puerta de 14 Marshalltown

Marshalltown, Iowa

Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Grant Application | April 2022

Submitted by the City of Marshalltown, Iowa

MARSHALLTOWN IOWA

BOLTON & MENK

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I. Project Description

A. Introduction

The Puerta de Marshalltown (Gateway of Marshalltown) serves as one of the primary entrances into Marshalltown, Iowa. The tight-knit, diverse neighborhood in the northeast portion of Marshalltown along the Highway 14 corridor is made up of 41 percent Hispanic or Latinx residents based on recent block group data through EJ Screen. With a mix of land-uses and variable Right-of-Way (ROW) widths, Puerta de Marshalltown, consists primarily of the Highway 14 corridor. Existing roadway conditions have deteriorated, and walkability is lacking due to degrading pavement surfaces and narrow or missing sidewalks. Both private and public investment in amenities adjacent to this corridor in the Millions of dollars is furthering the need to rebuild the Highway 14 corridor to expand upon the rejuvenation and reinvestment in the northern entrance into Marshalltown.

This major arterial roadway provides a key connection to the City's downtown and industrial areas. Highway 14 runs directly through low-income Census Tracts 9505 and 9509. Vital to the utilization of this corridor is the proximity to US Highway 30 and Highway 330/US 65, a heavily traveled route and the primary connection to Ames, Cedar Rapids and the Des Moines metropolitan area. Highway 14 extends northward to US Highway 20 and serves as the connection route to Waterloo and Cedar Falls. These major road networks welcome residents and visitors alike to Marshalltown. Furthermore, the corridor provides freight connections to large corporations, including Emerson Process Management, Marshalltown Company, Lennox and JBS.

Residents, patrons, business owners, delivery drivers, and visitors depend on the corridor as part of their daily routine. Like many arterial roads in communities we live and work in, there comes a point where planning, reinvestment and a new vision become essential to ensuring the successful future of a corridor. For the last 15 years, the Highway 14 corridor has been noted in multiple planning efforts, with a future vision further strengthened and defined through the years. The efforts detailed below show the dedication and commitment by the community to encourage change.

In 2007, IMAGINE, a grassroots visioning initiative, was executed with community members to continue the conversation of community betterment. "7 Big Ideas" were selected out of more than 3,000 suggestions. Five rely on reinvestment and revitalization of the Highway 14 corridor:

- Revitalize and Strengthen Downtown
- Create a Pedestrian and Bicycle Friendly Community
- Develop the Linn Creek Riverwalk and Trail System
- Increase Beautification
- Develop Riverview Park and Beautify the North Entrance to the Community

These big ideas are still relevant to the community today, as additional opportunities have arisen as a result of recent disasters and the changing footprint of the community.

In 2016, the Iowa Department of Transportation (IDOT) allocated funding for Maintenance Resurfacing of Highway 14 corridor through Marshalltown. The scope of that project was to include a mill and overlay of the existing road surface and reconstruction of ADA pedestrian ramps at each intersection impacted. City officials knew Highway 14 had greater potential. It was decided that the Maintenance Resurfacing funding allocated for the project would be tabled to allow the City to conduct a study of the corridor and develop a plan to lead to a more comprehensive project which promotes additional opportunities along the corridor.

In late 2017, a public-private partnership was formed between the Martha-Ellen Tye Foundation (local non-profit foundation), Region 6 Resource Partners (f/k/a Region 6 Planning Commission) and

the City of Marshalltown to create vision and a plan for the north side of the community. The Highway 14 Corridor Study assessed approximately 1.9 miles of the 4.5 miles of Highway 14 in Marshalltown. From the standpoint of deteriorating pavement, poor public safety, and degrading housing and commercial property, this was the area of greatest need along the length of the corridor. Improving the safety of the corridor for all users, increasing opportunities for economic development and incorporating beautification strategies were among the primary goals set forth by the project partners.

In a 2018 survey, community members identified the arrival experience, sense of safety on the street, landscaping and sidewalk/pedestrian amenities were among the attributes that were liked the least about the existing Corridor in the community. The Puerta de Marshalltown has become an area of growing concern with a deteriorating image, declining quality of housing, and increasingly unsafe pedestrian and vehicular conditions. A mix of incompatible land uses, narrow ROW conditions, lack of pedestrian accommodations and increasing semi-tractor trailer traffic has diminished the vibrancy of the corridor and caters to a negative image for the community. The revitalization of this primary thoroughfare has the potential to become a point of pride for Marshalltown.

The outcomes of the 2018 Highway 14 Corridor Study included a range of improvement strategies that were derived from the input of the community. Some recommendations were intended to be immediate or near-term improvements, but many were developed with the understanding that it will take time and multiple phases to implement. The immediate and near-term improvements encompass improving the public ROW and providing the needed infrastructure to support a multi- modal corridor that is attractive to development, promotes private investment and caters to a better quality of life for Marshalltown residents.

On July 19, 2018, an EF-3 tornado struck the north half of the community, including the downtown core of Marshalltown, and destroyed nearby neighborhoods, damaging more than 2,000 properties. Multiple buildings in the downtown business district were damaged beyond repair, requiring demolition. Major industrial sites such as JBS and Lennox suffered extensive damage. The path of the tornado impacted more than a one-half mile section of the corridor. The damage and destruction impacted hundreds of residential properties along the corridor which had been economically challenged for years. Then, on August 10, 2020, the City was hit by an inland hurricane, known as a Derecho. The Derecho impacted the entire community with power outages, road blockages, and property damage. The impact of the Derecho was yet another setback to the north side of the community, creating uncertainty for the timeline of disaster recovery and causing more damage to the deteriorating, low-income Highway 14 Corridor.

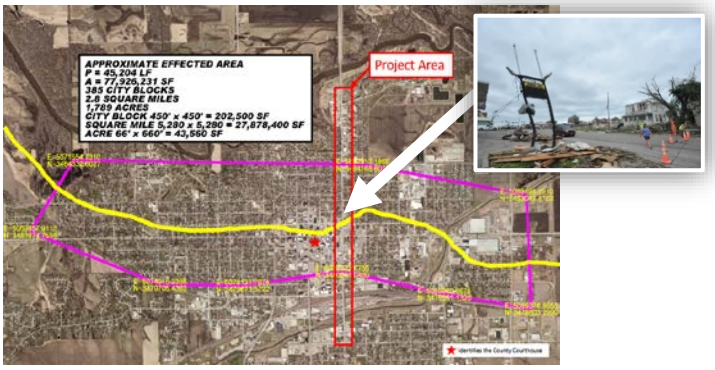


Figure 1: Damage to businesses and homes on Highway 14 Corridor in the aftermath of the July 2018 tornado.

In response to the 2018 tornado, the City completed the Downtown Master Plan to develop a plan to create a new vision for a downtown that would never look the same. Since the downtown is bisected by Highway 14, three catalyst sites along the Corridor were included in the new Downtown Master Plan. The completion of the Puerta de Marshalltown project will promote the successful implementation of the Downtown plan and kickstart the rebuilding process in the wake of two major disasters in two years.

In 2019, the City was awarded an Iowa DOT RISE grant and in 2020, a U.S. EDA grant to complete the Edgewood Street extension project. With more than 250 trucks traveling Highway 14 to JBS each day, the City has made safety for the Corridor a top priority and secured local, State and Federal funding in the amount of $7.2 million to complete a road extension project. The project is aimed at rerouting a large percentage of truck traffic away from residential properties along the Corridor. This project is currently out to bid with plans to begin construction in the summer of 2022.

In 2020, the City entered into a contract to begin the complete re-write of the city's Zoning Ordinance. The Highway 14 Corridor Study spurred this process as heavy discussion related to corridor uses were underway. On April 11, 2022, the City Council approved the new Zoning Ordinance and Zoning Map which created a new Mixed-Use District and applied it to the majority of the corridor. It is the goal of the City that this change will encourage new and redevelopment of the area.

In 2021, the Downtown Implementation Plan was completed, which was a follow-up to the Downtown Master Plan. This detailed plan addressed the public infrastructure needs in the downtown. Phase 1 includes the complete reconstruction of State Street from 3rd Street to 3rd Avenue which intersects Highway 14. The project has an estimated total cost of more than $7 million. The project is scheduled to go out to bid in May of 2022 and construction starting shortly thereafter. The completion of all eight phases is anticipated to cost more than $35 million and will take over a decade to complete.

Looking ahead, the city has other major projects in planning and design stages that will add to the rejuvenation of the Highway 14 corridor including:

- Roadway reconstruction to East Main Street, a major collector intersecting Highway 14
- Enhancements to Riverview Park, the City's largest outdoor recreation space located at the north end of the Corridor

The ongoing commitment by local, State and Federal partners, to improving the Puerta de Marshalltown supports the community's vision and goals.

B. Technical & Engineering Aspects

The original roadway through the Puerta de Marshalltown was paved in the 1950's, with portions paved in brick. In the 1970's and 1980's, a series of resurfacing and widening projects were completed to transition the two-lane highway to a four-lane cross section. In 2003, a portion of the corridor from Nevada Street to Main Street was resurfaced through a mill and overlay maintenance project. In 2006, traffic signals were installed at the intersections of Linn, Church, Main, and State Streets.

Other than previously identified paving and maintenance projects, little to no other improvements have been made to the corridor. Existing land use in the area varies from high density residential, single family residential, neighborhood commercial, office park, and light and heavy industrial. Increased semi-tractor trailer traffic through residential neighborhoods to access the JBS pork processing plant and other industrial sites, incompatible land uses adjacent to one another, and poorly designed intersection alignments have catered to worsening living and working conditions within the Corridor.

For the Corridor, per the Iowa DOT Concept Design Statement (June 2016) for the approved maintenance resurfacing project, the crash rate is 406/HMVM which is greater than the statewide urban average of 263/HMVM. Of the crashes at this corridor, 28 percent are a result of Failure to Yield the Right-of-Way (FTYROW) on a left-hand turn and at a stop sign. The project includes

roadway and utility improvements; landscaping and aesthetic improvements; ADA compliant sidewalks and crossings; and improved lighting. The design phase of this project is at 20 percent completion level for purposes of estimating this application.

