

IOWA DEPARTMENT OF TRANSPORTATION

AGENDA ITEMS/COMMISSION ORDERS

Tuesday, January 12, 2010  
 Materials Conference Room  
 Ames DOT Complex

ITEM NUMBER	TITLE	SUBMITTED BY	PAGE
D-2010-36 8:00 a.m.	*Approving Minutes of the December 8, 2009, Commission Meeting  Commission Comments  Staff Comments	Connie Page	1
MV-2010-37 8:05 a.m.	*Administrative Rules – Chapter 601 “Application for License” and Chapter 603 “Nonoperator Identification”	Nancy Richardson	2
PPM-2010-38 8:10 a.m.	*Revitalize Iowa’s Sound Economy (RISE) Default and Proposed Settlement – Mahaska County	Craig Markley	5
PPM-2010-39	*Revitalize Iowa’s Sound Economy (RISE) Default and Proposed Settlement – Fort Madison	Craig Markley	7
PPM-2010-40 8:15 a.m.	*Federal Recreational Trails Program Recommendations	Craig Markley	9
PPM-2010-41 8:20 a.m.	*Statewide Transportation Enhancements Program Recommendations	Craig Markley	10
PPM-2010-42 8:25 a.m.	*Iowa Safe Routes to School Funding Recommendations	Craig Markley	11
PPM-2010-43 8:30 a.m.	*Iowa’s Clean Air Attainment Program Funding Recommendations	Craig Markley	12
H-2010-44 8:35 a.m.	*Transfers of Jurisdiction – U.S. 34 and Iowa 370 in Mills County	Kevin Mahoney	13
8:40 a.m.	Public Input Dickinson County, Iowa 86 – Herman Richter/Dan Eckert		
8:50 a.m.	Adjourn		

\*Action Item

On Monday, January 11, 2009, the Commission and staff will meet informally at 3:30 p.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-2010-36  
Submitted by Connie Page Phone No. 515-239-1242 Meeting Date January 12, 2010  
Title Approving Minutes of the December 8, 2009, Commission Meeting.

**DISCUSSION/BACKGROUND:**

**PROPOSAL/ACTION RECOMMENDATION:**

It is recommended the Commission approve the minutes of the December 8, 2009, Commission meeting.

**COMMISSION ACTION:**

Moved by Miles Seconded by Wiley

	Aye	Vote Nay	Pass
Blouin	<u>X</u>	_____	_____
Cleveland	<u>X</u>	_____	_____
Durham	<u>X</u>	_____	_____
Miles	<u>X</u>	_____	_____
Reasner	<u>X</u>	_____	_____
Sawtelle	<u>X</u>	_____	_____
Wiley	<u>X</u>	_____	_____

\_\_\_\_\_  
Division Director                      \_\_\_\_\_ Legal                      \_\_\_\_\_ State Director

## Commission Comments

### 1. Kevin Mahoney Retirement

On behalf of the Commission, Chairman Sawtelle congratulated Kevin Mahoney, Highway Division Director, on his upcoming retirement. The Commission will miss his expertise and wished him the best.

Nancy Richardson, Director, said she, too, will miss Mr. Mahoney's expertise. It will be a tremendous loss to the Department but she is glad he and his wife will have the opportunity to do the many things they enjoy doing.

### 2. Thanks for the Department's Snow Removal Endeavors

Commissioner Miles expressed appreciation to DOT staff for their snow removal efforts these last few weeks. It has been an incredibly difficult driving season, and she thought DOT staff has risen to the occasion and surpassed everyone's expectations and she thought many lives were saved as a result of those efforts. Nancy Richardson, Director, said she, too, is very proud of the job that staff has done along with the counties and cities.

### 3. Commission Workshop on Monday

Chairman Sawtelle noted the Commission and staff met in a workshop Monday afternoon and reviewed the agenda items in detail.

## Staff Comments

### 1. Possible Federal Stimulus Package

Nancy Richardson, Director, said the Commission and staff talked briefly at Monday's workshop about another possible federal stimulus package. She appreciates the Commission taking some time to ponder that and provide guidance. We will keep the Commission posted.

DEPARTMENT OF TRANSPORTATION  
COMMISSION ORDER

Division/Bureau/Office Director Order No. MV-2010-37  
 Submitted by Nancy J. Richardson Phone No. 515-239-1111 Meeting Date January 12, 2010  
 Title Administrative Rules - Chapter 601, "Application for License," and Chapter 630, "Nonoperator's Identification"

**DISCUSSION/BACKGROUND:**

The purpose of this rule making is to provide for procedures required to issue driver's licenses and nonoperator's identification cards to applicants that request credentials compliant with the REAL ID Act of 2005, 49 U.S.C. § 30301 note, as further defined in 6 CFR Part 37.

We are now in the rule-making process to allow for public comment and to replace an identical emergency filing, discussed below. The comment period ended December 22, 2009, and no comments were received.

This rule making is identical to the rule making published under ARC 8342B (Notice of Intended Action) and ARC 8339B (adopted and filed emergency) printed in the December 2 Iowa Administrative Bulletin, with one exception. An additional item was added to amend the implementation sentence for 761 – Chapter 630 to include the REAL ID Act of 2005 (49 U.S.C. Section 30301 note), and 6 CFR Part 37. This rule making will become effective March 17, 2010, at which time the adopted and filed emergency rule making is hereby rescinded.

**PROPOSAL/ACTION RECOMMENDATION:**

It is recommended the Commission approve these rules.

