

IOWA DEPARTMENT OF TRANSPORTATION

AGENDA ITEMS/COMMISSION ORDERS

Tuesday, April 9, 2013
 Coralville Marriott Hotel & Conference Center
 300 East 9th Street, Coralville

ITEM NUMBER	TITLE	SUBMITTED BY	PAGE
D-2013-50 8:00 a.m.	*Approve Minutes of the March 12, 2013, Commission Meeting Commission Comments Staff Comments	Connie Page	1
PPM-2013-51 8:05 a.m.	*Transportation Alternatives Program (TAP) Funding Recommendation – Urban Youth Corps	Craig Markley	2
PPM-2013-52 8:10 a.m.	*Revitalize Iowa’s Sound Economy (RISE) Application – Woodbine (Delegation)	Craig Markley	3
PPM-2013-53 8:15 a.m.	*Revitalize Iowa’s Sound Economy (RISE) Application – Warren County (Delegation)	Craig Markley	6
PPM-2013-54 8:20 a.m.	*Revitalize Iowa’s Sound Economy (RISE) Application – Nevada (Delegation)	Craig Markley	9
PPM-2013-55 8:25 a.m.	*Revitalize Iowa’s Sound Economy (RISE) Application – Dubuque (Delegation)	Craig Markley	12
D-2013-56 8:30 a.m.	Interstate Highway System: Overview and Needs	Paul Trombino III	15
8:45 a.m.	Adjourn/Public Input		

*Action Item

On Monday, April 8, 2013, the Commission and staff will tour transportation projects starting at 9:20 a.m. from the Iowa DOT Maintenance Garage, 3001 E. Bremer Avenue in Waverly and ending around 3 p.m. at the Coralville Public Library, 1401 5th Street. The Commission and staff will hold an informal meeting at the Library beginning at 3:30 p.m. 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-2013-50
Submitted by Connie Page Phone No. 515-239-1242 Meeting Date April 9, 2013
Title Approve Minutes of the March 12, 2013, Commission Meeting

DISCUSSION/BACKGROUND:

PROPOSAL/ACTION RECOMMENDATION:

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

COMMISSION ACTION:

Moved by Yanney Seconded by Rose

	Aye	Vote Nay	Pass
Blouin	<u>X</u>	_____	_____
Cleveland	<u>X</u>	_____	_____
Miles	<u>X</u>	_____	_____
Reasner	<u>X</u>	_____	_____
Rose	<u>X</u>	_____	_____
Wiley	<u>X</u>	_____	_____
Yanney	<u>X</u>	_____	_____

Division
Director

Legal

State Director

Commissioner Blouin's last Commission Meeting

Commission Chair Miles said on the phone today we have Commissioner Blouin and this is his last Commission meeting. He has served us proudly for six years and she read a plaque stating the Department's appreciation for Commissioner Blouin's years of dedicated service to the state of Iowa as Transportation Commissioner serving from Dec. 21, 2007, to April 30, 2013. Commission Chair Miles, on behalf of the citizens of the state of Iowa, expressed appreciation for all Commissioner Blouin has done and for his commitment and knowledge about transportation issues and how it furthered economic development in the state.

Commissioner Wiley said he would echo the comments made by Commission Chair Miles. In economic development, Commissioner Blouin helped the Commission look at both of our roles and make sure that we were in concert with each other.

Commissioner Cleaveland expressed appreciation to Commissioner Blouin and his wife, Suzanne, for all their years of dedicated service to the state of Iowa. His vast experiences at the local, state, and federal levels were a valuable asset in the Commission's deliberations and decision making.

Commissioner Yanney said she and Commissioner Blouin didn't have a chance to work a whole lot together but she appreciated his input and knowledge and will miss that.

Commissioner Reasner said Commissioner Blouin always provided valuable information to her as she acclimated to the Commission and she said thank you very much for your time on the Commission.

Commissioner Rose said Commissioner Blouin has a great reputation for representing our state very well. Thank you very much.

On behalf of the Department, Director Paul Trombino III expressed appreciation to Commissioner Blouin for his service. You have done an outstanding job and it has been a pleasure to serve with you.

Commissioner Blouin expressed his appreciation for the wonderful compliments.

**DEPARTMENT OF TRANSPORTATION
COMMISSION ORDER**

Division/Bureau/Office Planning, Programming and Modal Division
Office of Systems Planning Order No. PPM-2013-51
 Submitted by Craig Markley Phone No. 515-239-1027 Meeting Date April 9, 2013
 Title Transportation Alternatives Program (TAP) Funding Recommendation – Urban Youth Corps (UYC)

DISCUSSION/BACKGROUND:

Based on Commission action at the January 2013 meeting, \$1 million of federal TAP funding will be set aside each year for discretionary programming by the Commission. The intent of this allocation of funding is to support projects of a statewide nature that were previously eligible for statewide Transportation Enhancement funding. Requests for this discretionary TAP funding have been solicited and a full funding recommendation will be brought to the Commission in the coming months. However, there is a need to consider an early award of TAP discretionary funding for the UYC program.