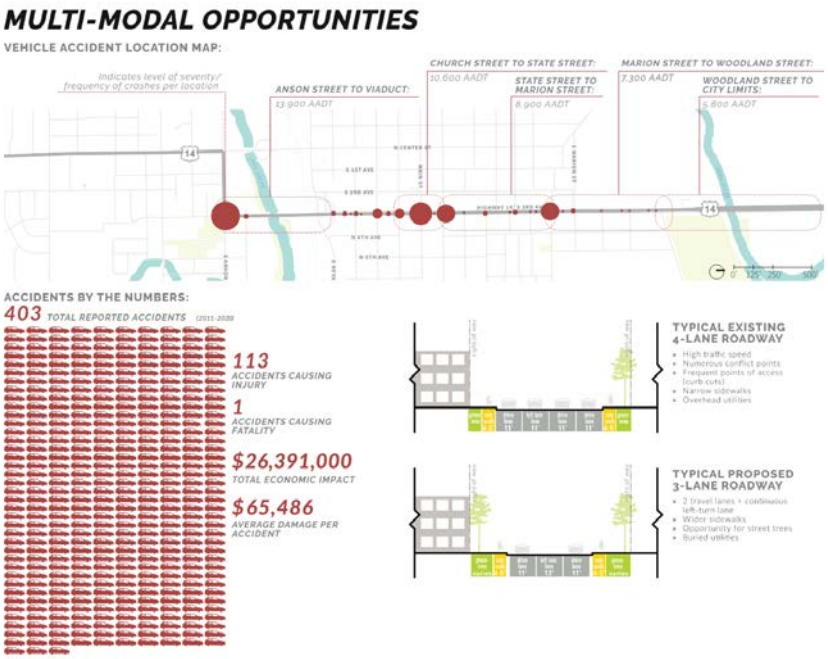
1. Existing Transportation Challenges

As Highway 14 runs north to south for the length of the community, it is naturally a significant barrier for pedestrians to access local jobs and businesses on one side of the community to the other side. Infrequent pedestrian crossings and inadequate sidewalks represent only a small part of the transportation challenges facing the Puerta de Marshalltown. The following is a more complete list of challenges that impact the vehicular and pedestrian safety on the corridor:

- Narrow ROW creates very little separation between the roadway, sidewalks, and signs/poles;
- Poor and interrupted sight triangles at side street intersections impede adequate sight distance to see oncoming traffic;
- Excessive speeding and poor access management contribute to rear-end collisions resulting from sudden stops and sudden lane changes;
- Poorly aligned or offset intersections;
- Increased tractor trailer traffic and turning movements at poorly designed intersections with undersized turning radii;
- Lack of pedestrian accommodations; narrow and deteriorating sidewalks; poorly defined intersection crosswalks; and non-compliant intersection pedestrian ramps;
- Lack of safe bicycle crossings and routes;
- Inadequate street lighting; and
- Deteriorated utility infrastructure that requires traffic closures for emergency repairs

Several intersections are prone to frequent accidents. Some are the result of higher traffic volumes and turning movements at the intersection, while others such as Marion Street and Riverside Street are poorly aligned, have poor sight lines and/or are not designed to support proper vehicle turning radii. A summary of the crash history data identifies the cumulative cost associated with traffic related accidents from 2011-2020, as well as the cost per incident.

Figure 2: Multi-Model Opportunities – Accidents By The Numbers (2011-2020)



2. Addressing the Transportation Challenges

To overcome the challenges that exist on the Corridor, it will take multiple tools and strategies to specifically address the needs of the different users and promote long-term growth potential of the corridor, while also maintaining the functionality of the roadway and those it serves daily. The following is a summary of specific solutions for addressing the transportation challenges of the Puerta de Marshalltown:

Challenge: Narrow ROW, creating narrow sidewalks and minimal separation
Solution: Utilize a road diet to reduce the overall pavement width of the roadway, creating additional space for wider sidewalks and wider buffers between vehicles and pedestrians.

Challenge: Poor intersection visibility
Solution: At the Swayze Street intersection, an existing building impedes the sight triangle and limits the ability to see south bound traffic. By reducing the roadway width, vehicles stopped on Swayze will be able to pull out from the blind spot created by the building and allow a better vantagepoint to on-coming traffic. Side street intersection bump outs at four downtown intersections will allow pedestrians to be more visible from parked cars, improve visibility to oncoming traffic, and allow motorists to spot pedestrians more easily at crosswalks.

Challenge: Access management
Solution: Large, uninterrupted, and frequent curb-cuts and driveways greatly increase the number of conflict points along the corridor. During the traffic study, multiple driveways were identified to be removed or reduced. Through an extensive public outreach process involving individual meetings with property owners, consensus was built to reduce and/or eliminate many of the driveways along the corridor. Reducing the frequency of vehicles turning will have a significant positive impact on the Corridor, from both a vehicular safety and pedestrian safety standpoint.

Challenge: Poorly aligned intersections
Solution: At the Riverside Street intersection, the street is divided into a boulevard for one block to the west of the intersection with Highway 14. The intersection is not aligned, which creates poor visibility for vehicles turning onto the corridor as well as vehicles stopping in the middle of the intersection as part of a turning movement. Abandoning the boulevard on Riverside, properly aligns the intersection so travel lanes are uninterrupted and do not lead into oncoming traffic while creating a great opportunity for streetscape amenities.

Challenge: Semi traffic at undersized intersections
Solution: The Marion Street intersection, which handles more than 250 semi-trucks (this is the quantity heading to and from JBS alone) on a daily basis, is also the location of a fatality caused when a semi-truck hit a motorcycle in 2017. The existing intersection has a tight turning radius that results in semis turning into oncoming traffic, while the trailer rides over the curb and sidewalk. The proposed intersection design includes a wider turning radius and will be properly designed to accommodate the vehicles that will use it daily. Additionally, a separate city project (Edgewood Street Extension) includes $7.2 million-dollars to construct a new street corridor specifically intended to divert semi-trucks off Highway 14 further north. This Highway 14 corridor project will include properly designed intersection improvements to the Edgewood Street intersection to accommodate semi-truck traffic turning off Highway 14.

Challenge: Lack of pedestrian accommodations
Solution: Wider sidewalks along Puerta de Marshalltown will promote more walkability along the corridor and eliminate barriers for pedestrians. ADA-compliant sidewalks and compliant

pedestrian ramps will give the mobility-impaired a useable pavement surface as well. Increased walkability will create connectivity to local businesses, Riverview Park, Anson Park, Downtown, and the Linn Creek Trail.

Challenge: Lack of safe bicycle crossings and routes
Solution: As part of the Downtown Implementation Plan, the designated bicycle route will be moved from Main Street to State Street. A dedicated cycle-track will be installed on the north side of the road at sidewalk-grade level. As this route intersects with Highway 14, an improved crossing will be installed which includes proper signalization and bicycle sensors. Appropriate striping and signage will direct travelers to safely cross the Corridor. A designated bicycle lane will not be included on the corridor itself but the sidewalks will be reconstructed at a wider width which will accommodate bicyclists.

Challenge: Inadequate street lighting
Solution: Although some of the current roadway lights have been upgraded to LED, many of the lights are poorly spaced and nearly every pole is immediately behind the back of curb without any kind of breakaway base. The existing lights are fed by overhead electric, which was damaged or destroyed in the two disasters previously discussed and resulted in some street lights not being replaced. Installing new poles, bases and fixtures will create more even distribution of lighting along the corridor, while moving the electric feed underground will provide resiliency in future disasters. Additional ROW due to a road diet will allow for the poles to be set back farther from the roadway. Improving the lighting along the roadway will improve vehicular, pedestrian and overall public safety by creating a more well-lit space.

Challenge: Aging and failing utility infrastructure
Solution: Aging infrastructure including water, storm sewer, and sanitary sewer have deteriorated to the point that they are in need of replacement. The deterioration is such that emergency repairs are needed in increasing frequency and when they are needed, traffic must be partially closed off to make the repair. Full replacement of these utilities while the street is undergoing major reconstruction is a financially and safety minded decision that will set the Corridor up for decades to come.

(Water): The water infrastructure is managed by Marshalltown Water Works (MWW). The existing watermain was installed prior to 1930 and a large portion of the Corridor has dual watermains. The watermain and existing valves are failing and are a constant maintenance issue. The failure of the water valves creates a larger issue when there are water main breaks in the adjacent area, as the inability to open and close valves extends repair time and corresponding water outage. MWW has committed $2.5 million-dollars towards the necessary improvements to the water infrastructure as part of this project.

(Storm Sewer): The storm sewer along the corridor is undersized and in need of upgrading, or lacking all together. A community-wide drainage study was completed in 2004 and provided recommendations to increase storm sewer capacity along the Corridor. The recommendations include upsizing pipe and providing capacity for both the corridor and adjacent areas. While drainage is closely tied to transportation projects; the city has committed over $2.7 million-dollars towards the necessary improvements and upgrades to the storm sewer system.

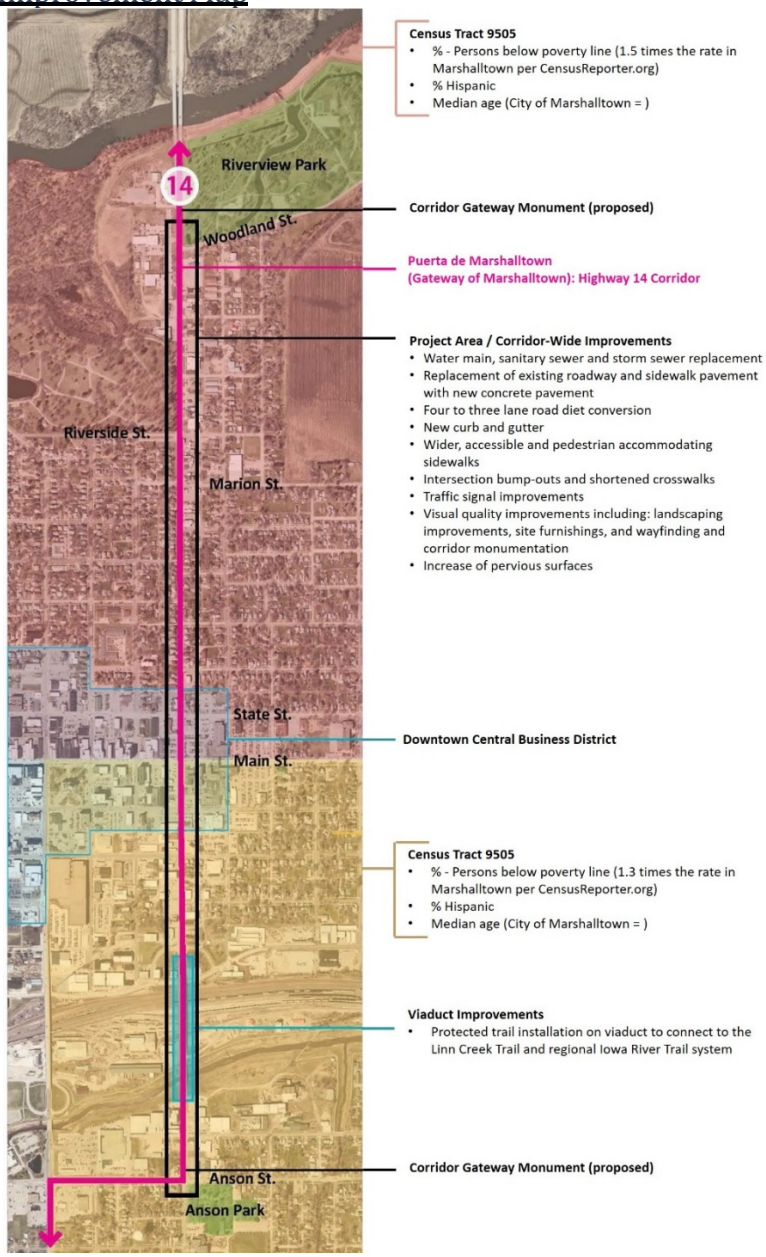
(Sanitary Sewer): The existing sanitary sewer has been maintained and improved; however, is nearing a typical end of life timeframe. When significant roadway improvements are proposed, modifications to sanitary manholes are required. The timing of a full reconstruction of the Corridor makes this the most economical time to replace the sanitary sewer infrastructure as well. The city has committed over $1.3 million-dollars towards the improvements to the sanitary sewer system.