**COMMISSION ACTION:**

Moved by Durham Seconded by Miles

	Aye	Vote Nay	Pass
Blouin	X		
Cleaveland	X		
Durham	X		
Miles	X		
Reasner	X		
Sawtelle	X		
Wiley	X		

\_\_\_\_\_  
 Division Director                      Legal                      State Director

ITEM 1. Adopt the following **new** rule 761—601.7(321):

**761—601.7(321) REAL ID driver’s license.** A person who seeks a driver’s license that is compliant with the REAL ID Act of 2005, 49 U.S.C. § 30301 note, as further defined in 6 CFR Part 37 (“REAL ID driver’s license”), must meet and comply with all lawful requirements for an Iowa driver’s license, and must also meet and comply with all application and documentation requirements set forth at 6 CFR Part 37, including but not limited to documentation of identity, date of birth, social security number, address of principal residence, and evidence of lawful status in the United States. Documents and information provided to fulfill REAL ID requirements must be verified as required in 6 CFR 37.13. An applicant for a REAL ID driver’s license is subject to a mandatory facial image capture that meets the requirements of 6 CFR 37.11(a). A REAL ID driver’s license may not be issued, reissued, or renewed except as permitted in 6 CFR Part 37 and may not be issued, reissued, or renewed by any procedure, in any circumstance, to any person, or for any term prohibited under 6 CFR Part 37. The information on the front of any REAL ID driver’s license must include all information and markings required by 6 CFR 37.17. Nothing in this rule requires a person to obtain a REAL ID driver’s license.

This rule is intended to implement Iowa Code chapter 321, the REAL ID Act of 2005 (49 U.S.C. Section 30301 note), and 6 CFR Part 37.

ITEM 2. Adopt the following **new** subrule 630.2(7):

**630.2(7)** A person who seeks a nonoperator’s identification card that is compliant with the REAL ID Act of 2005, 49 U.S.C. § 30301 note, as further defined in 6 CFR Part 37 (“REAL ID nonoperator’s identification card”), must meet and comply with all lawful requirements for an Iowa nonoperator’s identification card, and must also meet and comply with all application and documentation requirements set forth at 6 CFR Part 37, including but not limited to documentation of identity, date of birth, social security number, address of principal residence, and evidence of lawful status in the United States. Documents and information provided to

fulfill REAL ID requirements must be verified as required in 6 CFR 37.13. An applicant for a REAL ID nonoperator's identification card is subject to a mandatory facial image capture that meets the requirements of 6 CFR 37.11(a). A REAL ID nonoperator's identification card may not be issued, reissued, or renewed except as permitted in 6 CFR Part 37 and may not be issued, reissued, or renewed by any procedure, in any circumstance, to any person, or for any term prohibited under 6 CFR Part 37. The information on the front of any REAL ID nonoperator's identification card must include all information and markings required by 6 CFR 37.17. Nothing in this subrule requires a person to obtain a REAL ID nonoperator's identification card.

ITEM 3. Amend 761—Chapter 630, implementation sentence, as follows:

These rules are intended to implement Iowa Code sections 321.189, 321.190, 321.192, 321.195, 321.216, 321.216A, 321.216B and 321.216C, the REAL ID Act of 2005 (49 U.S.C. Section 30301 note) and 6 CFR Part 37.

DEPARTMENT OF TRANSPORTATION  
COMMISSION ORDER

Planning, Programming and Modal Division

Division/Bureau/Office Office of Systems Planning Order No. PPM-2010-38

Submitted by Craig Markley Phone No. 515-239-1027 Meeting Date January 12, 2010

Title Revitalize Iowa's Sound Economy (RISE) Default and Proposed Settlement – Mahaska County

**DISCUSSION/BACKGROUND:**

On Jan. 13, 2004, Mahaska County was awarded a RISE grant to grade and pave 475 feet of 140<sup>th</sup> Street south of New Sharon. The county received a \$113,964 grant for this project.

Commission approval of this project was contingent on the creation of 27 jobs and retention of 61 jobs within two years after completion of the roadway. Associated capital investment was to be approximately \$1 million.

On Aug. 3, 2004, the roadway was opened to traffic. As of Aug. 3, 2006, Mahaska County had not met the job creation contingency. They requested and received a one-year extension. At the end of that period they requested and received a second extension, which expired Aug. 3, 2008. Since that time, the department was advised that nine new jobs were created and 61 jobs had been retained.

On Nov. 2, 2009, Mahaska County was notified the project was in default. The method of calculation and amount of proposed settlement was also provided to the county. Mahaska County has agreed to repay the proposed default settlement of \$7,860.

**PROPOSAL/ACTION RECOMMENDATION:**

It is recommended the Commission approve the default and proposed settlement of \$7,860 for Mahaska County.

**COMMISSION ACTION:**

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

	Aye	Vote Nay	Pass
Blouin	_____	_____	_____
Cleveland	_____	_____	_____
Durham	_____	_____	_____
Miles	_____	_____	_____
Reasner	_____	_____	_____
Sawtelle	_____	_____	_____
Wiley	_____	_____	_____

Division  
Director

Legal

State Director

PPM-2010-38

Craig Markley, Office of Systems Planning, said for RISE Immediate Opportunity projects job creation commitments are associated with receiving the funding. The Department monitors these contingencies to assure they are met within a specified time period. Two one-year extensions on that time frame can be granted. When the contingencies are not met, the Department will seek partial or full revocation of the grant.