The UYC program supports summer full-time, transportation-related employment for youths aged 16 to 21 who face barriers to employment. This program has been funded by the Commission since 1997 with statewide Transportation Enhancement funding. In order to allow this program to continue this summer, staff recommends an early award of \$100,000 of TAP discretionary funding for the UYC program.

PROPOSAL/ACTION RECOMMENDATION:

It is recommended the Commission award \$100,000 of discretionary TAP funding to the UYC program.

COMMISSION ACTION:

Moved by Reasner Seconded by Wiley

	Vote		
	Aye	Nay	Pass
Blouin	<u>X</u>	<u> </u>	<u> </u>
Cleaveland	<u>X</u>	<u> </u>	<u> </u>
Miles	<u>X</u>	<u> </u>	<u> </u>
Reasner	<u>X</u>	<u> </u>	<u> </u>
Rose	<u>X</u>	<u> </u>	<u> </u>
Wiley	<u>X</u>	<u> </u>	<u> </u>
Yanney	<u>X</u>	<u> </u>	<u> </u>

 Division Director Legal State Director

**DEPARTMENT OF TRANSPORTATION
COMMISSION ORDER**

Division/Bureau/Office Planning, Programming and Modal Division
Office of Systems Planning Order No. PPM-2013-52
 Submitted by Craig Markley Phone No. 515-239-1027 Meeting Date April 9, 2013
 Title Revitalize Iowa's Sound Economy (RISE) Application – Woodbine (Delegation)

DISCUSSION/BACKGROUND:

The city of Woodbine submitted a RISE Immediate Opportunity application requesting a grant to assist in the reconstruction of a bridge on Bus Brown Drive and the intersection of Lincoln Way and Bus Brown Drive located on the northeast side of town. This project is anticipated to be completed by September 2014.

The improvements are necessary to provide improved access to Woodbine Manufacturing and will support:

- The retention of 16 full-time jobs and creation of 26 new full-time jobs.
- \$2 million in associated capital investment.

The RISE cost per job assisted will be \$7,000, and there will be a total capital investment of \$6.80 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 \$294,000 or up to 80 percent of the total RISE-eligible project cost, whichever is less, from the city share of the RISE Fund.

COMMISSION ACTION:

Moved by _____ Seconded by _____

	Aye	Vote Nay	Pass
Blouin	_____	_____	_____
Cleaveland	_____	_____	_____
Miles	_____	_____	_____
Reasner	_____	_____	_____
Rose	_____	_____	_____
Wiley	_____	_____	_____
Yanney	_____	_____	_____

Division Director _____ Legal _____ State Director

PPM-2013-52

Craig Markley, Office of Systems Planning, reviewed a RISE Immediate Opportunity application from the city of Woodbine to reconstruct a bridge on Bus Brown Drive and the intersection of Lincoln Way and Bus Brown Drive located on the northeast side of town. The proposed improvement will result in the retention of 16 full-time jobs and the creation of 26 new full-time jobs within three years along with \$2 million in associated capital investment. Average wage of the retained and created positions is \$15.61 per hour which is 103 percent of the Harrison county average labor shed wage rate of \$15.18 per hour.

Mr. Markley said the RISE grant recommended is \$294,000; local participation is 33 percent or \$144,750 for a total cost of \$438,750. RISE cost per job assisted is \$7,000 and the total capital investment per RISE dollar is \$6.80. He said the city of Woodbine is participating by telephone this morning, and he invited Woodbine City Administrator Joe Gaa to make comments.

Mr. Gaa said this is a small town success story as it started out as a one-man show in the 1960s and through the years they have gone through 12 expansions. In 2007 they saw some downturn with the economy but they bounced back quickly and actually started looking at another expansion. In December 2010 when he became the city administrator, they were putting the finishing touches on the warehouse and office. They are looking at what the next phase is and right now they are saying \$2 million though it could end up being more. Even with that, they are talking about adding a second shift. There are two bridges going into the site; one is used by the trucks and the other by the employees. Both bridges are shot which is the reason for the RISE application today.

Mr. Markley reviewed staff's recommendation.

Commissioner Cleaveland moved, Commissioner Yanney seconded the Commission, based on the capital investment and job retention and creation commitments, award a RISE grant of \$294,000 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: March 11, 2013

Commission Date: April 9, 2013

**RISE Immediate Opportunity Funding
Economic Analysis Summary**

GENERAL INFORMATION

Applicant: Woodbine

Project Location and Description: Reconstruction of a bridge on Bus Brown Drive and the intersection of Lincoln Way and Bus Brown Drive located on the northeast side of town.

Associated Economic Development: The project provides improved access to the site of Woodbine Manufacturing, a manufacturer of Tommy Gate hydraulic liftgates. The project will result in the retention of 16 jobs and creation of 26 new jobs and \$2 million in associated capital investment.