3. Proposed Improvements

Proposed improvements for the Puerta de Marshalltown represent years of critical study and application of sound transportation planning principles that are rooted in the public input. The improvements included herein will address transportation safety issues, create long-needed pedestrian connectivity solutions, improve property access, create safer intersections, and provide a corridor that is more attractive and well suited for private investment, redevelopment and increased property values. Specific project elements include:

- Four-to-three-lane conversion for the entire project site;
- Roadway concrete pavement replacement;
- Wider sidewalks, adequate site furnishings, unobstructed intersection sight triangles, delineated crosswalks, decorative sidewalk pavement, and landscaping;
- New traffic signals with pedestrian friendly crossings;
- Utility replacement to include water main, storm sewer, and sanitary sewer.

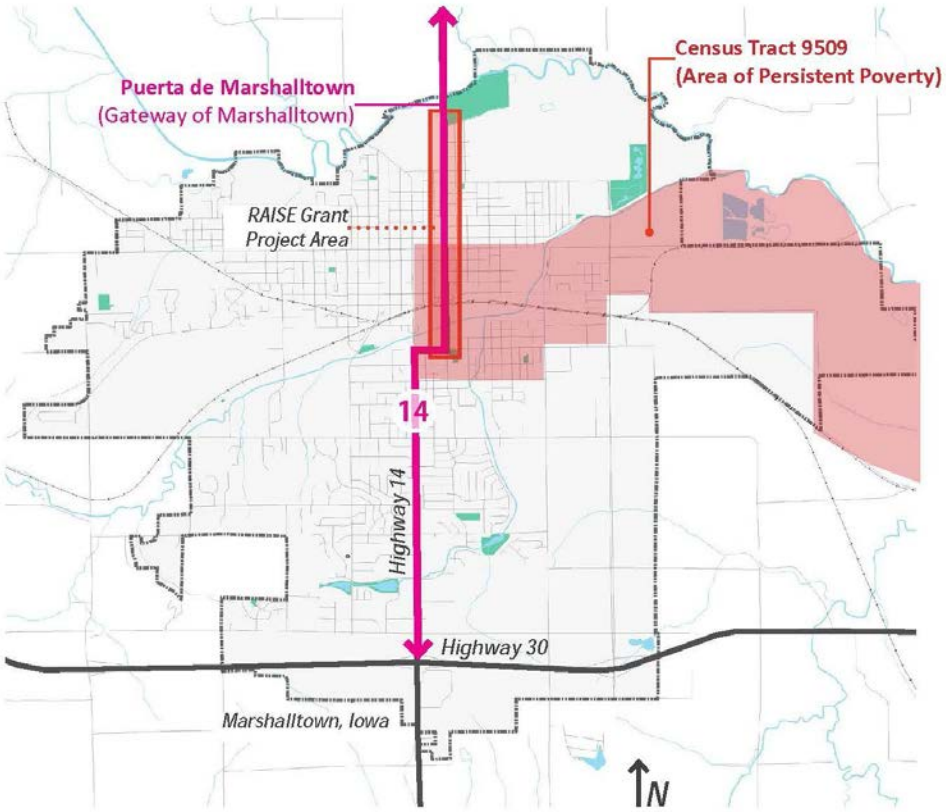
Figure 3: Corridor Improvement Map



II. Project Location

The proposed project, Puerta de Marshalltown, includes 1.9 miles of State Highway 14/3rd Avenue in Marshalltown, Iowa, from Riverside Street on the north end (including reconfiguration of Riverside Street from North 2nd Avenue to North 3rd Avenue) to Anson Street on the south end as shown in Figure 4.

Figure 4: Project Context Map



The project area more specifically can be identified under the following criteria.

(a) Census Tract 9509 in Marshall County, Iowa is located in an Area of Persistent Poverty as identified in the DOT's online tool for the RAISE program.

(b) The specific project area does not include a Historically Disadvantaged Communities census tract; however, Census Tract 9508 is categorized as a qualifying HDC and includes the southern portion of the Highway 14 in Marshalltown yet outside of the project area.

(c) The project is not located in a Census-designated urbanized area. Marshalltown meets the definition of a rural community.

(d) A portion of this project is located in a Federally designated Opportunity Zone. Census Tract 9509 in Marshall County is designated.

Marshalltown is the county seat of Marshall County. Highway 14 connects many rural central Iowa communities to Marshalltown. Highway 14 also connects with other major Highways leading to larger urban communities including Ames, Waterloo, Cedar Rapids and Des Moines, which is only a 45-minute drive to reach Iowa's largest metropolitan area.

The project is anchored on both ends by two of Marshalltown's most popular public parks, Anson Park on the south end at Anson Street and Riverview Park on Woodland Street at the north end. Anson Park is in the heart of the community. It is adjacent to multiple buildings owned by the Marshalltown

Community School District and has close proximity to the Linn Creek trail and several commercial/retail amenities. Riverview Park has immediate access to Marshalltown's trail network; abundant recreational amenities as the city's largest public park; and undergoing several million dollars in enhancements.

The community saw considerable growth in the 1960's to 1980's. In the past 20 years the population has grown approximately 6 percent. According to the 2020 Census, Marshalltown's population is 27,591. Despite the lower rate of overall growth, the changes in demographics are significant. According to the US Census data in 1990 the Hispanic population in Marshalltown was 1 percent, and in 2020 it is 31 percent. The poverty rate has also increased from 8.67 percent to 14.5 percent city-wide. Census tract 9509 is designated as an Area of Persistent Poverty according to the DOT project status tool.

III. Grant Funds, Sources and Uses of All Project Funding

A. Project Cost

The Puerta de Marshalltown project is estimated to cost $28,345,000 to complete. These costs will take the project from design through construction, including all of the required reports, testing, permits, and a Construction Representative on-site to oversee the construction. The full Opinion of Probable Costs with construction bid items can be found at www.PuertadeMarshalltown.com/supporting_docs.

Figure 5: Preconstruction Costs

Description	Estimated Cost	% of Total Cost
Preliminary Engineering Report	$360,000.00	1.3%
Route Survey and Geotechnical Testing	$480,000.00	1.7%
Site Design, Final Plans, and Bidding Documents	$1,680,000.00	5.9%
Land Acquisition (Permanent & Temporary)	$25,000.00	.1%
Total Pre-Construction Cost	**$2,545,000.00**	**9.0%**

Figure 5: Preconstruction Phase Costs, shows the costs associated with items in the preconstruction phase of the project. The majority of the project cost will be incurred during the Construction phase of the project. All the items associated with the Construction phase are outlined Figure 6: Construction Costs.

Figure 6: Construction Costs

Description	Estimated Cost	% of Total Cost
Construction Items (w/20% Contingency)	$24,000,000.00	84.7%
Construction Contract Administration	$240,000.00	.8%
Construction Staking	$360,000.00	1.3%
Resident Project Representative – Full Time	$1,200,000.00	4.2%
Total Construction Cost	**$25,800,000.00**	**91.0%**

B. Funding Sources

The Puerta de Marshalltown project includes both non-Federal and Federal funding. The total project cost is estimated at $28,345,000. The non-Federal funding includes the following sources;

- Iowa DOT - During the study phase of this project, the Iowa DOT identified this corridor as a candidate for a 4-to-3 lane conversion so they have and will continue to provide insight to the City and its engineer. The Iowa DOT has been supportive of the RAISE application proposal and have committed $1.4 million-dollars towards the project. A Letter of Support

from the Iowa DOT can be found at www.PuertadeMarshalltown.com/support.

- Marshalltown Water Works - The installation of a new water main is critical to the long-term redevelopment success of the corridor and MWW is committed to supporting $2.5 million-dollars in funding. A Letter of Support from MWW can be found at www.PuertadeMarshalltown.com/support.
- The City of Marshalltown has also committed $5,745,000.00 in local funds to support the work related to the storm sewer, sanitary sewer improvements, and a portion of the street lighting and tree removal. A resolution of support can be found at www.PuertadeMarshalltown.com/support.

The City will be requesting the remaining amount, $18,700,000.00, be covered by the Federal RAISE Grant. Per the Cost Sharing requirements for the RAISE Grant, the City of Marshalltown is deemed a rural community and can apply for up to 100 percent of the total project cost and up to $25 million under the BIL funding. The City is proposing a cost share on this project which has resulted in a funding request of $18,700,000, or 66 percent, of the total project cost and will not exceed the $25 million-dollar threshold.

All project funds provided by local sources, the Iowa DOT and the RAISE grant, will be used to cover all the pre-construction and construction phase costs. Figure 7, identifies the type of funding sources that are anticipated to be utilized for this project:

Figure 7: Funding Sources

Funding Source	Category	Estimated Cost	% of Total Cost
City & Utilities	Non-Federal (Local)	$8,245,000.00	29%
Iowa DOT	Non-Federal (State)	$1,400,000.00	5%
U.S. DOT	RAISE	$18,700,000.00	66%
	Total Project Cost	**$28,345,000.00**	**100%**

IV. Merit Criteria

A. Safety

In an effort to incorporate the DOT's National Roadway Safety Strategy (NRSS) Safe System Approach (SSA) this project has been evaluated using the six SSA principals.

(1) **Death & Serious Injuries are Unacceptable** – Having experienced one fatality along the Corridor and multiple serious injury crashes, safety is the top priority with respect to this project. Implementation of the 4-to-3 lane conversion has been identified as the appropriate method to improve roadway safety.

(2) **Humans make Mistakes** – By reducing the number of travel lanes and the number of access drives along the Corridor, there are fewer points of impact for a driver. Currently drivers who are turning left at an intersection must respond to two lanes of oncoming traffic versus one in the completed project.