Mr. Markley presented a proposed default settlement with Mahaska county for a RISE project awarded in January, 2004. The county received a \$113,964 grant for a road construction project contingent on the creation of 27 new jobs and retention of 61 existing jobs by Pro-Line Building Company within two years of project completion. After the two-year monitoring period and two additional one-year extensions, the number of new jobs created and retained totaled 70; 18 short of contingency. Based on the default settlement policy, the county has agreed to a default settlement of \$7,860. Staff recommends Commission approval of the proposed default settlement for the Mahaska county RISE project.

Commissioner Wiley moved, Commissioner Blouin seconded the Commission approve the default and proposed settlement of \$7,860 for Mahaska county. All voted aye.

## RISE Default Settlement Proposal for:

**RECIPIENT** : Mahaska County  
**PROJECT #** : RC-CO62(47)--9A-62  
**AGREEMENT #** : 2004-R-007

Reimbursable Maximum : \$113,964

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

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

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

	Actual	
a. RISE grant funds reimbursed:	113,964.00	
b. FINAL eligible project costs:	149,323.29	
c. 50% of FINAL eligible costs:	74,661.65	
d. "RISE differential" ( a ) - ( c ) =	39,302.36	<div style="border: 1px solid black; display: inline-block; padding: 2px;">\$39,302</div> Rounded

**Step 2** Determine the amount of the contingency unfulfilled.

9 FTE new jobs were created & 61 FTE jobs were retained for a total of 70 jobs by The Pro-Line Building Company. The funding contingency required that 27 FTE new jobs be created & 61 FTE jobs be retained for a total of 88 jobs.

a. Contingency total # of jobs created/retained :	88	
b. - Actual total # of jobs created / retained :	70	
c. Contingency unfulfilled amount:	18	
Determine percentage = (c/a)	20.45%	

Therefore the percentage of contingency still unfulfilled is: 

20%

 Rounded

**Step 3** Determine the prorated amount by multiplying the RISE differential amount by the percentage of the contingency still unfulfilled.

$$\begin{array}{rcl}
 \text{Prorated amount} & = & (\text{Step 1.d}) \times (\text{Step 2 \%}) = \text{Prorated Amount} \\
 & & \$39,302 \quad \times \quad 20\% \quad \boxed{\$7,860} \\
 & & \text{Rounded}
 \end{array}$$

**DEPARTMENT OF TRANSPORTATION  
COMMISSION ORDER**

Division/Bureau/Office Planning, Programming and Modal Division  
Office of Systems Planning Order No. PPM-2010-39  
 Submitted by Craig Markley Phone No. 515-239-1027 Meeting Date January 12, 2010  
 Title Revitalize Iowa's Sound Economy (RISE) Default and Proposed Settlement – Fort Madison

**DISCUSSION/BACKGROUND:**

On June 7, 2005, the city of Fort Madison was awarded a RISE grant to grade and pave 300 feet of Crabtree Lane. The city received a \$78,408.83 grant for this project.

Commission approval of this project was contingent on the creation of 25 jobs within two years after completion of the roadway. Associated capital investment was to be approximately \$2.6 million.

On July 7, 2006, the roadway was opened to traffic. However, the company associated with this project has closed after only creating three new jobs.

On Sept. 11, 2009, the city of Fort Madison was notified the project was in default. The method of calculation and amount of proposed settlement was also provided to the city. The city of Fort Madison has agreed to repay the proposed default settlement of \$25,875.

**PROPOSAL/ACTION RECOMMENDATION:**

It is recommended the Commission approve the default and proposed settlement of \$25,875 for the city of Fort Madison.

**COMMISSION ACTION:**

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

	Aye	Vote Nay	Pass
Blouin	_____	_____	_____
Cleaveland	_____	_____	_____
Durham	_____	_____	_____
Miles	_____	_____	_____
Reasner	_____	_____	_____
Sawtelle	_____	_____	_____
Wiley	_____	_____	_____

Division  
Director

Legal

State Director

PPM-2010-39

Craig Markley, Office of Systems Planning, reviewed a proposed default settlement with the city of Fort Madison for a RISE project awarded in June, 2005. The city received a grant of \$78,408.83 for road construction contingent on the creation of 25 new jobs by Industrial Tooling and Fabrication within two years of project completion. In July, 2006, the road was open to traffic; however, the company associated with this project closed after only creating three jobs.

Mr. Markley said based on the default settlement policy, the city has agreed to a default settlement of \$25,875, and staff recommends the Commission approve the proposed default settlement for the Fort Madison RISE project.

Commissioner Miles moved, Commissioner Cleaveland seconded the Commission approve the default and proposed settlement of \$25,875 for the city of Fort Madison. All voted aye.

## RISE Default Settlement Proposal for:

RECIPIENT : Fort Madison  
 PROJECT # : RM-2697(611)--9D-56  
 AGREEMENT # : 2005-R-030

Reimbursable Maximum : \$100,000

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

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

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

	Actual	
a. RISE grant funds reimbursed:	78,408.83	
b. FINAL eligible project costs:	98,011.04	
c. 50% of FINAL eligible costs:	49,005.52	
d. "RISE differential" ( a ) - ( c ) =	29,403.31	<span style="border: 1px solid black; padding: 2px;">\$29,403</span> Rounded

**Step 2** Determine the amount of the contingency unfulfilled.

3 FTE new jobs were created by Industrial Tooling and Fabrication.  
 The funding contingency required that 25 FTE new jobs be created.

a. Contingency total # of jobs created/retained :	25
b. - Actual total # of jobs created / retained :	<u>3</u>
c. Contingency unfulfilled amount:	22
Determine percentage = (c/a)	88.00%

Therefore the percentage of contingency still unfulfilled is: 88% Rounded

**Step 3** Determine the prorated amount by multiplying the RISE differential amount by the percentage of the contingency still unfulfilled.

