

IOWA DEPARTMENT OF TRANSPORTATION

AGENDA ITEMS/COMMISSION ORDERS

Tuesday, November 10, 2015
Materials Conference Room
Ames DOT Complex

<u>ITEM NUMBER</u>	<u>TITLE</u>	<u>SUBMITTED BY</u>	<u>PAGE</u>
D-2016-27 1:30 p.m.	*Approve Minutes of the October 13, 2015 Commission Meeting in Decorah Commission Comments Staff Comments	Connie Page	1
PPM-2016-28 1:35 p.m.	Railroad Revolving Loan and Grant Program Recommendation	Laura Hutzell	2
PPM-2016-29	*Revitalize Iowa's Sound Economy (RISE) Application – Burlington/West Burlington (Delegation)	Craig Markley	3
PPM-2016-30	*Revitalize Iowa's Sound Economy (RISE) Application – Sioux City (Delegation)	Craig Markley	6
PPM-2016-31	*Revitalize Iowa's Sound Economy (RISE) Application – Davenport (Delegation)	Craig Markley	9
PPM-2016-32	*Revitalize Iowa's Sound Economy (RISE) Application – Tiffin (Delegation)	Craig Markley	12
PPM-2016-33	*Revitalize Iowa's Sound Economy (RISE) Application – Ackley (Delegation)	Craig Markley	15
PPM-2016-34	*Revitalize Iowa's Sound Economy (RISE) Project Settlement – Le Mars	Craig Markley	18
2:05 p.m.	Public Input		
2:15 p.m.	Adjourn		

*Action Item

On Tuesday, November 10, the Commission and staff will meet informally at 10:00 a.m. in the Materials conference room at the DOT complex in Ames. Transportation-related matters will be discussed but no action will be taken.

DEPARTMENT OF TRANSPORTATION
COMMISSION ORDER

Division/Bureau/Office Director's Office Order No. D-2016-27
Submitted by Connie Page Phone No. 515-239-1242 Meeting Date November 10, 2015
Title Approve Minutes of the October 13, 2015, Commission Meeting in Decorah

DISCUSSION/BACKGROUND:

PROPOSAL/ACTION RECOMMENDATION:

It is recommended the Commission approve the minutes of the October 13, 2015, Commission meeting held in Decorah.

COMMISSION ACTION:

Moved by _____ Miles _____ Seconded by _____ Reasner _____

	Aye	Vote Nay	Pass
Boswell	<u>X</u>	_____	_____
Huber	<u>X</u>	_____	_____
Miles	<u>X</u>	_____	_____
Putney	<u>X</u>	_____	_____
Reasner	<u>X</u>	_____	_____
Rose	<u>X</u>	_____	_____
Yanney	<u>X</u>	_____	_____

Division
Director

Legal

State Director

Commission Comments

Note: Commissioners Boswell and Huber participated by telephone.

1. Director Trombino's presentation in Iowa Falls

Commissioner Rose said Director Trombino III spoke in Iowa Falls a couple weeks ago and his presentation was very well received. He thanked Director Trombino III for doing that. It was an excellent event.

2. Des Moines Register Article by Leonard Boswell

Commissioner Rose said there was a really great article in Sunday's Des Moines Register on our national debt. It was an excellent article, and he expressed appreciation to Commissioner Boswell for his commitment to Iowa and to the United States.

**DEPARTMENT OF TRANSPORTATION
COMMISSION ORDER**

Planning, Programming and Modal Division

Division/Bureau/Office Office of Rail Transportation Order No. PPM-2016-28

Submitted by Laura Hutzell Phone No. 515-239-1066 Meeting Date November 10, 2015

Title Railroad Revolving Loan and Grant Program Recommendation

DISCUSSION/BACKGROUND:

Review of the current round of applications for funding from the Railroad Revolving Loan and Grant Program has been completed. The following recommendations will be presented.

<u>Targeted job creation projects</u>	<u>Loan</u>	<u>Grant</u>
Boone Scenic Valley Industrial Park Line Phase I	\$316,050	\$240,000
Iowa Traction Transload	\$35,792	\$59,653
A to Z Rail Enhancement	\$200,000	----
<u>Rail network improvement projects</u>		
ADM "S" Curve	\$165,600	----
KJRY Yard Enhancements II	\$280,285	----
Total recommended funding	\$997,727	\$299,653

Total recommended funding: \$1,297,380

PROPOSAL/ACTION RECOMMENDATION:

It is recommended the Commission approve the Railroad Revolving Loan and Grant Program funding recommendations, as listed.

COMMISSION ACTION:

Moved by _____ Seconded by _____

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

Division
Director

Legal

State Director

PPM-2016-28

Laura Hutzell, Office of Rail Transportation, said the Railroad Revolving Loan and Grant Program (RRLG) provides financial assistance to help improve rail facilities in the state and create jobs for economic development. Applications can be submitted at any time and are reviewed as funding becomes available. She noted Tammy Nicholson, Office of Rail Transportation, reviewed staff's recommendation at the October Commission workshop for the fiscal year 2016 round of RRLG funding. The recommendation is to fund five rail infrastructure and related rail development projects for a total of \$1.29 million. The rail projects are expected to support the creation of 78 jobs within three years of project completion, increase rail shipping capacity, and create rail development at two industrial sites. The proposed projects will leverage approximately \$5.1 million in new capital investments across the state. She requested Commission consideration and approval of the RRLG program recommendations.

Commissioner Miles moved, Commissioner Putney seconded the Commission approve the Railroad Revolving Loan and Grant 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-2016-29

Submitted by Craig Markley Phone No. 515-239-1027 Meeting Date November 10, 2015

Title Revitalize Iowa's Sound Economy (RISE) Application – Burlington/West Burlington (Delegation)

DISCUSSION/BACKGROUND:

The cities of Burlington and West Burlington submitted a RISE Immediate Opportunity application requesting a grant to assist in the reconstruction of approximately 2,100 feet of Agency Road, including a traffic signal and synchronization located on the northwest side of Burlington. This project is anticipated to be completed by December 2016.

This improvement is necessary to provide improved access to General Electric, a manufacturer of appliance, lighting, aviation, energy, financing, healthcare, transportation, oil, and power products. This company conforms to the legislative requirements of the RISE program.

The improvement will support:

- The creation of 128 new full-time jobs.
- \$7.4 million in associated capital investment.

The RISE cost per job assisted will be \$12,000 and there will be a total capital investment of \$4.82 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 \$1,536,000 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
Boswell	_____	_____	_____
Huber	_____	_____	_____
Miles	_____	_____	_____
Putney	_____	_____	_____
Reasner	_____	_____	_____
Rose	_____	_____	_____
Yanney	_____	_____	_____

Division
Director

Legal

State Director

PPM-2016-29

Craig Markley, Office of Systems Planning, said the cities of Burlington and West Burlington submitted an Immediate Opportunity RISE funding request to reconstruct approximately 2,100 feet of Agency Road including a traffic signal and synchronization located on the northwest side of Burlington. The proposed improvements will result in the creation of 128 new full-time jobs in three years along with \$7.4 million in associated capital investments. Average wage of the created positions is \$19.43 per hour which is 132 percent of the average labor shed wage rate. The RISE grant recommended is \$1,536,000; local participation is 20 percent or \$639,375 for a total cost of \$2,175,375. RISE cost per job assisted is \$12,000 and the total capital investment per RISE dollar is \$4.82. He introduced Jim Ferneau, Burlington City Manager.

Mr. Ferneau introduced the delegation members and expressed appreciation for the Commission's consideration of their request which is a joint request from the cities of Burlington and West Burlington. The communities decided to split the responsibility along the lines of the percentage of the project within their corporate boundaries.

David Toyer, Economic Development Director, Greater Burlington Partnership, said this is a wonderful project that demonstrates how partnerships in Iowa work to create jobs. They have a project inside the city limits of West Burlington and the needed road improvement to support this project is in both communities. They put together an incentive package for this project and got the support of the cities of West Burlington and Burlington as well as the Des Moines County Board of Supervisors. They also appreciate the opportunity to work with the Iowa Department of Transportation and the Iowa Economic Development Authority to make this a good project. He noted in 2009, G.E. had 190 employees in West Burlington and today they have 322 and, with this project, they will add another 128 jobs. This will support a fourth generation version of a medium voltage switch gear that G.E. is going to manufacture.

Commissioner Reasner noted the Commission had a workshop earlier today where Mr. Markley presented a lot of the details of the project so the Commission had an opportunity to review all the applications being present today.

Mr. Markley reviewed staff's recommendation.