(3) **Humans are Vulnerable** – Speed is discussed in the NRSS as a significant contributing factor in the severity of accidents. The planned improvements will encourage travelers to drive at a slower rate of speed. Traffic calming measures such as fewer lanes, narrowed lanes, increased landscaping and improved crossings will all contribute to safer travel and, therefore, lower risks of serious injury that more commonly results when higher speeds are maintained.

(4) **Responsibility is Shared** – This project is a partnership between local leaders, State, and Federal partners. In April 2017, the Iowa DOT released a review of 4-lane undivided roadways in their Statewide Screening for Potential Lane Reconfiguration Study. The study reviewed basic data such as Annual Average Daily Traffic (AADT), current lane

configurations, medians, and two-way traffic to determine the candidate roadway segments. The segments were then filtered by traffic volume and length to further narrow down the candidate roadway segments. Highway 14 from Main Street to the northern city limit was identified as a candidate roadway segment. This roadway segment needs maintenance or reconstruction depending on sub-segments, so the Iowa DOT initiated a planned redevelopment project for a 3-lane corridor. As a business corridor in a mixed-use neighborhood both business owners and residents play a role in promoting a safe corridor. Funding for this project would come from local, State and Federal funding sources.

(5) **Safety is Proactive** – This project is an example of how the community can take a proactive role in improving safety. Without the RAISE, funding for the scope of work will be reduced to a maintenance level and most of the safety improvements will not be realized.

(6) **Redundancy is Crucial** – Many of the planned improvements address safety concerns through multiple approaches. The 4-to-3 lane conversion, access point reductions, improved lighting, and ADA compliance provide redundancy and reduce risks.

According to the Marshalltown 2020 Community Survey, residents in Ward 1, which is the area impacted, responded that only 47 percent of participants thought the overall quality of transportation was good or excellent compared to other areas of the community that expressed a positive ranking as high as 71 percent. Additionally, when asked is your neighborhood a good place to live, 58 percent responded positively compared to 88 percent in other areas of the community. A link to the complete survey results can be found on the project website www.PuertadeMarshalltown.com/supporting_docs. The information gathered from this survey is critical in establishing a baseline feeling from residents in the community on important quality of life, safety and community development issues. The City plans to repeat this survey in the future to determine if projects such as the Puerta de Marshalltown have the anticipated positive impacts. As previously described in the project description, the Corridor has a negative image, declining housing quality, and increasingly unsafe pedestrian and vehicular conditions. A mix of incompatible land uses, narrow ROW conditions, and increasing tractor trailer traffic plague the Corridor and lead to an unsafe roadway.

1. Existing Data

Highway 14 runs from the north city limits of Marshalltown to Anson Street, where it turns west on Anson Street. It is an undivided 4-lane roadway with two lanes in each direction and a left-turn lane for southbound traffic at Anson Street. Otherwise, no turn lanes present in the project area. Highway 14 is functionally classified as a major arterial roadway.

A recent 10-year data set of crash data was analyzed along the corridor. The crash history was completed using the crash data available through the Iowa DOT and is shown below in Figure 8. The period of review includes January 1, 2011, through December 31, 2020. There were 237 reported crashes at the study intersections and 166 reported crashes along the segments between the study intersections for a total of 403 crashes along the Corridor during period. The segment crash rate for Highway 14 from the north city limits to Anson Street including crashes at the intersections is 6.37 crashes per million vehicle- miles. The segment crash density is 22.4 crashes per mile per year.

Figure 8. Crash Type (2011 – 2020)

Crash Type	Frequency	Crash Type	
Rear End	72	Fatal	1
Right Angle	148	Suspected Serious Injury	4
Sideswipe	61	Suspected Minor Injury	41
Left Turn	64	Possible Injury	68
Head On	5	Property Damage Only	289
Ran Off Road	47		
Other	6		

There was one fatal crash on the Corridor, which happened at the Marion Street intersection. A motorcycle and a semi-truck were both driving southbound. The semi-truck was in the left lane and was making a left turn at the intersection. The semi-truck moved into the right lane in order to make the turn at which point it collided with the motorcycle that was in the right lane of travel. There were also four suspected serious injury crashes on the Corridor. One accident was north of May Street that involved a bicyclist at a driveway. The second was at the intersection of Swayze Street. This crash involved a vehicle turning right, while driving too fast for snowy roadway conditions. The vehicle left the roadway and hit a sign. The third occurred at the intersection at State Street and was a failure to yield to right-of-way causing a left-turn crash. The last suspected serious injury crash occurred on the bridge just south of Madison Street, where one vehicle lost control in icy conditions and hit another vehicle broadside.

2. Proposed Improvements

The proposed corridor improvements were analyzed and evaluated to determine the impact/changes to the proposed corridor.

Improvement: Road diet (4-to-3-lane)

- The proposed road diet will reduce the existing four-lane roadway to a three-lane roadway with one through-lane in each direction and a center turn lane throughout the project limits.

Improvement: Reduced access points

- Based on public meetings and property owner discussions, there are up to 49 access points out of the existing 112 that could be eliminated or combined. This is a 44 percent reduction in access points.

Improvement: ADA improvements

- The existing pedestrian facilities are not ADA compliant. The project will construct ADA compliant sidewalks that are wider along Highway 14 to promote more walkability along the corridor and create a safer space for pedestrians and bicyclists.

3. Predicted Crashes Per Year

Crash modification factors were reviewed for the proposed improvements from the Highway Safety Manual (HSM) and the Crash Modification Factors (CMFs) Clearinghouse. Crash modification factors were applied to the existing crash data collected to determine the predicted number of crashes with the proposed project improvements. The crash data was sorted by segment crashes and intersection crashes. The anticipated crash reduction and CMFs applied are as follows:

Segment CMFs:

- CMF ID 199 shows a 29% crash reduction for all crash types and severities with a road diet (4-to-3-lane conversion)

Reduced Access Point CMFs:

- CMF ID 177 shows a 29% crash reduction for all crash types and severities with access points reduction from >48 accesses/mi to 26-48 accesses/mi
- CMF ID 178 shows a 31% crash reduction for all crash types and severities with access points reduction from 26-48 accesses/mi to 10-26 accesses/mi
- CMF ID 179 shows a 25% crash reduction for all crash types and severities with access points reduction from 10-26 accesses/mi to <10 accesses/mi

Intersection CMFs:

- CMF ID 263 shows a 24% crash reduction for all crash types and severities with a left turn lane provided on one approach of a signalized intersection.
- CMF ID 267 shows a 28% crash reduction for injury crashes with a left turn lane provided on one approach of a signalized intersection.
- CMF ID 269 shows a 47% crash reduction for all crash types and severities with left turn lanes provided on two approaches of a side street stop-controlled intersection.
- CMF ID 273 shows a 50% crash reduction for injury crashes with left turn lanes provided on two approaches of a side street stop-controlled intersection.
- CMF ID 270 shows a 19% crash reduction for all crash types and severities with left turn lanes provided on two approaches of a signalized intersection.
- CMF ID 274 shows a 17% crash reduction for injury crashes with left turn lanes provided on two approaches of a signalized intersection.
- CMF ID 286 shows a 4% crash reduction for all crash types and severities with a right turn lane provided on one approach of a signalized intersection.
- CMF ID 288 shows a 9% crash reduction for injury crashes with a right turn lane provided on one approach of a signalized intersection.

The CMFs listed were applied to the intersection and segment crashes as applicable. With all of the improvements accounted for an overall crash reduction of 34 percent is anticipated. A copy of the CMFs is included in the detailed benefit cost analysis summary at www.PuertadeMarshalltown.com/benefit-cost-analysis.

B. Environmental Sustainability

The City of Marshalltown is committed to climate action and equitable development through the expected Puerta de Marshalltown project outcomes. Marshalltown's commitment to addressing environmental justice issues is exemplified by a recent award of $300,000 from U.S. Environmental Protection Agency (EPA) to assess brownfields in the vicinity of the Puerta de Marshalltown project. In addition, the City has also been administering HUD Lead Based Paint Reduction grants since 2003. With more than $16 million dollars in Federal funding awards, hundreds of homes have been made lead safe for families. The current grant award is for $3,449,788.

At the present time, a local, regional, or state Climate Action Plan and Equitable Development Plan do not exist. However, the City has started researching the necessary steps in to develop each of these studies. Should the Puerta de Marshalltown project receive a RAISE award, the City is prepared to begin the data gathering and public outreach needed. As part of the EPA Brownfields grant there is a planning and community engagement and education component which is underway.

In order to understand the environmental justice (EJ) condition in Marshalltown and how the community is confronting EJ impacts, it is important to understand indirect actions that affect businesses and residents along the Corridor. Running EPA's EJ SCREEN Report (Version 2.0) for the four Block Groups bisected by Highway 14 in Marshalltown reveals not many populations in the State of Iowa or Nationally experience greater EJ impacts. The EJ Index for Traffic Proximity and Volume is 95 percent at the State level and 94 percent at the National level. Only 6 percent of the US population has a higher block group value than the average person in the Puerta de Marshalltown area. A target area was defined as well and the EPA EJSCREEN revealed 56.9 percent people of color reside in the project area and 51 percent of the population in the impacted block groups are low income. A staggering 26.8 percent of the population has less than high school education.

Marshalltown's urban core that flanks the project area exhibits a poverty level of 18.7 percent [higher than both the state (12 percent) and national (14.6 percent) averages], with child poverty at 7.8 percent. Out of the 4,517 households, almost 25 percent received Supplemental Nutrition Assistance Program (SNAP) benefits (2013-2017 American Community Survey 5-Year Estimates). Forty percent of the urban core population is seniors and children (2013-2017 American Community Survey 5-Year Estimates). The 2020 U.S. Census demographic data revealed 35.2 percent of the population identified as a race other than white alone and 31.3 percent identified as Hispanic or Latino.

A local Energy Baseline Study has not been prepared by the City of Marshalltown. If it is deemed necessary after project awards are announced, the City will complete the study at the local level.

The proposed improvements to the Corridor improve energy efficiency and lowers emissions by allowing for smoother flow of vehicles and less idling time through the Corridor. This creates intersections that allow smoother truck turning movements and fosters design improvements that favor bicycle and pedestrian movements as alternative modes of transportation. Any time a road system design can minimize idling vehicles, starting, and stopping, or need for acceleration, the amount of fuel used by those vehicles is less and the air pollutant emissions are less. Educating businesses on travel demand management strategies, including strategies playing off the lessons of COVID-19 remote work tools and policies, could reduce traffic volume on the Corridor. These energy efficient and air pollutant reduction conditions help to mitigate climate change and would be possible to achieve following construction of the Puerta de Marshalltown.