Prorated amount = (Step 1.d)	X	(Step 2 %)	= Prorated Amount
\$29,403	X	88%	<span style="border: 1px solid black; padding: 2px;">\$25,875</span>
			Rounded

**DEPARTMENT OF TRANSPORTATION  
COMMISSION ORDER**

Division/Bureau/Office Planning, Programming and Modal Division  
Office of Systems Planning Order No. PPM-2010-40  
 Submitted by Craig Markley Phone No. 515-239-1027 Meeting Date January 12, 2010  
 Title Federal Recreational Trails Program Funding Recommendations

**DISCUSSION/BACKGROUND:**

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

Court Hill Trail - Phase 3 (Iowa City)	\$416,159
Iowa Designated Off Highway Vehicle Park Maintenance and Development Projects (Iowa DNR and Iowa Off-Highway Vehicle Association)	\$231,880
Rolling Prairie Trail: Beeds Lake State Park to Hampton Segment (Franklin County Conservation Board)	\$330,054
Snowmobile Grooming Equipment Replacement Project (Iowa DNR and Iowa State Snowmobile Association)	\$240,000

**PROPOSAL/ACTION RECOMMENDATION:**

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

**COMMISSION ACTION:**

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

	Aye	Vote Nay	Pass
Blouin	_____	_____	_____
Cleaveland	_____	_____	_____
Durham	_____	_____	_____
Miles	_____	_____	_____
Reasner	_____	_____	_____
Sawtelle	_____	_____	_____
Wiley	_____	_____	_____

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

\_\_\_\_\_  
Legal

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

PPM-2010-40

Craig Markley, Office of Systems Planning, said the Federal Recreational Trails Program was created in ISTEA (Intermodal Surface Transportation Efficiency Act) and provides funding to develop and maintain recreational trails and trail-related facilities for both motorized and non-motorized users. Examples include hiking, cycling, water trails, equestrian, cross-country skiing, snowmobiling, and all terrain vehicles.

Mr. Markley said we received 30 applications requesting almost \$10.5 million in funding. Last month we reviewed staff's recommendation to fund four projects at just over \$1.2 million, and he requested Commission approval of the Federal Recreational Trails Program.

Commissioner Reasner moved, Commissioner Blouin seconded the Commission approve the federal Recreational Trails Program funding recommendations as listed. All voted aye.

**DEPARTMENT OF TRANSPORTATION  
COMMISSION ORDER**

Division/Bureau/Office Planning, Programming and Modal Division  
Office of Systems Planning Order No. PPM-2010-41  
 Submitted by Craig Markley Phone No. 515-239-1027 Meeting Date January 12, 2010  
 Title Statewide Transportation Enhancement Program Funding Recommendations

**DISCUSSION/BACKGROUND:**

Review of the current round of applications for funding from the Statewide Transportation Enhancement program has been completed. The following funding recommendations will be presented.

Trail and Bicycle Facility

Cedar Valley Nature Trail Reconstruction and Surfacing (Phase 3) (Linn County Conservation Board)	\$750,000
Flint River Trail (Des Moines County and Burlington)	\$474,345
Heart of Iowa Nature Trail Phase VII and VIII – Surfacing and Bridge Completion (Story County Conservation Board)	\$381,600
Khrushchev in Iowa Trail (Guthrie County and Creating Great Places)	\$365,000
Rolling Prairie Trail Bridge (Butler County Conservation Board)	\$210,000
Urban Youth Corps (Iowa DOT)	\$100,000

Scenic and Environmental

Des Moines River Greenbelt Scenic Overlook on the High Trestle Trail (Boone County Conservation Board and Polk County Conservation Board)	\$140,000
Iowa's Living Roadways Project Program (Trees Forever and Iowa DOT)	\$400,000
Roadside Beautification/Maintenance Reduction: County Highways (Integrated Roadside Vegetation Management, University of Northern Iowa and Iowa DOT)	\$225,000
U.S. 63 Streetscape Enhancements (Waterloo)	\$476,938

Historic and Archaeological

Archaeological Survey of the Glenwood Resource Center (Golden Hills RC&D)	\$292,402
Milwaukee Railroad Shops Historic District: Alternative Transportation Project (Siouxland Historical Railroad Association and Sioux City)	\$750,000
Stuart Rock Island Depot Restoration (Stuart)	\$350,000

**PROPOSAL/ACTION RECOMMENDATION:**

It is recommended the Commission approve the Statewide Transportation Enhancement program funding recommendations, as listed.

**COMMISSION ACTION:**

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

	Aye	Vote Nay	Pass
Blouin	_____	_____	_____
Cleaveland	_____	_____	_____
Durham	_____	_____	_____
Miles	_____	_____	_____
Reasner	_____	_____	_____
Sawtelle	_____	_____	_____
Wiley	_____	_____	_____

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

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Legal

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State Director

PPM-2010-41

Craig Markley, Office of Systems Planning, said the Statewide Transportation Enhancement program was created in ISTEA and provides funding for community-based projects that expand travel choices and enhance the transportation experience by supporting bicycle and pedestrian, cultural, historic, aesthetic, and environmental projects related to surface transportation infrastructure. Half of the enhancement funding to the state of Iowa is administered by the Department via an application process for projects of statewide significance. The other half of the funding is distributed to Iowa regional and metropolitan areas for area projects of significance.

Mr. Markley said in this round 42 applications were received requesting over \$16.7 million. Last month we reviewed staff's recommendation with the Commission to fund 13 projects at approximately \$4.9 million. He requested Commission approval of the Statewide Transportation Enhancement funding recommendation as shown on the commission order.