Commissioner Putney moved, Commissioner Yanney seconded the Commission, based on the capital investment and job creation commitments, award a RISE grant of \$1,536,000 or up to 80 percent of the total RISE-eligible project cost, whichever is less, from the city share of the RISE fund. Commissioner Reasner Abstained; remaining Commissioners voted aye.

Date Submitted: October 21, 2015

Commission Date: November 10, 2015

RISE Immediate Opportunity Funding Economic Analysis Summary

GENERAL INFORMATION

Applicant: Burlington and West Burlington

Project Location and Description: The cities of Burlington and West Burlington submitted a RISE Immediate Opportunity application requesting a grant to assist in the reconstruction of approximately 2,100 feet of Agency Road, including a traffic signal and synchronization located on the northwest side of Burlington.

Associated Economic Development: The project provides improved access to General Electric a manufacturer of appliance, lighting, aviation, energy, financing, healthcare, transportation, oil and power products.

ECONOMIC IMPACT

Total Roadway Project Cost: \$2,175,375

RISE Funds Requested: \$1,536,000; Grant: \$1,536,000; Loan \$----

Effective Project Cost to RISE Program: \$1,536,000

Local Participation: \$639,375; Sources: Burlington/West Burlington

Non-RISE Total Capital Investment: \$7,400,000

(Public: \$1,178,000; Private: \$6,222,000)

Direct Jobs Created: 128; (Other, Potential Future Jobs: 0)

Direct Jobs Retained: 0; Total Direct Jobs Assisted, Short-Term: 128

Number of Existing Jobs: 322

Project Average Wage Rate of New Jobs: \$19.43/hr.

100% Average Laborshed Wage Rate: \$14.73/hr.

KEY RATIOS

Local Match Ratio: 29% ($\$639,375/\$2,175,375$)

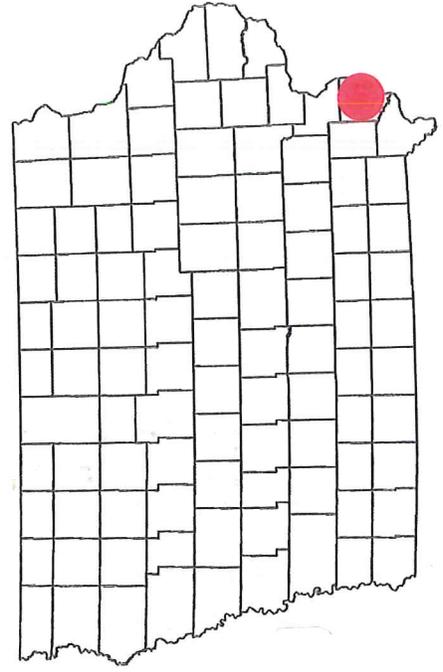
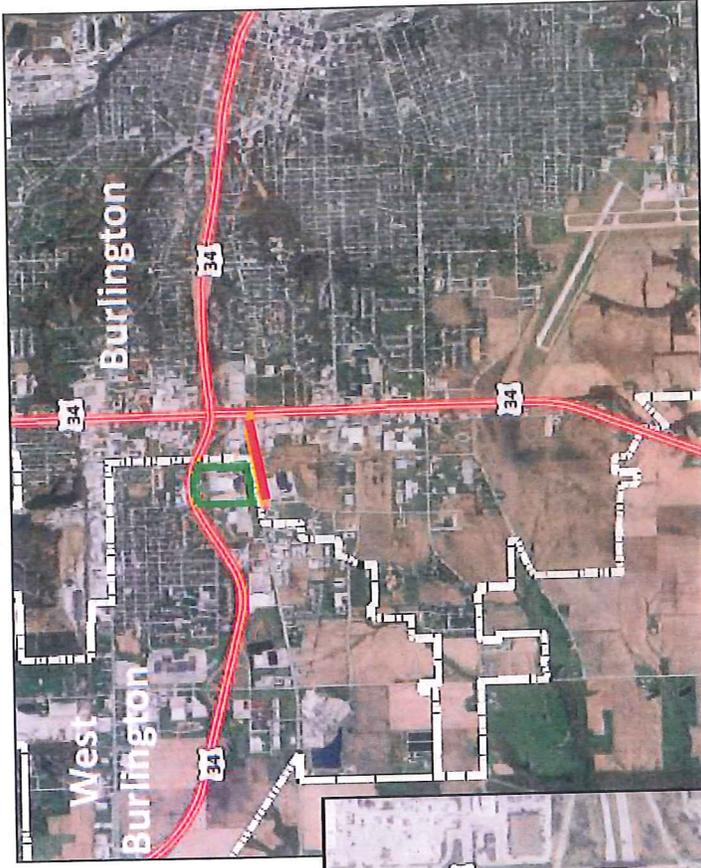
RISE Cost Per Job Assisted (Created): $\$1,536,000/128 = \$12,000$

Total Capital Investment Per RISE Dollar: $\$7,400,000/\$1,536,000 = \$4.82$

CONCLUSIONS

Narrative: It is recommended the Commission, based on the capital investment and job creation commitments; award a RISE grant of \$1,536,000 or up to 80 percent of the total RISE-eligible project cost, whichever is less. Funding will come from the city share of the RISE Fund.

Burlington/West Burlington



**DEPARTMENT OF TRANSPORTATION
COMMISSION ORDER**

Planning, Programming and Modal Division

Division/Bureau/Office Office of Systems Planning Order No. PPM-2016-30
 Submitted by Craig Markley Phone No. 515-239-1027 Meeting Date November 10, 2015
 Title Revitalize Iowa's Sound Economy (RISE) Application – Sioux City (Delegation)

DISCUSSION/BACKGROUND:

Sioux City submitted a RISE Immediate Opportunity application requesting a grant to assist in various improvements to Singing Hills Boulevard, Harbor Drive, Bridgeport Drive, South Patton Street, Murray Street, Boulevard of Champions, Expedition Court, Discovery Boulevard, Aviation Boulevard, and some ramp terminals on Interstate 29 all located on the southwest side of town. This project is anticipated to be completed by December 2017.

These improvements are necessary to provide improved access to the proposed site of Seaboard Triumph Foods Inc., an integrated food company producing premium pork products for both domestic and international markets. This company conforms to the legislative requirements of the RISE program.

The improvement will support:

- The creation of 403 new full-time jobs.
- \$271,630,082 in associated capital investment.

The RISE cost per job assisted will be \$11,987.59 and there will be a total capital investment of \$56.23 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 \$4,831,000 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
Boswell	_____	_____	_____
Huber	_____	_____	_____
Miles	_____	_____	_____
Putney	_____	_____	_____
Reasner	_____	_____	_____
Rose	_____	_____	_____
Yanney	_____	_____	_____

Division
Director

Legal

State Director

Craig Markley, Office of Systems Planning, said Sioux City submitted an Immediate Opportunity RISE funding request to assist in various improvements to Singing Hills Boulevard, Harbor Drive, Bridgeport Drive, South Patton Street, Murray Street, Boulevard of Champions, Expedition Court, Discovery Boulevard, Aviation Boulevard, and some ramp terminals on Interstate 29 all located on the southwest side of town. The proposed improvements will result in the creation of 403 new full-time jobs within three years along with \$271,630,082 in associated capital investments. Average wage of the created positions is \$23.97 per hour which is 139 percent of the average labor shed wage rate. RISE grant recommended is \$4,831,000. Local participation is 20 percent or \$1,207,750. Total project cost is \$6,038,750. RISE cost per job assisted is \$11,987.59. Total capital investment per RISE dollar is \$56.23. He introduced Chris Myres, Sioux City Economic Development Specialist.

Mr. Myres said since April 2010 the community and economic development professionals have been trying to get another meat packing plant in Sioux City to replace the John Morrell facility that closed and was torn down. They lost more than a plant; they lost all the associated jobs and economic impact that comes from the pallet makers, box manufacturers, transportation specialists, etc. It was a devastating impact to the region. Immediately they started working with a few different companies; one was Triumph Foods which has a plant in St. Joseph, Missouri, and is based out of Kansas City. Triumph has since formed a joint venture with Seaboard Foods so the company is named Seaboard Triumph Foods and they have committed to hire a little over 1,100 workers in Sioux City with a capital investment of about \$270 million. His office has been overwhelmed with the reaction they have gotten from other companies looking to come to Sioux City because of this plant. The company has purchased 250 acres in Sioux City's Bridgeport West Industrial Park and grading work is underway. They plan to be operational mid-summer of 2017.

Mr. Myres said they knew it was necessary to address traffic issues in the area so they hired Snyder and Associates to do a traffic study and the results of that study is the basis of their application that is before the Commission today. It is kind of an unusual application in that it is for a series of improvements in the industrial park that was pretty much fully built out about 40 years ago. The size of trucks has increased and rail traffic has increased and just to be able to handle the 250 trucks inbound and outbound per day and the 1,100 employees coming and going, they feel their traffic study justifies the need for these improvements.

