

IOWA DEPARTMENT OF TRANSPORTATION

AGENDA ITEMS/COMMISSION ORDERS

Tuesday, April 14, 2015  
 Radisson Quad City Plaza  
 111 East Second Street  
 Davenport

ITEM NUMBER	TITLE	SUBMITTED BY	PAGE
D-2015-49 8:00 a.m.	*Approve Minutes of the March 10, 2015, Commission Meeting  Commission Comments  Staff Comments	Connie Page	1
H-2015-50 8:05 a.m.	*Administrative Rules – 761 IAC 130 Signing Manual and 761 IAC 131 Signing on Primary Roads	John Adam	2
PPM-2015-51	*Review the Federal Fiscal Year (FFY) 2016 Federal Aviation Administration Funding Preapplications	Stuart Anderson	7
PPM-2015-52	*Revitalize Iowa's Sound Economy Policies	Craig Markley	10
PPM-2015-53 8:10 a.m.	*Revitalize Iowa's Sound Economy (RISE) Application – Marshalltown (delegation)	Craig Markley	12
PPM-2015-54	*Revitalize Iowa's Sound Economy (RISE) Application – Grinnell (delegation)	Craig Markley	15
PPM-2015-55	*Revitalize Iowa's Sound Economy (RISE) Application – Grimes (delegation)	Craig Markley	18
PPM-2015-56	*Revitalize Iowa's Sound Economy (RISE) Application – Dyersville (delegation)	Craig Markley	21
PPM-2015-57	*Revitalize Iowa's Sound Economy (RISE) Proposed Settlement – Independence	Craig Markley	24
8:25 a.m.	Adjourn/Public Input Meeting		

\*Action Item

On Monday, April 13, the Commission and staff will tour transportation projects in eastern Iowa starting at 10 a.m. at the Radisson Quad City Plaza, 111 East Second Street, Davenport, and ending around 3 p.m. at the Radisson. The Commission and staff will hold an informal meeting at the Radisson beginning at 3:30 p.m. Transportation-related matters will be discussed but no action will be taken.



## Commission Comments

Commissioner Miles noted the Commission held a workshop Monday afternoon and reviewed in detail the items being presented at this meeting.

Commissioner Boswell said he hadn't been in Davenport for some time, and there are a lot of good things going on in the Quad Cities. There is a lot of energy and vitality going forward. He expressed appreciation to Commission Huber for his hospitality.

**DEPARTMENT OF TRANSPORTATION  
COMMISSION ORDER**

Division/Bureau/Office Highway Division/Systems Operations/Traffic and Safety Order No. H-2015-50  
 Submitted by Tim Crouch Phone No. 515-239-1513 Meeting Date April 14, 2015  
 Title Administrative Rules – 761 IAC 130 Signing Manual, and 761 IAC 131 Signing on Primary Roads

**DISCUSSION/BACKGROUND:**

The proposed amendments to Chapter 130 adopt the latest version of the Manual on Uniform Traffic Control Devices (MUTCD) and strike subrules that are no longer needed. The 2009 MUTCD is the latest version with revisions 1 and 2.

- Revision 1: Restored language from the 2003 MUTCD that addressed the use of engineering judgment in the deviation from a standard requirement.
- Revision 2: Eliminated the compliance dates for 46 items and extended or revised the dates for four items. The target compliance dates for eight items that are deemed to be of critical safety importance will remain in effect.

The proposed amendments to Chapter 131 allow for bridges on the primary highway to be named, clarify the criteria for naming routes, and add criteria for the naming of bridges. A provision is added to exclude the Interstate Highway System from being named as it is federally named: Dwight D. Eisenhower National System of Interstate and Defense Highways. The current rule requires the applicant to furnish the signs, and the department is responsible for the post, hardware, and installation of the signs. With the increasing number of requests and to be consistent with other applicant-furnished signs, the department is proposing to modify the rule to require the applicant to be responsible for all costs associated with the signs, paying an installation fee. Changes are also proposed in the size of the signs; they will be sized according to the proposed name and the letter size needed for the type of road or bridge along which the sign is installed. Paragraph 131.6(1)"c" is proposed to be stricken since the department's current practice is to sign for regularly scheduled activities, such as the state fair, an area fair, a county fair, 4-H exhibits, rodeos, or auto races, when the other special event criteria are met. Other proposed changes to Chapter 131 are technical and made for consistency and clarity throughout the chapter and to update the name of Iowa Department of Transportation Form 810013.

No comments or requests for oral presentations were received during the public comment period.

• **PROPOSAL/ACTION RECOMMENDATION:**

It is recommended the Commission approve the attached rule amendments.

<b>COMMISSION ACTION:</b>			Aye	Vote Nay	Pass
			X	_____	_____
			X	_____	_____
			X	_____	_____
Moved by	<u>Reasner</u>	Seconded by	<u>Yanney</u>	X	_____
				X	_____
				X	_____
				X	_____
				X	_____
				X	_____

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

ITEM 1. Amend rule 761—130.1(321) as follows:

**761—130.1(321) Manual.** The “Manual on Uniform Traffic Control Devices” (MUTCD), 2009 Edition with Revision Numbers 1 and 2, dated ~~December 2009~~ May 2012, published by the U.S. Department of Transportation, Federal Highway Administration, shall constitute the manual and specifications for a uniform system of traffic control devices for use upon the highways of this state.

**130.1(1)** The department makes the following exception to the MUTCD for school zones: In Part 2, Section 2B.04, paragraph 12, of the MUTCD, Right-of-Way at Intersections, Standard, in lieu of the sentence “Portable or part-time STOP or YIELD signs shall not be used except for emergency and temporary traffic control zone purposes,” the department adopts the following: “Portable or part-time STOP signs may be used only in the following situations:

- “1. When necessary for emergency and temporary traffic control zone purposes, or
- “2. In school zones at appropriate school crosswalks.”

~~**130.1(2)** The department makes the following exception to the MUTCD, Section 1A.09, Engineering Study and Engineering Judgment: Add the following paragraphs to the Guidance section prior to paragraph 03:~~

~~“The decision to use a particular device at a particular location should be made on the basis of either an engineering study or the application of engineering judgment. While the MUTCD provides standards, guidance, and options for design and application of traffic control devices, the MUTCD should not be considered a substitute for engineering judgment.~~

~~“Engineering judgment should be exercised in the selection and application of traffic control devices, as well as in the location and design of the roads and streets that the devices complement.”~~

~~**130.1(3)** The department makes the following exception to the MUTCD, Section 1A.13, Definitions of Headings, Words, and Phrases in this Manual, paragraph 01, definition of “Standard,” to read as shown:~~

~~“A. Standard—a statement of required, mandatory, or specifically prohibitive practice regarding a traffic control device. All Standard statements are labeled, and the text appears in bold type. The verb ‘shall’ is typically used. The verbs ‘should’ and ‘may’ are not used in Standard statements. Standard statements are sometimes modified by Options.”~~

~~**130.1(4)**~~ **130.1(2)** Copies of the MUTCD are available for examination at the Office of Traffic and Safety, Iowa Department of Transportation, 800 Lincoln Way, Ames, Iowa 50010. The MUTCD is also available on the Internet at <http://mutcd.fhwa.dot.gov>.