A 10-foot protected trail across the existing 3rd Avenue bridge, improved pedestrian sidewalks and handicap accessibility, and added bike trail connections will create a shift in modes of transportation as people walk, bike, and utilize newer electric devices like power- assisted bicycles and electric scooters along the Corridor. This factors into climate control mitigation measures that this project will include. Fewer motor vehicles also translates to greater energy efficiency, reduced dependence on oil, reduced congestion-related emissions, and a healthier community. Reduced vehicle travel lanes (4-to-3-lane), tree plantings, permeable widened boulevard space, and other green street elements where practical will contribute to reduced stormwater runoff and improved water quality. The proposed project would not impact wetland or endangered species but would look to establish native species for landscape treatments including species that benefit pollinators.

Decorative LED streetlights would be incorporated into the design and greatly improve energy efficiency. The existing lights are fed by overhead electric, and this project will move the electric feed underground which will provide resiliency in future disasters. The City will discuss targeting underutilized properties on each end of the Corridor and at the gateway to Downtown at the

intersection of Highway 14 and Main Street for possible electric vehicle infrastructure improvements (transmission and transformers) and charging stations for a future phase of the project. Through these renewable electrification projects, the renewable energy supply chain is enhanced.

A significant amount of the grid-supplied electricity to Marshalltown and the Corridor is renewable as a result of significant wind and solar generation coming from the high voltage grid to the local distribution network. Marshalltown is also fortunate to have had its coal-fired power plant located 1.5 miles east of Puerta de Marshalltown replaced by a modern gas generating plant that powers businesses along the Corridor. According to Alliant Energy, the natural gas facility is providing clean energy for 500,000 homes and businesses. The Marshalltown Generating Station was the first infrastructure project in Iowa to receive the Envision® Platinum Award – the highest attainable Envision recognition level. The facility interconnects with an adjacent 2.5-megawatt solar photovoltaic generation facility and a 500-kilowatt-hour battery energy storage system. This generating station supports Alliant Energy's growing investments in renewable energy, flattening the renewable intermittency curve with its ability to adjust its output up and down quickly and provides flexibility to better integrate wind and solar power into the local electric supply mix.

The Alliant solar/natural gas facility minimizes the harmful air pollution impacts on the minority and low-income communities that exist in the Census tracts fronting Highway 14. Marshalltown Municipal Transit will also be upgrading its public transit fleet that operates along the corridor to all-electric vehicles as funding sources become available to facilitate the capital cost of fleet conversion. The significantly reduced vehicle emissions from proposed roadway and intelligent traffic signal design improvements, infrastructure-supported and renewable-supplied vehicle electrification, and EV conversion of the public transit fleets will significantly negate the historic EJ air pollution and vehicle noise impacts for the populations that abut this transportation corridor.

The Puerta de Marshalltown project does not include any buildings so constructing energy-and location-efficient buildings in order to address environmental sustainability does not apply.

A key element of this project rests with the ability of the enhanced roadway to serve as a redevelopment catalyst for the extensive number of brownfield properties along and near the Corridor. The brownfield properties, some vacant and some dilapidated beyond repair as a result of the 2018 EF- 3 tornado and 2020 Derecho, are infill sites that represent locational efficiencies and with utility incentives have the potential for highly energy efficient redevelopment projects. As mentioned above, the City of Marshalltown is the recipient of a $300,000 EPA Brownfield Assessment Grant in 2021 that will be utilized to facilitate assessment, planning, and sustainable redevelopment of properties along and near the Puerta de Marshalltown project area. While the nature of the proposed improvements would not exacerbate contaminant conditions or present issues during construction, the existing conditions contribute to reduced property values and blighted conditions along the roadway. Throughout Iowa, highway improvements such as those proposed for Highway 14 have shown to be an impetus to attracting sustainable redevelopment and redeveloping existing infrastructure where needed. Improved access, improved aesthetics, rezoning for appropriate, compatible uses and enhanced recreational trial connections will undoubtedly increase redevelopment interest. Access to State and Federal grants and tax credit programs can be leveraged. Additionally, the ability for Opportunity Zone Fund investment in the southern part of the corridor and the opportunity for brownfields redevelopment, success is unprecedented.

A truly sustainable project involves consideration and improvement of environmental resources, enhanced community well-being, and improved financial or economic conditions. As demonstrated

above, this project clearly benefits the environment over baseline conditions. Additionally, the project offers the opportunity to enhance the health and quality of life of those in the community through energy efficiency, less greenhouse gas emissions, healthy transportation and recreational alternatives, reduced traffic volume, and catalyzed brownfield redevelopment thereby enhancing employment opportunities and tax base.

C. Quality of Life

Home to several large, regionally and globally significant manufacturing and engineering corporations, Marshalltown is a blend of white-collar, blue-collar, and service-oriented industries. Marshalltown is an incredibly hard-working and tight-knit, rural community, which is attractive to emerging professionals and young families.

The Puerta de Marshalltown project addresses the following quality of life criteria:

(i) *Increase affordable and accessible transportation choices and equity for individuals* – The City maintains a municipal transit system which includes fixed routes throughout the community and a para-transit system administered by Region 6 Resource Partners – Peoplerides. A number of residents in the neighborhood have limited vehicular access and rely on public transportation and walkability to access important services. This project will improve the sidewalk network, comply with ADA standards, improve intersection crossings and routes for bicycle traffic.

(ii) *Reduce transportation and housing cost burdens* - Highway 14 passes through the Downtown business district and provides connectivity between adjacent residential neighborhoods. Many of the immediately surrounding residential neighborhoods are distressed and are below the low/moderate income threshold established by HUD. Within two blocks of the corridor, the City has multiple low-income housing tax credit housing projects, including three buildings on Main Street less than 20 years old, a new 50-unit project nearing completion on State Street, and a proposed project on Church Street finalizing financing with the Iowa Finance Authority with hopes of starting construction in 2022. Due to the recent disasters, there are new opportunities for mixed-use development in the immediate area. Many residents rely on the Corridor to get to and from work and access necessary services.

(iii) *Enhance the unique characteristics of the community* – The Marshall County Arts & Culture Alliance has worked diligently in partnership with the City, Marshalltown Public Art Committee, Vision Marshalltown and the Martha-Ellen Tye Foundation to bring inspiring public art opportunities to the community drawing widespread attention. Marshalltown is also an Iowa Great Place community. Since the tornado, close to a dozen murals have been installed throughout the community including significant works in Downtown. We see future opportunities for public art along the Corridor that celebrates the diversity of the community. Further south on Highway 14, just outside of the project area, the Marshalltown Art & Civic Center is undergoing a complete renovation following damage from the Derecho. This amazing facility will house the Fisher Impressionist Art Collection along with new office space for cultural organizations and event space for community use.

(iv) *Proactively address racial equity* - One of the unique challenges facing the community, is the stark difference in the demographics of the Puerta de Marshalltown project area and the broader community. Figure 9 is a comparison of demographic data for the overall Marshalltown community, compared to the Puerta de Marshalltown project area. The community must consider the racial and ethnic equity of this project. The project is unique in that nearly 31.3 percent of community identify as being Hispanic or Latinx. The project area has an even higher percentage of population identifying as Hispanic at 41 percent and 52.9 percent are people of color. This in combination with the lower

median home value and lower median household income make this area disadvantaged when compared to the remainder of the community. This project will help to provide equitable investment in public infrastructure and safety measures in the area.

Figure 9: Demographic Data

Category	Community-wide	Puerta de Marshalltown area
Population	27,591	4,127
Race	35.2% People of Color	52.9% People of Color
Ethnicity	31.3% Hispanic or Latinx	41% Hispanic or Latinx
Median Home Value	$95,500	$74,000
Median Household	$50,612	$32,068
Employment Type*	53% White Collar 34% Blue Collar 14% Services	40% White Collar 51% Blue Collar 19% Services
Unemployment Rate	5.0%	5.7%
Education Level	19.6% No High School Diploma	26.8% No High School Diploma
Poverty Level	13%	30%

Source for all Figure 10 data: ESRI Business Analyst, EPA, EJSCREEN & US Census Bureau
*(white collar: professional/managerial/administrative, blue collar: skilled and unskilled labor/industrial/manufacturing, services: retail/distribution/food and other service-related industries)

According to the Marshalltown 2020 Community Survey, found at www.PuertadeMarshalltown.com/supporting_docs, respondents answered a variety of questions related to the community as a whole and their neighborhood. Measuring quality of life features is more than a sidewalk or aesthetic enhancement it is a sense of place. Marshalltown has strived to make quality of life improvements a part of every infrastructure project. Residents in this area indicated that 58 percent felt positive about their neighborhood as a place to live yet only 38 percent had a positive opinion of Marshalltown as a place to visit. Areas with low positivity rankings include items such as shopping opportunities, overall economic health, opportunities to attend cultural events, quality public spaces, cleanliness, and quality of transportation. These are areas of importance that comprise quality of life. The evolution of this project has included placemaking principles through the community engagement efforts at the initial planning stages. Improved access to community amenities and economic opportunities should improve the future perceptions by residents.

The Marshalltown City Council had discussions related to proactively addressing racial equity and barriers to opportunity within the community. In January 2022, the Council adopted the 2022-2023 strategic plan which includes the following action item: Create a taskforce to review City operations by department with a DEI policy.

D. Improves Mobility and Community Connectivity

Mobility and connectivity are critical to the residents in the project area. Fifty-two percent of respondents who live in the neighborhood had a poor opinion of the sidewalks in Marshalltown. Providing better, ADA-compliant access that the residents need is a significant factor in quality of life. This project will afford better connections to many amenities that Marshalltown has to offer, with a few outlined below.

1. *Access to daily goods and services*

Highway 14 functions as a significant commercial corridor allowing for the delivery of goods to local businesses. Along the Corridor are multiple restaurants, service providers, retailers, gas stations, offices and medical providers. The Corridor allows essential deliveries to take place as well as provides accessibility for customers. Highway 14 can also act as a barrier between the residential and commercial areas. Crossing the road as a pedestrian or on a bicycle poses safety concerns under current conditions. This project will improve the sidewalks and crosswalks at intersections ensuring that the Corridor is safe for non-vehicle users as well as vehicle users.

2. *Connecting people to employment*

A data-driven mobility study conducted in partnership between the City and Iowa State University examined mobility issues within the area. Preliminary findings indicated that many households in residential neighborhoods located in the north portion of the Corridor, and within a quarter-mile of existing transit stops were 51 to 81 percent low-to-moderate income. The study also found that between 5 to 31 households (within each bus stop service area) did not have a vehicle. The preliminary findings of the study reinforce the importance of the Corridor for multi-modal transportation. With a significant portion of households in close proximity being low-to-moderate income with limited access to vehicles, it is important to provide safe pedestrian routes to and throughout the Corridor for places of employment.