Mr. Markley reviewed the recommendation of staff.

Commissioner Yanney moved, Commissioner Reasner seconded the Commission, based on the capital investment and job creation commitments, award a RISE grant of \$4,831,000 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: October 30, 2015

Commission Date: November 10, 2015

RISE Immediate Opportunity Funding Economic Analysis Summary

GENERAL INFORMATION

Applicant: Sioux City

Project Location and Description: Sioux City submitted a RISE Immediate Opportunity application requesting a grant to assist in various improvements to Singing Hills Boulevard, Harbor Drive, Bridgeport Drive, South Patton Street, Murray Street, Boulevard of Champions, Expedition Court, Discovery Boulevard, Aviation Boulevard and some ramp terminals of I-29 all located on the southwest side of town.

Associated Economic Development: These improvements are necessary to provide improved access to the proposed site of Seaboard Triumph Foods Inc., an integrated food company producing premium pork products for both domestic and international markets. The project will result in the creation of 403 new full-time jobs and \$271,630,082 in associated capital investment.

ECONOMIC IMPACT

Total Roadway Project Cost: \$6,038,750

RISE Funds Requested: \$4,831,000; **Grant:** \$4,831,000; **Loan \$----**

Effective Project Cost to RISE Program: \$4,831,000

Local Participation: \$1,207,750; **Sources:** Sioux City

Non-RISE Total Capital Investment: \$271,630,082

(**Public:** \$389,000; **Private:** \$271,241,082)

Direct Jobs Created: 403; (**Other, Potential Future Jobs:** 1,607)

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

Number of Existing Jobs: 0

Project Average Wage Rate of New Jobs: \$23.97/hr.

100% Average Laborshed Wage Rate: \$17.22/hr.

KEY RATIOS

Local Match Ratio: 20% ($\$1,207,750/\$6,038,750$)

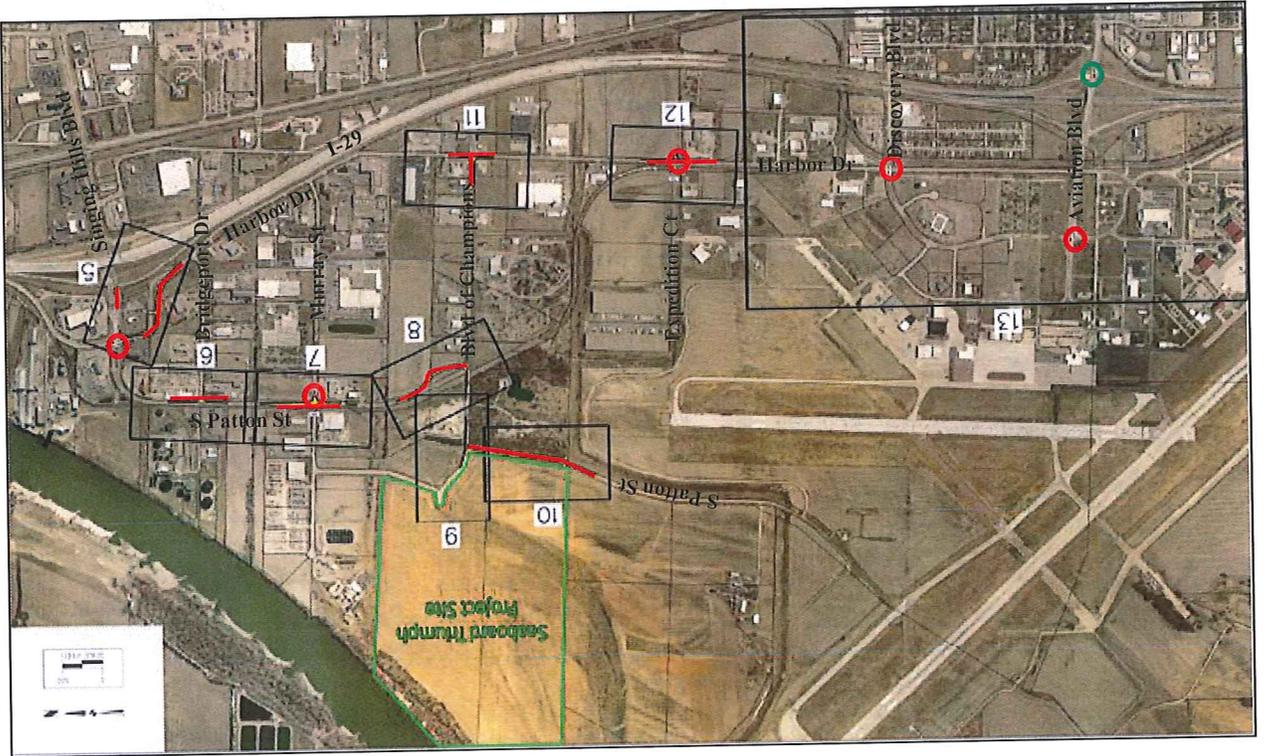
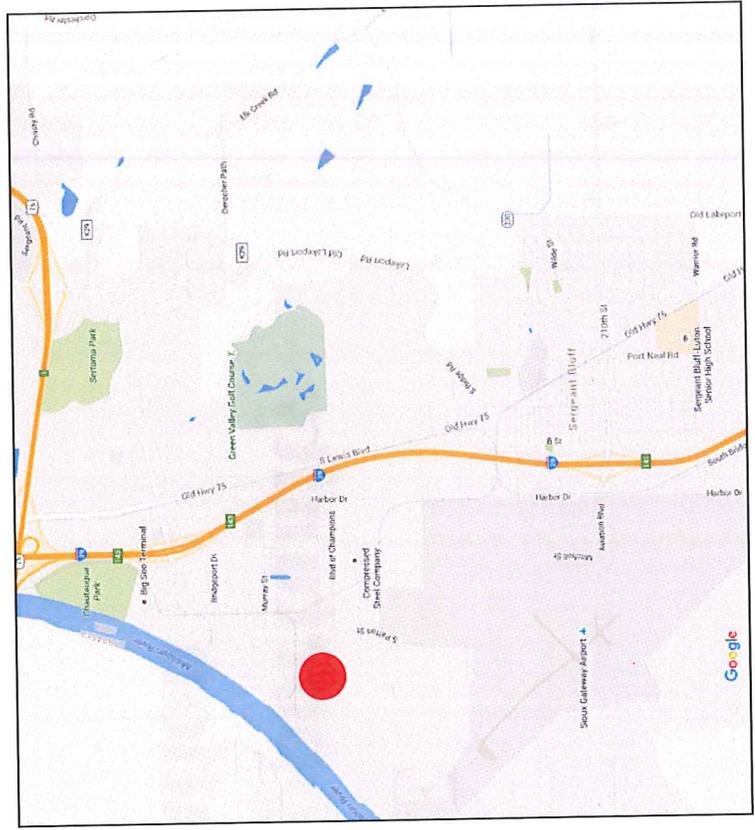
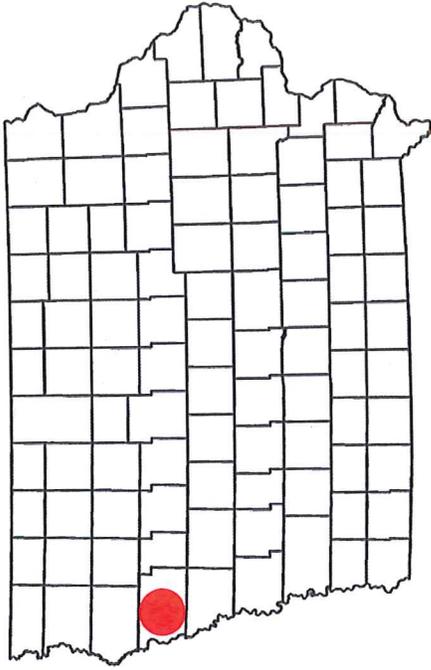
RISE Cost Per Job Assisted (Created): $\$4,831,000/403 = \$11,987.59$

Total Capital Investment Per RISE Dollar: $\$271,630,082/\$4,831,000 = \$56.23$

CONCLUSIONS

Narrative: It is recommended the Commission, based on the capital investment and job creation commitments; award a RISE grant of \$4,831,000 from the RISE fund or up to 80 percent of the total RISE-eligible project cost, whichever is less. Funding will come from the city share of the RISE Fund.