ECONOMIC IMPACT

Total Roadway Project Cost: \$438,750

RISE Funds Requested: \$294,000; **Grant:** \$294,000; **Loan \$----**

Effective Project Cost to RISE Program: \$294,000

Local Participation: \$144,750; **Sources:** City of Woodbine

Non-RISE Total Capital Investment: \$2,000,000

(**Public:** \$0; **Private:** \$2,000,000)

Direct Jobs Created: 26; (**Other, Potential Future Jobs:** 0)

Direct Jobs Retained: 16; **Total Direct Jobs Assisted, Short-Term:** 42

Number of Existing Jobs: 90

Project Average Wage Rate of New Jobs: \$15.61/hr.

100% Harrison County Average Laborshed Wage Rate: \$15.18/hr.

KEY RATIOS

Local Match Ratio: 33% (\$144,750/\$438,750)

RISE Cost Per Job Assisted (Created): \$294,000/42 = \$7,000

Total Capital Investment Per RISE Dollar: \$2,000,000/\$294,000 = \$6.80

CONCLUSIONS

Narrative: Based on the capital investment and job retention and creation commitments, staff recommends a grant of \$294,000 or up to 80 percent of total RISE-eligible project cost, whichever is less, from the city share of the RISE Fund.

**DEPARTMENT OF TRANSPORTATION
COMMISSION ORDER**

Division/Bureau/Office Planning, Programming and Modal Division
Office of Systems Planning Order No. PPM-2013-53
 Submitted by Craig Markley Phone No. 515-239-1027 Meeting Date April 9, 2013
 Title Revitalize Iowa's Sound Economy (RISE) Application – Warren County (Delegation)

DISCUSSION/BACKGROUND:

Warren County submitted a RISE Immediate Opportunity application requesting a grant to assist in reconstruction of approximately 4,300 feet of Nixon Street located southwest of Indianola. This project is anticipated to be completed by August 2014.

Because this project will provide improved access to more than six acres for industrial, manufacturing and warehouse 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 2013 round of applications and award a RISE grant of \$391,125 or up to 50 percent of the total RISE-eligible project cost, whichever is less, from the county share of the RISE Fund.

COMMISSION ACTION:

Moved by _____ Seconded by _____

	Aye	Vote Nay	Pass
Blouin	_____	_____	_____
Cleveland	_____	_____	_____
Miles	_____	_____	_____
Reasner	_____	_____	_____
Rose	_____	_____	_____
Wiley	_____	_____	_____
Yanney	_____	_____	_____

Division Director _____ Legal _____ State Director

PPM-2013-53

Craig Markley, Office of Systems Planning, reviewed a RISE Immediate Opportunity application from Warren county to reconstruct approximately 4,300 feet of Nixon Street located southwest of Indianola. This project will provide access to more than six acres for industrial, manufacturing and warehouse distribution purposes. To maximize RISE support for the project, staff evaluated the application as a RISE Local Development project. Under that criterion, the project received a rating of 42 points. Total estimated project cost is \$782,250. The county is requesting a RISE grant of \$391,125 and will provide a 50 percent local match. He introduced Jason White, Executive Director, Warren County Economic Development Corporation (WCEDC).

Mr. White introduced Warren County Supervisor Dean Yordi. Mr. White said the RISE funding would assist in the expansion of C&L Companies, a project which has been discussed by Warren County leaders going back to the spring of 2011. C&L manufactures after-market parts for ATVs and dirt bike motorcycles. They are headquartered in Urbandale and established a warehouse distribution and testing center at the Warren county location. C&L's plans are to build a 25,000 sq. ft. building, expandable to 50,000 sq. ft. WCEDC had a number of meetings with stakeholders in planning the development of those 150 acres including the builder, Clark Electric Cooperative, and Interstate Communications which is providing the telecommunications and the fiber for that area. Construction is to start in June. Also in that area is a motor cross track that C&L will use as a testing ground for motorcycles with the components. An even higher ambition of the company is for the track to be used as an annual qualifier event bringing up to 3,000 visitors annually to that area.

Mr. White said this project is consistent with Warren county's efforts to attract more warehousing distribution companies. In addition, the completed road would potentially serve another 6.1 acres at the site for C&L's future growth, complementing businesses, or other businesses. Partners for this project include Des Moines MPO, the Greater Des Moines Partnership, Des Moines Area Community College, Iowa Economic Development Authority, and Iowa Area Development Group.

Mr. Markley reviewed staff's recommendation.

Commissioner Rose moved, Commissioner Reasner 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 2013 round of applications and award a RISE grant of \$391,125 or up to 50 percent of the total RISE-eligible project cost, whichever is less, from the county share of the RISE fund. All voted aye.

