

INSIDE

U.S. 169 north of Boxholm



**Watch for
winter storm
coverage in
April INSIDE**



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ONE2ONE

WITH DIRECTOR NANCY RICHARDSON

Last week I was asked to participate on a panel for young leaders hosted by the Iowa Motor Truck Association. I was to give an overview of my position, highlight my leadership style and share a couple of tips on how to be a good leader.

I don't know about you, but I don't sit around thinking about my leadership style, or my any kind of style, for that matter. But, having said yes to being on the panel, I had to prepare my thoughts. So I reflected on the way to the meeting on just what I thought were the most important aspects of good leadership. Of course, at the core a leader must know where she wants to go, be able to articulate that mission to others, and inspire others to help with getting there. But, the question is "how?"

In real estate, they say the three most important things are location, location and location. I believe that in leadership, the three most important things are communication, communication and communication! First, it's essential for a leader to be able to communicate in a clear, understandable way with all types of people. People have to know what you are talking about. Second, open communication is essential. There are those who subscribe to the "information is power" theory and hold on to information as a way of having control. I subscribe to the theory that by sharing information we don't lose power, we instead empower others. Then together we can accomplish a lot more.

Finally, for a leader to be a true leader – meaning that others want to follow and help achieve her goals – she has to have a relationship with her employees. The other panelists all headed employee groups of fifty or less. One of them told the group that "managing by walking around" is the best way to interact with employees. He said he walked around the office twice a day, once in each direction, and talked to all of his employees. What a lucky guy to be able to do that! I can't.

With 3,200 employees, I have to find other ways to interact with DOTers. For those of you around Ames, I have opportunities to see you, chat, and sometimes work directly together. I participate in employee activities when I can; I even run into some of you at the grocery store, a restaurant or a movie.

But for those of you outside the Ames complex, it's a whole lot harder to connect. This column is my monthly conversation with you and gives me a chance to let you know more about me. My planned field visits will give me a chance to know more about you. My first four visits are scheduled for next week and I'm anxious to get out there and hear what you have to say.

This is how far I got in this column about ten days ago before Iowa was hit by back to back significant snowstorms. My involvement in the first storm was primarily one of repeated telephone conferences with the Governor and Lieutenant Governor, a couple of other department heads and utility company, REC and municipal power company representatives.

But the second storm found me spending the better part of three days at the state's Emergency Operations Center (EOC) in STARC Armory at Johnston. That experience caused me to reflect on my partially completed column that I had set aside for ten days while addressing more pressing matters. It reinforced for me what I was writing about communications and reminded me of another important aspect of leadership.

Leaders are not just elected officials or heads of companies, agencies

and firms. Leaders arise out of circumstances and opportunities and may be at all levels in an organization. I was reminded of this as I participated in phone conferences with our field maintenance managers and watched employees from several divisions come in to staff the Transportation Desk at the EOC. I was observing leadership in action. DOT employees in the field and at the EOC desk took charge – they knew their mission, they made sure others also understood the mission, and they called others to action.

The level of communication was amazing. In times of emergency, like no other, it is critical that communication be clear, consistent, thorough, and widespread. The communication within and among the districts, between the field and EOC, between DOT and other agencies, and between DOT and the public helped us all 'weather the storms' (pun intended)! I shudder to think of the impact on Iowans' safety if we had not communicated among all entities so effectively.

These storms certainly challenged us more than the usual winter storms. But once again, through the efforts of hundreds of DOT employees all around the state, from the snowplow operators to supervisors,

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The TIME is now

TIME 21

TRANSPORTATION INVESTMENT MOVES THE ECONOMY IN THE 21ST CENTURY

In December 2006, a study required by the 81st General Assembly of the Iowa Legislature to examine the current Road Use Tax Fund (RUTF) revenues and projected roadway construction and maintenance needs was completed. In conducting the study, the Iowa DOT solicited input from Iowa's cities, counties and other interested groups. The report highlights the challenges facing Iowa's public roads system. The situation includes flattening revenues, dramatically increasing construction costs, an aging infrastructure, increasing usage, and deferred maintenance.

The 20-year projected needs for Iowa's primary, secondary and municipal road systems are \$67.2 billion. The projected revenues for the same period are \$39.5 billion. The shortfall across all jurisdictions totals \$27.7 billion or an annual shortfall of approximately \$1.4 billion. Of the \$27.7 billion shortfall, there are \$4 billion in critical needs, which equates to \$200 million in annual revenue required to address those critical needs.

Based on the findings of the study, the following five actions were recommended to the legislature and endorsed by the Iowa DOT, Iowa League of Cities, Iowa State Association of Counties, Iowa County Engineers Association, and Iowa State Association of County Supervisors, Southwest Iowa Coalition, city of Knoxville, and the Omaha-Council Bluffs Metropolitan Planning Organization.

1) Create a Transportation Investment Moves the Economy in the 21st Century (TIME-21) Fund
Additional investment in the public roadway system of Iowa is vital to

sustain and grow Iowa's economy. This new fund will target new revenue to those areas particularly important to Iowa's economy.

TIME-21 funding for the Primary Road System will be spent on the interstate system and Iowa's Commercial and Industrial Network (CIN). This will permit continued development of corridors critical to connecting Iowa with regional, national and international markets. Further improvements will increase efficiency and safety resulting in economic growth in all regions of the state.

At the county level, funding will be targeted toward replacing deficient bridges and to maintenance and construction on the Farm-to-Market Road System. County bridge deficiencies hinder the efficient movement of agricultural products and jeopardize medical and fire services in rural Iowa. Improvements to the Farm-to-Market Road System are needed to assure efficient movement of products to market and, in particular, value-added markets such as the biofuels industries. The Farm-to-Market Road System is also playing an increasing role in the commute of rural Iowans to jobs in regional and metropolitan centers.

At the city level, each community will assess its own unique needs. Many will likely target funding toward sustaining the overall street network. This will be accomplished by directing resources first to cost-effective maintenance.

This will allow cities to budget other local, state and federal funds to streets that are critical to economic growth and development. Reconstruction, expansion and safety will be priorities after maintenance needs are addressed.

2) Enact changes to the Iowa Code that generate a minimum of \$200 million per year in new revenue for the TIME-21 Fund

This funding will be generated using one or more revenue-generating solutions described in the study, which could include fuel taxes, vehicle registration, tax on motor vehicles, driver's license fees, privatization, tolling, and other revenue-generation methods. Any funding generated beyond the \$200 million for the TIME-21 Fund should be distributed via the existing RUTF distribution methodology. And, consistent with past RUTF revenue increases, the increase in revenue could be phased-in over two years.