Sioux City



**DEPARTMENT OF TRANSPORTATION
COMMISSION ORDER**

Planning, Programming and Modal Division

Division/Bureau/Office Office of Systems Planning Order No. PPM-2016-31
 Submitted by Craig Markley Phone No. 515-239-1027 Meeting Date November 10, 2015
 Title Revitalize Iowa's Sound Economy (RISE) Application – Davenport (Delegation)

DISCUSSION/BACKGROUND:

The city of Davenport submitted a RISE Immediate Opportunity application requesting a grant to assist in construction of approximately 3,000 feet of new roadway, a left-turn lane on Enterprise Way, turn lanes on Slopertown Road, and traffic signals at the intersection of Slopertown Road and the new roadway located on the northwest side of town. This project is anticipated to be completed by August 2016.

These improvements are necessary to provide access to The Kraft Heinz Co., a global manufacturer of food products. This company conforms to the legislative requirements of the RISE program.

The improvements will support:

- The retention of 392 full-time jobs.
- \$204,174,969 in associated capital investment.

The RISE cost per job assisted will be \$11,989.48 and there will be a total capital investment of \$43.44 for each RISE dollar requested.

PROPOSAL/ACTION RECOMMENDATION:

It is recommended the Commission, based on the capital investment and job retention commitments, award a RISE grant of \$3,383,162 from the city share of the RISE Fund and \$1,316,713 from the county share of the RISE Fund for a total of \$4,699,875 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-2016-31

Craig Markley, Office of Systems Planning, said the city of Davenport submitted an Immediate Opportunity RISE funding request to assist in the construction of approximately 3,000 feet of new roadway, a left-turn lane on Enterprise Way, turn lanes on Slopertown Road, and traffic signals at the intersection of Slopertown Road and the new roadway all located on the northwest side of town. The proposed improvements will result in the retention of 392 full-time jobs within three years along with \$204,174,969 in associated capital investment. Average wage of the retained jobs is \$19.82 per hour which is 111 percent of the average labor shed wage rate.

The RISE grant recommended is \$4,699,875. Local participation is 20 percent or \$1,174,969 for a total cost of \$5,874,844. RISE cost per job assisted is \$11,989.48. Total capital investment per RISE dollar is \$43.44. He noted the Davenport delegation is participating by phone today and he invited Sara Ott, Davenport Economic Development Coordinator, to make comments.

Ms. Ott expressed appreciation for the Commission's consideration of their application in support of the retention of the Kraft Heinz facility in Davenport. The Kraft Heinz Corporation merged in July and last week announced they would close seven facilities and construct a new \$200 million facility in Davenport retaining 475 jobs. The improvements involving the construction of a new road is to allow access to the site they have chosen in Davenport's industrial park. The city of Davenport is in the process of annexing the 70 acres they have purchased. The land lies next to both Scott County and the city of Eldridge who have both stated their support for this project. Ms. Ott said they have been working with IDEA, local community colleges, Mid-American Energy and the city to put together a package that would allow Kraft to invest in their community and retain some jobs.

Mr. Markley reviewed staff's recommendation.

Commissioner Huber moved, Commissioner Reasner seconded the Commission, based on the capital investment and job retention commitments, award a RISE grant of \$3,383,162 from the city share of the RISE fund and \$1,316,713 from the county share of the RISE fund for a total of \$4,699,875 or up to 80 percent of the total RISE-eligible project cost, whichever is less. All voted aye.

Date Submitted: 11/3/2015

Commission Date: November 10, 2015

RISE Immediate Opportunity Funding Economic Analysis Summary

GENERAL INFORMATION

Applicant: City of Davenport

Project Location and Description: The city of Davenport submitted a RISE Immediate Opportunity application requesting a grant to assist in construction of approximately 3,000 feet of new roadway, a left-turn lane on Enterprise Way, turn lanes on Slopertown Road and traffic signals at the intersection of Slopertown Road and the new roadway located on the northwest side of town.

Associated Economic Development: The project provides access to The Kraft Heinz Co., a global manufacturer of food products.

ECONOMIC IMPACT

Total Roadway Project Cost: \$5,874,844

RISE Funds Requested: \$4,699,875; **Grant:** \$4,699,875; **Loan \$----**

Effective Project Cost to RISE Program: \$4,699,875

Local Participation: \$1,174,969; **Sources:** Davenport

Non-RISE Total Capital Investment: \$204,174,969

(**Public:** \$4,174,969; **Private:** \$200,000,000)

Direct Jobs Created: 0; (**Other, Potential Future Jobs:** 83)

Direct Jobs Retained: 392; **Total Direct Jobs Assisted, Short-Term:** 475

Number of Existing Jobs: 1,321

Project Average Wage Rate of New Jobs: \$19.82/hr.

100% Average Laborshed Wage Rate: \$17.84/hr.

KEY RATIOS

Local Match Ratio: 20% ($\$1,174,969/\$5,874,844$)

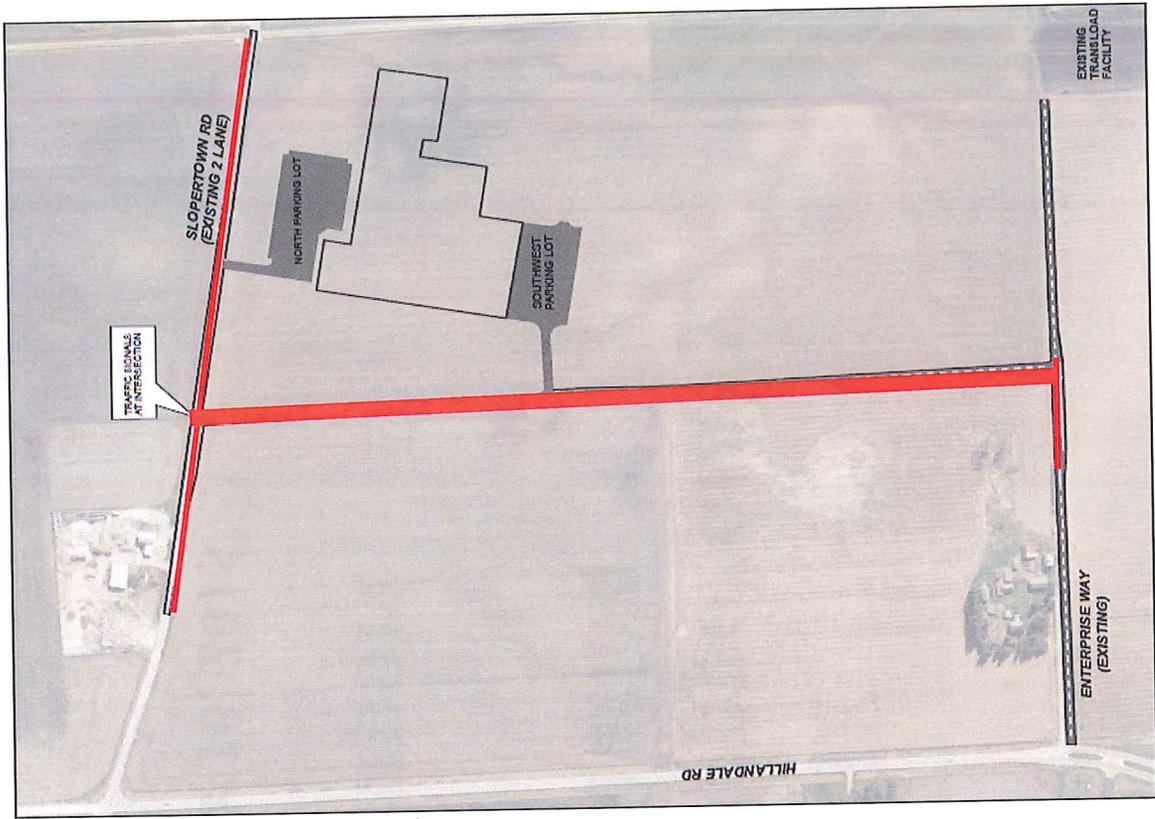
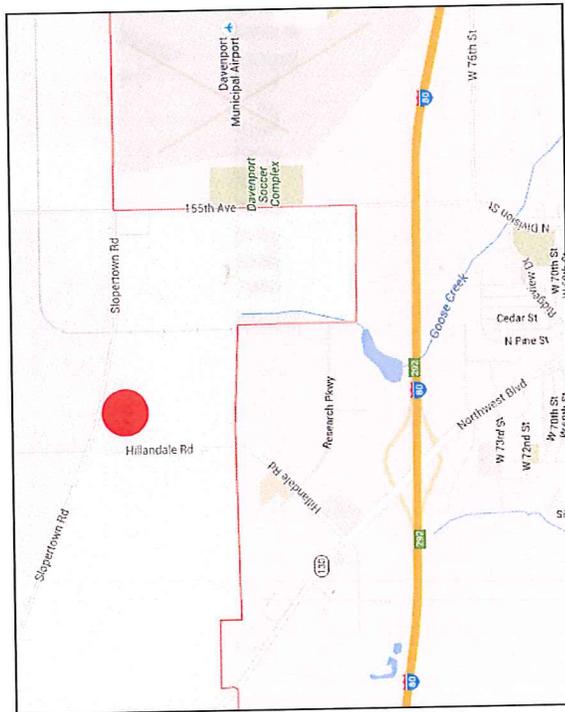
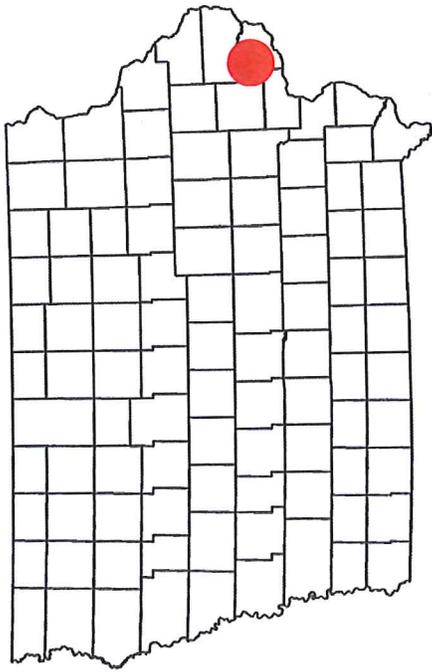
RISE Cost Per Job Assisted (Retained): $\$4,699,875/392 = \$11,989.48$