Commissioner Wiley moved, Commissioner Reasner seconded the Commission approve the Statewide Transportation Enhancement program funding recommendations as listed. All voted aye.

**DEPARTMENT OF TRANSPORTATION  
COMMISSION ORDER**

Division/Bureau/Office Planning, Programming and Modal Division  
Office of Systems Planning Order No. PPM-2010-42  
 Submitted by Craig Markley Phone No. 515-239-1027 Meeting Date January 12, 2010  
 Title Iowa Safe Routes to School Funding Recommendations

**DISCUSSION/BACKGROUND:**

Review of the current round of applications for funding from the Iowa Safe Routes to School (SRTS) program has been completed. The following funding recommendations will be presented.

Noninfrastructure

Clinton County School District Safe Routes to School Plan (East Central Intergovernmental Association)	\$ 50,000
Delaware County School District Safe Routes to School Plan (East Central Intergovernmental Association)	\$ 50,000
Iowa Safe Routes to School (Iowa Bicycle Coalition)	\$136,295
Pleasant Valley Community School District Safe Routes to School Study and Plan (Pleasant Valley Community School District)	\$ 7,000
Safe Routes to School: I-WALK Model (Iowa Department of Public Health)	\$209,916
Noninfrastructure costs for recommended infrastructure projects	\$ 7,000

Infrastructure

Anita Chestnut Street Safe Route to School (Anita)	\$151,200
Belmond Sidewalk Program (Belmond)	\$ 43,812
Cedar Heights Elementary Safe Routes to School Project (Cedar Falls)	\$ 76,450
Harrison Elementary Sidewalks (Cedar Rapids) (plus \$1,000 for noninfrastructure activities)	\$131,353
Hubbell Elementary School Enhanced School Crossings (Des Moines)	\$120,000
Lincoln Elementary School Safe Routes to School Project (Waterloo)	\$154,620
Polk Elementary Sidewalks (Cedar Rapids) (plus \$1,000 for noninfrastructure activities)	\$116,220
Richardson Elementary School Priority Improvements Project (Fort Madison)	\$ 77,356
Sioux Center Schools - Sidewalk Improvement Project (Sioux Center) (plus \$5,000 for noninfrastructure activities)	\$136,530
Spencer School Sidewalk Improvement Program (Spencer)	\$ 79,475
Sunnyside Sidewalk Extension to Aldo Leopold Middle School (Burlington)	\$186,809

**PROPOSAL/ACTION RECOMMENDATION:**

It is recommended the Commission approve the Safe Routes to School program funding recommendations, as listed.

**COMMISSION ACTION:**

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

	Aye	Vote Nay	Pass
Blouin	_____	_____	_____
Cleveland	_____	_____	_____
Durham	_____	_____	_____
Miles	_____	_____	_____
Reasner	_____	_____	_____
Sawtelle	_____	_____	_____
Wiley	_____	_____	_____

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

\_\_\_\_\_  
Legal

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

PPM-2010-42

Craig Markley, Office of Systems Planning, said the Safe Routes to School program is a relatively new funding program created in SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users). The purpose of this program is to increase the number of elementary and middle school students that walk and bicycle to school safely. Funding is available to local governments, private non-profit groups, regional organizations, or private and public schools as an application-based program. Funding can be used for both non-infrastructure and infrastructure activities.

Mr. Markley said 41 applications were received for this round of funding requesting over \$4.8 million. Last month we reviewed staff's recommendation to fund 17 projects at just over \$1.7 million. He requested Commission approval of the Safe Routes to School program funding recommendations as listed.

Commissioner Miles moved, Commissioner Durham seconded the Commission approve the Safe Routes to School program funding recommendations as listed. All voted aye.

DEPARTMENT OF TRANSPORTATION  
COMMISSION ORDER

Planning, Programming and Modal Division

Division/Bureau/Office Office of Systems Planning Order No. PPM-2010-43

Submitted by Craig Markley Phone No. 515-239-1027 Meeting Date January 12, 2010

Title Iowa's Clean Air Attainment Program Funding Recommendations

**DISCUSSION/BACKGROUND:**

Review of the current round of applications for funding from Iowa's Clean Air Attainment program has been completed. The following funding recommendations will be presented.

73rd Street/Hickman Road Intersection Improvements (Windsor Heights)	\$388,000
86th Street and Douglas Avenue Intersection Improvements (Urbandale)	\$480,000
A Avenue Northeast from Seventh Street to 10 <sup>th</sup> Street Traffic Signal Interconnect and Detection Upgrade (Cedar Rapids)	\$ 74,850
Bi-State Clean Air Partnership (CAP) "Make Outdoor Air Quality Visible" (Bi-State Regional Commission)	\$ 40,000
Citywide Fixed-Time Signal Upgrade (Des Moines)	\$320,000
Cottage Grove Avenue Southeast and Forest Drive Southeast Traffic Control and Capacity Improvements (Cedar Rapids)	\$514,160
Des Moines River Trail, Phase 1 (Des Moines)	\$426,526
Gordon Drive (Iowa 12) Traffic Signal Coordination (Sioux City)	\$545,995
Keyline Transit Medical Loop (Dubuque)	\$300,160
Kirkwood Boulevard Southwest and 76th Avenue Southwest Traffic Control and Capacity Improvements (Cedar Rapids)	\$239,200
Route No. 7 Fort Des Moines/Hubbell Service Improvements (Des Moines Area Regional Transit Authority)	\$224,250
Route No. 11 Jordan Creek/Mills Civic Parkway Service Improvements (Des Moines Area Regional Transit Authority)	\$ 42,011
Traffic Adaptive Signal Control System - Jordan Creek Parkway (West Des Moines)	\$216,000
U.S. 30/Iowa 1 Intersection Improvements (Mount Vernon)	\$373,419
U.S. 151/Iowa 13 and Mount Vernon Road (Linn County Road E-48) Signalization (Linn County and Iowa DOT)	\$352,000

**PROPOSAL/ACTION RECOMMENDATION:**

It is recommended the Commission approve Iowa's Clean Air Attainment program funding recommendations, as listed.

