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## RAISE Capital Grant: Project Readiness

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## Project Readiness and Risk

The Enhancing Multimodal Connections in Dyersville Project will improve connectivity and be delivered in four separate components with logical termini and independent utility. The project team envisions this to be managed under four separate contracts and four separate NEPA decisions. These actions have been bundled for resource and delivery efficiency and are expected to be delivered as follows.

**Component 1, an electric vehicle (EV) charging station**, includes the installation of two (2) 150 kW open access chargers within an existing parking lot in Candy Cane Park. Planning and public involvement for Component 1 are currently underway. Next steps include preliminary design, NEPA review, right-of-way (ROW) verification, and additional public involvement. This project component will be procured as a stand-alone contract and is anticipated to let in July 2025. This component will include a multi-year operations and maintenance agreement for the EV charging equipment as part of the procurement.

**Component 2, the North-South Connection** includes the 7th Street SW construction of a new roadway, multi-use trail, and bridge over Bear Creek; construction of a roundabout connecting Beltline Overpass, 7th Street SW, and 1st Avenue W; and the Beltline Road Overpass (construction of a new bridge and multi-use trail over Canadian National [CN] Railway). Public involvement, NEPA review, and design for Component 2 are currently underway. Next steps include NEPA approval, final design, ROW acquisition, and additional public involvement. This project component is anticipated to let in 2025 as a single contract package.

**Component 3, the East-West Connection** includes the construction of a roadway, multi-use trail, and bridge over the Maquoketa River's North Fork. Public involvement, NEPA review, and design for Component 3 are currently underway. Next steps include NEPA approval, final design, ROW acquisition, and additional public involvement. This project component is anticipated to let in March 2026, assuming an agreement can be executed and final design begins in August 2024.

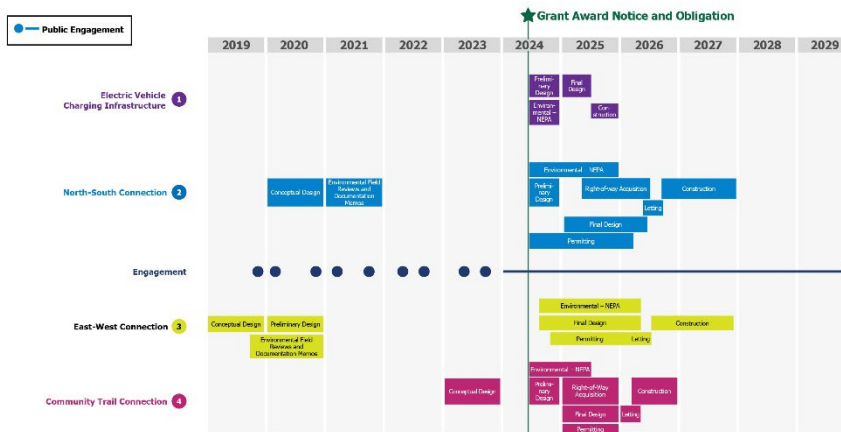
**Component 4, community trail connections**, includes additional trails, wide sidewalks, and buffered bike lanes to fill in gaps and create a cohesive, connected, accessible, and safe pedestrian and bicycle infrastructure network. Directional wayfinding will also be incorporated to guide users to parks, business districts, the larger regional trail system, and the iconic Field of Dreams movie site. Planning and public involvement for Component 4 are currently underway. Next steps include preliminary design, NEPA review, ROW verification and acquisition, and additional public involvement. This project component bundles five trail segments into a single project package for design, NEPA review, ROW verification and acquisition, and delivery. This contract package is anticipated to let for construction in 2027.

## Environmental Risk

### Detailed Project Schedule

Dyersville is committed to meeting the June 30, 2027, statutory deadline for funding obligation, and the September 30, 2032, expenditure deadline. The proposed project can begin quickly upon award of RAISE grant funding, as indicated in **Figure 1**. The project includes flexibility to allow unexpected delays of up to 11 months without putting the funding at risk.

