

WOODBURY COUNTY BOARD OF SUPERVISORS AGENDA ITEM(S) REQUEST FORMDate: 06/20/2018 Weekly Agenda Date: 06/26/2018**WORDING FOR AGENDA ITEM:** Committee Reports - IJR Stakeholders Meeting**ELECTED OFFICIAL/DEPARTMENT HEAD/CITIZEN:** Jeremy Taylor and Mark Nahra**INFORMATION ITEM ONLY****EXECUTIVE SUMMARY:**

Woodbury County is the contracting authority for a project to study the need for an additional interchange on Interstate 29 south of the airport interchange to be located between exit 135 (Port Neal Interchange) and exit 141 (Airport Interchange). The project is being done under a multijurisdictional agreement between Woodbury County, the cities of Sioux City, Sergeant Bluff and Salix, the Siouxland Initiative, and the Iowa DOT. The project partners all pay a share of the cost of the project cost under an agreement signed by all parties.

BACKGROUND:

Much of the project work has been completed with the remaining work being completion of the draft interchange justification report (IJR) with a proposed site selection and a subsequent public hearing prior to submitting the final report to the IDOT for recommendation to FHWA. The consultant team narrowed the scope of the study area and took three potential interchange sites to a public information meeting in late 2016. Public comments were received and documented from that meeting.

The study area surrounding the three interchange sites was extensively surveyed for adverse impacts. There are no factors which would disqualify any of the three sites for environmental, historic or endangered species impacts. The northern option had the most significant impact as it would require closure of the rest areas near mile point 139. According to an Iowa DOT study however, the two rest areas will be recommended for closure at a future date anyway, so this was not deemed a disqualifying impediment to this site by DOT staff present at the meeting.

Since the last stakeholder meeting in November 2017, the consultant team's work has centered on the traffic projections for the new interchange site and existing interchanges at Singing Hills Drive and Airport Drive. Work on the traffic study has been done by the consultants, Iowa DOT staff and SIMPCO staff. Original traffic projections proved to be inaccurate when subsequent traffic counts and projections were made in 2017. In fairness to IDOT and local staff doing the traffic counts and projections, construction impacts from the I-29, CF and Seaborne projects has made their task difficult.

The stakeholders group has waited to hear for 6 months whether or not there continues to be a good case for justification of the IJR, the case is now being made more on an economic development perspective to alleviate future rather than current traffic needs. While the demand model showed improvement toward justification, it is not enough on the traffic model alone. Our engineering consultants added the RISE project related to Seaboard and while this moved the proverbial ball downfield, it was not enough to be substantial.

FINANCIAL IMPACT:

The original IJR project estimate was \$600,000. The consultant team proposed a budget of \$648,409 based on the original scope of work for the five stages of the project. The project has been authorized by the Board up to \$536,799 to date. This includes all work in stages A, B, C and E of the original agreement plus \$120,000 of stage D, which includes the environmental assessment portion of the project work. Of that authorized expenditure, approximately \$40,000 remains unspent. Project partners are bound by the original agreement to the \$600,000 budget. With the additional project work necessitated by modifying the report due to the new traffic projections, funding to the original contract proposal amount is requested by MEC. The proposed final project funding level is \$48,409 above the original project estimate and brings our cooperative effort to a conclusion and places the project in the hands of the IDOT and FHWA.

RECOMMENDATION:

Whether or not authorizing the full contract cost of the IJR remains a good idea, one thing is for sure, not completing the project at this juncture means that the 82.5% of study funds expended to this point will be for naught if the study is not completed. With a \$25 million estimated price tag on the construction of the interchange and connecting roads, Supervisor Taylor representing Woodbury County at the 6-14-18 meeting shared his hesitation on the how the bill for the full cost of the interchange project would be paid. There is a potential for federal, state, and MPO money for construction of the interchange and connecting roads to the existing road system south of Sergeant Bluff. There is no opportunity to obtain construction funding without completing the IJR project. In other areas such as Davenport, interchange construction has both alleviated congestion and spurred development and growth around it. Given the potential growth south of Sioux City and the projects currently in the mix, the county recommendation is—if other stakeholders such as the City of Sioux City, Iowa DOT, Sergeant Bluff, etc.—are willing to contribute the project to completion, that the Board authorize Phase D and a cost of up to \$648,409 for substantial completion of all stages of the IJR.