RISE LOCAL DEVELOPMENT FUNDING
February 2013
SUMMARY

Applicant: Warren County

Multiyear?: No
Multijurisdiction?: No

ROAD PROJECT LOCATION AND DESCRIPTION: To reconstruct approximately 4,300 feet of Nixon Street located southwest of Indianola.

ASSOCIATED ECONOMIC DEVELOPMENT: This project will provide improved access to more than six acres for industrial, manufacturing and warehouse distribution purposes.

PROJECT FINANCING:

Roadway Project Cost:		\$782,250
RISE (Total):		\$391,125
Grant:		\$391,125
Loan:		0
Loan Terms:	Yrs.:	0
	Int.:	0 %

Local Match (Total):	\$391,125
Up-Front:	\$391,125
NPV of Loan Repayment:	0
Effective Match Percent:	50

Up-front Participation Sources:	
Private:	
Public:	\$391,125

Local Match (Total):	\$391,125
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PROJECT EVALUATION:

Development Potential (35):	15
Economic Impact and Cost Effect. (20):	4
Local Commit. and Initiative (35):	16
Transportation Need (4):	3
Local Economic Need (6):	4

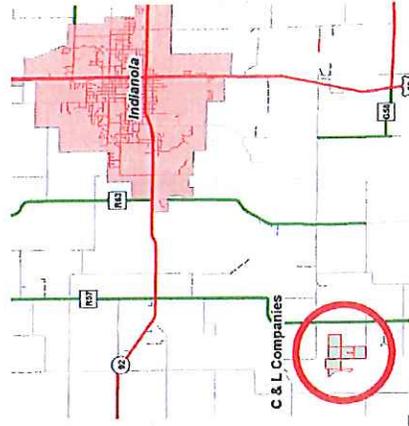
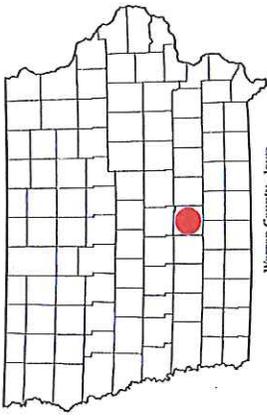
Total Rating: 42

Jobs: 8

STAFF RECOMMENDATION:

Award a grant of \$391,125 or up to 50 percent of the RISE-eligible project cost, whichever is less. Funding will come from the county share of the RISE Fund.

Warren County



Nixon Street

C&L Properties' future
25,000 sq ft addition

Future Development Sites



PROPOSED
BUILDING

DEPARTMENT OF TRANSPORTATION
COMMISSION ORDER

Division/Bureau/Office Planning, Programming and Modal Division
Office of Systems Planning Order No. PPM-2013-54
Submitted by Craig Markley Phone No. 515-239-1027 Meeting Date April 9, 2013
Title Revitalize Iowa's Sound Economy (RISE) Application – Nevada (Delegation)

DISCUSSION/BACKGROUND:

The city of Nevada submitted a RISE Local Development application in the February 2013 round requesting a grant to assist in construction of approximately 720 feet of new roadway located on the southwest side of town. This project is necessary to provide access to three lots totaling more than 60 acres for industrial purposes. This project is anticipated to be completed by December 2014.

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 \$507,938 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
Blouin	_____	_____	_____
Cleaveland	_____	_____	_____
Miles	_____	_____	_____
Reasner	_____	_____	_____
Rose	_____	_____	_____
Wiley	_____	_____	_____
Yanney	_____	_____	_____

Division Director _____ Legal _____ State Director

PPM-2013-54

Craig Markley, Office of Systems Planning, presented a RISE Local Development application from the city of Nevada to construct approximately 720 feet of new roadway located on the southwest side of town. The project is necessary to provide access to three lots totaling more than 60 acres for industrial purposes. Under RISE Local Development criteria, the project received a rating of 40 points. Total estimated project cost is \$1,015,875. The city is requesting a RISE grant of \$507,938 and will provide a 50 percent local match. He introduced Elizabeth Hansen, City Administrator.

Ms. Hansen said this project is an opportunity for Ryerson's, a long-time John Deere dealership in downtown Nevada to relocate. They were going to close their store in Nevada had they not gotten the opportunity to move to this location. They will be taking 24.41 acres on the east side of the cul-de-sac. The road will also serve the 400-acre parcel that the city owns.

Mr. Markley reviewed staff's recommendation.

Commissioner Wiley moved, Commissioner Yanney seconded the Commission, based on the capital investment commitment and potential for future job creation, award a RISE grant of \$507,938 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 2013
SUMMARY

Applicant: City of Nevada

Multiyear?: No
Multijurisdiction?: No

ROAD PROJECT LOCATION AND DESCRIPTION: To construct approximately 720 feet of new roadway located on the southwest side of town.

ASSOCIATED ECONOMIC DEVELOPMENT: This project will provide access to three lots totaling more than 60 acres for industrial purposes.