The City has sought meaningful community input through a presentation and public discussion at a December 21, 2020, City Council meeting and two public meeting presentations and public hearings on March 15 and September 22, 2021. Dyersville City Council invited the public to attend the public meetings and public hearings and offered an opportunity for the public to provide comments on the project, which would be integrated in further design documents. Agendas for these meetings and hearings can be found in the document center on the City's website, located here. In addition to traditional input methods, the City contracted with a professional public involvement consultant to conduct demographic analysis and targeted outreach to vulnerable populations and service providers to understand travel patterns and unique challenges to inform the project design. The Demographic Profile and Transportation Access Impacts Report is included as Appendix C. The contacts made through this process and the City's commitment to developing a construction communication



strategy will ensure ongoing communication with residents, including vulnerable populations, is maintained throughout the project.

There is broad public backing for this project to move forward, as demonstrated by the letters of support.

**Figure 1: Project Schedule**

### Required Approvals

The City is in the process of obtaining all required approvals. Though not all documentation is complete, all permitting processes can be accommodated within the project schedule.

### Environmental Permits and Reviews

The improvements planned as part of the project will not affect wetlands or habitat and will not impose adverse impacts on environmental or historic resources. The project poses no risk to cultural resources and no federal- or state-listed plant or animal species have been observed along any of the project corridors.

The City coordinated with Iowa DOT and received a NEPA Categorical Exclusion (CE) for the 7th Street SW extension and the Beltline Road Overpass in February 2022. The 13th Avenue SE connection requires a more thorough environmental analysis since channel realignment

will be required. The NEPA process is underway and anticipated to be completed in 2024. Before Iowa DOT issues a NEPA CE, the State Historic Preservation Office (SHPO) must formally confirm that historic resources will not be affected, and the US Fish and Wildlife Service (USFWS) needs to concur that no rare or endangered species will be harmed. It is expected that the SHPO and USFWS reviews will be completed in 2024. CEs are also anticipated for the trail connections and the EV charging station. Table 3 summarizes all permits and reviews and their anticipated timelines.

**Table 1: Required Permits and Reviews and Their Status**

Agency	Permit/Review	Status	Date Issued or Expected			
			Component 1 – EV Charging Station	Component 2 – North-South Connector (7 <sup>th</sup> )	Component 3 – East-West Connector (12 <sup>th</sup> )	Component 4 – Trail Connections
Iowa DOT	Work in ROW	Concurrence with Iowa DOT	N/A	N/A	N/A	9/2024
Iowa DNR	NPDES	Pending Construction Date	N/A	9/2024	9/2024	4/2025
	Construction in Floodplain	In-Design: Received Concurrence from DNR on Design	N/A	6/2024	4/2024	11/2024
FEMA / DNR	CLOMR	In-Design: Concurrence with DNR on Approach	N/A	6/2024	4/2024	N/A
SHPO	Historic Resources Review	In-Design: Phase 1a Complete	3/2025	4/2024	3/2024	8/2024
USACE	404/401	In-Design: Phase 1a Complete	N/A	6/2024	4/2024	11/2024
US FHWA/ Iowa DOT	NEPA	Pending NEPA Start  Approval Anticipated	CatEx – 3/2025	EA –4/2019  18 months total (field studies) completed in 2019, need to update, coordination underway	CatEx – 11/2023	CatEx – 8/2024
CN Railway	Work on Railway ROW	Concurrence with CN on Approach	N/A	N/A	6/2023	N/A

### State and Local Approvals

The proposed improvements are consistent with local and regional plans to maintain transportation facilities and systems in a state of good repair, including the Dyersville Comprehensive Plan and Regional Planning Affiliation 8's 2040 Long-Range Transportation Plan. While the City has been planning these projects for several years, no state or federal funding was originally anticipated. Given the project's high-priority status and anticipated regional impact, it was incorporated into the Federal Fiscal Year (FFY) 2022-2025



Transportation Involvement Plan (TIP) and Statewide Transportation Improvement Program (STIP) and will be updated to include RAISE funding upon award notification. No additional state or local approvals are required for construction.

**Federal Transportation Requirements Affecting State and Local Planning** - The project is currently listed in the TIP and STIP. The project design is compliant with all Iowa DOT standards and all FHWA requirements. There are no additional state or local planning requirements for the project to progress.