This rule is intended to implement Iowa Code sections 321.249 and 321.252.

ITEM 2. Amend **761—Chapter 131**, title, as follows:

## SIGNING ON PRIMARY ~~ROADS~~ HIGHWAYS

ITEM 3. Amend paragraph **131.1(1)“e”** as follows:

- e.* The department shall determine which primary ~~road~~ highway destinations qualify for signing.

ITEM 4. Amend paragraph **131.1(2)“d”** as follows:

*d.* The department shall install and maintain the primary ~~road~~ highway destination signs. The department shall also furnish primary route markers and auxiliary signs for installation on the secondary road and install secondary road route markers and auxiliary signs furnished by the county on the primary ~~route~~ highway.

ITEM 5. Amend paragraph **131.4(3)“b”** as follows:

*b.* The appropriate district office shall forward Form 810013, “Application ~~and Agreement~~ for ~~Installation of Camping Service Signs on Sign, Interstate Highways,~~” to the requesting camp owner.

ITEM 6. Amend paragraph **131.4(3)“e”** as follows:

*e.* When the appropriate district office has verified through inspection that the requirements are satisfied, the ~~engineer~~ district traffic technician shall complete and sign Form 810013, signifying approval of the application. A copy of the approved application shall be promptly forwarded to the applicant.

ITEM 7. Rescind paragraph **131.6(1)“c.”**

ITEM 8. Amend rule 761—131.10(321), introductory paragraph, as follows:

**761—131.10(321) Signing for named routes and memorial bridges.** This rule establishes the requirements and procedures for placing special signs along the primary ~~road system~~ highway for the purpose of designating a primary highway as a memorial highway, a bridge on the primary highway as a memorial bridge, a historic trail or scenic trail.

ITEM 9. Adopt the following new definition of “Memorial bridge” in subrule **131.10(1)**:

“*Memorial bridge*” means a bridge on the primary highway that has been given a name to commemorate a person, group, place or event of regional or national significance.

ITEM 10. Amend subrule 131.10(2) as follows:

**131.10(2) General requirements.**

*a.* Interstate highways have been designated as the “Dwight D. Eisenhower National System of Interstate and Defense Highways” and are not eligible for naming under these rules. However, bridges on interstate highways may be named.

~~*b.*~~ The named route shall be continuous with no breaks at the boundaries of political subdivisions. Each city and county through which a named route passes must ~~approve~~ provide the department a resolution in support of the route designation. This includes portions of the route off the primary ~~road~~ highway system. The memorial bridge shall be located on the primary highway, and the city and county in which the bridge is located must provide a resolution to the department in support of the bridge designation.

~~b-~~ c. A memorial highway should normally encompass the entire length of a primary ~~route~~ highway within the state. However, it is permissible to name a section of a primary ~~route~~ highway if the section is unique or independent by virtue of its design characteristics, such as a freeway, or its geographic location, such as a segment between two junctions. No more than one name shall be used for a bridge or for the same section of a route.

~~e-~~ d. Signs designating a named route or memorial bridge shall be furnished and paid for by the applicant including any replacements needed due to sign deterioration or damage. Failure to comply with this requirement may result in removal of all signs for the named route or memorial bridge along the primary ~~road system~~ highway. The applicant is responsible for providing the department with the applicant's current contact information. If the department is unable to make contact with the applicant when replacement signs are needed, it may be necessary to remove all signs for the named route or memorial bridge along the primary highway.

e. The applicant shall be responsible for the costs to install the signs, including the posts and hardware.

~~d-~~ f. A named route or memorial bridge shall not be given a name which could be considered discriminatory, biased or inappropriate.

ITEM 11. Amend subrule 131.10(3) as follows:

**131.10(3) Memorial highway or bridge signing.** Signing for memorial highways or bridges shall comply with ~~Section 2D-48~~ of the MUTCD as modified by the following:

a. Memorial highway or bridge signing off the primary highway right-of-way:

(1) Preferably, signing for a memorial highway or bridge should neither appear on or along the ~~route~~ primary highway nor be placed on bridges or other highway components. Signing is best accomplished by placing memorial plaques in rest areas, scenic overlooks or other appropriate locations off the right-of-way where parking is provided. These plaques shall be located in a manner that will not distract motor vehicle operators.

(2) Departmental approval is not needed for memorial highway or bridge signing placed off the right-of-way at locations not subject to control under Iowa Code chapter 306B or chapter 306C, division II.

b. Memorial highway or bridge signing within the primary highway right-of-way:

(1) If placement of memorial plaques off the right-of-way is not acceptable, the department may approve the installation of memorial highway or bridge signs within the right-of-way provided they are independent of other guide and directional signing and they do not adversely compromise the safety or efficiency of traffic flow.

(2) ~~A~~ As determined by the department, a memorial highway or bridge sign within the right-of-way shall be no larger than 24 inches in width and 30 inches in height sized based on the size of lettering required for the traffic speed and type of highway being named. The color will be white lettering on brown background, and

the design must be approved by the department. If the applicant prefers the sign include a design symbolic of the group or event, instead of the name, then the sign is limited in size to no larger than 24 inches in width and 30 inches in height. The color and design must be approved by the department.

(3) The number of memorial highway signs within the right-of-way shall be limited to one sign at each end of the memorial highway and one sign when entering the corporate limits of each city through which the memorial highway passes. The number of memorial bridge signs will be limited to one sign for each direction of traffic.

ITEM 12. Amend subrule 131.10(4), introductory paragraph, as follows:

**131.10(4) *Historic trail and scenic trail signing.*** The department may approve the installation of historic trail and scenic trail signing within the primary highway right-of-way. Signing for historic trails and scenic trails shall comply with ~~Section 2D-49 of~~ the MUTCD and the following:

ITEM 13. Amend subrule 131.10(5) as follows:

**131.10(5) *Procedures.***

a. To request placement of signs designating a primary highway or bridge as a named route or memorial bridge, the applicant shall submit a formal written request to the appropriate district office.

b. The request shall contain the following:

(1) A detailed description of the proposed named route or memorial bridge, including those portions of the route off the primary road system.