3) Establish a 60 percent state, 20 percent cities and 20 percent counties funding distribution formula for the TIME-21 Fund

To address critical needs and maximize the impact of additional revenues, the TIME-21 Fund should be distributed as listed below.

- Sixty percent to the Iowa DOT for use on the interstate and CIN
- Twenty percent to the cities, on a per-capita basis, via the Street Construction Fund, to sustain and improve the Municipal Street System
- Twenty percent to the counties via the Secondary Road Fund for use on all secondary road bridges, and maintenance and construction improvements on the Farm-to-Market System

TIME-21, continued on page 15

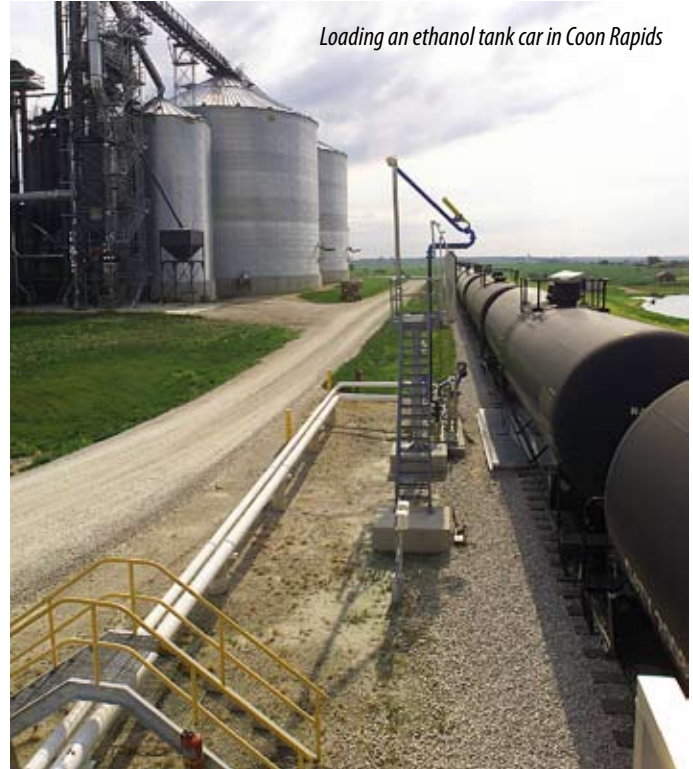
Ethanol boom brings transportation changes

The ethanol boom in Iowa is not only creating new markets for corn, it is changing the way the commodity is being shipped, both within state borders and outside Iowa to regional, national and foreign markets.

Iowa is the leading ethanol producing state in the nation. Craig O'Riley from the Office of Systems Planning says the proficiency of Iowa farmers has led to the boom in alternative fuel production. O'Riley has been monitoring the changes in rail shipments of corn and the way these changes have affected railroad companies. "In the past, Iowa farmers have been so efficient in the production of grain, Iowans couldn't use all that was produced. The majority of our grain was shipped by rail to markets in Texas and Mexico," he said. "In the next few years, with the projected increase in the rate of production of ethanol, it is expected that Iowa may become an importer of corn, rather than an exporter."

Nationally, this shift in shipping needs provides a challenge for rail companies and ethanol producers. Diane McCauley from the Office of Rail Transportation said the majority of grain hopper cars are owned or leased by the railroads. On the other hand, ethanol manufacturers are purchasing or leasing more than two-thirds of the ethanol tanker cars and hopper cars needed to haul the ethanol by-product used for livestock feed. McCauley says, "The logistics of moving the ethanol plant-owned cars to market is completely different than the logistics of moving grain cars because these plant-owned cars need to find their way back to the point of origin."

Another wrinkle in the shipment of ethanol may come in obtaining rail infrastructure and tanker cars. McCauley explains that two initial priorities in planning a new ethanol facility are contact with the railroads and acquisition of



Loading an ethanol tank car in Coon Rapids

tanker cars. "There have been ethanol facility planners who have waited until pretty far along in the planning process to contact the railroads, only to find out the proposed site may require a large investment in track, which can cost up to \$2 million per mile to install, near the planned ethanol facility. Other ethanol facility planners have worked well in securing the infrastructure, but have faced difficulties getting tanker cars in time to have them available when the facility goes online. Recent information shows the lead time for tanker cars can be two years or more."

Ethanol, continued on page 5



Ethanol plants operating, expanding, under construction or planned (January 2007)

	Number of plants	Ethanol capacity (million gallons)	Corn required (million bushels)
Operating	26	1,663	616
Expanding	10	395	146
Under construction	12	1,030	381
Planned	28	2,725	1,009
Total		5,813	2,152

Ethanol, continued from page 4

The increased requirements for switches and sidings at or near the ethanol facility may result in the need for infrastructure improvements in some areas of the state. With traffic levels on many of the main lines in Iowa already high, several of the ethanol facilities will rely on shortline railroads and branch lines for their shipping needs. This increase will result in the need for infrastructure upgrades on those sections of track and to highway/rail crossings.

O'Riley estimates that 160 daily truckloads of corn will be required to come into an ethanol plant producing 100 million gallons annually. From that same size facility, one-third of the ethanol and ethanol by-product would be shipped from the production facility by truck. The remaining two-thirds would be shipped by rail.

O'Riley used an Iowa State University study prepared in November 2006 to calculate that 6,500 rail cars of ethanol and ethanol by-product would be shipped annually, along with 8,800 semi trucks outbound from the ethanol facility each year. "That could mean a large increase in truck traffic near ethanol facilities," said O'Riley.

While ethanol production is expected to increase local truck traffic, these plants may actually cause a short-term decrease in the number of rail cars traveling in our state. McCauley says most of the grain, at least until Iowa needs to begin importing corn, may be trucked locally. The number of export grain trains will decrease, and the increased shipment of ethanol tankers and by-product hopper cars will not make up the difference until production increases. "Because of the pricing structure difference for these commodities and expected growth, the railroads in Iowa do not seem to have an issue with the expected decrease in volume of grain trains. Further, the railroads are looking at additional infrastructure changes other than increased tracks and upgraded rail crossings near the ethanol facility itself," she said. "In the future, there may be a need for a staging area for smaller ethanol producers to ship their product to a holding facility, where longer ethanol trains can be put together to go to more distant markets."

Whatever the future brings, Iowa's ethanol production is sure to spark lively conversation in the months and years to come. Increased truck traffic to ethanol plants may result in the need to add capacity and improve infrastructure on the state's roads system. For a map of current and planned ethanol facilities in Iowa and their relation to Iowa's rail infrastructure, visit www.iowarail.com.