PROJECT FINANCING:

Roadway Project Cost:	\$1,015,875	Local Match (Total):	\$507,937
RISE (Total):	\$507,938	Up-Front:	\$507,937
Grant:	\$507,938	NPV of Loan Repayment:	0
Loan:	0	Effective Match Percent:	50
Loan Terms:	Yrs.: 0	Up-front Participation Sources:	
	Int.: 0 %	Private:	
		Public:	\$507,937
		Local Match (Total):	\$507,937

PROJECT EVALUATION:

Development Potential (35):	15
Economic Impact and Cost Effect. (20):	3
Local Commit. and Initiative (35):	16
Transportation Need (4):	3
Local Economic Need (6):	3

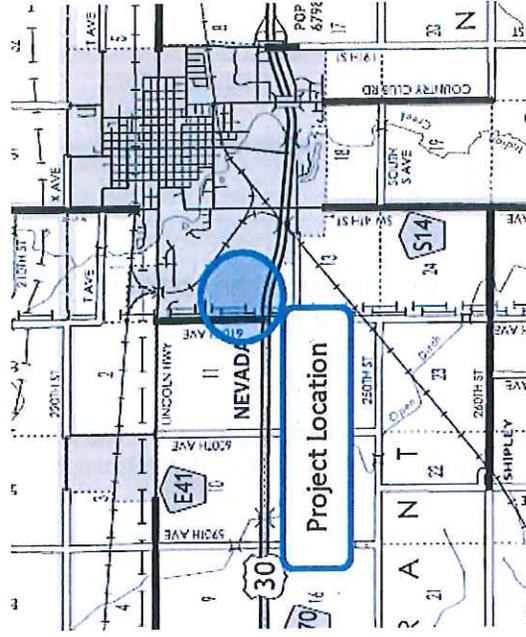
Total Rating: 40

Jobs: 0

STAFF RECOMMENDATION:

Award a grant of \$507,938 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.

City of Nevada



**DEPARTMENT OF TRANSPORTATION
COMMISSION ORDER**

Planning, Programming and Modal Division

Division/Bureau/Office Office of Systems Planning Order No. PPM-2013-55
 Submitted by Craig Markley Phone No. 515-239-1027 Meeting Date April 9, 2013
 Title Revitalize Iowa's Sound Economy (RISE) Application – Dubuque (Delegation)

DISCUSSION/BACKGROUND:

The city of Dubuque submitted a RISE Local Development application in the February 2013 round requesting a grant to assist in construction of approximately 900 feet of new roadway located on the southwest side of town. This project is necessary to provide access to three lots totaling more than 57 acres for industrial and manufacturing purposes. This project is anticipated to be completed by December 2013.

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 \$229,247 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
Blouin	_____	_____	_____
Cleveland	_____	_____	_____
Miles	_____	_____	_____
Reasner	_____	_____	_____
Rose	_____	_____	_____
Wiley	_____	_____	_____
Yanney	_____	_____	_____

Division Director Legal State Director

PPM-2013-55

Craig Markley, Office of Systems Planning, reviewed a RISE Local Development application from the city of Dubuque to construct approximately 900 feet of new roadway on the southwest side of town to provide access to three lots totaling more than 57 acres for industrial and manufacturing purposes. Under RISE Local Development criteria this project received a rating a 35 points. Total estimated project cost is \$458,494. The city is requesting a RISE grant of \$229,247 and will provide a 50 percent local match. He introduced Mayor Roy Buol, Dubuque.

Mayor Buol expressed appreciation to the Commission for past RISE investments in the city of Dubuque. They have experienced tremendous job growth over the past three years, creating over 11 percent of the jobs annually with only three percent of the population in the state of Iowa. This project will create about 78 acres of usable industrial space. They finished grading on their last project about a year ago and already need to do this next project. The city spent nearly \$2.6 million in acquisition, grading, and other infrastructure improvements on this site. He expressed appreciation for the Commission's consideration of this grant request.

Mr. Markley reviewed staff's recommendation.

Commissioner Rose moved, Commissioner Yanney seconded the Commission, based on the capital investment commitment and potential for future job creation, award a RISE grant of \$229,247 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 2013
SUMMARY

Applicant: City of Dubuque

Multiyear?: No
Multijurisdiction?: No

ROAD PROJECT LOCATION AND DESCRIPTION: To construct approximately 900 feet of new roadway located on the southwest side of town.

ASSOCIATED ECONOMIC DEVELOPMENT: This project will provide access to three lots totaling more than 57 acres for industrial and manufacturing purposes.