**COMMISSION ACTION:**

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

	Aye	Vote Nay	Pass
Blouin	_____	_____	_____
Cleveland	_____	_____	_____
Durham	_____	_____	_____
Miles	_____	_____	_____
Reasner	_____	_____	_____
Sawtelle	_____	_____	_____
Wiley	_____	_____	_____

Division  
Director

Legal

State Director

PPM-2010-43

Craig Markley, Office of Systems Planning, said Iowa's Clean Air Attainment Program (ICAAP) came as the result of the creation of the federal congestion mitigation for air quality (CMAQ) improvement program in ISTEA. We have \$4.7 million in CMAQ funding set aside annually for ICAAP. This is an application-based program that awards funds to projects with a high potential for reducing transportation-related congestion and air pollution. Project priorities include reducing vehicle miles of travel and single occupant vehicle travel and improving vehicle traffic flow for projects that improve air quality and/or reduce traffic congestion.

Mr. Markley said in this round 19 applications were received requesting \$7.5 million in funding. Last month we reviewed staff's recommendation to fund 15 projects. He requested Commission approval of Iowa's Clean Air Attainment program funding recommendation as listed on the commission order.

Commissioner Reasner moved, Commissioner Durham seconded the Commission approve Iowa's Clean Air Attainment program funding recommendations as listed. All voted aye.

DEPARTMENT OF TRANSPORTATION  
COMMISSION ORDER

Division/Bureau/Office Highway Order No. H-2010-44

Submitted by Kevin Mahoney Phone No. 515-239-1124 Meeting Date January 12, 2010

Title Transfers of Jurisdiction - U.S. 34 and Iowa 370 in Mills County

**DISCUSSION/BACKGROUND:**

District 4 and Mills County have negotiated two transfers of jurisdiction for a portion of U.S. 34 and all of Iowa 370 as a part of the relocation and construction of a new U.S. 34 Missouri River bridge. The U.S. 34 transfer segment is from the east end of the current U.S. 34 Missouri River bridge extending east approximately 16,560 feet to the east ramp terminals of the Interstate 29 interchange. The segment is approximately 3.14 miles in length. The Iowa 370 transfer is from the east end of the U.S. 34 Missouri River bridge extending east approximately 15,497 feet to the east ramp terminals of the Interstate 29 interchange. The segment is approximately 3.12 miles in length.

The county has examined the physical condition of the roadway segments proposed for transfer and has agreed on the rehabilitation necessary to place the roadways in a good state of repair. The proposed transfers will take place upon DOT's completion of the rehabilitation work, opening of relocated U.S. 34 and notification by the state to the county of the time and date of the official transfer.

The state will prepare and forward quitclaim deeds to the county for the proposed U.S. 34 and Iowa 370 transfer segments.

**PROPOSAL/ACTION RECOMMENDATION:**

It is recommended the Commission approve the transfers of jurisdiction for the segment of U.S. 34 and Iowa 370 as described above to Mills County.

**COMMISSION ACTION:**

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

	Aye	Vote Nay	Pass
Blouin	_____	_____	_____
Cleveland	_____	_____	_____
Durham	_____	_____	_____
Miles	_____	_____	_____
Reasner	_____	_____	_____
Sawtelle	_____	_____	_____
Wiley	_____	_____	_____