ETHANOL FACTS



- *One bushel of corn can yield 2.7 gallons of ethanol and 17 pounds of the ethanol by-product used for livestock feed.*
- *Annually, 37 million bushels of corn are needed for a plant to produce 100 million gallons of ethanol. That's approximately 41,200 trucks or 160 trucks each weekday.*
- *One truck can haul 900 bushels of corn, 8,000 gallons of ethanol or 25 tons of feed.*
- *One rail car can haul 4,000 bushels of corn, 30,000 gallons of ethanol or 100 tons of the by-product used for livestock feed.*

Moving Iowa Forward Conference

Combining forces to address the issues facing Iowa's transportation systems, the Iowa departments of Transportation and Economic Development brought more than 200 stakeholders together Jan. 18 for a one-day session focused on what can be done to enhance transportation systems and economic development.

Keynote presenter John B. Ficker, president of the National Industrial Transportation League in Washington, D.C., highlighted the critical link between transportation and economic development. He also delved into the complicated relationships of carriers and shippers, and stressed the point that many companies are now both buyers and sellers of transportation solutions. Ficker talked about the critical capacity needs facing our country and how Congress is laying the groundwork to address this issue in the next reauthorization bill set for 2009.

Ficker noted driver shortages for trucking companies, increasing fuel costs, highway system congestion, proposed driver hours-of-service changes, and the move by some states to "sell" their infrastructure to private companies as critical needs to be addressed by the transportation industry. He quoted an American Association of State Highway and Transportation Officials' report as saying the volume on the nation's roads is expected to double by 2035. Ficker continued, "If this is even half-correct, it will be difficult to keep up."

When discussing the sale of existing infrastructure being done in some states, Ficker warned of possible damage to the system as a whole, "The sale of infrastructure threatens to chop up the network. The transportation system in this country is a network."

Included in this network, says Ficker, is the rail system. He stated that increasing capacity of this system



John B. Ficker, president of the National Industrial Transportation League, was the keynote presenter at the Moving Iowa Forward Conference Jan. 18 in Des Moines.

is also a key ingredient to economic stability and growth. Ficker touched on issues with fuel, intermodal services, the role of short lines in the system, capital needs, tax credit legislation, and the need for a 21st century rail industry shipper/carrier relationship model as needs facing this transportation mode.

For all transportation professionals, security has come to the forefront in recent years. Ficker pointed out that in Congress, every senator and all but four congressmen are involved in some committee or subcommittee related to homeland security. Ficker called on the conference attendees to suggest a balance between the needs of the transportation systems and security of the country when communicating with legislators.

Ficker also urged attendees to work at increasing the level of urgency placed on solutions to transportation issues. He said, "This is a crisis-oriented country. Things are dealt with when the crisis hits." He pointed to leaders such as Lincoln (in establishing the transcontinental railroad) and Eisenhower (in planning the interstate system) whose leadership grew out of a sense of urgency that doesn't exist in today's climate.

For solutions, Ficker pointed to four elements as critical to the success of this nation's transportation system: technology, processes, productivity, and funding. He elaborated on the productivity element, "Rail and truck are no longer competitors. The system must work together." He reiterated the need for public/private collaboration and participation by both transportation and economic development factions.

Later in the day, Pete Rickershauer from the BNSF Railroad echoed Ficker's message of cooperation when he said that supply chains are shifting to intermodal transportation where rail is "moving more stuff than ever before, causing a capacity crisis."

The remainder of the day was filled with information delving into the details of personnel shortages in the trucking industry, containerized freight transportation, intermodal shipping, infrastructure innovations, and technologies to move the transportation industry forward.

Moving Iowa Forward Conference, continued on page 15

J.O. Berry 50 years at the DOT



"I'm still learning new things all the time ... the thing with us older folks is that technology isn't natural to us like it is the younger people. They have learned to use a computer since childhood; for older people it's more of a challenge, but very interesting."

- J.O. Berry

J.O. Berry says he was "just a kid" when he started his DOT career 50 years ago. In 1957, Berry was fresh from a stint in the Army, one he began just days out of high school. Back then that little project we call the interstate system was gearing up. Berry was hired as a rodman in the former Atlantic construction residency. Half a century later, he's still around.

After working in the Atlantic construction office for seven years, and having been "lent" to the central right-of-way office in the early 1960s for a three-week turn that turned into six months. Berry was transferred to the District 4 right-of-way office in January 1964. He remained with this office for the next 34 years.

Needless to say, things changed over 34 years. One of the major changes Berry welcomed was technology. In the early 1970s, field right-of-way offices were on the brink of automation. District 4 was the first to take the plunge into the data processing age, and Berry was leading the charge. "We had a data phone, state-of-the-art stuff," said Berry. "This

was a forerunner of the fax machine. We could transmit data directly to the keypunch operators in Ames."

Next came the really high-end technical stuff, the rotary terminal. "It was a dumb terminal that didn't have a screen," explained Berry. "It was more like a big typewriter that transmitted information."

Berry's interest in computer technology continued. In 1998 he was selected as one of the original six field automation-support technicians. "Because I had been involved in automation since the early stages, and with strong encouragement from former District Engineer Alan Samson, I decided to go for it. I'm still learning new things all the time," said Berry. "The people we work with, especially the workstation support team, are outstanding. Many of them are younger and display a wealth of knowledge and patience. The thing with us older folks is that technology isn't natural to us like it is the younger people. They have learned to use a computer since childhood; for older people it's more of a challenge, but very interesting."

Berry's interest in computers has been passed down through the generations. Berry and his wife, Verdean, have two daughters who both rely on technology for their careers. Jodene is a technical journalist and contractor/consultant at Wells Fargo. Shelby works as a Division of Criminal Investigation special agent at the Iowa Department of Public Safety Academy. Shelby's husband, Marty McCreedy, is a member of the Iowa State Patrol. The couple has two children, Cody, 7, and Taylor, 4.

Berry says working at the DOT has pushed him to continue learning. His DOT employment has also allowed him to continue one of the most important challenges of his life, military service. Following his discharge from active duty in 1957, Berry remained in the Army Reserve for 37 years. "My job at the DOT was the reason I was able to continue to serve our country, and for that I'm very grateful," said Berry.

Eliminate (almost) those blind spots

In a 2003 study (1999 data), the National Highway Traffic Safety Administration identified more than 200,000 crashes that involved “typical lane changes.” The majority of these crashes involved drivers who didn’t see a vehicle in the other lane. The vehicle may have been in the driver’s blind spot.

Did you know that when you’re driving a car you can virtually eliminate blind spots by rotating the side mirrors out about 15 degrees?

Ineffective mirror settings

You may have been taught to set your outside mirrors so that you can just see the sides of your car. This setting mostly overlaps, and only slightly widens, the area you can

already see from your rear-view mirror. This setting leaves a blind zone on each side of the vehicle big enough to hide another vehicle approaching from the rear in the next lane. See figure 1.