3. *Connecting people to recreation*

Establishing a protected bike lane across the 3rd Avenue bridge will allow all users safe and efficient access to Downtown, Riverview Park, Anson Park, and other community amenities/destinations. The City has an active project for the full reconstruction of six blocks of State Street, which includes a cycle track at sidewalk level that will improve bicycle transportation through Downtown and connects to the City-wide trail system. Significant updates are planned for Riverview Park at the north end of the Corridor. This is the City's most active park with multiple rentable buildings, a dog park, disc golf course, camp ground, recreational trails, public art and playgrounds. Future plans include the addition of a performance space for larger community events. Improving the routes to this park will have a positive impact on its usage by the surrounding neighborhood and entire community.

This project will improve mobility for individuals with disabilities. The roadway needs improvement to continue to provide safe, desirable service to the community, including improved routes for freight movement. Deteriorating infrastructure is often a precursor to declining property values as businesses and investors choose to expand in other places within the community. Infrastructure improvements as proposed to the corridor are needed to ensure that existing daily services can be retained in the corridor while attracting new investment in the form of redevelopment.

E. Economic Competitiveness and Opportunity

The Highway 14 Corridor is the front door of the north entrance to the community which led to the project name, Puerta de Marshalltown. It is the main thoroughfare from the Marshalltown Municipal Airport and is often the first impression for visitors coming into the community for business or leisure.

As a primary entrance to the community and a major north/south corridor for commercial traffic, freight transportation, and visitors and residents alike, this area is considered by many to be unsafe. But it is not an area that can be completely bypassed. Some community business leaders have avoided bringing clients through the Corridor because of the negative image that it portrays of the community. The negative image is not representative of Marshalltown businesses, neighborhoods or its diverse

people. The opportunity to implement the Highway 14 Corridor Study is an encouraging boost to an area of Marshalltown that needs it the most.

The Highway 14 Corridor Study recommended the development and adoption of a new type of zoning that could accommodate a more modern zoning district classification that would allow a variety of uses while providing a pedestrian friendly and aesthetically pleasing environment. The new Mixed-Use zoning classification will allow for more goods and services that will promote walkability and cater to the residential neighborhoods along the Corridor. At the time of the Study, the City had not experienced either of the natural disasters. What developed out of the 2018 EF-3 tornado and 2020 Derecho were new infill opportunities that previously did not exist without acquisition and demolition. Hence, the opportunity for zoning changes became clearer and more critical to future development. The project grew in scope to include a comprehensive rewrite of the zoning code and remapping of the entire community based on the newly formed districts. In 2020 the City engaged Kendig Keast Collaborative to complete a comprehensive rewrite of the entire Zoning Ordinance, which would include the establishment of a mixed-use district. Adoption of the Zoning Ordinance occurred April 11, 2022.

The flexibility of site design and combination of uses allow for development to occur in a more modern pattern, better accommodating mixed use projects that are designed to encourage pedestrian activity and provide the opportunity for service and retail type businesses and housing to be developed cohesively. This type of development is not easily accommodated without the new district classification. The Mixed-Use district allows simple changes like accommodating and prioritizing more space for outdoor seating, gathering places and moving parking and service entries off the street. It allows and encourages shared access points to the Corridor to reduce the number of driveway locations over time.

The Corridor passes through the Downtown area which was the focus of the 2019 Downtown Master Plan and the 2021 Downtown Implementation Plan. One of the implementation strategies of the Master Plan is the development of design guidelines. The City has incorporated design guidelines into the Zoning Ordinance update. The design elements will include building placement on the site, off-street parking, landscaping, lighting and the historically appropriate treatment of buildings located within the historic district.

Development is encouraged by both action and market speculation. Commitment to improving public infrastructure and actually doing so promotes and spurs economic development that is attractive to developers. Improving access management, creating a walkable corridor, undertaking intersection improvements, upgrading the water distribution system, focusing on zoning and land use compatibility, and implementing green street design elements and beautification on the Highway 14 Corridor shows commitment from the City of Marshalltown to economic growth. This commitment will allow developers, businesses, and property owners to trust that the City sees value in the Corridor and northern part of the community. That commitment is what the City can use to leverage the private investment to expand jobs and the tax base while directly reducing air (including GHGs), water, and noise pollution and environmental justice impacts associated with major traditional motor vehicle transportation corridors. This project includes City-funded utility system replacement to some of the neighborhoods in greatest need. The improvements will ensure that some of the most vulnerable populations have access to clean, safe drinking water.

With the requested RAISE Grant funding, the City can set in motion the pivotal improvements that will align the concepts derived in the Highway 14 Corridor Study. The improvements encourage the type of private investment and redevelopment that can add to Marshalltown's tax base, encourage

public investment in parks and recreational spaces, add desperately needed affordable housing, and potentially increase the type of neighborhood retail/commercial businesses that will cater to not only this area of Marshalltown but the entire community. The following list identifies major development projects that are starting up as well as future opportunity sites.

- Karl Auto Group submitted a letter of support outlining their plans to invest approximately $17 million-dollars in improvements and create 80-120 jobs as a new Marshalltown business located at the north end of the corridor. They expressed the importance in the City's commitment to improving the corridor had on their decision to invest in Marshalltown.
- Riverview Park is one of the City's largest and most active parks. After suffering a significant tree loss in the Derecho, the opportunity for reimagining the park has become a priority. The City is estimating that improvements to the park will exceed $5 million-dollars.
- Edgewood Industrial Park will be a newly created subdivision which will include nine industrial lots along the new roadway extension of Edgewood Street. With access from the north end of the Corridor, it will be the primary truck route for semi-trailers heading to JBS.
- New affordable housing is under construction within blocks of the corridor. Two recently awarded Low-Income Housing Tax Credit projects, under the Iowa Finance Authority, are working to add approximately 90 affordable housing units to the areas. Marshalltown Lofts is scheduled to open in the summer of 2022 and Timber Ridge is working to finalize plans and financing before breaking ground in the next 12 months.
- UnityPoint Health has been the owner of approximately 14 acres at the edge of Downtown fronting the Corridor. As they prepare to open their south side facility on April 23, 2022, their existing facility will be vacated. New ownership has taken control of a portion of the site and has had initial conversations with the City and Chamber of Commerce about the redevelopment possibilities for such a vast site. The community has identified that this Downtown location would be an opportune site for a hotel and convention space along with a public green space for large community events.
- Downtown infill development is also an opportunity which resulted from the aftermath of disaster. There are numerous lots in the downtown that are both privately owned and City-owned. The City is working with the EPA utilizing their Technical Assistance program and Brownfield community-wide assessment grant, the Iowa DNR and Kansas State University Technical Assistance to Brownfields (KSU TAB) to complete assessments of site, conduct community visioning and market analysis of redevelopment potential. This project will take place during the summer of 2022.
- The Depot District includes multiple vacant lots just north of the Highway 14 viaduct. Two buildings have been demolished by the City which adjoin with multiple other City-owned lots. The Highway 14 Corridor Study identified this area as an ideal location for new mixed-use development.
- The Liberty Campus is located on the south end of the corridor, and it is a large heavy industrial-zoned property that has significant potential for redevelopment. The site suffered some damages during the Derecho in 2020 and the current owner has talked with the City about future opportunities. Prior uses would likely classify this site as a brownfield redevelopment site.
- Smaller commercial infill sites along the corridor can be found. New construction on these size properties the past four years have included a gas station, laundromat, and retail consignment shop.

The City of Marshalltown is discussing the adoption of a new Urban Renewal Area and Tax Increment Financing (TIF) District which would overlay the northern section of the corridor as a means of encouraging redevelopment. Projects like the ones listed above can be catalysts for further

development and having an additional tool for the City to use with developers is important. Similarly, a portion of the area is located in a designated Opportunity Zone which may be beneficial to a developer.

Given the condition of the Puerta de Marshalltown, post-tornado and post-Derecho, funding for this project could not come at a more opportune time. Completion of this project will breathe life back into this community providing Marshalltown an economic competitive edge while enhancing the opportunity for a more sustainable future. Multiple project factors contribute to local and/or regional economic competitiveness as outlined below.

(1) Project Factor: Increasing the efficiency of movement thereby reduces costs of doing business - Improving signal timing, reducing the quantity and frequency of driveway accesses, and a dedicated left-turn lane will improve circulation of freight trucks and shorten travel times for corridor users. Less transportation energy cost and less transport and driver labor time equate to reducing the cost of doing business in Marshalltown.

(2) Project Factor: Reducing burdens of commuting – The proposed project will improve key intersections that are currently inadequately designed for the numerous semi-trucks. More than 250 trucks access JBS on a daily basis. Existing intersections lack pedestrian crossings, have poor visibility and inadequate turning radii. Smoother truck turning movements will equate to less congested car and light truck traffic and shorter, more efficient commuting for those using the corridor. Additionally, with enhanced pedestrian and bicycle lanes more commuters are likely to opt for biking or walking to work further reducing the burden of commuting associated with all transportation modes.

(3) Project Factor: Promoting the expansion of private economic development by increasing the economic productivity of land, capital, or labor – Numerous vacant and underutilized properties within the study area will be assessed through the U.S. EPA Brownfields Program and will be better positioned for redevelopment and/or more highly utilized. Potential property consolidation, higher residential density, and mixed development will contribute to higher economic productivity of the land adjoining and near the corridor. With a Federally designated Opportunity Zone at the southern end of the corridor, significant private sector capital may be invested once a construction schedule and financing plan for improving the corridor is in place. With Opportunity Zone Fund investments most likely funding mixed use commercial and residential building construction, job and labor demand will increase during construction as well as with the new commercial businesses occupying the new real estate. Additionally, added residential use will be critical to attracting and accommodating the workforce needed for the significant amount of industry in Marshalltown.

This proposed project will directly result in hundreds of good-paying jobs from those that work to develop the Corridor concept to the planners, engineers, and landscape architects that design the facility, to the construction workers that implement the design. Environmental planning, engineering, and landscape design will be completed by professional service workers within Iowa. The construction company selected will undoubtedly need to rely on the local and regional labor force to competitively be selected and complete the project. The following trade unions are expected to be necessary for constructing the roadway and ancillary attributes and utility infrastructure along and associated with Highway 14:

- International Association of Bridge, Structural Ornamental and Reinforcing Ironworkers (Local 67)
- International Brotherhood of Electrical Workers (Local 347)

- International Brotherhood of Painters and Allied Trades
- International Union of Bricklayers and Allied Craftsmen
- Laborers International Union of North America (Local 177)
- Lineman (Local 55)
- Plumbers and Steamfitters (Local 33)

Marshalltown is home to Marshalltown Community College (MCC) and Iowa Valley Community College (IVCC). IVCC Education & Training Center is located Downtown, one block off of the Corridor. They hold a number of ESL classes and other adult learning classes at this location. According to the Iowa Workforce Development Labor Market Information Division as of January 2022 the unemployment rate for Marshall County was 10.4 percent. Based on this information the South Central Iowa Local Workforce Development Board (LWDB) has developed a pilot program, HELP MAKE (Health Education, Language Proficiency, Manufacturing Awareness, Knowledge, and Experience) Marshall County to address the high unemployment rate in the Marshall County. A request in the amount of $452,000 has been submitted at the request of the Governor's office. This project has multiple partners and has identified the following goals.