Total Capital Investment Per RISE Dollar: $\$204,174,969/\$4,699,875 = \$43.44$

CONCLUSIONS

Narrative: It is recommended the Commission, based on the capital investment and job retention commitments, award a RISE grant of \$3,383,162 from the city share of the RISE fund and \$1,316,713 from the county share of the RISE fund for a total of \$4,699,875 or up to 80 percent of the total RISE-eligible project cost, whichever is less.

Davenport



DEPARTMENT OF TRANSPORTATION
COMMISSION ORDER

Division/Bureau/Office Planning, Programming and Modal Division
Office of Systems Planning Order No. PPM-2016-32
Submitted by Craig Markley Phone No. 515-239-1027 Meeting Date November 10, 2015
Title Revitalize Iowa's Sound Economy (RISE) Application – Tiffin (Delegation)

DISCUSSION/BACKGROUND:

The city of Tiffin submitted a RISE Local Development application in the September 2015 round requesting a grant to assist in construction of approximately 2,250 feet of Village Drive located on the south side of town.

This project is necessary to provide access to nine lots totaling more than 60 acres for light industrial and professional office purposes. This project is anticipated to be completed by November 2016.

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 \$1,578,680 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-2016-32

Craig Markley, Office of Systems Planning, said the city of Tiffin submitted a RISE local development application to assist in construction of approximately 2,250 feet of Village Drive located on the south side of town. The project is necessary to provide access to nine lots totaling more than 60 acres for light industrial and professional office purposes.

Under RISE local development criteria this project received a rating of 38 points. Total estimated project cost is \$3,157,360. The city is requesting a RISE grant of \$1,578,680 and will provide a 50 percent local match. He introduced Travis Armstrong, Vice President of High Properties.

Mr. Armstrong said he represents the developer and he introduced Doug Boldt, Tiffin City Administrator. Mr. Armstrong said given their location at the intersection of I-380 and I-80 and the volume of ground they have, they have a unique opportunity to offer sites to Fortune 500 companies that are looking to relocate and bring dollars to Iowa. He noted they had a logistics company looking at their site about a year ago. Unfortunately, they don't send a postcard explaining why they didn't select the site but they heard it was the lack of shovel readiness that had them go elsewhere so it means a lot to have infrastructure in place when trying to attract companies to their site, and he expressed appreciation for the Commission's consideration of their application.

Mr. Markley reviewed staff's recommendation.

Commissioner Reasner moved, Commissioner Miles seconded the Commission, based on the capital investment commitment and potential for future job creation, award a RISE grant of \$1,578,680 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.

Date Submitted: 11/3/2015

Commission Date: November 10, 2015

RISE Immediate Opportunity Funding Economic Analysis Summary

GENERAL INFORMATION

Applicant: City of Davenport

Project Location and Description: The city of Davenport submitted a RISE Immediate Opportunity application requesting a grant to assist in construction of approximately 3,000 feet of new roadway, a left-turn lane on Enterprise Way, turn lanes on Slopertown Road and traffic signals at the intersection of Slopertown Road and the new roadway located on the northwest side of town.

Associated Economic Development: The project provides access to The Kraft Heinz Co., a global manufacturer of food products.

ECONOMIC IMPACT

Total Roadway Project Cost: \$5,874,844

RISE Funds Requested: \$4,699,875; **Grant:** \$4,699,875; **Loan \$----**

Effective Project Cost to RISE Program: \$4,699,875

Local Participation: \$1,174,969; **Sources:** Davenport

Non-RISE Total Capital Investment: \$204,174,969

(**Public:** \$4,174,969; **Private:** \$200,000,000)

Direct Jobs Created: 0; (**Other, Potential Future Jobs:** 83)

Direct Jobs Retained: 392; **Total Direct Jobs Assisted, Short-Term:** 475

Number of Existing Jobs: 1,321

Project Average Wage Rate of New Jobs: \$19.82/hr.

100% Average Laborshed Wage Rate: \$17.84/hr.

KEY RATIOS

Local Match Ratio: 20% ($\$1,174,969/\$5,874,844$)

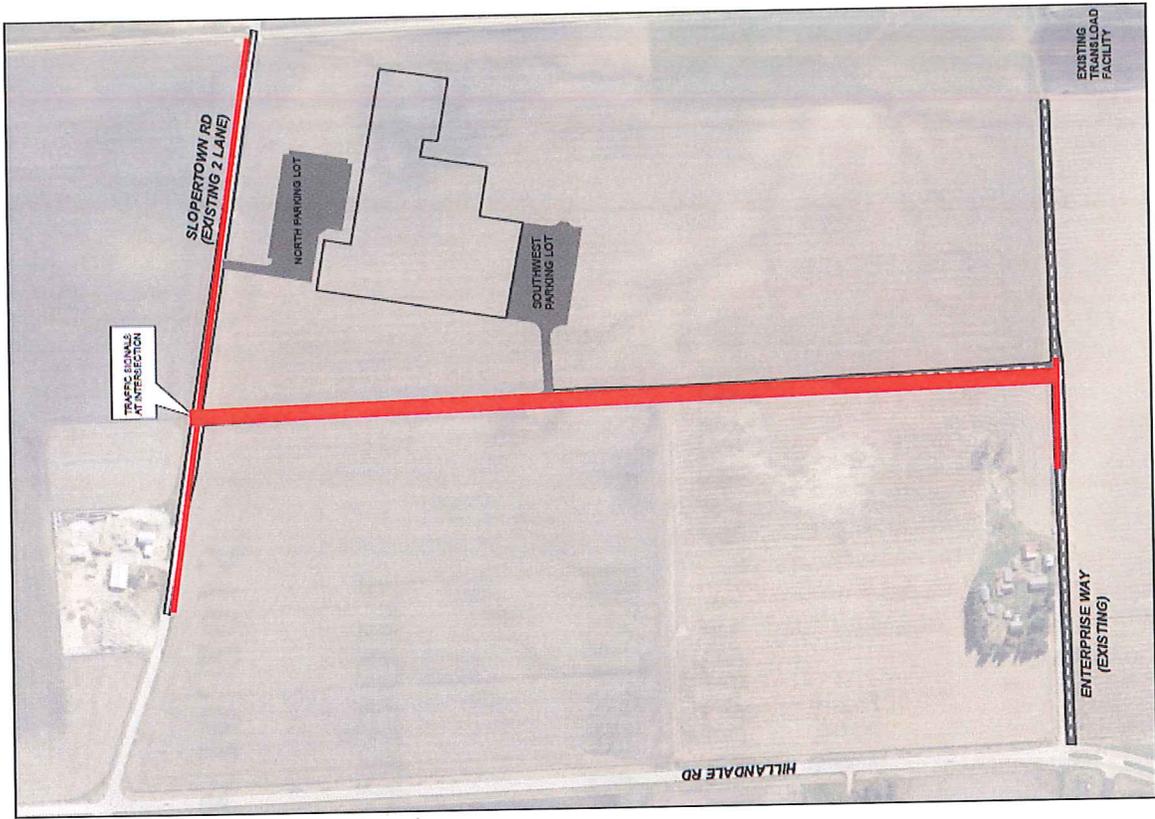
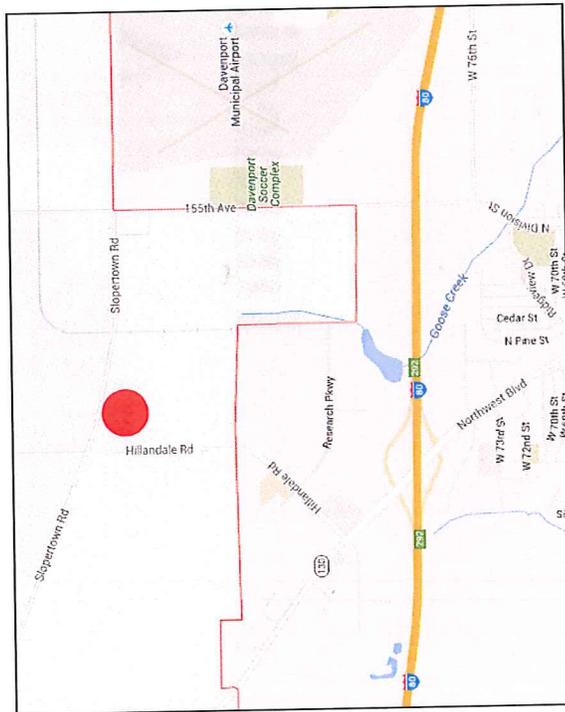
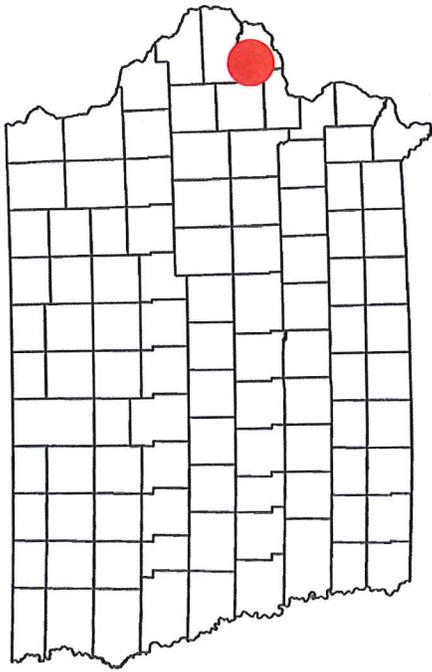
RISE Cost Per Job Assisted (Retained): $\$4,699,875/392 = \$11,989.48$