To change lanes safely with this setting, you have to check the rear-view mirror, then check the side mirror, and then physically turn and look back through the window to see if a vehicle is in the blind spot. At highway speeds, this requires drivers to take their eyes off the forward road for 100 feet or more.

Suggested mirror settings

To reduce or eliminate blind spots, rotate each outside mirror out about 15 degrees. Adjust the driver’s side mirror by leaning your head left against the

window, then set the mirror so you can just see the side of your car. Adjust the passenger’s side mirror by sitting in the middle of the front seat and setting the passenger’s side mirror so you can just see that side of your car. These settings leave four narrow blind zones that are too small to hide a vehicle. See figure 2.

When you want to change lanes, look first in your rear-view mirror, then in the side mirror. If another vehicle is approaching in the next lane, you should always be able to see at least part of it in one of the mirrors until you can see it your peripheral vision.

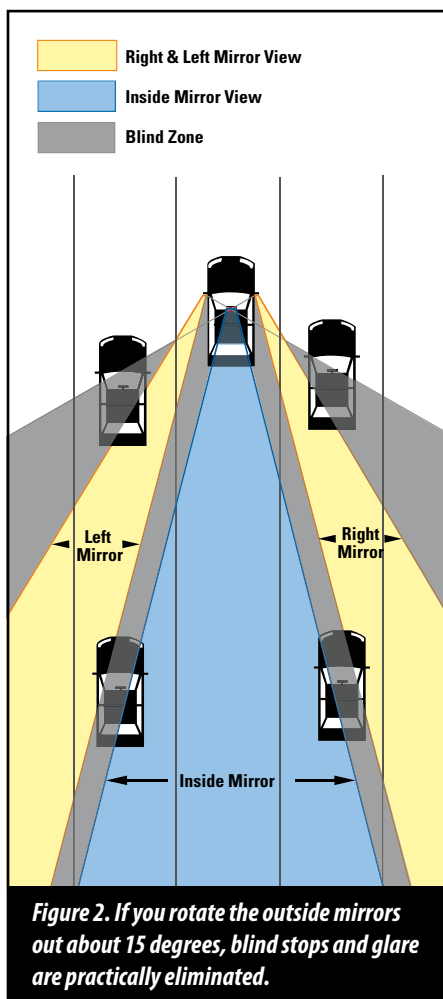
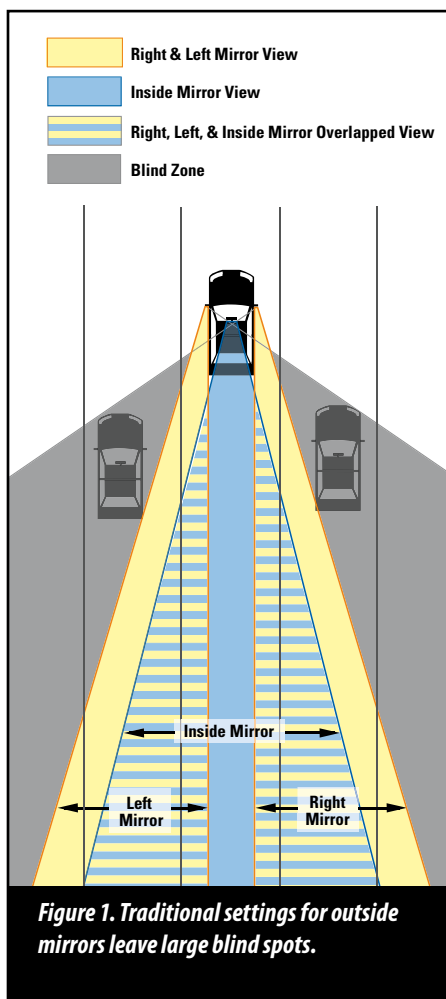
Setting your mirrors may take a few slight adjustments to get the angles just right. Your side-mirror settings are correct if a passing vehicle’s front headlight appears in the side mirror just as it is disappearing from your rear-view mirror. Before the passing vehicle disappears from the side mirror, you should be able to see it approaching in your peripheral vision without turning your head.

These side-mirror settings can take some getting used to. You may feel a little disoriented at first. But you’ll soon learn to watch approaching vehicles slip from the rear-view mirror into the side-view mirror and then into your peripheral vision.

Figures 3 and 4 (on page 9) illustrate this from the left side mirror and right side mirror, respectively.

Exceptions

These mirror setting suggestions apply primarily to cars, but may be useful for sport utility vehicles, vans, pickups and other small trucks. Always check your mirror settings in actual traffic to make sure they are providing maximum visibility.



Blind spots, continued on page 9

Blind spots, continued from page 8

Even with extra-large side mirrors, drivers of large trucks cannot eliminate their blind spots. A blind spot extends up to 30 feet directly behind large trucks. (see Figure 5) A blind spot on the right side of the truck is much larger than one on the left. When you are traveling behind or passing large trucks, remember that

much of the time the driver can't see you. If you can't see the driver's face in the truck's side mirror, the driver can't see you. When passing a large truck, use these rules of thumb.

- Drive defensively.
- Maintain a distance of 20 to 25 car lengths between you and the truck.
- Pass on the left, if possible, and move quickly through the blind spot.

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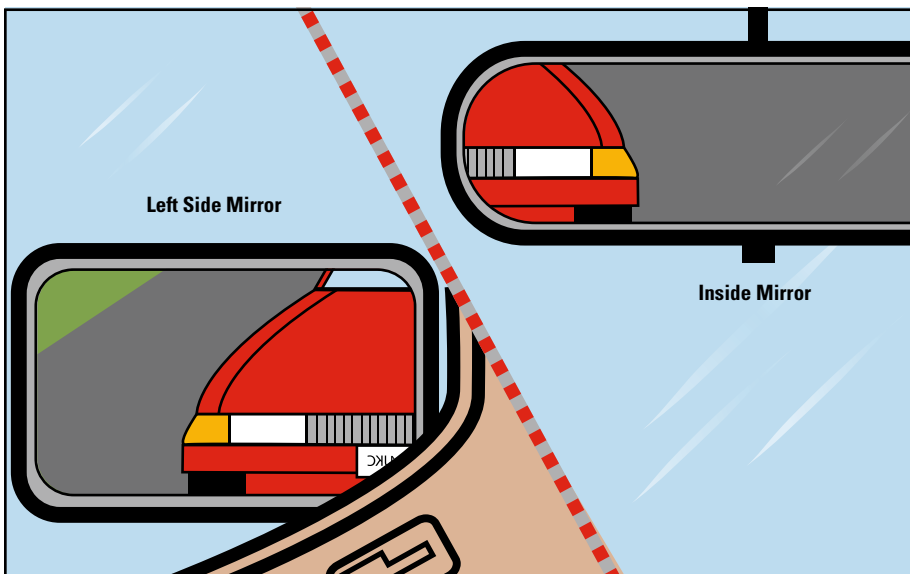


Figure 3. With the driver's side mirror set correctly, you will always see a car passing on the left in the rear-view mirror, the side mirror, or your peripheral vision.