(2) If the request is for a memorial highway or bridge, documentation supporting the significance of the person, group, place or event for which the memorial highway or bridge is named. Any person being honored must have provided extraordinary public service or some exemplary contribution to the public good or outstanding service to the nation, this state or the person's community and have a connection to the community where the highway or bridge is located. The person being honored must be deceased for one year.

(3) to (6) No change.

(7) A signed ~~ordinance or~~ resolution from each city and county through which the named route passes or where the bridge is located, indicating ~~approval~~ support of the route designation.

c. No change.

d. The department shall install approved signs provided by the applicant (see paragraph ~~131.10(2)“e”~~ 131.10(2)“d”) and provide routine maintenance when the signs are to be located within the primary highway right-of-way. The applicant shall be responsible for the installation costs for each of the signs.

e. The department is not responsible for the installation or maintenance of signs placed off the right-of-way or placed on the city or county highways.

DEPARTMENT OF TRANSPORTATION  
COMMISSION ORDER

Division/Bureau/Office Planning, Programming and Modal Division  
Office of Aviation Order No. PPM-2015-51  
Submitted by Michelle McEnany Phone No. 515-239-1659 Meeting Date April 14, 2015  
Title Review the Federal Fiscal Year (FFY) 2016 Federal Aviation Administration Funding Preapplications

**DISCUSSION/BACKGROUND:**

The Office of Aviation requests the Iowa Transportation Commission approve the submittal of FFY 2016 FAA funding preapplications prepared by Iowa airports that are eligible for federal funding. The list of preapplications is attached.

Preapplications will be submitted to FAA for review and action.

**PROPOSAL/ACTION RECOMMENDATION:**

It is recommended the Commission approve the submittal of the FAA funding preapplications as presented.

**COMMISSION ACTION:**

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

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

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

PPM-2015-51

Stuart Anderson, Planning, Programming and Modal Division, said at yesterday's workshop staff presented the list of federal fiscal year 2016 Federal Aviation Administration funding preapplications prepared by Iowa airports eligible for federal aviation funding. This list included 59 projects at 52 airports requesting approximately \$27 million in federal funding. During the workshop there were questions about a couple projects and he provided the following information:

- One Charles City project is to expand the runway protection zone; the zone at the end of the runway required to have compatible land use and development for the safe operation of the airport. Another project at Charles City is to prepare for the paving of a crosswind runway. The existing runway is turf and they hope to pave it and it requires some additional land.
- The Tipton project is land acquisition to expand their runway protection zone.

With Commission approval, these preapplications will be submitted to FAA for their review and action, and he requested Commission approval.

Commission Miles moved, Commissioner Boswell seconded the Commission approve the submittal of the FAA funding preapplications as presented. All voted aye.

DEPARTMENT OF TRANSPORTATION  
COMMISSION ORDER

Division/Bureau/Office Planning, Programming and Modal Division  
Office of Systems Planning Order No. PPM-2015-52  
Submitted by Craig Markley Phone No. 515-239-1027 Meeting Date April 14, 2015  
Title Revitalize Iowa's Sound Economy (RISE) Policies

**DISCUSSION/BACKGROUND:**

Annually, the maximum RISE funding per job policy is reviewed. Based on analysis of construction costs over the past years, staff has determined an adjustment to the policy is warranted. The attached document of RISE policies reflects the proposed change to the maximum RISE funding per job from \$11,000 to \$12,000. Changes to the RISE policies will take effect on RISE projects approved by the Commission in April 2015 or later.

**PROPOSAL/ACTION RECOMMENDATION:**

It is recommended the Commission approve the attached RISE policies.

**COMMISSION ACTION:**

Moved by Yanney Seconded by Reasner

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

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

**Revitalize Iowa's Sound Economy (RISE) Policies**  
**Effective April 14, 2015, Iowa Transportation Commission Business Meeting**

Annual laborshed wage rate

- A company's ability to meet 100 percent of the annual laborshed rate for their area will be used to assist in determining RISE participation.

Project Completion Settlement Process

- First 50 percent of RISE funding not subject to settlement calculation.
- Settlement prorated against RISE funding beyond first 50 percent.
- In evaluating job contingency requirements, consideration will be given to jobs created from a different company that locates at the site of the original RISE-supported development. These jobs are subject to the same monitoring period as the original RISE development and will be evaluated based on wage rate, benefits and other RISE eligibility requirements.
- If at least 90 percent of the job creation and/or retention contingency is met at the wage rate established at the time of project approval, the project is considered substantially complete.
- Settlement installment payments calculated based on the prime interest rate minus 3 percent.

Monitoring process

- In monitoring job contingency requirements, initial payroll is required to establish baseline data.
- Three years after the roadway is open to traffic, the job creation and/or retention along with the wage rate contingencies must be met. Review and calculate average number of jobs created and/or retained using payrolls from the beginning and end of any six-month period from the time funding is awarded to three years after the RISE infrastructure improvement is complete.
- Submittal of documentation in cases of job turnover for establishing compliance with agreement contingency is allowable.

RISE cost per job increase

- \$12,000 per job maximum.

Local development funding

- Funding used for speculative RISE-eligible (nonretail) development.
- RISE participation held to 50 percent of eligible project costs.

Double access issue

- Interpretation has been to not fund RISE projects that create more than one access unless necessary to support additional entrances to a business or the project is the last link in the street/highway network. RISE funding will not be provided for more than one access unless necessary to support RISE-eligible development.

Loan interest rate

- RISE loan installment payments calculated using an interest rate between zero percent and the 10-year U.S. Treasury bond rate based on the quality of the RISE project.

Addition of RISE funding to a previously awarded project

- Allow the addition of RISE funding by Iowa Transportation Commission approval if the road construction has not started yet or the RISE-supported company construction has not been completed.

Roads/streets previously improved with RISE funding

- Additional funding for previously RISE-funded projects not allowed. However, new projects for capacity improvements necessary to support immediate job creation decision will be considered.

DEPARTMENT OF TRANSPORTATION  
COMMISSION ORDER

Planning, Programming and Modal Division

Division/Bureau/Office Office of Systems Planning Order No. PPM-2015-53

Submitted by Craig Markley Phone No. 515-239-1027 Meeting Date April 14, 2015

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

**DISCUSSION/BACKGROUND:**

The city of Marshalltown submitted a RISE Immediate Opportunity application requesting a grant to assist in construction of two left-turn lanes on South 18th Avenue totaling approximately 540 feet located on the east side of town. This project is anticipated to be completed by August 2015.