Total Capital Investment Per RISE Dollar: $\$204,174,969/\$4,699,875 = \$43.44$

CONCLUSIONS

Narrative: It is recommended the Commission, based on the capital investment and job retention commitments, award a RISE grant of \$3,383,162 from the city share of the RISE fund and \$1,316,713 from the county share of the RISE fund for a total of \$4,699,875 or up to 80 percent of the total RISE-eligible project cost, whichever is less.

Davenport



DEPARTMENT OF TRANSPORTATION
COMMISSION ORDER

Division/Bureau/Office Planning, Programming and Modal Division
Office of Systems Planning Order No. PPM-2016-33
Submitted by Craig Markley Phone No. 515-239-1027 Meeting Date November 10, 2015
Title Revitalize Iowa's Sound Economy (RISE) Application – Ackley (Delegation)

DISCUSSION/BACKGROUND:

The city of Ackley submitted a RISE Local Development application in the September 2015 round requesting a grant to assist in construction of approximately 965 feet of roadway north of Iowa 57 located on the northwest side of town.

This project is necessary to provide access to seven lots totaling more than 8 acres for industrial purposes. This project is anticipated to be completed by December 2016.

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 \$240,624 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-2016-33

Craig Markley, Office of Systems Planning, said the city of Ackley submitted a RISE local development funding request to assist in the construction of approximately 965 feet of roadway north of Iowa 57 located on the northwest side of town. This project is necessary to provide access to seven lots totaling more than eight acres for industrial purposes. Under RISE Local Development criteria, the project received a rating of 41 points. The total estimated project cost is \$481,248. The city of Ackley is requesting a RISE grant of \$240,624 and will provide a 50 percent local match. He introduced Jefferson Fosbender, Ackley Economic Development Director.

Mr. Fosbender said for the last two years they have had a large influx of entrepreneurs interested in their industrial park and, as a result, they have experienced growing pains. The city has invested in capital investment projects of about \$800,000 including utilities, sewer, water, and electric. They have nine acres available for development but those acres are inaccessible with no roads so this project is absolutely crucial to allow them to be development ready. For a town of about 1,500 people, they are proud of their industrial park and they hope with this project to open up those nine acres and see the benefit of growth.

Mr. Fosbender noted one item of the application dealt with marketing efforts and, as a point of interest, this application could not have come at a better time as they are working on redesigning the economic development portion of their city website. Also, the county has been talking about contracting to do imaging things for on-line services. This project compliments the new technological advances they are seeing in their area.

Mr. Markley reviewed staff's recommendation.

Commissioner Yanney moved, Commissioner Miles seconded the Commission, based on the capital commitment and potential for future job creation, award a RISE grant of \$240,624 or up to 50 percent of the total RISE-eligible project cost, whichever is less, from the city share of the RISE fund.

RISE LOCAL DEVELOPMENT FUNDING
September 2015
SUMMARY

Applicant: Ackley

Multiyear?: No
Multijurisdiction?: No

ROAD PROJECT LOCATION AND DESCRIPTION: To construct approximately 965 feet of roadway north of Iowa 57 located on the northwest side of town.

ASSOCIATED ECONOMIC DEVELOPMENT: This project is necessary to provide access to seven lots totaling more than 8 acres for industrial purposes.

PROJECT FINANCING:

Roadway Project Cost:	\$481,248	Local Match (Total):	\$240,624
RISE (Total):	\$240,624	Up-Front:	\$240,624
Grant:	\$240,624	NPV of Loan Repayment:	0
Loan:	0	Effective Match Percent:	50
Loan Terms:	Yrs. 0	Up-front Participation Sources:	
	Int.: 0 %	Private:	
		Public:	\$240,624
		Local Match (Total):	\$240,624

PROJECT EVALUATION:

Development Potential (35):	20
Economic Impact and Cost Effect. (20):	2
Local Commit. and Initiative (35):	15
Transportation Need (4):	2
Local Economic Need (6):	2

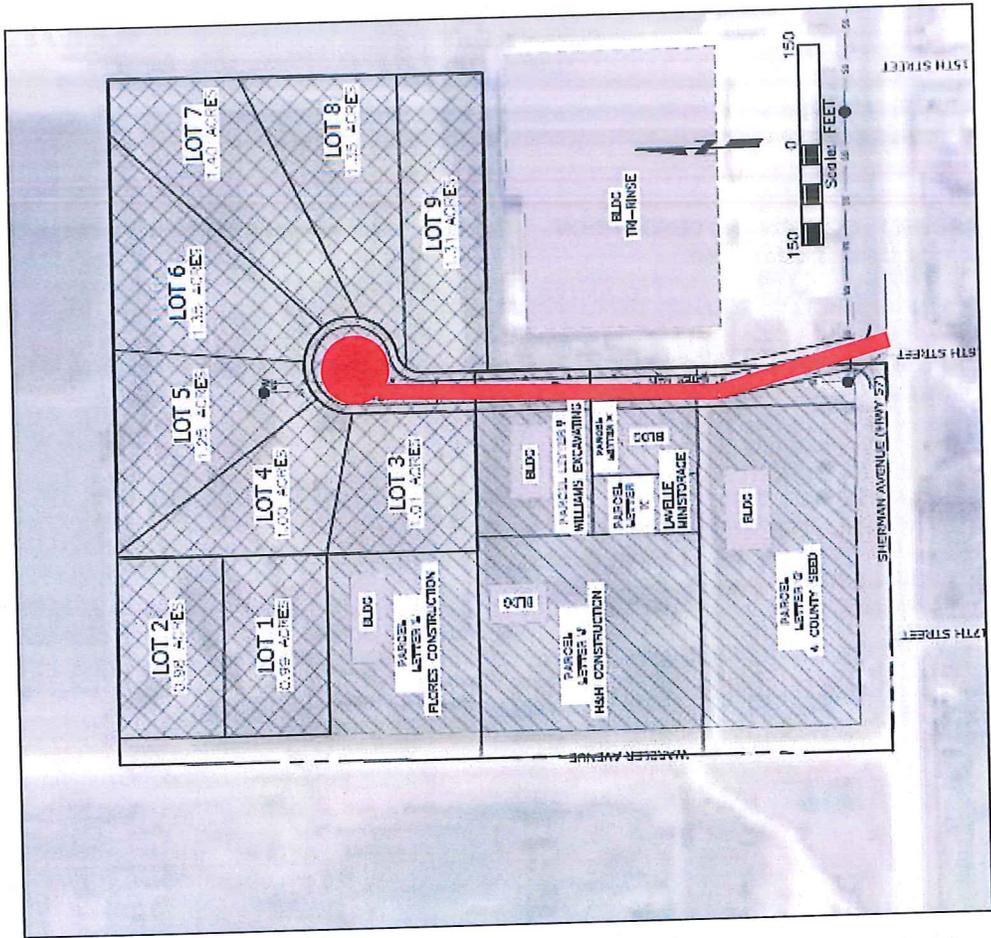
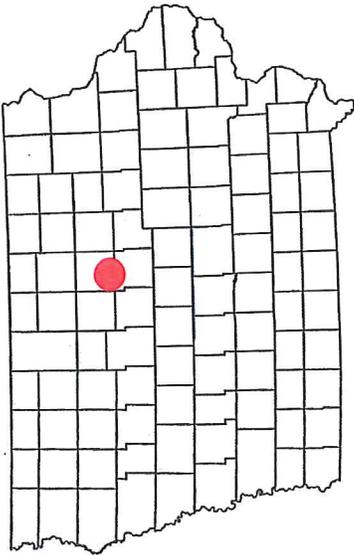
Total Rating: 41