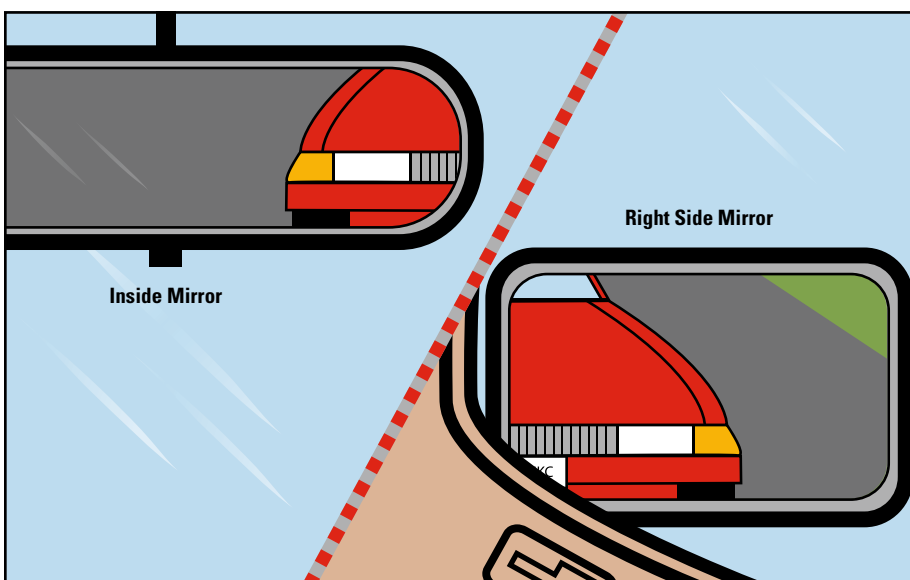


Figure 4. With the passenger's side mirror set correctly, you will always see a car passing on the right in the rear-view mirror, the side mirror, or your peripheral vision.

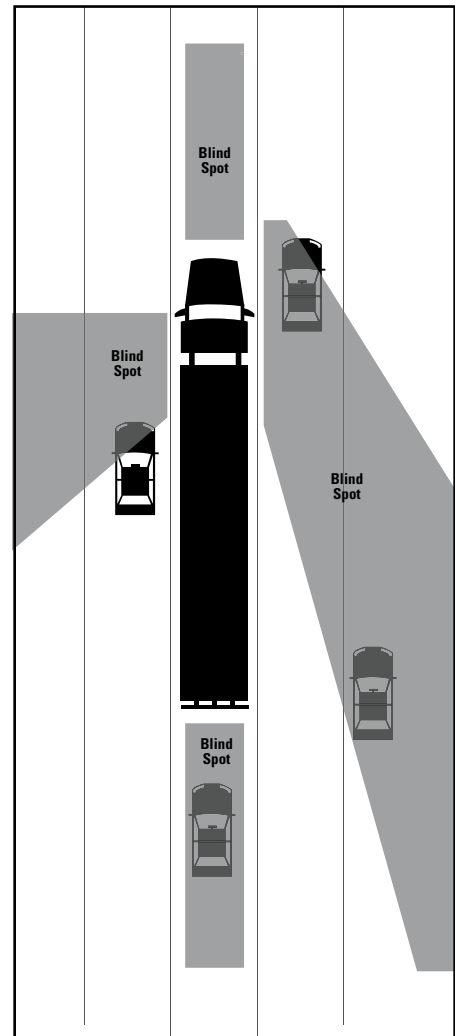


Figure 5. Drivers of large trucks cannot eliminate large blind spots.

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to district maintenance managers, to those keeping changeable message signs up-to-date, to motor vehicle enforcement officers, to staff from various divisions at the EOC Transportation Desk, to staff handling the media efforts, and to countless other staff doing what was needed – no matter how big or how small – the DOT got the job done. THANK YOU to all of you!

Honey

Family Happenings

District 2 Lu Mohorne



The crew at the Waterloo maintenance garage collected more than \$1,000 and Christmas gifts for a Dike family.

According to Russ Frisch, highway maintenance supervisor in the Waterloo shop, the idea of adopting a family from Dike all started when one of the employees from the shop heard of a family in need of a little help. The family had two girls, a four-year-old and an 18-month-old. The mother receives kidney dialysis up to four times a week. The father is employed at a local cabinet company. The employees decided to get the family a little something for Christmas. "We never thought it would turn out this well," said Frisch. "We ended up with \$1,000 in cash, several gift cards for groceries and gas, and a lot of toys for the kids." On Dec. 30 the family sent a cake to the shop to thank everyone for their help.

The District 2 Office, annex and materials employees sponsored an older individual from the Mason City area who had been recently diagnosed with cancer. We were able to fill all of her Christmas wish list and hope to make this a year-round project. The recipient of the group's kindness sent this note. "Thank you very much for the wonderful Christmas that you gave me. I loved everything. It made my day and year. The clothes were wonderful. I love to show them to everyone. Christmas time is sometimes not a happy time for me, but this year was great. I can't thank you enough. I wish you all great health in the new year. Love, Harriet."

District 3 Marybeth Banta



Tom Dibble, construction technician in the Sioux City construction office, and his wife, Chrissy, are the proud parents of a baby girl. Carrie Ann was born Jan. 26, 2007, weighing 7 lb., and was 18 in. long. Welcoming Baby Carrie at home is brother Hank, 3.



Mike DeJong, equipment operator for the District 3 bridge crew, and his wife, Barb, have welcomed their third son, Nicholas Michael. Baby Nicholas was born Dec. 19, 2006, weighing 8 lb., and was 19 ½ in. long. He joins brothers Nathan, almost 2, and Tyler, 27. Congratulations to the DeJong family!

District 5 Brenda Hadley



Dan Redmond, assistant construction engineer in the Chariton and Ottumwa construction offices, and his wife, Juli, are the proud first-time parents of a baby girl. Brianna Elise was born Jan. 20 weighing 6 lb., 3 oz. and was 19 in. long. Congratulations to the Redmond family!

District 6 Sandi Byers



Verlyn Scholbrock (left) and Jeanne Heeren (right) shared a retirement party Jan. 25.