PROJECT FINANCING:

Roadway Project Cost:	\$458,494	Local Match (Total):	\$229,247
RISE (Total):	\$229,247	Up-Front:	\$229,247
Grant:	\$229,247	NPV of Loan Repayment:	0
Loan:	0	Effective Match Percent:	50
Loan Terms:	Yrs. 0	Up-front Participation Sources:	
	Int.: 0 %	Private:	
		Public:	\$229,247
		Local Match (Total):	\$229,247

PROJECT EVALUATION:

Development Potential (35):	10
Economic Impact and Cost Effect. (20):	5
Local Commit. and Initiative (35):	16
Transportation Need (4):	1
Local Economic Need (6):	3

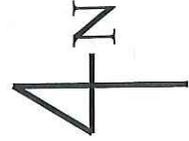
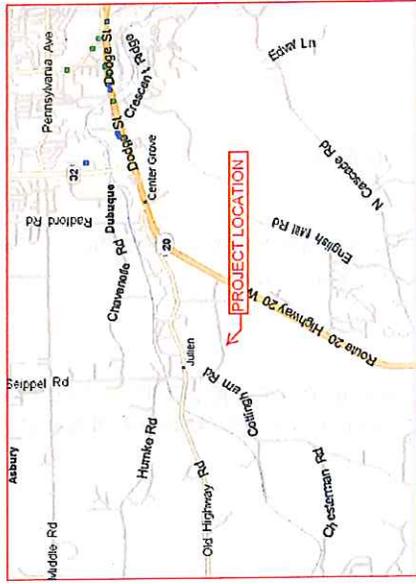
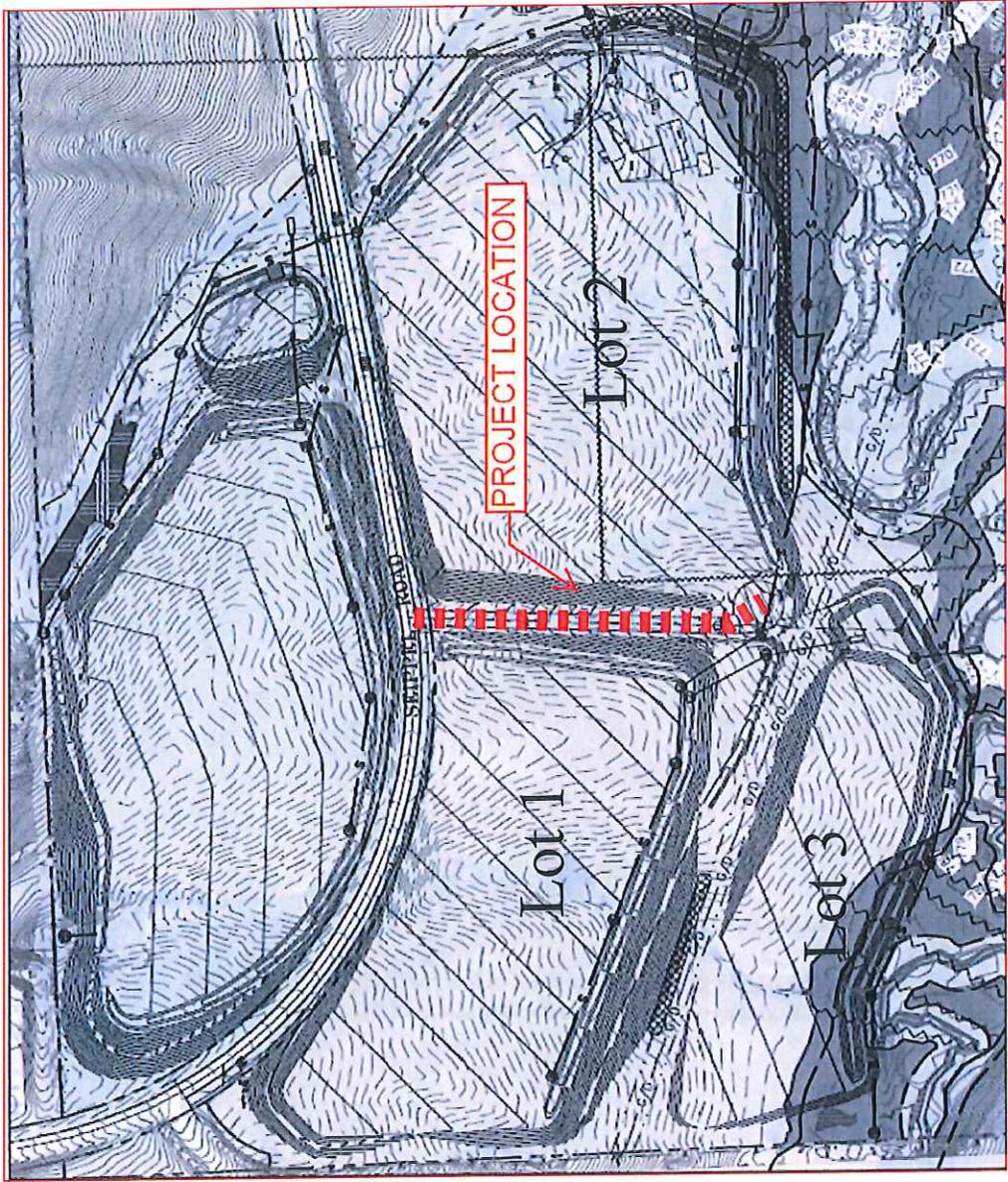
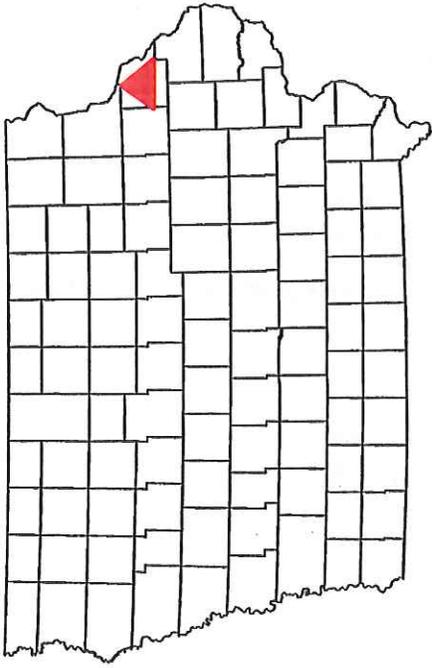
Total Rating: 35