Jobs: 0

STAFF RECOMMENDATION:

Award a grant of \$240,624 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.

Ackley



DEPARTMENT OF TRANSPORTATION
COMMISSION ORDER

Planning, Programming and Modal Division

Division/Bureau/Office Office of Systems Planning Order No. PPM-2016-34
Submitted by Craig Markley Phone No. 515-239-1027 Meeting Date November 10, 2015
Title Revitalize Iowa's Sound Economy (RISE) Project Settlement – Le Mars

DISCUSSION/BACKGROUND:

On July 13, 2004, the city of Le Mars was awarded a RISE grant of \$1,937,174 to assist with the grading and paving of 6,030 feet of Keystone Avenue, 1,760 feet of 200th Street, and 1,210 feet of 24th Street Southwest to provide access to the proposed new corporate headquarters for Wells' Dairy, Inc.

Commission approval of this project was contingent on the retention of 387 existing jobs and the creation of 152 new jobs within three years after completion of the roadway. Associated capital investment was to be \$35.8 million.

On October 27, 2009, the roadway was opened to traffic. As of October 2012, the city of Le Mars had not met the job creation contingency. The department was advised that an average of 442 total jobs were retained and created.

The method of calculation and amount of proposed settlement was provided to the city. The city of Le Mars has agreed to repay the proposed settlement of \$101,845.

PROPOSAL/ACTION RECOMMENDATION:

It is recommended the Commission approve the project settlement and proposed payment of \$101,845 for the city of Le Mars.

COMMISSION ACTION:

Moved by _____ Seconded by _____

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

Division
Director

Legal

State Director

PPM-2016-34

Craig Markley, Office of Systems Planning, said for RISE Immediate Opportunity projects there are job creation commitments associated with the completion of the project. Staff monitors the contingencies to assure they are met within three years of the roadway being open to traffic. If the contingencies are not met, the Department will seek partial or full revocation of the RISE funds. Today we are presenting a proposed settlement with Le Mars for a RISE project that was awarded in July, 2004. The city received a grant of \$1,937,174 for roadway improvements contingent on the retention of 387 existing jobs and creation of 152 new jobs by Wells Dairy Corporation within three years of project completion. In October, 2009, the roadway was opened to traffic; however, the company associated with this project was only able to retain and create an average of 442. Based on the settlement policy, the city has agreed to a repayment of \$101,845, and he requested Commission approval of the proposed settlement for the Le Mars RISE project.

Commissioner Rose said this was a business that came to us in 2009 in the height of the recession and they really produced a lot of jobs but not enough. However, they are still doing well.

Commissioner Reasner moved, Commissioner Yanney seconded the Commission approve the project settlement and proposed payment of \$101,845 for the city of Le Mars. All voted aye.

RISE Project Completion Settlement for:

RECIPIENT : City of Le Mars
 PROJECT # : RM-4257(619)--9D-75
 AGREEMENT # : 2005-R-001

Reimbursable Maximum : \$1,937,174

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:	1,937,174.00	
b. FINAL eligible project costs:	2,742,737.84	
c. 50% of FINAL eligible costs:	1,371,368.92	
d. "RISE differential" (a) - (c) =	565,805.08	\$565,805

Rounded

Step 2 Determine average number of jobs.

a.	FTE Jobs at beginning of 6 months:	451
b.	+ FTE Jobs at end of 6 months:	432
	Average number of jobs [(a+b)/2]	441.5

Step 3 Determine the amount of the contingency unfulfilled.

An average of 434 FTE jobs were created/retained by Wells' Dairy Inc. and an average of 8 FTE jobs were retained by Dean Foods for a total of 442 FTE jobs.

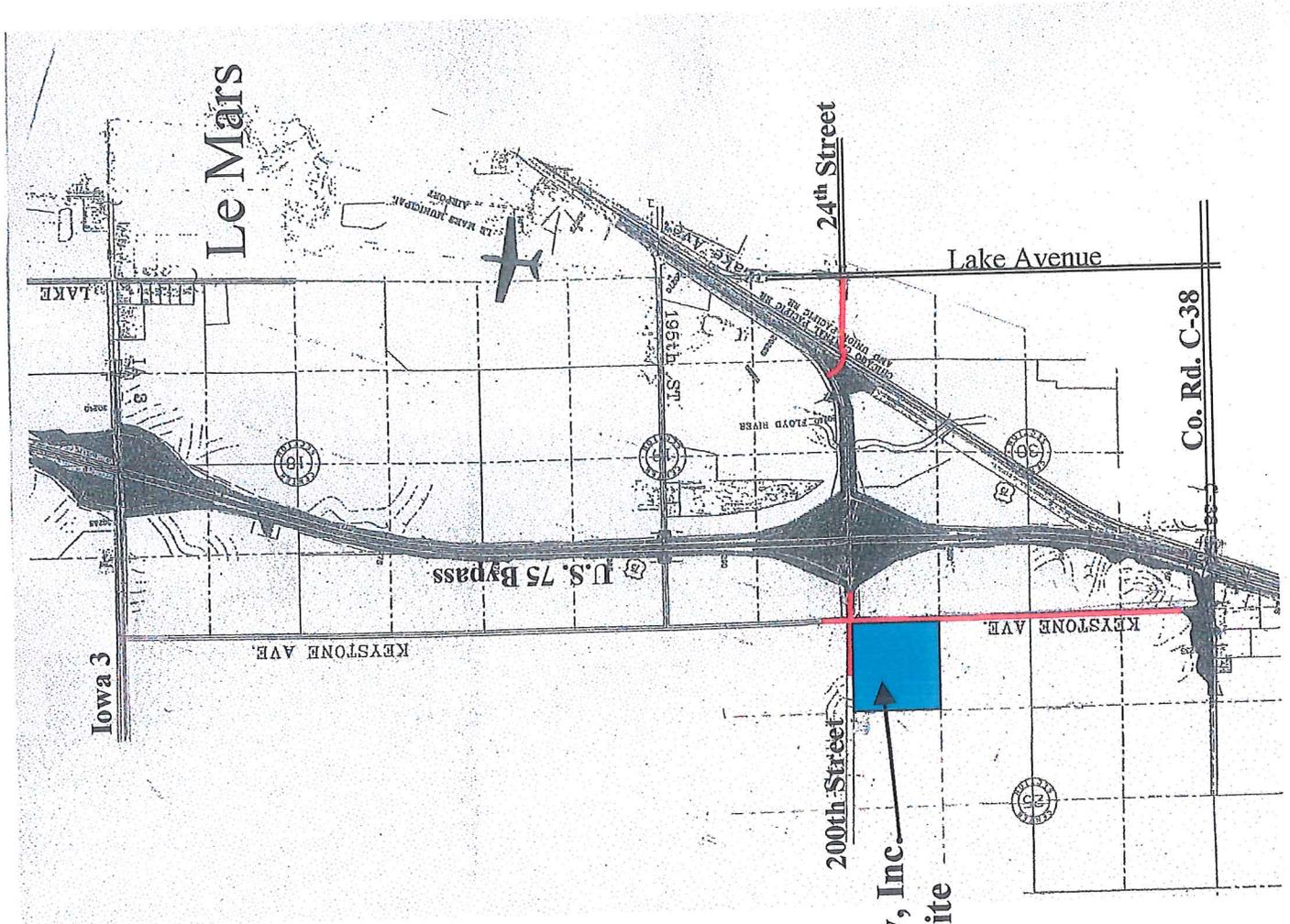
The funding contingency required that 152 FTE new jobs be created and 387 FTE jobs be retained for a total of 539 jobs.

a.	Contingency total # of jobs created/retained:	539
b.	Actual total # of jobs created/retained:	442
c.	Contingency unfulfilled (enter contingent if negative):	97
	Determine percentage = (c/a)	18.00%

Therefore the percentage of contingency still unfulfilled is: 18% Rounded

Step 4 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 3 %) = Prorated Amount
\$565,805	X	18%
		\$101,845
		Rounded



**Wells' Dairy, Inc.
Corporate Site**

2:02 p.m. Public Input – Nevada

Charles Good, Good & Quick
Larry Sloan, The Talent Factory, LLC
Al Kockler, Al Kockler & Co.
Katherine Asies
Carol Collings
Randy Collings
Justin Vetter, Manager, Vetter Equipment Co.
Jay David Armstrong, Dave Armstrong Inc.
Mel Brekke, Brekke Town & Country Store
Ron Jensen, Jensen Farms

Synopsis: Requested the proposal for U.S. 30 between I-35 and Nevada be reconsidered to not close 580th Ave., 590th Ave., 600th Ave., and 6th Street.