Jeanne Heeren, secretary 2 in the District 6 office and long-time INSIDE correspondent, retired Jan. 25 after 25 years of dedicated service. Jeanne and her husband, Dale, will be "motor-homing" through the U.S., and are looking forward to visiting friends and relatives around the country.

Verlyn Scholbrock, a construction technician assistant in the District 6 Office, retired Jan. 25 after 15 years with the DOT. Verlyn's "good to go" on his Harley!

Happenings, continued on page 11

Happenings, continued from page 10

Operations and Finance

Janet Kout-Samson



Rollin Cronk and his wife, Pat

After more than 34 years with the DOT, **Rollin K. Cronk**, an accountant 3 in the Office of Finance, decided it was time to retire. On Dec. 28, 2006, his co-workers held a farewell coffee in his honor. Rollin, along with his family, was greeted by many current and former DOT employees. Rollin will be sorely missed for his great attitude and willingness to help whenever needed.

In Memory



Paul N. Wanderscheid, 88, of Sioux City passed away Thursday, Jan. 11, 2007, at Countryside Retirement Home following a brief illness. Paul was born Sept. 18, 1918, in Windom, Minn., to Martin and Cecilia (Schiltz) Wanderscheid. He married Ethel Ernst on Nov. 29, 1939, at St. James Catholic Church in Le Mars. Ethel passed away on July 13, 2002. Paul worked for the Iowa DOT for 28 years, retiring in 1981. After retirement, Paul and Ethel spent their summers (more than 20 years) in Big Elbow Lake, Minn., where they made many wonderful lifelong friends. During his time off, Paul enjoyed fishing and snowmobiling.

He was a member of the Church of the Nativity in Sioux City and St. Francis Cabrini Catholic Church during the summers in Big Elbow Lake. He was a member of the Knights of Columbus, BPO Elks Sioux City Lodge 112 and Riverside Senior Center. In early years, he was a member and past president of Siouxland Amateur Radio Club. He also was a volunteer for the Big Elbow Lake Fire Department and a member of the Big Elbow Lake Property Owners Association. He spent many hours volunteering for charitable organizations. Paul enjoyed bowling, fishing and snowmobiling. In later years, he enjoyed spending time talking over coffee with family and friends. Paul will best be remembered for his unique sense of humor and wit. Survivors include two daughters, two sons, four sisters, two brothers, 10 grandchildren, and six great-grandchildren.

Thank you

Over the past year and a half the employees of the State of Iowa, and I mean all branches, have donated time, money and materials that allowed me to take care of my wife. From donating time so I could be with Correen during her many hospital stays and emergency runs, to building a ramp so I could bring her home, to standing behind me when I got called away during the day and when she passed away in December, Correen and I, and our families will be forever grateful.

Clyde Tobey, Davenport garage

I would like to extend a sincere thank you to everyone who helped my wife and I by donating time, sending cards and keeping us in your thoughts and prayers. When I left work last Aug. 15 to head to the Mayo Clinic in Rochester for my third kidney transplant, I had no idea I would be off work for 21 weeks. My wife, Cathy, and I had a lot of uncertainty about a number of things, not the least of which was our concern about income to pay the bills while I was off work. Thanks for your help in our time of need. I am now doing well and was able to return to work Jan. 12.

Brian Cottrell, Information Technology Division

I would like to thank everyone who donated time to me during my cancer treatments last summer and fall. Your incredible generosity was greatly appreciated!

Dave Staab, Urbana garage



IOWA DEPARTMENT OF TRANSPORTATION

TROPHY CASE

The Iowa Concrete Paving Association presented its 43rd Annual Concrete Paving "Blue Ribbon" Awards Feb. 8, 2007, in Des Moines. Among the winners were four Iowa DOT projects.

Interstate

Polk County, I-235 from E. 15th to Guthrie Ave. - Fred Carlson, Co., LLC; Cramer/Jensen/United; Iowa DOT, Marshalltown construction; Iowa DOT, Office of Design



(from left) Kevin Mahoney, Highway Division; Doug McDonald, Marshalltown construction; Dennis Kloke, Fred Carlson Co.

State Roads

Fremont County - Iowa 2 - Sidney bypass
Cedar Valley Corp.; Iowa DOT, Council Bluffs construction; HGM Associates, Inc.



(from left) Kevin Mahoney, Highway Division; Orest Lechnowsky, Council Bluffs construction; Gary Forristal, Cedar Valley Corp.

Divided Highway

O'Brien County, Iowa 60 - Sheldon bypass
Cedar Valley Corp.; Iowa DOT, Cherokee construction; Iowa DOT, Office of Design



(from left) Kevin Mahoney, Highway Division; Mike Kruger, Cherokee construction; Keith Cadwell, Office of Design; Craig Hughes, Cedar Valley Corp.

Special Recognition - Primary Roundabout

Wapello County - intersection of U.S. 63 and U.S. 34
Flynn Company, Inc.; Iowa DOT, Ottumwa construction; Iowa DOT, Office of Design



(from left) Kevin Mahoney, Highway Division; Terry Sedore, Ottumwa construction; Mark Gordon, Flynn Company

2007 Food Drive kicks off April 2

The 2007 Iowa DOT Food Drive, "We Care, So We Share," kicks off April 2 and continues through April 6. The central complex activities have been moved to a new site this year. Look for the crowds in the "new" north building lobby (where the specifications section used to be). Rolls, cookies and ice cream/frozen yogurt will also be available in the north annex. The week-long lists of events and daily collection themes include the following.

-
- Monday Main Dish Monday**
(pasta, canned meats and soups)
Caramel/pecan/iced cinnamon roll sale
8 a.m. until gone
- Tuesday Toiletry Tuesday**
(shampoo, soap and toothpaste/brushes)
DoBiz cookie sale
8 a.m. until gone
- Wednesday Wash Day Wednesday**
(laundry items)
Book/popcorn sale
8 a.m. - 3 p.m.
- Thursday Thirsty Thursday**
(baby formula, juices and powdered drinks)
Ice cream/frozen yogurt
2:30 p.m.
- Friday Finale Friday**
(Bring everything you forgot all week!)

The online auction will run from Monday at noon until noon Thursday.

Anyone wishing to donate an auction item can take it to Vicki Stamper the week prior to the auction. Auction items can be viewed on DOTNET or in the display cases in the north lobby. Any auction bid not paid by Wednesday, April 11, will be awarded to the next highest bidder. Successful bidders can claim their items by the display case on Thursday, April 5, beginning at 2:30 p.m. or contact Vicki Stamper to arrange a pick up time. Offices are encouraged to compile "theme baskets" for the auction. Ideas for the baskets include "TV night" with a couple of DVDs, some microwave popcorn and powdered drinks or "sports fan"



with memorabilia from a favorite sports team. These items should not be solicited from local businesses. According to food drive guidelines, the food drive committee will designate one person to solicit for auction items from local businesses.