Because this project will provide access to approximately 50 acres for manufacturing and distribution 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 2015 round of applications and award a RISE grant of \$79,088 or up to 50 percent of the total RISE-eligible project cost, whichever is less, from the city share of the RISE Fund.

**COMMISSION ACTION:**

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

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

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

\_\_\_\_\_  
Legal

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

PPM-2015-53

Craig Markley, Office of Systems Planning, reviewed a RISE Immediate Opportunity application from the city of Marshalltown to construct two left-turn lanes on South 18<sup>th</sup> Avenue totaling approximately 540 feet on the east side of town.

Because this project will provide access to approximately 50 acres for manufacturing and distribution purposes and to maximize RISE support for this project, staff evaluated the application as a RISE Local Development project. Under RISE local development criteria, the project scored 61 points. The total estimated project cost is \$158,175. The city is requesting a RISE grant of \$79,088 and will provide 50 percent in local match. He introduced Tom Deimerly, Marshalltown Economic Development Impact Committee (MEDIC).

Mr. Deimerly said they appreciate the Commission's consideration of this project which has been going on for about 18 months. Historically, Marshall County has been under served for rail-served sites. This project took a little creativity in that they had an independently owned rail that terminated within the Marshalltown area soccer club that was owned by Fisher Controls. They put together a win/win/win situation for the community in that the company has agreed that any development agreements they put together will open new rail access sites for the community. MEDIC provided an incentive package to get that going. At the same time, they are making significant upgrades to the local soccer club. This area is industrial, and the soccer club acts as a buffer for Fisher Controls. One of the side bars is that in order to gain access to the rail, they actually acquired property in the downtown area that allows Fisher Controls to expand their headquarters and campus. In exchange for that, they handed over the rail and the city will extend the rail about 1,000 feet to the south. These two turn lanes allow access to the site. The first phase will develop 20-25 acres and recreate 40 jobs. Phase two and three will ultimately result in development of 120 acres. Other infrastructure on the site will be pulled south and they are going to open up some pretty large tracts for industrial development.

Mr. Markley reviewed the recommendation of staff.

Commissioner Putney moved, Commissioner Boswell seconded the Commission, based on the capital investment commitment and potential for future job creation, reclassify the project as a RISE Local Development project in the February 2015 round of applications and award a RISE grant of \$79,088 or up to 50 percent of the total RISE-eligible project cost, whichever is less, from the city share of the RISE fund. All voted aye.

RISE LOCAL DEVELOPMENT FUNDING  
February 2015  
SUMMARY

Applicant: Marshalltown

Multiyear?: No  
Multijurisdiction?: No

ROAD PROJECT LOCATION AND DESCRIPTION: To construct two left-turn lanes on South 18th Avenue totaling approximately 540 feet located on the east side of town

ASSOCIATED ECONOMIC DEVELOPMENT: This project will provide access to approximately 50 acres for manufacturing and distributing purposes.

PROJECT FINANCING:

Roadway Project Cost:	\$158,175
RISE (Total):	\$79,088
Grant:	\$79,088
Loan:	0
Loan Terms:	Yrs. 0
	Int.: 0 %

Local Match (Total):	\$79,087
Up-Front:	\$79,087
NPV of Loan Repayment:	0
Effective Match Percent:	50

Up-front Participation Sources:	
Private:	
Public:	\$79,087

Local Match (Total): \$79,087

PROJECT EVALUATION:

Development Potential (35):	25
Economic Impact and Cost Effect. (20):	14
Local Commit. and Initiative (35):	17
Transportation Need (4):	1
Local Economic Need (6):	4

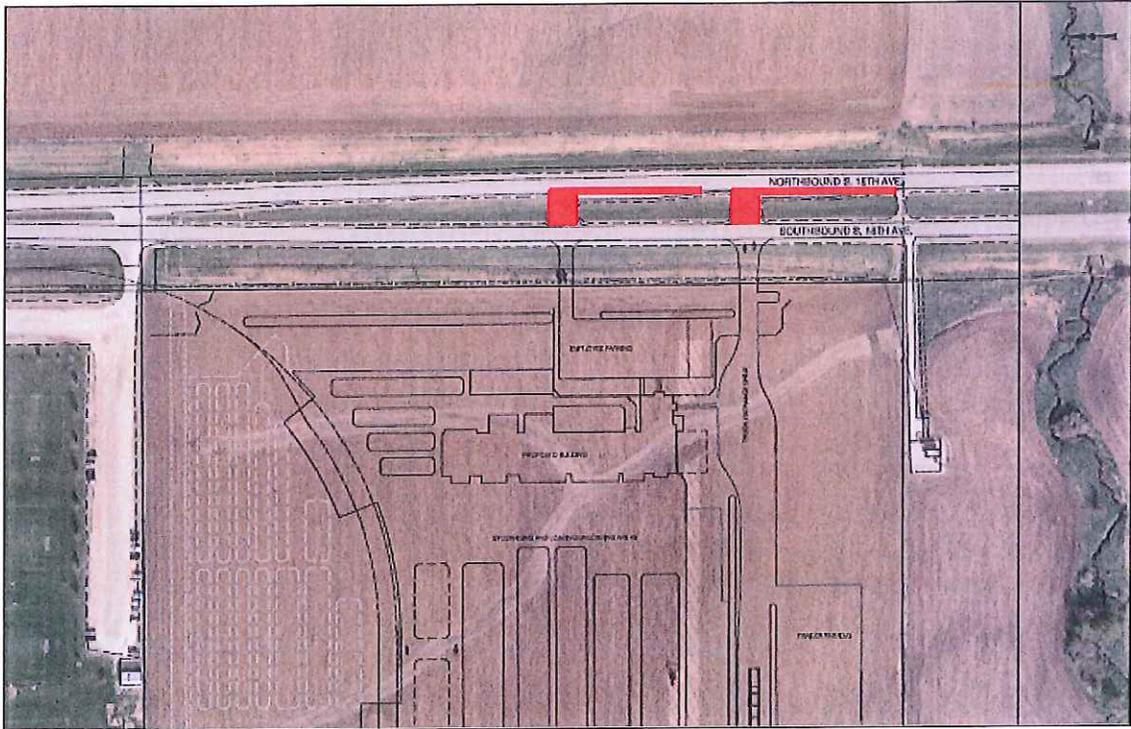
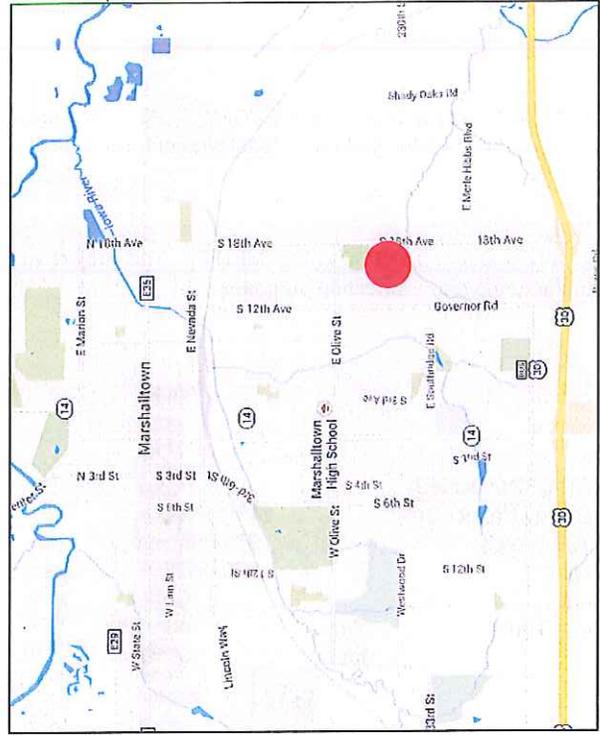
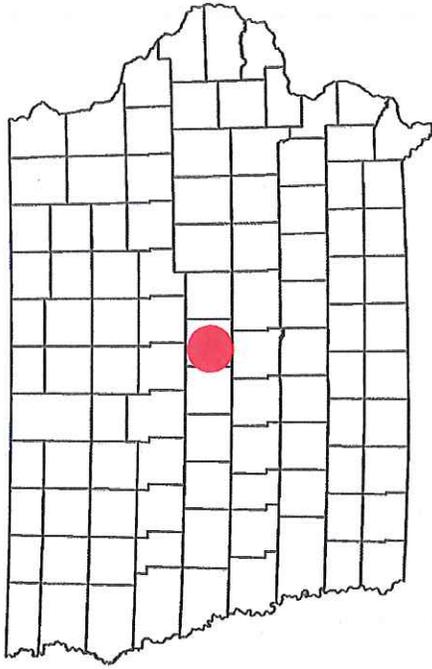
Total Rating: 61