Division  
Director

Legal

State Director

H-2010-44

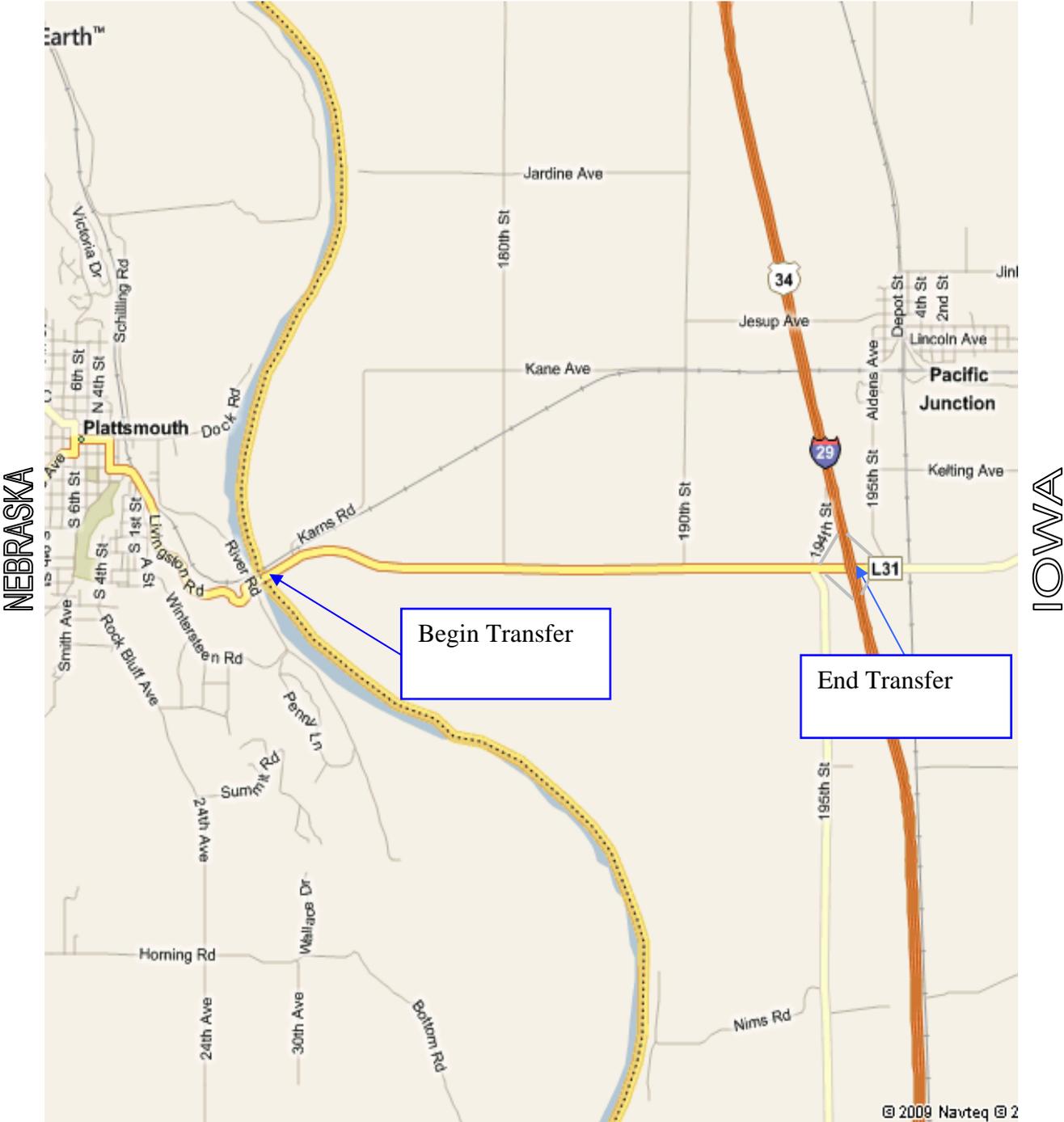
Kevin Mahoney, Highway Division, said the Department, as part of the new Bellevue, Missouri River bridge and relocation of U.S. 34, has agreed with Mills county on the transfer of jurisdiction of a segment of U.S. 34 from the Missouri River to Interstate 29 and all of Iowa 370 between the Missouri River and Interstate 29. The Department will place the roadways in a good state of repair and will transfer the routes to the county upon the opening of the new U.S. 34 route. He requested Commission approval of the two transfers.

Commissioner Cleaveland moved, Commissioner Wiley seconded the Commission approve the transfers of jurisdiction for the segment of U.S. 34 and Iowa 370 as described to Mills County. All voted aye.

**Transfer of Jurisdiction  
Location**

MILLS COUNTY

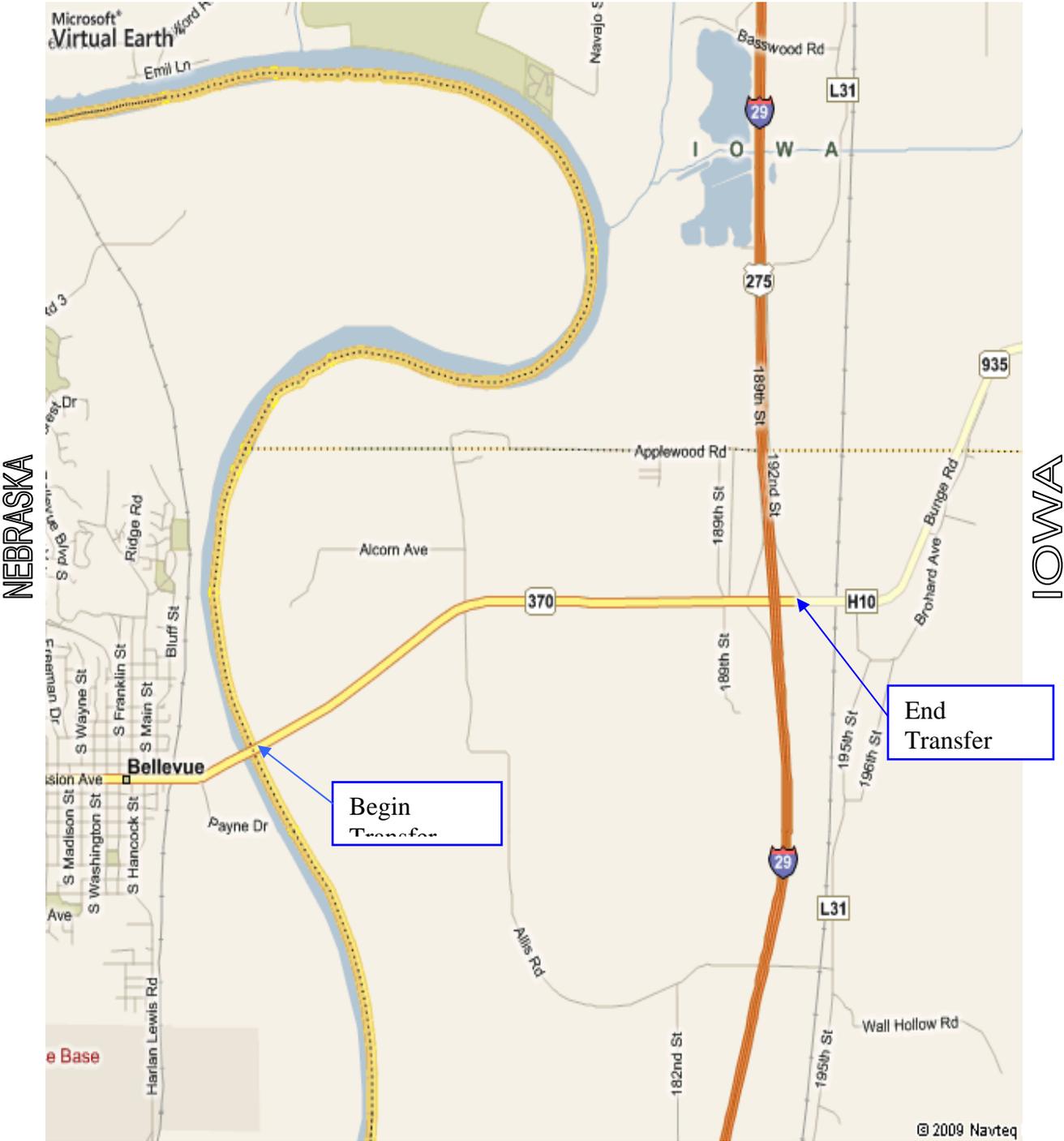
Description: Existing U.S. 34 from the east end of the Missouri River bridge extending easterly approximately 16,560 feet to the east ramp terminals of the I-29 interchange.