The consultant is confident that the IJR can be approved, even at the lower traffic congestion levels at the current interchanges. He cited recent interchanges constructed near Des Moines and the aforementioned interchange near Davenport as being examples of successful IJR reviews resulting in construction.

A new interchange south of the airport has long been a regional priority for the area and has been included in the MPO long range transportation plans for 2030, 2035, and the recently completed 2040 plan. Mayors from Sergeant Bluff and Sioux City were present at the meeting and supported seeing the study to completion. They anticipated support from their respective city councils. Tony Lazarowicz, IDOT District Engineer for District 3, is supportive of continuing the study and will recommend Iowa DOT contribute their percentage share to the cost of the project extension. Siouxland Chamber staff also indicated a willingness to work with their organization to contribute to the increased cost of the project.

ACTION REQUIRED/PROPOSED MOTION:

Upon receipt of letters of agreement with the project amendment from our project partners, the authorization for full project funding and the extended project scope will be brought to the Board of Supervisors for approval.

Woodbury County IJR Project Cost

MEC Inc. - Consulting Engineer

Organization	Agreed Total Commitment	Approved Project Phase 1	Approved Project Phase 1 + Partial task D	Percentage Shares	Total Invoiced Costs To Date
Woodbury County	\$ 180,900.00	\$ 125,664.90	\$ 161,844.90	30.150%	\$ 152,087.51
Sioux City	\$ 171,387.00	\$ 119,056.55	\$ 153,333.95	28.565%	\$ 144,089.67
Sergeant Bluff	\$ 8,759.00	\$ 6,084.57	\$ 7,836.37	1.460%	\$ 7,363.93
Salix	\$ 754.00	\$ 523.78	\$ 674.58	0.126%	\$ 633.91
Siouxland Initiative	\$ 40,200.00	\$ 27,925.53	\$ 35,965.53	6.700%	\$ 33,797.22
Iowa DOT	\$ 198,000.00	\$ 137,543.67	\$ 177,143.67	33.000%	\$ 166,463.94
Total	\$ 600,000.00	\$ 416,799.00	\$ 536,799.00	100%	\$ 504,436.18
Agreement totals	\$ 600,000.00	\$ 416,799.00			\$ 504,436.18
Partial task D authorization (11/08/16)		\$ 50,000.00			
Additional task D authorization (04/04/17)		\$ 70,000.00			
Total authorization	\$ 600,000.00	\$ 536,799.00			
Percentage of agreement appd.		89.5%			
City Share	\$ 180,900.00	\$ 125,664.90	\$ 161,844.90		
County Share	\$ 180,900.00	\$ 125,664.90	\$ 161,844.90		
Siouxland Share	\$ 40,200.00	\$ 27,925.53	\$ 35,965.53		
DOT Share	\$ 198,000.00	\$ 137,543.67	\$ 177,143.67		

Phase D Expenses

	Invoice No.	Amount	
October 31, 2016	14063	\$ 1,380.00	MEC
		\$ 7,057.50	HDR
November 30, 2016	14226	\$ 310.00	MEC
		\$ 21,557.23	HDR
January 31, 2017	14699	\$ 23,748.41	HDR
April 30, 2017	15515	\$ 1,085.00	MEC
May 31, 2017	15812	\$ 6,089.08	HDR
September 18, 2017	16838	\$ 33,281.06	HDR

Total Phase D Expenses Billed to date: \$ 94,508.28

Exhibit 'A'
to The Cost Sharing Agreement
To Complete An
Interchange justification Report (IJR)
October 28, 2014

PROPOSED JUNE 14, 2018

IJR Budgeted Fee (estimated - subject to change)

ORIGINAL:

FINAL BUDGET:

Estimated Fee **
\$ 600,000

48,409

Total Budgeted Cost Share as Follows:

Local	67.0%	
State - Iowa DOT	33.0%	
Totals	100.0%	

402,000
198,000
600,000

100%	48,409
0	0
100%	48,409

Local - 67% Local Cost To Be Shared as Follows:

\$ 402,000

48,409.00

Cities	45.0%	
County	45.0%	
The Siouxland Initiative	10.0%	
Totals	100.0%	

180,900
180,900
40,200
402,000

50%	24,204.50
50%	24,204.50
0	0
100%	48,409.00

Cities 45% To Be Cost Shared as Follows:

\$ 180,900

24,204.50

	Population	% of Total	
Sioux City	82,967	94.7%	
Sergeant Bluff	4,240	4.8%	
Salix	365	0.4%	
Totals	87,572	100%	

171,387
8,759
754
180,900

94.7%	22,927.00
4.8%	1,180.50
0.4%	97.00
100.0%	24,204.50

Recap	% of Total	Budget
		\$ 600,000
IDOT	33.0%	198,000
Woodbury County	30.2%	180,900
Sioux City	28.6%	171,387
Sergeant Bluff	1.5%	8,759
Salix	0.1%	754
The Siouxland Initiative	6.7%	40,200
Total	100.0%	\$ 600,000

REVISED:

648,409.00	
198,000.00	30.6%
205,104.50	31.6%
194,314.00	30.0%
9,939.60	1.5%
851.00	0.1%
40,200.00	6.2%
648,409.00	100.0%

** The actual fee has not been determined at this time. The final fee will be determined after a Consultant is selected and the final scope of work is established. All parties recognize this is an estimate only at this time and will likely change. The final fee will be allocated on a pro rata basis per the percentages in this example.

*** \$40,200 is the maximum cost share for The Siouxland Initiative. The other local parties agree to pay for any costs over \$40,200 pro-rata to their investment.

Cost Sharing Agreement

To Complete An Interchange Justification Report (IJR)

January 27, 2015

This agreement is hereby made by and between the following participating entities called “**The Parties**”.

Woodbury County, Iowa
City of Sioux City, Iowa
City of Sergeant Bluff, Iowa
City of Salix, Iowa
The Siouxland Initiative

Whereas: The Parties understand the importance of having a new interchange located on Interstate 29 (I-29) between mile markers 138 and 140 to serve the existing traffic and create a new entrance into the industrial and commercial growth areas of Sioux City, Sergeant Bluff, and Woodbury County and;

Whereas: The Parties understand the first step in working toward getting a new interchange, is to complete an IJR.

Whereas: The Parties understand the value and strength they bring by working together to complete the IJR collaboratively as a high priority project for the region and;

Whereas: The Parties desire to seek Iowa Department of Transportation (IDOT) funding for one third (1/3) of the cost to complete the IJR and to include the IDOT in the planning process and;

Whereas: The Parties have requested that Woodbury County, Iowa be the lead entity to organize and coordinate the IJR planning efforts, work closely with the IDOT and with all the other parties to this agreement, and the Woodbury County, Iowa Board of Supervisors have agreed to do so.

Now therefore:

The Parties hereby agree to participate in the planning efforts by appointing two (2) members from their respective entities to serve on the planning committee to provide input and guidance to the Consultant for the completion of the IJR.

The Parties hereby agree to participate in the funding of the cost of the IJR on a pro rata basis as outlined in Exhibit 'A' attached to and made part of this Cost Sharing Agreement.

The Parties agree that The Siouxland Initiative's cost shall be 10% of the local share up to a maximum of \$40,200. Any pro-rata share to The Siouxland Initiative above \$40,200 shall be split between all the other local parties, pro-rata to their respective share.

The Parties understand that at the time this agreement is being approved, the Consultant to complete the IJR has not been retained, and the scope of the work and the fees for the IJR has not been firmly established. For planning purposes, a \$600,000 budget is used at this time. It is understood the final costs could be more or less than the budgeted amount.

The Parties each reserve the right to terminate their involvement in this agreement prior to entering into a formal agreement to do the projects if the costs are much higher than budgeted and if the IDOT does not pay for one third of the cost of the IJR.

The Parties agree to pay for their pro-rata share, by placing their funds into an account, managed by Woodbury County, Iowa at the beginning of the IJR planning process to be used to pay for the costs of the IJR.

This agreement has been approved by each entity and is signed all parties below on this _____ day of _____, 2015.

Mark Monson, Chairperson
Woodbury County, IA

Linda Cox, Mayor
City of Salix, IA

Bob Scott, Mayor
City of Sioux City, IA

Chris McGowan, President
The Siouxland Initiative

Jon Winkel, Mayor
City of Sergeant Bluff, IA