Another idea to get your office involved is an "empty your pockets" jar. This can be used to collect loose change in support of the Food Drive. If your office participates in this activity, please designate someone to be responsible for keeping the jar safe after hours. Vicki Stamper will be available to collect donations at any time during the week of April 2-6.

More than 285,000 Iowans are living in poverty, most of whom are children and senior citizens. While the central complex activities support food pantries in central Iowa, field offices are encouraged to hold events in support of their local food pantries. Some ideas for office fundraisers (with food, of course!) include a:

- Walking taco lunch.
- Soup day.
- Baked potato bar.
- Ice cream scoop off.

If your field office is interested in holding events and would like guidance on what is permissible by DOT policy, please contact Vicki Stamper at 515-239-1128.

Service Awards

Information supplied by the Office of Employee Services for March 2007

50 Years

James O. Berry, Information Technology Division

40 Years

Rodney Houge, Information Technology Division; **Lyle Schroder**, District 4 Office

35 Years

Rosanna Bayless, Information Technology Division; **Steven Conley**, Cherokee construction; **Eugene Purdy**, Greenfield garage; **Gary Smith**, District 6 materials-Cedar Rapids

30 Years

Jack Brass, Iowa Falls garage; **David Fullarton**, Design; **Kevin Holm**, Bridges and Structures; **Benjamin J. Holmes Jr.**, Perry garage; **Connie Kent**, Des Moines DL station; **Deborah Kizer**, Vehicle Services; **Linda Lund**, Driver Services; **Jeffrey Traub**, Facilities Support

25 Years

Judith Ann Albin, Driver Services; **Frederick Dean**, District 6 Office; **Kirk Gunhus**, Decorah garage; **Peggy Riecken**, Systems Planning; **Douglas Sorem**, Traffic and Safety

20 Years

Ronald Brown, Corning garage; **Mary Funke**, Cedar Rapids DL station; **Baron Hannah**, District 3 materials-Sioux City; **Lorraine Johnson**, Document Services; **Delbert Jones**, Maintenance; **Lois Lawson**, Driver Services; **Paula Moro**, Motor Vehicle Division; **Gina Rush**, Sloan garage; **Janet Vaughan**, Facilities Support

15 Years

Theresa Johnston, Davenport DL station; **Barry Sieh**, Local Systems

10 Years

Leo Garreau, Facilities Support; **John Heim**, Document Services; **Julie Jessen**, Fort Dodge DL station

(Editor's note: In the printed version of this edition of INSIDE, an error was made listing the 40 year service awards as 45 years and the 35 year service awards as 40 years. We apologize for the error.)

Personnel Updates

Information supplied by the Office of Employee Services for Dec. 29, 2006, to Jan. 25, 2007

New Hires

Nicholas Bieber, motor vehicle officer, Motor Vehicle Enforcement; **Jason Boisen**, equipment operator, Newhall garage; **Brenda Bradford**, driver's license clerk senior, Des Moines DL station; **Michael Davidson**, motor vehicle officer, Motor Vehicle Enforcement; **Drew Donscheski**, motor vehicle officer, Motor Vehicle Enforcement; **Mark Erke**, equipment operator, Leon garage; **David Frances**, equipment operator, Des Moines-north garage; **Randy Hyler**, program planner 3, Location and Environment; **Chris Litscher**, equipment operator, Tipton garage; **Michael Lubben**, equipment operator, Davenport garage; **Frank Maher**, equipment operator, Altoona garage; **Bruce Mehlert**, equipment operator, Urbana garage; **Richard Sammons**, equipment operator, Oskaloosa garage; **Kathleen Shinn**, driver's license clerk senior, Des Moines DL station; **William Yaddof**, equipment operator, Davenport garage

Promotions

Todd Hauge, from equipment operator to mechanic, Williams garage; **Quinta Miller**, from driver's license supervisor 1, Des Moines DL station, to driver's license supervisor 2, Driver Services; **Bryan Nguyen**, from driver's license clerk senior to driver's license examiner, Des Moines DL station; **Michael Nop**, from transportation engineer to transportation engineer specialist, Bridges and Structures; **Cherice Ogg**, from information specialist 2 to information specialist 3, Media and Marketing Services; **Jack Patterson**, from highway maintenance supervisor, Williamsburg garage to public service executive 2, Davenport maintenance; **Lee Wilkinson**, from public service executive 5, Maintenance to transportation division director, Operations and Finance Division; **Kermit Wilson**, from public service executive 3 to public service executive 4, Procurement and Distribution; **James Wittwer**, from equipment operator to equipment operator senior, Council Bluffs-north garage

Transfers

Todd Frank, garage operations assistant, from Council Bluffs-north garage to Avoca garage; **Annette Henning**, construction technician senior, from Maintenance to New Hampton construction; **Scott Jordan**, equipment operator, from Sloan garage to Onawa garage; **Janet Kout-Samson**, from administrative assistant 2, Operations and Finance Division to human resources associate, Employee Services; **Rebecca McDaniel**, construction technician, from Des Moines construction to Marshalltown construction; **Paula Moro**, administrative assistant 2, within Motor Vehicle Division; **Jeffrey Weir**, mechanic, from Ames garage to Fort Dodge garage; **Maury White**, mechanic, from Williams garage to Ames garage

Retirements

Michael Florman, equipment operator, Carlisle garage; **Robert Hauger**, equipment operator, Pacific Junction garage; **Judy Hilsenbeck**, secretary 2, Vehicle Services; **Howard Lamb**, mechanic, Ames garage; **Dennis Meyer**, assistant survey party chief, District 4; **Marlan Meyer**, equipment operator, Latimer garage; **Kenneth Schmit**, equipment operator, Waterloo garage

**TIME-21,
continued from page 3**

4) Continue evaluation of alternative funding mechanisms

The alternative funding mechanisms evaluated as part of the Study of Iowa's Current Road Use Tax Funds (RUTF) and Future Road Maintenance and Construction Needs report, but not adopted by the legislature as funding sources, warrant additional study. For example, the per-mile user fee, which is not technically possible now, may be the best solution to assess user fees in an equitable manner as the country begins to use more alternative-fueled vehicles. The Iowa DOT should continue to study alternative funding sources, and report at least every five years to the legislature on the advantages, disadvantages and viability of alternative funding sources.