Jobs: 43

STAFF RECOMMENDATION:

Award a grant of \$79,088 or up to 50 percent of the RISE-eligible project cost, whichever is less. Funding will come from the city share of the RISE Fund.

# Marshalltown



DEPARTMENT OF TRANSPORTATION  
COMMISSION ORDER

Planning, Programming and Modal Division

Division/Bureau/Office Office of Systems Planning Order No. PPM-2015-54  
Submitted by Craig Markley Phone No. 515-239-1027 Meeting Date April 14, 2015  
Title Revitalize Iowa's Sound Economy (RISE) Application – Grinnell (Delegation)

**DISCUSSION/BACKGROUND:**

The city of Grinnell submitted a RISE Immediate Opportunity application requesting a grant to assist in the construction of turn lanes on Iowa 146 totaling approximately 2,300 feet located on the south side of town. This project is anticipated to be completed by October 2016.

These improvements are necessary to provide improved access to Grinnell Mutual Reinsurance Co., a property and casualty insurance and reinsurance provider. This company conforms to the legislative requirements of the RISE program.

The improvement will support:

- The creation of 61 new full-time jobs.
- \$12,765,599 in associated capital investment.

The RISE cost per job assisted will be \$9,000 and there will be a total capital investment of \$23.25 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 \$301,950 from the city share of the RISE fund and \$247,050 from the county share of the RISE fund or up to 80 percent of the total RISE-eligible project cost, whichever is less.

**COMMISSION ACTION:**

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

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

Division  
Director

Legal

State Director

PPM-2015-54

Craig Markley, Office of Systems Planning, reviewed an application from the city of Grinnell for an immediate opportunity RISE funding request to construct turn lanes on Iowa 146 totaling approximately 2,300 feet on the south side of town. The proposed improvements will result in the creation of 61 full-time jobs within three years along with \$12,765,599 in associated capital investments. Average wage of the created positions is \$29.93 per hour which is 189 percent of the average labor shed wage rate. RISE grant recommended is \$549,000. Local participation is 40 percent or \$367,838 for a total cost of \$916,838. RISE cost per job assisted is \$9,000. Total capital investment per RISE dollar is \$23.25. He reviewed staff's recommendation.

Commissioner Miles moved, Commissioner Yanney seconded the Commission, based on the capital investment and job creation commitments, award a RISE grant of \$301,950 from the city share of the RISE fund and \$247,050 from the county share of the RISE fund or up to 80 percent of the total RISE-eligible project cost, whichever is less. All voted aye.

Date Submitted: March 25, 2015

Commission Date: April 14, 2015

## RISE Immediate Opportunity Funding Economic Analysis Summary

### GENERAL INFORMATION

**Applicant:** Grinnell

**Project Location and Description:** The city of Grinnell submitted a RISE Immediate Opportunity application requesting a grant to assist in the construction of turn lanes on Iowa 146 totaling approximately 2,300 feet located on the south side of town.

**Associated Economic Development:** The project provides improved access to Grinnell Mutual Reinsurance Company, a property and casualty insurance and reinsurance provider.

### ECONOMIC IMPACT

**Total Roadway Project Cost: \$916,838**

**RISE Funds Requested:** \$549,000; **Grant:** \$549,000; **Loan \$----**

**Effective Project Cost to RISE Program:** \$549,000

**Local Participation:** \$367,838; **Sources:** Grinnell; Poweshiek County; GMRC

**Non-RISE Total Capital Investment:** \$12,765,599

(**Public:** \$470,005; **Private:** \$12,295,594)