Jobs: 0

STAFF RECOMMENDATION:

Award a grant of \$229,247 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.

City of Dubuque



DEPARTMENT OF TRANSPORTATION
COMMISSION ORDER

Division/Bureau/Office Director Order No. PPM-2013-56
Submitted by Paul Trombino III Phone No. 515-239-1111 Meeting Date April 9, 2013
Title Interstate Highway System: Overview and Needs

DISCUSSION/BACKGROUND:

Iowa's 782-mile Interstate Highway System plays a critical role in moving goods and people, not only for Iowa, but also the Midwest and nation. The Interstate Highway System provides safe, reliable, efficient, high-quality service vital to supporting Iowa's economy.

An overview of Iowa's Interstate Highway System, and the future needs that must be addressed in order to maintain the system, will be provided.

PROPOSAL/ACTION RECOMMENDATION:

For information only.

COMMISSION ACTION:

Moved by _____ Seconded by _____

	Vote		
	Aye	Nay	Pass
Blouin	_____	_____	_____
Cleaveland	_____	_____	_____
Miles	_____	_____	_____
Reasner	_____	_____	_____
Rose	_____	_____	_____
Wiley	_____	_____	_____
Yanney	_____	_____	_____

Division
Director

Legal

State Director

D-2013-56

Director Paul Trombino III said from the Department's perspective the interstate system is the most important road in the state. Today's presentation is to provide an overview of the issues and needs on the system. We will review some system facts, recent planning efforts, the role of the interstate system and how it feeds the rest of system across the state, and some challenges we are facing. We have a list of things that we think will be needed in the near future on the system and will look at how we get there in the next steps.

The first section of interstate opened in Iowa in 1958. The overall interstate system is about 782 miles; a small piece of the 114,000 lanes miles on the total system. There are 271 miles of ramps that provide access to the rest of system. The interstate system has 7.7 billion vehicle miles of travel (VMT) in 2011; Iowa has 31 billion VMT annually.

Director Trombino III said Iowa in Motion recognized the interstate system as a priority investment. Iowa in Motion, 2040, emphasized the stewardship perspective that we talk a lot about especially for bridges on the interstate. There is an interstate corridor plan that looks at the overall condition of the system and highlights segments for further study. We are trying to understand where the growth is to make sure we are not inhibiting future growth in and around communities. He reviewed a graph comparing the length of the overall system, vehicle miles traveled, and large truck vehicle miles traveled for the interstate, other primary roads, county roads, and city streets. In the overall length category, he noted the dominant piece is the county system; the interstate is a small 0.7 percent of the overall length of the entire system. In the vehicle miles traveled category, the interstate carries about 25 percent of the traffic. In the large truck VMT, the interstate system carries 56 percent of the overall traffic with about 33 percent being large trucks. In regard to the state highway system stratification, Iowa's interstate is 782 miles. The Commercial and Industrial Network (CIN) is about 2,400 miles and he noted this does not include the 97-mile segment of U.S. 63 from Oskaloosa to Waterloo.

Director Trombino III reviewed another chart comparing the Interstate, CIN, and other primary roadways, percentage wise, for length, VMT, and large truck VMT. The interstate is only eight percent of the length of the system but carries 60 percent of the large truck traffic. As a producer state it is all about that economic product moving in and out of the state. The next slide shows the indexed growth of VMT on all systems. The overall growth of the interstate system is significant. He noted there was a jump around 2002-2003 in the county system because of a transfer of jurisdiction effort that happened during that time frame. He also pointed out that the VMT growth on the county system almost parallels the city system at this point. The next slide shows the indexed growth of interstate VMT broken into rural and municipal segments. We see significant municipal growth on the interstate system.