Transfer of Jurisdiction  
Location

MILLS COUNTY

Description: Existing Iowa 370 from the east end of the Missouri River bridge extending easterly approximately 16,497 feet to the east ramp terminals of the I-29 interchange.



8: 16 a.m. Dickinson County, Iowa 86

Herman Richter, Milford  
Dan Eckert, Dickinson County Engineer

Synopsis: Requested the entire five miles of Iowa 86 from Iowa 9 to the Minnesota border be done as one project in 2013.

Dan Eckert, Dickinson County Engineer, expressed appreciation for the Department's commitment to Iowa 86. Using a map he reviewed the location of Iowa 86 which is considered their bypass on the west side of Okoboji Lake that typically all the through traffic, especially trucks, uses to get to Interstate 90 in Minnesota. Based on DOT 2006 traffic counts, Iowa 86 has more traffic than U.S. 71 that parallels it. Iowa 86 is a great bypass around the west side of the lake but there is a five-mile stretch north of Iowa 9 that is in horrible condition and is unsafe.

Mr. Eckert said a field exam was held November 5 in Dickinson county and the Department is targeting an August, 2012, letting to fix those dangerous curves. He expressed appreciation for that. Almost weekly semi-trucks go off those sharp "s" curves which are posted at 25 and 35 miles per hour. They feel, in talking with DOT staff, there is a possibility to do the entire five-mile stretch from Iowa 9 to the Minnesota border. The concerns in being able to advance the south project are wetland mitigation, need to purchase federally-owned lands, and funding. He noted in addition to the previously committed \$300,000 the Dickinson County Board of Supervisors decided to double the offer to \$600,000 to help fund the entire five-mile project as long as the two projects are combined and eliminate the second 19-mile detour by making the project a one-season deal. In addition, he said the county will take existing Iowa 86 (in the area of the curves) in its existing condition to try to save anywhere from \$80,000 to \$250,000 more on the project. A transfer of jurisdiction will not be difficult in Dickinson county; they are willing to take the remnants of existing Iowa 86 in the area of the curves in its present condition if they can get this five miles upgraded.

Mr. Eckert said he has 22-years of working for taxpayers in Iowa and he is not here looking for an economic development type of project for Dickinson county. He seriously has not driven a less safe road in all his travel in the state or county. This is, by far, is the most dangerous road in his opinion; it really is a safety issue.

Herman Richter said the project is scheduled for letting in 2012 and construction in 2013, and he would like to see just one project. He expressed appreciation for the improvements to Iowa 60 and U.S. 20. Of the 99 counties in Iowa, Dickinson county is one of the top five in economic development.

Mr. Richter said Mr. Eckert mentioned Dickinson County will commit \$600,000 and their regional government which involves nine counties has come up with \$700,000. He said they would appreciate the Commission's support into getting this into one project.

Commissioner Blouin asked if the land acquisition is done. Tony Lazarowicz, District 3 Engineer, said we need to have a public hearing before we can acquire the right of way but staff feels that other than needing to purchase federal lands for the project and dealing with the wetland mitigation, it is a doable situation as far as the timing. Commissioner Blouin asked if the design work is done. Mr. Lazarowicz said the design is not done but is in progress.

Commissioner Durham asked the total project cost (for the south portion of the project). Mr. Lazarowicz said about \$11.2 million to \$11.7 million plus another million for right of way and wetlands. Commissioner Durham asked the amount already programmed. Mr. Lazarowicz said \$2.7 million for the curves plus another \$300,000 plus for the right of way for the curves. He noted we may end up moving it beyond August and maybe even into February, 2013, with construction still in 2013 so if we have right of way acquisitions issues, we would have a bit more time to deal with that. He thought the county would be fine with that.

Commissioner Reasner said the dollars Mr. Richter talked about totals about \$1.3 million. Mr. Eckert said yes; the regional planning affiliate has given \$700,000 and the county is committing \$600,000. He said the supervisors wanted him to make sure the Commission knows a transfer of jurisdiction will be easy and they think they can save money by doing so.

Meeting adjourned at 8:25 a.m.