**Direct Jobs Created:** 61; (**Other, Potential Future Jobs:** 17)

**Direct Jobs Retained:** 0; **Total Direct Jobs Assisted, Short-Term:** 61

**Number of Existing Jobs:** 747

**Project Average Wage Rate of New Jobs:** \$29.93/hr.

**100% Average Laborshed Wage Rate:** \$15.85/hr.

### KEY RATIOS

**Local Match Ratio:** 40% (\$367,838/\$916,838)

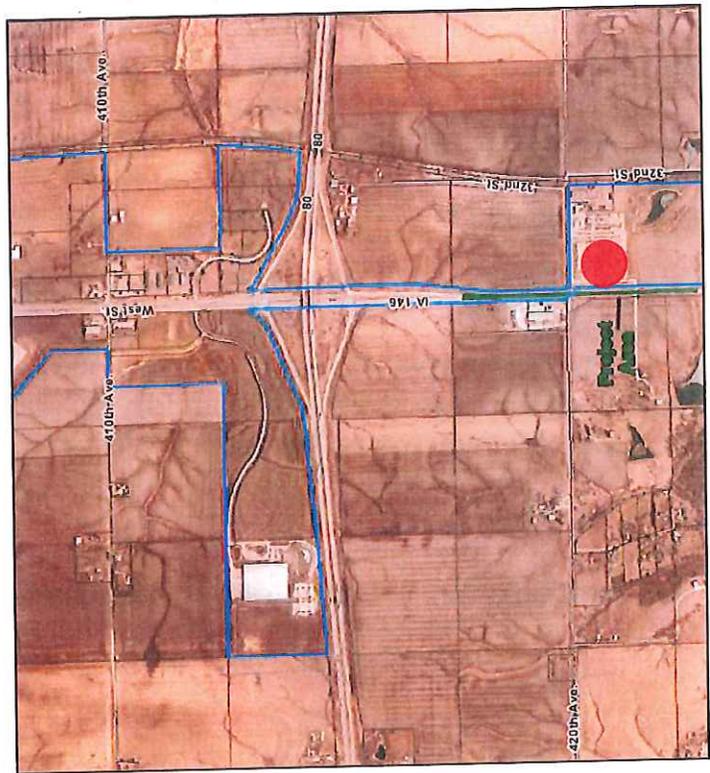
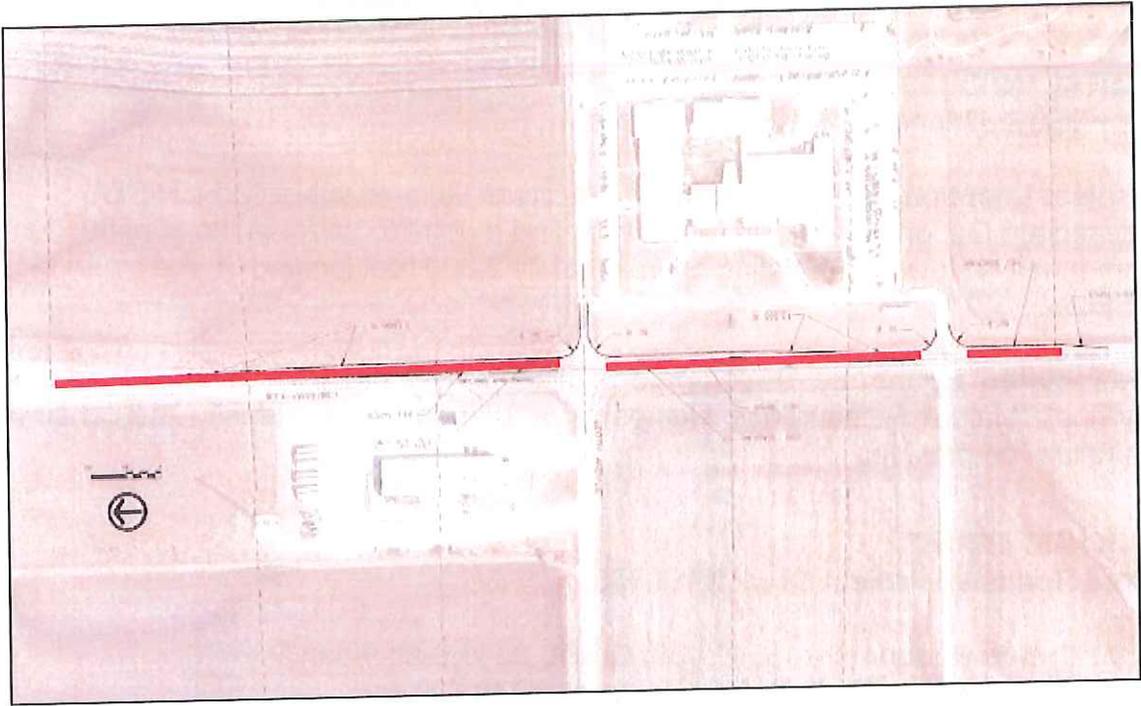
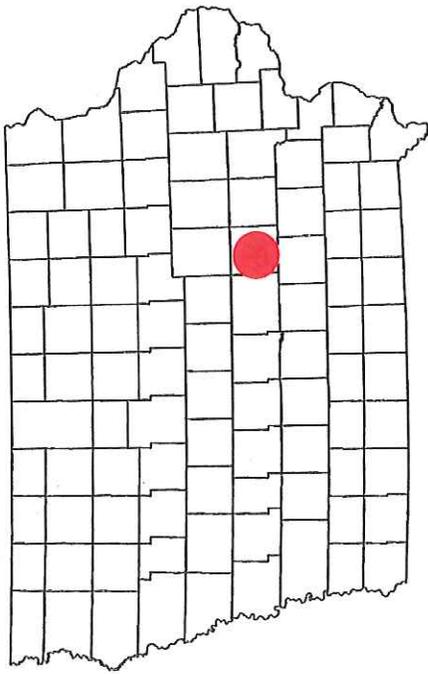
**RISE Cost Per Job Assisted (Created):** \$549,000/61 = \$9,000

**Total Capital Investment Per RISE Dollar:** \$12,765,599/\$549,000 = \$23.25

### CONCLUSIONS

**Narrative:** It is recommended the Commission, based on the capital investment and job creation commitments; award a RISE grant of \$301,950 from the city share of the RISE fund and \$247,050 from the county share of the RISE fund or up to 80 percent of the total RISE-eligible project cost, whichever is less.

# Grinnell



DEPARTMENT OF TRANSPORTATION  
COMMISSION ORDER

Division/Bureau/Office Planning, Programming and Modal Division  
Office of Systems Planning Order No. PPM-2015-55  
Submitted by Craig Markley Phone No. 515-239-1027 Meeting Date April 14, 2015  
Title Revitalize Iowa's Sound Economy (RISE) Application – Grimes (Delegation)

**DISCUSSION/BACKGROUND:**

The city of Grimes submitted a RISE Local Development application in the February 2015 round requesting a grant to assist in construction of approximately 680 feet of Southeast Destination Drive located on the southeast side of town.

This project is necessary to provide access to six lots totaling more than 10 acres for light industrial, manufacturing, and warehousing purposes. This project is anticipated to be completed by December 2015.