**Railroad Coordination** - The City has received approval from CN Railway to build the Beltline Overpass that is part of the North-South Connector across their tracks, creating a grade separation.

### **Assessment of Project Risks and Mitigation Strategies**

The Enhancing Multimodal Connections in Dyersville Project is both timely and low risk; however, no project is risk free. As such, the City has identified several potential risks that could hinder project progress and developed associated mitigation strategies to minimize any potential impacts. These include:

- **NEPA process delays:** Based on progress to date and the anticipated level of environmental reviews to be completed, the risk to schedule delays due to the NEPA review process is considered minimal because time has been built into the schedule to accommodate delays based on experiences with similar projects.
  - **Component 1** – The EV charging site is anticipated to have no notable impacts, allowing the NEPA review to be classified as a CE and completed efficiently.
  - **Component 2** – Completion of the CE document is pending SHPO documentation that historic resources will not be affected and USFWS confirmation that no rare or endangered species will be harmed. Determinations from these two resource agencies are anticipated within a reasonable time, allowing for completion of the NEPA review process in 2024.
  - **Component 3** – Dyersville received a CE for Component 3, North-South Connections in February 2022.
  - **Component 4** – The NEPA process is anticipated to be completed as a CE, allowing for a timely completion of the NEPA review in 2025.
- **Political or public opposition:** The project is widely popular and has received strong votes of approval from the Dyersville City Council. Despite this commitment, it is always possible that conditions may change. As such, the project team is committed to continued communications with the public and local officials as the project progresses. City project communications are led by the City in the form of an executive committee, which is comprised of the mayor, city council members, city administrator, and public works director/city engineer. The City's project manager also engages with residents, business owners, other stakeholders, and the design teams. The City's project manager communicates the project's intent to the public in designated public meetings specific to the project, through required public hearings for matters regarding the project, and by including public comment items within the bi-weekly council agenda.

- **Delays in procurement:** The contract will require that materials be secured within 4 months of the contract being executed with the contractor to avoid delays when obtaining construction materials. A bid item will be created for stored materials so that all materials that tend to have a long delay can be purchased soon after the execution of a contract and stored on or near the project site(s). Additionally, once selected, the contractor will be required to show material source locations and provide accurate material lead times. The construction administration team will also track material lead times.
- **Lack of affordable bids:** Per Iowa DOT bidding guidelines, if no affordable bids are received, an engineering evaluation will be performed, plan adjustments will be made (as necessary), and the project will be rebid along with sending notice of bid opportunity to a larger area to draw additional interest from outside the regional area.
- **Cost overruns:** Appropriate contingency costs have been built into the budget. The City has also committed to covering cost overruns deemed appropriate.
- **Construction delays:** The project is scheduled to be fully constructed by 2029. Should delays in funding obligation or labor or materials shortages impact the construction schedule, the overall delivery schedule includes adequate schedule contingency or float to accommodate unanticipated delays. The City is confident that there will be no issues meeting the June 30, 2027, funding obligation date or the September 30, 2032, expenditure deadline.

## Technical Capacity

Through past transportation network improvement projects, the City has worked with residents to garner community support and to acquire right-of-way (ROW) when necessary. City Administrator Mick Michel is a professional administrator with more than 27 years of experience administering grant funds and will serve as “in responsible charge” of the project. City Public Works Director/City Engineer John Wandsnider is also a licensed engineer and will offer his expertise during construction of the project and subsequent asset management and maintenance of this critical transportation infrastructure for years to come.

The City is a certified Local Public Agency and will choose to administer this project through Iowa DOT’s Local Systems Bureau. The City will follow Iowa DOT’s Instructional Memorandums to ensure regulatory compliance with all four project components. This includes but is not limited to Buy America provisions, ADA regulations, Civil Rights requirements, procurement, Davis-Bacon Act, NEPA, and the Uniform Act.

The City has completed a \$13.5 million water and sewer project and is in the process of designing a \$55 million professional baseball park at the Field of Dreams movie site. Both projects are delivered on time and on budget. The City is also in the process of administering a BRIC grant funded project. In anticipation of the Enhancing Multimodal Connections in Dyersville project, the City Council has approved matching funds and additional staff resources to support the successful delivery of this critical infrastructure.