Al Kockler requested the Commission's help in changing plans of East Alternative 3 (EA3) of DOT project NHSX-30-5(244)-3H-85 which deeply affects the city, citizens, business owners, and property owners of Nevada. The city of Nevada was bypassed once and has direct access via 6th Street (Main Street). EA3 will permanently cut off that direct access to Main Street and the existing businesses.

Data and statistics used in the environmental assessment dated July 30, 2015, were from 2002 to 2009 instead of using figures up to 2014, and 2014 shows a dramatic decrease in accidents from I-35 to 11th Street in Nevada. There were only three accidents in this approximately seven-mile stretch of U.S. 30 with all the entrances and exits and approximately 13,000 vehicles per day. He believes the Nevada City Council was misled in that they had to vote for either EA3 or EA4. Both alternatives will permanently close 6th Street to U.S. 30. The Nevada city council voted 5 to 1 in favor of EA3 with one dissenting vote because that council member felt there wasn't enough information to vote yes. Another member was quoted as saying he/she voted yes because the majority voted yes; a poor way to run any business or government agency.

Only until a few months ago did the citizens of Nevada finally comprehend what was happening and packed the Nevada City Hall on October 26, 2015, for the city council meeting to show their disgust with the city council, mayor, and city administrator. The DOT information meeting at the Cross Road Baptist Church off U.S. 30 was filled with shocked and disgusted citizens. Most were not aware of the DOT plans until that day or the day before. Few farmers knew of the closure of the exits to the CASE-IH dealership, the CASE-IH/New Holland Education Center, Brown Supply Company, Caremoli USA, Brekkes Town and Country Store, the Key Co-op Elevator, the Lincolnway Energy Ethanol plant, and the new DuPont Cellulose Ethanol plant.

The two DOT proposals will affect thousands of taxpayers. They believe there are much better alternatives than West Alternative plan 1 and EA3. There should be more turning and acceleration lanes which are less costly to the taxpayers and the DOT will not need to procure approximately 223 acres of farmland which the farmers do not want to sell.

U.S. 30 between I-35 and 11th Street of Nevada is a unique section of highway. It is doubtful there is another five- to seven-mile section in Iowa or the Midwest which has such an impact on both the north and south sides for the businesses, farmers, and landowners. This area truly affects your pocket book when pulling up to the pumps to fill your vehicle due to the existing ethanol plant and future DuPont plant. We do not need a 70 mph or 65 mph speed limit; we need a 55 mph speed limit for this section of U.S. 30.

Mr. Kockler said a petition is being circulated in Nevada opposing the closure of 6th Street, and he has been told that 600–700 people have already signed it. He provided a copy of his speech which was given before the Nevada City Council on October 26, 2015, explaining the dissent and dislike for EA3. He also provided what they call East Alternative 5 for the U.S. 30/S-14 interchange; a blend of several people's ideas. He expressed appreciation to the Commission for hearing them out on this important issue, and noted he and Charlie Good are willing to serve on a committee regarding this problem.

Randy Collings said he is against the proposal of changing U.S. 30; in particular, the closing of the intersections with 580th Ave., 590th Ave., and 600th Ave. which would create great hardship and major issues for him as well as other area farmers. 600th Ave. is the only gravel road that crosses the Union Pacific Railroad between Ames and Nevada. Because of this road, farmers can safely move farm equipment with widths as great as 17 ft. 4 in. Pushing the same farm equipment to concrete roads at 610th Ave as proposed with a new interchange at 575th Ave. will create major safety concerns involving heavy truck, car, and bicycle traffic. 580th Ave. is the only other road that crosses the Union Pacific Railroad between Ames and Nevada and is heavily traveled with trucks, cars, and bicycles because it is concrete. Each travel lane on 580th Ave. is 11 feet wide. 610th Ave. is a major problem as well for farm equipment as each lane is only 12 ft. 6 in. wide. The county will need to build access roads, and access to businesses that built along U.S. 30 will be gone.

Statistics do not back up the closing of these intersections. The Iowa Department of Transportation has indicated there were 258 accidents in this corridor in the ten-year period of 2005 to 2014. Of those accidents, 30 percent were animal related, 9.8 percent were following too close, and 7.8 percent were driving too fast; none of which would be taken care of by this U.S. 30 project. Also, of the 258 accidents, 112 were at the intersections included in this project but the majority (146) would not have been avoided by this corridor improvement.

Mr. Collings said he conducted a time study using a Garmin for speed verification, and for every five mile per hour change in speed from 6th Street in Nevada to Duff Ave. in Ames affects the travel time 34 seconds. If the speed were decreased five miles per hour, it would take 34 seconds longer to travel the same distance.

There were 62 intersection accidents in the project corridor from Sand Hill Trail to 6th St. Nevada from 2005 through 2009. There were 50 accidents at the same intersections from 2010 through 2014. 590th Ave. had three- and four-accidents respectfully; 600th Ave. had four- and two-accidents; and 580th had eight- and 19-accidents. While this rate is horrible, the data for 2014 showed only one accident at that corner. Why? It is because of the increased angle deceleration lanes/turn lanes to get on and off that highway. Because of those increased angled lanes, the person pulling on knows that person is totally committed to coming off that road.

Businesses will suffer financial hardships up to and including closing if the intersections are closed. The increased liability is passed on to the county as well as the farmer because of having to travel on high traffic roads with wide farm equipment. It will be a problem for the farmer who has no direct way of crossing the Union Pacific Railroad tracks without 600 Ave.

The Iowa DOT was asked for many years by Nevada to look at S-14 and U.S. 30 and now that has evolved in a six-mile corridor with changes many people do not want or, statistically, are not justified.

Mr. Collings said resolutions would be to keep all the intersections open; install increased angle decelerator/turn lanes at 590th and 600th with further studies of 580th to determine if that decelerator lane is the reason the accident rate dropped dramatically; and slow the speed down on U.S. 30 and enforce the speed limit as it is not well enforced now. The additional time needed when driving five to ten miles per hour slower is insignificant if you put a stop watch to it.

Catherine Asies said she lives one mile south of U.S. 30 between 600th and 610th; two roads that will be cut off. The Commission has heard from a Nevada business owner and a farmer requesting a second look at this project. She lives on an acreage and the project would cut off their ability to get in and out without taking a wide, circuitous route. She had no idea about the project until two weeks ago when a neighbor told her and she went to the city council meeting. She doesn't understand why she, who lives one mile from this major highway where her roads are going to be cut off, did not receive a letter. She understands the Iowa DOT usually sends letters to people within the study area but the study area was drawn so small to preclude informing people who will be affected by this change. She did some research and what she saw was a lot of information about environmental impact so by drawing the study area small all that was taken for information was environmental when families, business owners, and farmers are going to be harmed by this change. She asked the Commission take a second look.

Commissioner Rose said we will take the information and work with staff. We appreciate your taking the time to talk with us.

Commissioner Boswell said we are gathering information today and will discuss this further to see if some things can't be done a bit better. He has been hearing from folks that are concerned about what is going on and the Commission will discuss it.

2:20 p.m. Bob Beck, Des Moines County Supervisor and Chairman of the Highway 61 Coalition

Bob Beck expressed appreciation for all the nice improvements being made in Des Moines County on U.S. 34 and U.S. 61. He looks forward to working with the Commission on the U.S. 61 improvements going forward, and he hopes to see that four laned all the way to the other side of Louisa county. RISE grants have resulted in a lot of very nice projects, and the area is growing.

Meeting adjourned at 2:22 p.m.