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, award a RISE grant of \$164,096 or up to 50 percent of the total RISE-eligible project cost, whichever is less, from the city share of the RISE Fund.

**COMMISSION ACTION:**

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

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

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

PPM-2015-55

Craig Markley, Office of Systems Planning, said the city of Grimes submitted a local development RISE funding request to assist in construction of approximately 680 feet of Southeast Destination Drive on the southeast side of town. This project is necessary to provide access to six lots totaling more than ten acres for light industrial, manufacturing and warehousing purposes. Under RISE local development criteria, the project received a rating of 45 points. Total estimated project cost is \$328,191 and the city of Grimes is requesting a RISE grant of \$164,096 and will provide a 50 percent local match. He introduced Emily Harding, project engineer, who was participating by telephone.

Ms. Harding said this project includes about 680 feet of RISE-eligible roadway to serve approximately six industrial lots. It will create an estimated 110 industrial jobs. Also being constructed will be the gas, electric, water, storm sewer, etc.

Mr. Markley reviewed the recommendation of staff.

Commissioner Miles moved, Commissioner Reasner seconded the Commission, based on the capital investment commitment and potential for future job creation, award a RISE grant of \$164,096 or up to 50 percent of the total RISE-eligible project cost, whichever is less, from the city share of the RISE fund. All voted aye.

RISE LOCAL DEVELOPMENT FUNDING  
February 2015  
SUMMARY

Applicant: City of Grimes

Multiyear?: No  
Multijurisdiction?: No

ROAD PROJECT LOCATION AND DESCRIPTION: To construct approximately 680 feet of SE Destination Drive located on the southeast side of town.

ASSOCIATED ECONOMIC DEVELOPMENT: This project is necessary to provide access to six lots totaling more than 10 acres for light industrial, manufacturing and warehouse purposes.

PROJECT FINANCING:

Roadway Project Cost:	\$328,191	Local Match (Total):	\$164,095
RISE (Total):	\$164,096	Up-Front:	\$164,095
Grant:	\$164,096	NPV of Loan Repayment:	0
Loan:	0	Effective Match Percent:	50
Loan Terms:		Up-front Participation Sources:	
Yrs.	0	Private:	
Int.:	0 %	Public:	\$164,095
		Local Match (Total):	\$164,095

PROJECT EVALUATION:

Development Potential (35):	20
Economic Impact and Cost Effect. (20):	3
Local Commit. and Initiative (35):	16
Transportation Need (4):	3
Local Economic Need (6):	3

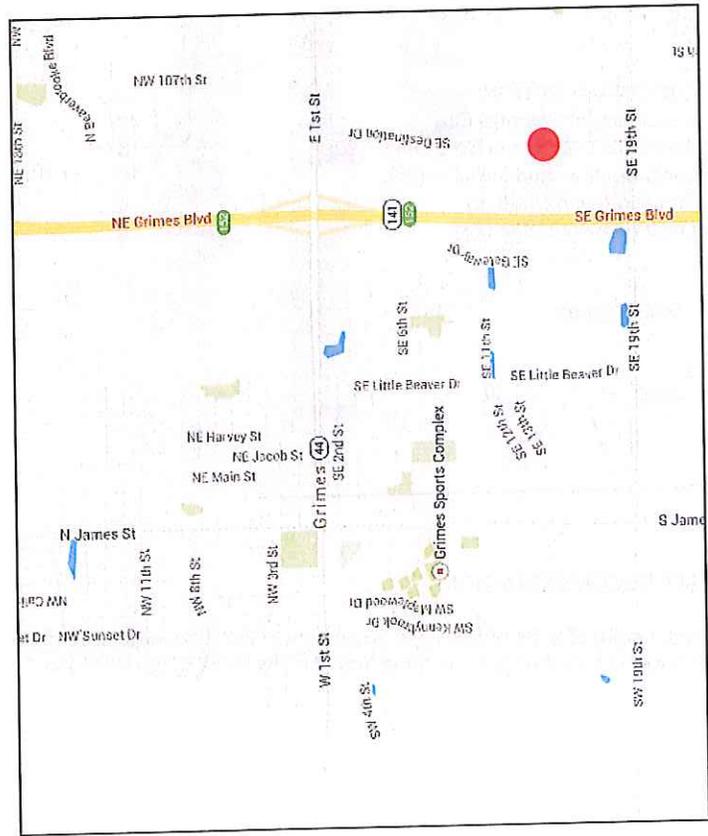
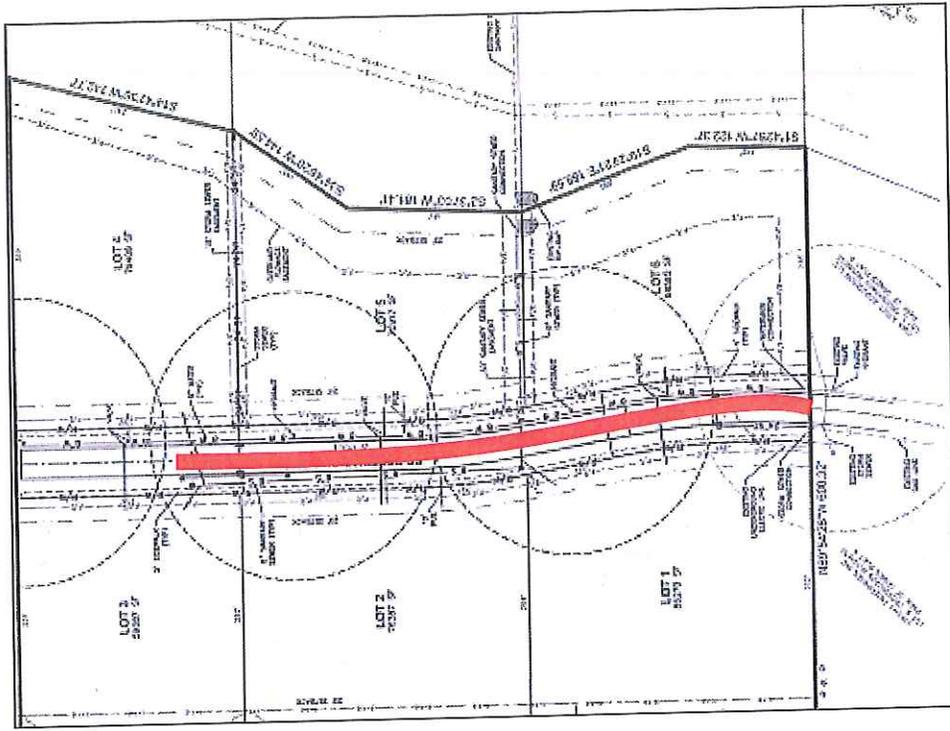
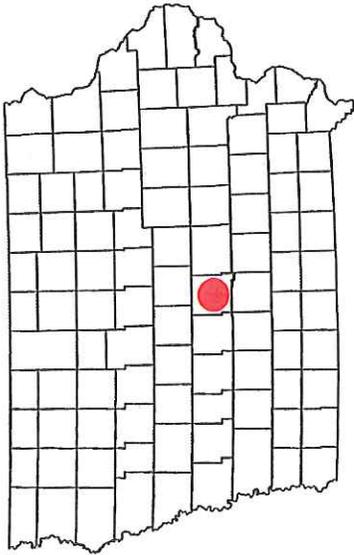
Total Rating: 45

Jobs: 0

STAFF RECOMMENDATION:

Award a grant of \$164,096 or up to 50 percent of the RISE-eligible project cost, whichever is less. Funding will come from the city share of the RISE Fund.

