMARY

CATEGORY	*NUMBER OF PROJECTS*	*TOTAL FUNDING*
Sites	23	$ 6,979,013
Traffic Control Devices	9	$ 928,834
Studies	14	$ 645,000
Totals	46	$ 8,552,847

Form 102110wd
04-09

DEPARTMENT OF TRANSPORTATION
COMMISSION ORDER

Division/Bureau/Office: Planning, Programming and Modal Division, Office of Public Transit Order No. PPM-2014-37

Submitted by: Ryan Ward Phone No. 515-233-7877 Meeting Date: December 10, 2013

Title: Calendar Year (CY) 2014 Intercity Bus Program

DISCUSSION/BACKGROUND:

Approval is requested for the CY 2014 Intercity Bus Program grants. Specific project recommendations are listed on the attachment.

PROPOSAL/ACTION RECOMMENDATION:

It is recommended the Commission approve the CY 2014 Intercity Bus Program funding recommendations as attached.

COMMISSION ACTION:

Moved by _____ Seconded by _____

	Vote		
	Aye	Nay	Pass
Cleaveland			
Miles			
Reasner			
Rielly			
Rose			
Wiley			
Yanney			

Division Director _____ Legal _____ State Director _____

PPM-2014-37

Ryan Ward, Office of Public Transit, said yesterday morning he had two voice mails. The first was from a gentleman in rural Butler county trying to get a ride to Iowa City. The second was from his wife; she sounded a little more desperate asking how she can get her husband to the University of Iowa hospital for treatment. Mr. Ward checked the Jefferson Lines website and their rural route that goes through Waterloo stops in Iowa City for $68 round trip and the local regional transit system could pick the gentleman up at his door and take him to the bus terminal in Waterloo. This is a perfect example of what the intercity bus program is about. Without these funds, these providers most likely would not be able to provide service in the more rural parts of Iowa, and people like this couple would have few, if any, options.

Mr. Ward thanked the Commissioners for their continued support of the intercity bus grant program, and he requested approval of staff's recommended 12 projects totaling $2.74 million.

Commissioner Rose moved, Commissioner Miles seconded the Commission approve the CY 2014 Intercity Bus Program funding recommendations as attached.

Meeting ended at 1:55 p.m.

CY 2014 Intercity Bus Program

Agency	Type	Project description	Amount recommended
Jefferson Lines	Continuation	Existing service support	$172,103
	Continuation	Marketing existing service	$7,500
	Continuation	Iowa Travel Information Center (1-800-451-5333)	$48,600
	New	Retrofit two over-the-road coaches	$280,000
	New	Purchase one new over-the-road coach	$507,195
			$1,015,398
Dubuque	New	Construction of the intercity bus portion of new intermodal center	$199,196
			$199,196
Fort Dodge	Continuation	Marketing existing service	$7,500
			$7,500
Burlington Trailways	Continuation	Existing service support	$296,451
	Continuation	Marketing existing service	$7,500
	New	New Des Moines depot renovations	$222,288
	New	New over-the-road coach	$523,956
	New	Cedar Rapids depot renovations	$451,788
			$1,501,983
		Total CY2014 funding recommended	$2,724,077