- Individuals will have increased access to resources towards economic self-sufficiency.
- Decreased unemployment rate for all populations.
- Increase employer utilization of Rideshare and subsidized childcare programs.
- Increased support for businesses to hire talent.
- Increased support for Limited English Proficient (LEP) residents.
- Increased spending in the local economy.

(4) Project Factor: Increase opportunities for Tourism – Marshalltown is a rural community which is centrally located within an hour from multiple larger communities such as Des Moines, Ames, Cedar Rapids, Waterloo and Cedar Falls. Marshalltown is also designated Iowa Great Place community. The Marshalltown Area Chamber of Commerce oversees the convention and tourism program and works diligently to bring events to Marshalltown. Highway 14 is a primary roadway through the community. As visitors travel through it is important that they feel welcome and encouraged to stop and see some of the local attractions. Together Vision Marshalltown, the Marshall County Arts & Culture Alliance, and other community leaders are promoting "Marshalltown More Than Ever" as the place to live, play, work and learn. There are significant opportunities for redevelopment along the corridor that will support tourism efforts. The Highway 14 Corridor study and Downtown Master Plan both discuss the opportunity for a new hotel and convention space and the soon to be vacated hospital campus is a prime redevelopment location for this use. Together the City and Chamber have been working to recruit interested developers in this area.

(5) Project Factor: Improving overall well-being with long-term job creation and other economic opportunities – Improved public infrastructure coupled with complete streets design principles, will make existing properties which are currently vacant or underutilized, attractive for redevelopment, including in the Opportunity Zone mentioned above. Additionally, this will help the existing businesses as they grow and need to recruit new employees. Better connectivity to the downtown business district will promote better exposure for existing businesses and create an attractive scenario for potential businesses. Improved aesthetics, an efficient roadway, a more walkable and bikeable corridor, and less issues impacting air quality, noise, and safety will translate into a remarkable improvement of well-being for those living and working in Marshalltown while increasing the likelihood that existing and new businesses will be long-term sustainable enterprises with long-term job creation.

(6) Project Factor: Improving local and regional freight connectivity to the national and global economy – This Corridor is home to several well-established and global, industrial leaders including Emerson, Lennox and JBS. Companies like these are the life-blood of many rural Iowa communities and the economic livelihood for hundreds of pork producers across central Iowa. Improving the conditions of the Puerta de Marshalltown with a design that enhances local and regional freight connectivity including access to and from Marshalltown to the four-lane Highway 30 and Highway 330 which connect to Interstate 80 and Interstate 35, will help to ensure that these national and global businesses remain competitive. The proposed project will encourage a higher quality of life for an established work force and provide the infrastructure required for these companies to continue to be competitive and operate efficiently.

F. State of Good Repair

Puerta de Marshalltown has seen a lot of changes and growth since first being paved in the 1950's. It has grown from a 2-lane roadway to a 4-lane urban arterial corridor that serves the entire community. The changing traffic patterns, condition of pavement, and safety issues lead experts in the transportation industry to recommend a road diet. This includes a 4-to-3-lane conversion, pedestrian improvements, streetscape elements, and increased accessibility along the entire corridor to provide a revitalized corridor.

Utilities are most commonly run within a road right-of-way. Most of these corridor utilities have lived their useful life. In fact, the existing water main was installed in the early 1900's. Deteriorated utilities require emergency repairs until the time where the system is replaced. We are at that point, and we can combine the roadway project with the utility work to be the most economical with the least negative impacts. Therefore, a full reconstruction of the Corridor is recommended and utilities have committed funds towards the project.

The proposed project approach of full reconstruction will meet the selection criteria for a state of good repair based on the following information.

1. The proposed project is consistent with the existing plans to maintain the roadway and ensure it is in a good state of repair. In 2016, the Iowa DOT allocated funding to rehabilitate all of Highway 14 Corridor through Marshalltown including a 4-to-3-lane conversion for the North portion of the roadway. The North half of Highway 14 from Anson Street to the Iowa River was removed from the Iowa DOT's surface improvement project in order to allow for the City of Marshalltown to evaluate the Corridor and establish a vision for the northern portion of the community. Between 2016 and 2020, the City has completed the previously discussed Highway 14 Corridor Study and the Downtown Master Plan. Together, both of these studies create a unique vision for the Corridor which helps outline our goal for the future. The proposed project aligns with the previous Iowa DOT improvement plans while addressing the current vulnerabilities along the Corridor.

The City of Marshalltown also completed an ADA Transition Plan in December of 2019. As part of the transition plan all of the City's sidewalks, ADA ramps, traffic signals and pedestrian crossing were analyzed for ADA compliance. The data collected shows that 68 percent of the ADA ramps in the corridor are non-accessible while 50 percent of the sidewalks are inaccessible or have barriers to accessibility present. The proposed improvement will bring the entire project corridor into ADA compliance and help meet the goals of the recently approved ADA Transition Plan.

2. If the roadway improvements are not completed, the roadway will continue to deteriorate to a point of disrepair. This would lead to increased yearly maintenance costs, possible increases in

pavement condition-related crashes, and continued hardship to an already blighted area. The first step of a much larger vision is the reconstruction of the Puerta de Marshalltown. This reconstruction will help spur development and revitalize the northern end of Marshalltown.

The initial cost to improve the roadway will provide long term benefits for the entire corridor including reducing long term maintenance costs, improving pedestrian access and increasing economic redevelopment in the area. The Iowa DOT will be partnering with the City of Marshalltown for the project. The Iowa DOT has committed to provide $1,400,000 to the project to help cover roadway pavement related costs. Once completed, the investment in the roadway will help play a much larger role in the redevelopment and economic growth in the northern portion of Marshalltown.

Long-term maintenance of a completed project also needs to be addressed. The City of Marshalltown has a maintenance agreement with the Iowa DOT for Highway 14 through the City limits (which can be viewed at www.PuertadeMarshalltown.com/supporting_docs). Marshalltown is responsible for minor maintenance along the roadway including pothole filling, partial-depth patching, pavement marking, signage and any maintenance outside of the travel lanes. The Iowa DOT is responsible for all other maintenance required for the travel lanes. The City required maintenance along the corridor will be funded as part of the normal operating budget for the City of Marshalltown. The current budget has allocations for street repairs, ADA improvements and pavement marking. These allocations along with the Iowa DOT funds will help cover any future pavement maintenance costs along the corridor.

The City has both sanitary sewer and storm sewer utility fees in place to help cover costs of future improvements needed. These utility fees will provide any future funding needed for utility maintenance along the Corridor. The project will provide new sanitary and storm sewer to replace the aging and undersized infrastructure. The water main replacement will provide much needed water valve and main replacements. This will afford reduced maintenance requirements and efficiency for future water main breaks and the ability to control waterflow with properly working valves. The City of Marshalltown is partnering with Marshalltown Water Works to fund the water main replacement. Partnering results in a reduced chance of new roadways having to be removed to repair water main infrastructure that would not have otherwise been replaced if it were to fail after the corridor construction project. Marshalltown Water Works will still maintain ownership of any installed water infrastructure and perform any future maintenance required.

G. Partnership and Collaboration

One of Marshalltown's greatest strengths is the ability to collaborate and partner with other agencies to execute community visions. The City of Marshalltown has numerous stakeholders for the Puerta de Marshalltown project identified. In a rural community, this support is crucial to making a project of this size successful. Support is shown by local, State and Federal agencies, local businesses, community organizations and residents. Multiple letters of support can be found at www.PuertadeMarshalltown.com/support/.

During the Highway 14 Corridor Study multiple public engagement sessions were held throughout the Corridor. All property owners in the area received a direct mailing about the opportunity to provide input. The letters mailed were in English and Spanish and translators were present at the meetings. During the Downtown Master Plan a Latinx focus group met to discuss the opportunities for involvement and business growth opportunities.

As an Iowa Great Place community, Marshalltown works closely with the following community

organizations to promote the unique opportunities and attractions in Marshalltown. Projects such as the Puerta de Marshalltown will enhance the community's image and support the Marshalltown More Than Ever campaign.

Community Partners	
U.S. EPA – Brownfield Grant Program and Technical Assistance Partner	Region 6 Resource Partners – Local Housing Trust Fund and Transportation Programs
U.S. HUD – Lead Based Paint Hazard Reduction Grant Program and Section 8 Housing Choice Voucher Program	Marshalltown Area Chamber of Commerce
Iowa Department of Transportation	Vision Marshalltown
Iowa Department of Natural Resources – Brownfields Program	Martha-Ellen Tye Foundation
Iowa Department of Cultural Affairs – Iowa Great Place Program	Community Foundation of Marshall County
Iowa Economic Development Authority – Downtown Revitalization Grant Program, Upper Story Housing Grant Programs, Main Street Iowa Program and Catalyst Program.	Marshalltown Central Business District/Main Street Program
Kansas State University Technical Assistance to Brownfields	Marshall County Arts & Culture Alliance

As mentioned in the State of Good Repair section, Marshalltown Water Works has been identified as a key stakeholder and has committed $2,500,000 to the project. In addition to a letter of support, the Iowa DOT is supporting the project by contributing $1,400,000 to total project cost. The City of Marshalltown City Council approved a resolution of support to authorize the City's application for the RAISE grant and to commit a total of $9,645,000 towards the project, which includes the MWW and Iowa DOT financial support. These documents can be found at www.PuertadeMarshalltown.com/support/. This project does not include any intended relocation activities.

H. Innovation

Careful pre-project planning, both conceptually and environmentally, will streamline the environmental permitting process for the Puerta de Marshalltown. The City invested heavily in executing a corridor study that will promote an efficient and effective permitting process, thus promoting efficient project delivery.