Director Trombino III reviewed a slide showing the 2011 average annual daily traffic and large truck traffic by interstate route. He noted Interstate 235 jumps off the page because of the overall volume. What this doesn't capture for I-235 or I-380 is peak

volume traffic which for I-235 in some segments is over 100,000 ADT. He didn't have the numbers for I-380 between that 6 to 9 a.m. and 4 to 6 p.m. time frame. We get a sense for the amount of volume, both truck and commuters, that the roads are carrying.

Freight is a key ingredient. Iowa is a producer state; producing more than we consume. In 2012 about \$14.6 billion of product moved out of the state. That equates to around \$900 million companies spent on transportation. He reviewed slides showing the significant growth in Iowa freight values between 2011 and 2040. He referred to a pie chart showing Iowa freight tonnage by mode (truck, rail, water, air, multiple modes and mail, pipeline, and other). The dominant piece, 78 percent, in 2011 is truck. Something we have emphasized is modal interconnectivity because a lot of the product produced in the state transfers between rail, water and truck at some point. These are based on FHWA studies from their Office of Freight Management and Operations. Director Trombino III said he wasn't sure they accounted for the Panama Canal in 2015 which is going to cause a significant shift in how we see the system. He noted the Governor had a meeting in Davenport regarding the locks and dams on the system; another key ingredient. This is an untapped system; there is a significant potential for us to help producers in the state have a competitive system and have options in shipping their product. There is that modal connection.

Director Trombino III reviewed maps from FHWA's Office of Freight Management and Operation showing the average daily long-haul freight truck traffic on the national highway system for 2007 and 2040. The traffic volumes resemble arteries and the bigger the artery, the more congestion. One can see where a lot of that long-haul movement is happening. It doesn't account for what potentially could be the Panama Canal influence as things move forward. When all those containers come through the Panama Canal in 2015, we want them to come here because it gives our business the ability to move products in a cost effective means.

Interstate challenges include metropolitan safety, modernization and capacity needs. We are starting to see peak period traffic in many different areas across the state along with increasing freight volumes. Freight is moved differently today than 20 years ago; a lot has to do with hours of service. Essentially they get 11 hours a day and when the clock starts, it doesn't stop. We see a lot of freight movement between 6 a.m. and 10 p.m. so when coming through an urban area such as Des Moines, Iowa City or Council Bluffs they are likely hitting peak periods. That creates another pressure for us as we look at dealing with overall freight issues and constraints on the system. The impacts of overweight and oversize vehicles are the biggest factors we see on the system.

We are dealing with a number of interstate bridge clearance constraint and height issues. There are 25,000 bridges in Iowa; we have 4,000 of those bridges and we are going to have to make some choices when dealing with those bridge segments. Do we make them wider? Do we plan for that sixth lane? Over the last few weeks and months, staff went through the entire interstate system, discussing every project we think is on the docket, in the planning stage, or that we see on the horizon as a need. He briefly reviewed examples of interstate needs for I-29, I-35, I-74, I-80, and I-680.

Director Trombino III said we are continuing project development activities and working with communities connected to the interstate system. We talked about the Iowa Freight Advisory Council looking at regional and metropolitan planning initiatives. We are going to look at a demand management study to understand the freight demand and where it is going in and outside the state. We are going to complete the Iowa Interstate Corridor Plan and start documenting pavement structure, traffic, etc. All of this is going to happen in the next six to 12 months which means 2015-2019 is when the Commission will start to see these projects. We face challenging funding in the future which means we are going to make difficult choices as we go forward. Part of today's presentation is to set the stage for what we think is the most important system in the state as it serves every community and every business in the state and is a key piece of Iowa's economic engine. There is significant work to be done but we think the potential for some of that work will be a significant enabler from an economic growth perspective for Iowa.

Commissioner Cleaveland said the original interstate plan called for truck only long distance highway routes or truck only lanes. Is there any talk at the national level about something like that? Director Trombino III said there is talk among the states, and Texas is really looking at that. Staff has had that conversation when talking about capacity on I-80. The question is whether capacity on I-80 is a car or truck issue. His thinking is it is a truck issue. We want to help them get more free flow. He doesn't like the intermingling of freight truck and commuter traffic, especially during peak hours. Also, peak hours are stretching. There are events especially in the metropolitan areas on Saturday and Sunday where there are heavy traffic volumes and it doesn't take a long if there is an issue on the system where traffic backs up.

Commissioner Cleaveland noted Des Moines, Bettendorf, Sioux City and others are mentioned. What should we tell the folks in Council Bluffs? Director Trombino III said Council Bluffs is in the program and is on its way. We can also tell Council Bluffs that we have a verbal agreement with BNSF for the realignment of their railroad tracks. Hopefully, we will get those signatures on the documents and that project will move forward. It is a very important piece and will be a wonderful thing for the community.

Meeting adjourned at 8:54 a.m.