# Grimes



DEPARTMENT OF TRANSPORTATION  
COMMISSION ORDER

Division/Bureau/Office Planning, Programming and Modal Division  
Office of Systems Planning Order No. PPM-2015-56  
Submitted by Craig Markley Phone No. 515-239-1027 Meeting Date April 14, 2015  
Title Revitalize Iowa's Sound Economy (RISE) Application – Dyersville (Delegation)

**DISCUSSION/BACKGROUND:**

The city of Dyersville submitted a RISE Local Development application in the February 2015 round requesting a grant to assist in construction of approximately 2,000 feet of Industrial Parkway Southwest located on the southwest side of town.

This project is necessary to provide access to seven lots totaling more than 43 acres for industrial purposes. This project is anticipated to be completed by November 2015.

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, award a RISE grant of \$326,255 or up to 50 percent of the total RISE-eligible project cost, whichever is less, from the city share of the RISE Fund.

**COMMISSION ACTION:**

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

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

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

PPM-2015-56

Craig Markley, Office of Systems Planning, reviewed a local development RISE application from the city of Dyersville to assist in the construction of approximately 2,000 feet of Industrial Parkway Southwest located on the southwest side of town. This project is necessary to provide access to seven lots totaling more than 43 acres for industrial purposes. Under RISE local development criteria, this project received a rating of 45 points. Total estimated project cost is \$652,509; and the city of Dyersville is requesting a RISE grant of \$326,255 and will be providing 50 percent in local match. He introduced Mick Michel, Dyersville City Administrator.

Mr. Michel expressed appreciation for this great opportunity to expand their economic tax base. He noted they partnered with the Iowa DOT for the first phase, and they have all but one lot fully developed and have created over 50 jobs.

Mr. Markley reviewed staff's recommendation.

Commissioner Huber moved, Commissioner Miles seconded the Commission, based on the capital investment commitment and potential for future job creation, award a RISE grant of \$326,255 or up to 50 percent of the total RISE-eligible project cost, whichever is less, from the city share of the RISE fund. All voted aye.

RISE LOCAL DEVELOPMENT FUNDING  
February 2015  
SUMMARY

Applicant: Dyersville

Multiyear?: No  
Multijurisdiction?: No

ROAD PROJECT LOCATION AND DESCRIPTION: To construct approximately 2,000 feet of Industrial Parkway SW located on the southwest side of town.

ASSOCIATED ECONOMIC DEVELOPMENT: This project is necessary to provide access to seven lots totaling more than 43 acres for industrial purposes.

PROJECT FINANCING:

Roadway Project Cost:	\$652,509
RISE (Total):	\$326,255
Grant:	\$326,255
Loan:	0
Loan Terms:	Yrs. 0
	Int.: 0 %

Local Match (Total):	\$326,254
Up-Front:	\$326,254
NPV of Loan Repayment:	0
Effective Match Percent:	50

Up-front Participation Sources:

Private:	
Public:	\$326,254

Local Match (Total): \$326,254

PROJECT EVALUATION:

Development Potential (35):	20
Economic Impact and Cost Effect. (20):	3
Local Commit. and Initiative (35):	16
Transportation Need (4):	3
Local Economic Need (6):	3

Total Rating: 45

Jobs: 0

STAFF RECOMMENDATION:

Award a grant of \$326,255 or up to 50 percent of the RISE-eligible project cost, whichever is less. Funding will come from the city share of the RISE Fund.



DEPARTMENT OF TRANSPORTATION  
COMMISSION ORDER

Planning, Programming and Modal Division

Division/Bureau/Office Office of Systems Planning Order No. PPM-2015-57  
Submitted by Craig Markley Phone No. 515-239-1027 Meeting Date April 14, 2015  
Title Revitalize Iowa's Sound Economy (RISE) Proposed Settlement – Independence

**DISCUSSION/BACKGROUND:**

On July 15, 2008, the city of Independence was awarded a RISE grant of \$282,000 to assist the paving of Henley Avenue south of 232<sup>nd</sup> Street.

Commission approval of this project was contingent on the creation of 47 new jobs within three years after completion of the roadway. Associated capital investment was to be \$103,540,000.

On October 16, 2009, the roadway was opened to traffic. As of October 2012, the city of Independence had not met the job creation contingency. The department was advised that an average of five total jobs were created.

The method of calculation and amount of proposed settlement was provided to the city. The city of Independence has agreed to repay the proposed settlement of \$72,273.

**PROPOSAL/ACTION RECOMMENDATION:**

It is recommended the Commission approve the project settlement and proposed payment of \$72,273 for the city of Independence.

**COMMISSION ACTION:**

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

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

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

PPM-2015-57

Craig Markley, Office of Systems Planning, said for RISE immediate opportunity projects there are job creation commitments associated with receiving the funds. The Department monitors these contingencies to assure they are met within three years of the roadway being opened to traffic. If contingencies are not met, the Department will seek partial or full revocation of the grant. Today we are presenting a proposed settlement with the city of Independence for a RISE project awarded in July, 2008. The city received a grant of \$282,000 for roadway improvements contingent on the creation of 47 new jobs by Monsanto within three years of project completion. In October, 2009, the roadway was open to traffic; however, the company associated with the project was only able to create an average of five jobs. Based on the settlement policies, the city has agreed to a repayment of \$72,273. Staff recommends the Commission approve the proposed settlement for the Independence RISE project.

Commissioner Yanney moved, Commissioner Boswell seconded the Commission approve the project settlement and proposed repayment of \$72,273 by the city of Independence. Commissioner Reasner abstained; remaining Commissioners voted aye. Motion passed.