All readily available information on resources in the corridor has been documented, catalogued into a GIS database, and mapped (See Environmental Resource Maps at www.PuertadeMarshalltown.com/supporting_docs.) As a result, to the understanding of environmental resources a corridor improvement concept has been developed that avoids impacts to wetlands, threatened and endangered species habitat, historic architectural sites, and Land and Water Conservation Act 6(f) resources. For categorically excluded projects of this nature, Iowa DOT and FHWA utilize a programmatic agreement that allows the Iowa DOT to sign off on a proposed federal action without corresponding FHWA review or signature. This streamlined process reduces the amount of time required for the NEPA environmental review and decision-making process. Additionally, the Iowa DOT along with the FHWA utilize a different programmatic agreement with the State Historical Society of Iowa (SHPO) for projects of this nature with anticipated not adverse effect to cultural resources. This Iowa DOT/FHWA and SHPO Programmatic Agreement

assigns the decision-making for adverse effects solely to the Iowa DOT Cultural Resources Section and as a result, several months of outside agency review and consultation are removed from the project planning process. Early environmental planning and concept design coordination, Programmatic Categorical Exclusion classification, and use of a Programmatic Agreement for final determination of cultural resource impacts means this project is about as streamlined and efficient as it can be in Iowa. It also will assure efficient and timely project delivery in the context of a comprehensive understanding of corridor resources and socioeconomic conditions.

While no innovative technologies except for LED street lighting, or innovative financing are planned for this project, the innovative project delivery methods provide for an exciting project for the City of Marshalltown.

V. Project Readiness:

A. Environmental Risk

Based on a detailed review of the engineering concept for improving the Puerta de Marshalltown in relation to potentially affected environmental and socioeconomic resources, the proposed project would be reasonably expected to begin construction in a timely manner. All resources have been evaluated with respect to the project concept. The analysis of potential impacts show that this project presents minimal risk.

The proposed project has minimal parcel acquisition as the worst-case scenario. Temporary construction easements will be needed for some parcels. The ROW acquisition is a minor component and will not affect the schedule. Because only small portions of some parcels near intersections would be required, condemnation would be an unlikely scenario. If condemnation were necessary, the design would likely be revised to avoid condemnation proceedings affecting the project schedule.

The City of Marshalltown and consultant team will work with the Iowa DOT and Iowa Department of Natural Resources through the planning and designing phase of this project. The project's anticipated Programmatic Categorical Exclusion (PCE) will be complete in about three months after a RAISE Grant is awarded. If any unknowns surface during further engineering and evaluation of resources, this will be evaluated, addressed, and incorporated into the existing project schedule not affecting planning bid letting and construction. If more significant unknowns were to develop the proposed project design would be altered to mitigate any potential schedule impacts.

(a.) Project Schedule

A project schedule that identifies all major project milestones is identified in Figure 10.

Figure 10 – Project Schedule

	2022			2023				2024				2025				2026	
	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
RAISE Grant Submittal	■																
RAISE Grant Award		■															
Project Kickoff		■															
Design Survey			■	■													
Preliminary				■	■	■											
Environmental Assessment					■												
Public Outreach					■			■									
Final Design						■	■										
Bidding								■									
Construction									■	■	■	■	■	■	■	■	
Close Out																	■

The anticipated NEPA classification of this proposed action would be PCE. The PCE would be completed in approximately three months from the RAISE Grant award date. As the proposed project would not extend beyond the existing corridor ROW with the exception of small areas at intersections to improve turn radii (e.g., East Marion Street intersection), environmental permitting approvals that would extend the environmental planning and permitting process beyond three months are not anticipated. All environmental planning, review, and permitting activities will be complete to allow RAISE Grant funds to be obligated sufficiently in advance of the statutory deadline (June 30, 2026), and the project would be able to begin construction quickly upon obligation of RAISE Grant funds and those funds will be spent expeditiously once construction starts, with all funds expended by the required deadline of September 30, 2031. No real property and ROW acquisition is intended as part of this project, however if required, it will be completed in a timely manner and in accordance with 49 CFR part 24, 23 CFR part 710, and other applicable legal requirements.

(b.) Required Approvals

1. Environmental Permits and Reviews.

A thorough review of baseline resources along the project corridor has been completed and Geographic Information System (GIS) data and mapping has been developed. Thus, data for NEPA classification and resource impact analyses is well underway with SHPO Section 106 consultation and 30-day review period being the greatest variably affecting duration of the NEPA clearance.

(i.) Information about the NEPA status of the project

The NEPA status of this proposed project is no decision document has been issued as there has not been a federal action that would invoke NEPA or NHPA Section 106 Consultation. However, as stated in above, baseline documentation of resources and GIS mapping relative to the proposed project concept have been completed and all resources have been analyzed for the potential for impacts. Based on the Puerta de Marshalltown improvements, need for ROW acquisition or lack thereof,

and projected impacts this proposed project is expected to obtain NEPA classification as a PCE. Given the nature of the corridor improvements this project would be expected to be classified as a "retrofit" Type II action or project and as such the determination of additional cultural resource investigation and potential impacts beyond the completed Phase IA analysis could rest with the Iowa DOT Cultural Resources Section under the DOT/FHWA Programmatic Agreement with the Iowa SHPO. As such the NHPA Section 106 consultation process would likely occur over a period of less than 30 days with an outside chance the DOT may request a Phase I Archaeological Survey which could extend the cultural resource analysis and approvals out to around 60 days. Regardless, the entire PCE process and NEPA clearance could still be completed in approximately three months with minimal to no other resource impacts or changes to the proposed concept.

(ii.) Information on reviews, approvals, and permits by other agencies.

Wetland or stream impact permits would not be required. DOT Act Section 4(f) resources would not be adversely affected. Land and Water Conservation Act Section 6(f) resources would not be adversely affected. Threatened and endangered species or their habitat would not be impacted. A Phase 1A cultural resource survey has been completed which identified numerous older structures along the corridor and little potential for discovery of archeological resources. Old streetcar rails may exist under the existing roadway which the State Historic Preservation Office may request preservation in place or other mitigation. Therefore, should this project become a Federal project with the award of RAISE Grant funds, the National Historic Preservation Act Section 106 Consultation would be the most length environmental review process associated with environmental permits and reviews.

(iii.) Environmental studies or other documents

Documentation of baseline environmental resources in the corridor can be found at www.PuertadeMarshalltown.com/supporting_docs along with a checklist providing conclusionary analysis of potential impacts along the corridor. The cultural resource Phase 1A Study can also be found at this same link.

(iv.) Discussions with the DOT regarding compliance with NEPA and other applicable Federal environmental reviews and approvals.

The project team has corresponded with the Iowa DOT Office of Location and Environment, National Environmental Policy Act (NEPA) Section. After providing the DOT NEPA Section with a description of the proposed action, the preliminary analysis of potential impacts to resources, and the Phase 1A cultural resources investigation, the Section Director concluded that, should this become a Federal Action requiring a Federal Decision as a result of RAISE Grant funding, the proposed action would likely be classified as PCE.

(v.) ROW acquisition plans.

This project has no planned permanent ROW acquisition.

(vi.) Public engagement.

Two public open house events, a public presentation and a presentation to the City Council were conducted as part of the Highway 14 Corridor Study. The public had the opportunity to participate in a survey regarding preferences for improving the project corridor. The survey had 580 responses which were aggregated and incorporated into concept design components along the corridor. Goal for improving the corridor were directly derived from public input as well as the creation of specific objectives including: 1) Vacant and rundown buildings; 2) Condition of the commercial and retail properties; 3) Vehicular traffic safety; 4) Beautification along the roadway; and 5) Condition of

residential properties. As a result of the public input specific safety and beautification components of the roadway project have been developed. The City Council also approved a comprehensive rewrite of the Zoning Ordinance which included the new Zoning Map on April 11, 2022.

2. State and Local Approvals.

The project will require two approvals, NEPA and NHPA Section 106 Consultation with SHPO. NEPA classification, impact analysis documentation, and a decision document would be required from Iowa DOT and FHWA. For this particular project, a PCE is expected and through the PCE agreement between DOT and FHWA, signature by an FHWA representative would not be required. This project is also expected to be declared a Type II or retrofit project and therefor through another "Programmatic" agreement between DOT and Iowa SHPO, the DOT would make a determination of effect on cultural resources without SHPO consultation. Both of these "Programmatic" agreements greatly shorten the timeframe for NEPA and Section 106 approvals. Wetlands, floodplain, Endangered Species Action Section 7, DOT Action Section 4(f), or LAWCON Section 6(f) approvals or permits would not be required for this project.

3. Federal Transportation Requirements Affecting State and Local Planning.

The proposed project has been discussed by the Region 6 Resource Partners, the regional planning association (RPA), in relation to the Transportation Improvement Program (TIP). Region 6 is headquartered out of Marshalltown and financially supported the initial planning efforts related to the proposed corridor improvement project. The proposed project is in an attainment area for all criteria air pollutant and therefore, the project does not require inclusion in a conformity transportation plan or TIP.

(c.) Assessment of Project Risks and Mitigation Strategies

The project does not represent any significant material risks. The greatest risks are minor risks that include encountering contaminated soils from former gas stations during construction and lead time on utility components such as ductile iron pipe. The potential for leaking underground storage tank sites will be assessed well in advance of construction with intrusive investigation performed where necessary to confirm any soil conditions that may warrant remedial or removal actions prior to construction. For unidentified orphan site encountered during construction an impaired soil management protocol will be established that keeps construction moving while impaired soils and/or old buried gasoline/diesel tanks are removed. Shortages and lead time for infrastructure components from concrete to DIP will be assessed in the earliest stages of design and a bid schedule identified that will allow advanced purchasing and/or material alternatives with shorter lead times established to mitigate disruptions to the construction schedule.

VI. Benefit Cost Analysis

The purpose of a benefit-cost analysis is to express the effects of an initial investment into a common measure, base-year dollars. This accounts for benefits occurring over long periods of time, while most of the costs are incurred with an initial investment. Under this approach, a project with monetized benefits greater than costs has a benefit-to-cost ratio greater than one and should be considered an economically beneficial endeavor. The detailed benefit-cost analysis is included at www.PuertadeMarshalltown.com/benefit-cost-analysis/ and a summary of the benefit-cost analysis results are provided in **Figure 11**.

Figure 11. Benefit-Cost Analysis Summary

Item	BCA	
	PV (7% Discount Rate)	
Travel Time Benefit	$	(2,834,000.00)
Collision Reduction Benefit	$	8,928,000.00
Operation and Maintenance Benefit	$	4,501,000.00
Emissions Benefit	$	-
Vehicle Operating Benefit	$	-
Pedestrian Facility Benefit	$	22,000.00
Property Value Benefit	$	18,211,000.00
PV Total Benefit	**$**	**28,828,000.00**
PV Total Cost	**$**	**22,210,000.00**
PV Salvage Value	$	1,828,000.00
(PV Total Cost - Salvage Value)	**$**	**20,382,000.00**
Benefit-Cost Ratio	**1.414**	

The analysis indicates that the build option has a benefit-cost ratio greater than 1.0, meaning that it is an economically beneficial project. The benefits of the project are estimated to be higher than the costs associated with the construction of the project.