5) Perform regular reevaluation of needs and revenues, and report to the legislature

As documented in the RUTF report, there are many issues impacting the ability of the Iowa DOT, cities and counties to address the needs of the

public roads system. These issues include changes in construction costs, levels of all sources of funding, rising number of freight movements, increasing biofuel production, changing commuting patterns, aging population, and many others. As a result of this dynamic environment, it is prudent to reevaluate, on a regular basis, the long-range maintenance and construction needs of the public roads system and ability of existing RUTF revenues (including new TIME-21 Fund revenues) to meet those needs. The Iowa DOT, in consultation with cities, counties and other interested parties, should be directed to conduct a study similar to the one completed December 2006 at least every five years, and provide a written report to the legislature summarizing the study.

To learn more about the challenges and possible solutions to the funding issues facing Iowa's public roads system, visit iowadot.gov/time21. On this Web site you'll find a link to the RUTF study, a list of ways you can get involved to continue Iowa's tradition of safe and reliable public roads.

**Moving Iowa Forward Conference,
continued from page 6**

The day was closed with a message from Nancy Richardson, DOT director, who emphasized the need for increased funding for Iowa's transportation systems, "Both the motor carrier and rail industries, along with the DOT, understand the need to work together for healthy road and rail systems in our state to effectively and efficiently move the amount of freight necessary to continue and grow our economy. The DOT is working to increase funding for both the highway and rail systems through programs introduced this year. Local support of these programs, and communications between local business owners and economic development groups, will play a major role in achieving the funding goals of these initiatives. Conferences such as this are a great way to get the information to the people who can use it to further the cause of economic development in the state."

INSIDE

INSIDE is developed to help keep all Iowa DOT employees informed about critical issues affecting them, recognize DOT employees for their excellent service and share interesting aspects in the lives of our coworkers. For more information, contact Tracey Bramble, Office of Media and Marketing Services, 515-239-1314 or e-mail tracey.bramble@dot.iowa.gov.

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PLEASE RECYCLE THIS ISSUE

On the cover:

The freight movement needs of ethanol facilities have the potential to significantly alter transportation in Iowa.

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Maintenance	Cindy Shipley , Ames	515-239-1824
Materials	Brian Squier , Ames	515-233-7915
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DOT employee sees the light

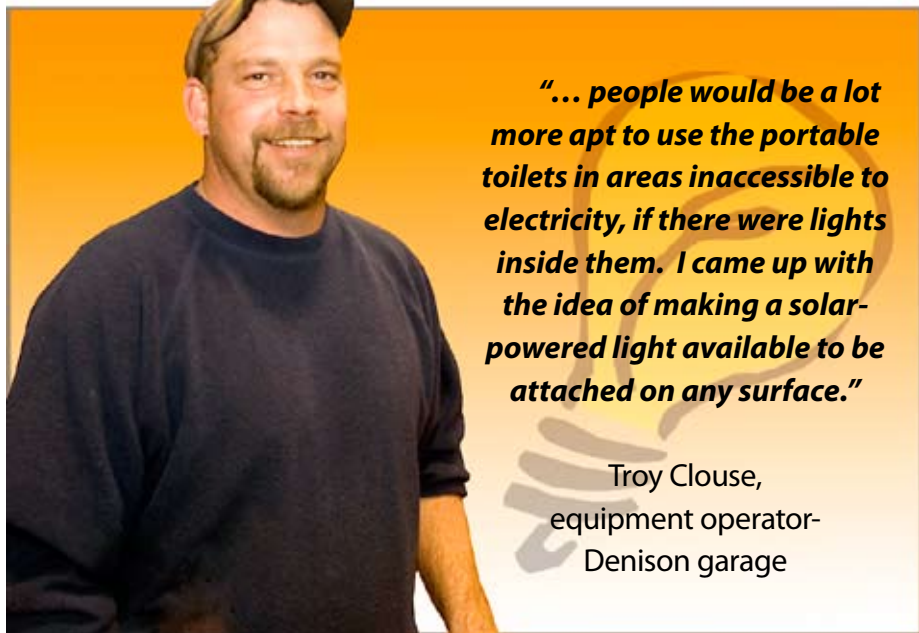
by Christina Andersen

Troy Clouse, an equipment operator in the Denison garage, is taking a big chance on an even bigger idea. Clouse's idea began to take shape about six years ago when his wife, Julie, and a portable toilet inspired him to enlightenment.

One summer evening, the Clouses attended Calf Show Days, an annual celebration in Schleswig where they live. "Julie and I were at the dance and she needed to use the restroom. Portable toilets were lined up outside the dance, but they were in the darkest possible corner. When I can convince Julie to use the portable toilet at night, she insists that I accompany her and hold the door open so she can have some light. But, more often than not, she drags me to the community building where we're forced to wait in long lines. I mentioned to Julie that people would be a lot more apt to use the portable toilets in areas inaccessible to electricity, if there were lights inside them," said Clouse.

Then he saw the light. "I came up with the idea of making a solar-powered light that could be attached on any surface," said Clouse. The use for this type of light extends far beyond portable toilets. The light Clouse envisioned would be adaptable for any setting, including concerts, park shelters, campgrounds, and even household uses. In addition to providing visibility, the light would also provide safety and serve as a deterrent for theft and vandalism.

Over the next few years, the idea for Clouse's Port-A-Lite lingered in the back of his mind, surfacing at every outdoor event he attended. After years of serious thought and reworking the design, and with the full support of his wife and kids, Clouse decided to turn his idea into a reality.



Clouse contacted a company in Florida called Invent-Tech. He had seen an ad for the company on the Discovery Channel, and after some research, Clouse found the company was among the most reputable of those advertising this type of service.

Invent-Tech produced an artistic rendering of Clouse's initial drawing, secured a patent, and is currently marketing the light, trying to spark interest from a manufacturer. Once a manufacturer picks up the light design, a licensing agreement will be reached, which could mean royalties or a lump-sum rights payment for Clouse. After he gets back his initial investment funds, Invent-Tech will receive a 10 percent cut.

Clouse is anxious to shine his light on the world, but for reasons of protecting his patent, said he couldn't show any of his designs or get too specific about the details. Once a manufacturer expresses interest, a prototype will be built, but for now it's all in his mind. And what his mind's

eye envisions is a light that is simple to use and inexpensive. "I always think there's something out there that can be simplified so everyone can use it. Not everything in this world needs to be so complicated," said Clouse. Similar lights sell in the \$5 to \$20 range. Clouse expects the Port-A-Lite will be closer to the \$20 price.

Clouse said it would be nice to make millions and retire wealthy, but will take what he can get. "Just to gain a little financial freedom would be nice, to know we have the kid's college paid for," said Clouse. However, the boys have other ideas. Colton, 13, Caden, 11, and Craton, 8, already have the money spent on a state-of-the-art skate park.

Clouse continues to wait patiently for a manufacturer to express interest. "The wait is agonizing, but even if it doesn't work out I went for it, and I'm never going to look back and regret not taking that chance," said Clouse.