
MEETING MINUTES: RPA 1 Transportation Policy Board
Thursday, October 13, 2016, 10:30 a.m. - Upper Explorerland RPC, Postville

Board members in attendance: Jan McGovern, Howard County; Larry Schellhammer, Allamakee County; Don Arendt, City of Decorah; Dean Thompson, Winneshiek County; Ron McCartney, Clayton County; Darrel Dolf, Fayette County.

Others in attendance: Rafe Koopman, Clayton County; Brian Ridenour, Allamakee County; Joel Fantz, Fayette County; Nick Rissman, Howard County; Jenna Pollock, Clayton County Conservation Board; Krista Rostad, Iowa DOT; Rachele Howe & Michelle Barness, UERPC

1. Meeting was called to order at 10:40 a.m. by Schellhammer
2. A motion to approve the agenda was made by Arendt, seconded by McCartney, approved unanimously.
3. A motion to approve the 7-7-16 minutes was made by McGovern, seconded by Thompson, approved unanimously.
4. A motion to open the Public Hearing to review and receive comment on the proposed amendments to the FFY 2017 Transportation Improvement Program (TIP) was made by Thompson and seconded by Arendt at 10:45 a.m. Motion approved unanimously.
5. Public hearing was held to discuss the proposed FFY2017 TIP amendments:
 - City of Lansing: CHANGE the total cost of a bridge replacement project from \$877,000 to \$1,250,000, and federal aid from \$701,000 to \$1,000,000. BROS-4205(603)--8J-03
 - Winneshiek County: ADD a bridge project for the extension BR# 105, totaling \$165,000 with \$132,000 in federal aid. BHOS-C096(141)--5N-96
 - Winneshiek County: ADD a bridge project for the rehabilitation of BR# 102, totaling \$430,000 with \$344,000 in federal aid. BHOS-C096(140)--5N-96
 - Winneshiek County: ADD a bridge project for the replacement of BR# 87, totaling \$469,000 with \$375,000 in federal aid. BROS-C096(144)--5F-96
 - Winneshiek County: REMOVE bridge project BRS-CO96(138)—60-96 from FY 2017 to be added to FY 2018.
 - Winneshiek County: REMOVE bridge project BROS-C096(113)—8J-96 from FY 2017 to be added to FY 2018.
 - Clayton County Conservation – Motor Mill Trail Alternate Route: ADD planning engineering for the Motor Mill Trail Alternate Route. The trail project was previously awarded \$605,576.00 in federal aid, \$22,142.42 of which was spent on early planning engineering. An alternate route for the trail was approved in August of 2016. Planning engineering for the new route totaling \$27,500, with \$22,000 in federal aid, will be moved into FY 2017. Remaining funding for the project totaling \$811,433.58, with \$561,433.58 in federal aid, will be incorporated in the 2018 TIP. STP-ES-Co22(086)--8I-22
 - Winneshiek County Conservation: REMOVE Dry Run Trail bike / pedestrian structures project STP-E-C096()--8V-96 from FY 2017 to be added to FY 2018.

Project sponsors and Barness provided background on the requests. Hearing no additional public comment, a motion to close the public hearing was made by Thompson, seconded by Arendt, and was approved unanimously. Public hearing was closed at 10:55 a.m.

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6. Barness shared the DOT's new rules on re-demonstration of fiscal constraint for TIP projects that are undergoing administrative modifications or amendments. She explained that the re-demonstration of fiscal constraint policy applies to projects that are being added to the TIP, or are already in the TIP but are increasing in federal aid. Projects undergoing either administrative modifications or amendments are subject to re-demonstration of fiscal constraint when they meet the criteria. The policy does not apply to accomplishment year projects that are increasing their STIP limit but have already been programmed at their full federal aid participation rate (typically 80%), and whose programming entry is just being adjusted based on an updated cost estimate. The policy requires that a corresponding change be made to another TIP programming entry to ensure that the STIP remains fiscally constrained when adding or increasing the limit on a project. The federal aid funds moved to make way for the additional programmed federal aid need to be of the same federal aid program type.

Barness explained which of the TIP modifications and amendments being presented to the board at the meeting required re-demonstration of fiscal constraint, which included the three Winneshiek County bridges (BR#105, BR#102, and BR#87), the Motor Mill Trail Alternate Route project, and the Guttenberg Garber Bridge project, all of which were new to the 2017 programming year in the TIP. The federal aid funds for three projects were moved to make way for these projects, including two Winneshiek County bridges (BRS-CO96(138)—60-96 and BROS-C096(113)—8J-96) and the Winneshiek County Dry Run Trail bike/pedestrian structures project (STP-E-C096)—8V-96).

Board members and technical committee members discussed the application of the re-demonstration of fiscal constrain policy to current and future projects. The board directed Planner Barness to follow up with Matt Chambers in the Office of Program Management at the DOT to verify that the re-demonstration of fiscal constraint requirement does not apply to programming year projects currently programmed at full federal aid, even if they are increasing in cost by more than 30%.

7. A motion to approve the FFY 2017 TIP amendments contingent on all the projects meeting the re-demonstration of fiscal constraint policy as required by the DOT was made by McGovern, seconded by Thompson, all approved.
8. Barness reported on TIP administrative modifications made since the last meeting:
- Clayton County - Keystone Rd. Bridge Replacement: Total project cost has increased from \$625,000 to \$760,000, and federal aid has increased from \$500,000 to \$608,000. BROS-C022(084)—8J-22
 - City of Guttenberg - Garber Bridge Replacement: Total project cost has increased from \$525,000 to \$1,250,000, and federal aid has increased from \$420,000 to \$1,000,000. Planning engineering for the project was moved up to FY 2017, totaling \$168,750 with \$135,000 in federal aid. The remaining funding totaling \$1,081,250 with \$865,000 in federal aid will remain in TIP programming year 2018. BRM-3167(604)-8N-22
9. Howe reviewed the new TAP application process. The existing TAP application is created and implemented by the region. The DOT will create the TAP application in the future, and will complete final application review. The regional selection process will be completed first, and locally preferred projects will generally be prioritized by the DOT. The TAP application process in the coming year may be delayed as a result of the change.
10. Review of federal fund balances: Board reviewed recent changes to the local distribution spreadsheet.
11. DOT Updates (Rostad):

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- 2016 Freight Plan – Rostad shared that 10% of funding will go to multi-modal freight, and that the Linking Iowa's Freight Transportation System (LIFTS) program is a new grant funding opportunity to improve Iowa's freight transportation system.
 - TAP program changes
 - Reviewed STBG program name change, and explained that there were no related changes to operations.
 - Notified the board of the Iowa DOT grant programs deadline change from Oct. 1, 2016 to Dec. 1, 2016.
 - Updates on the DOT's Long Range Transportation Plan

12. Floor Items:

- Howe explained that IEDA contacted UERPC regarding funding for flooding. They requested information on gap areas in the region for funding. She suggested they connect with the county emergency management coordinators. There was discussion from the engineers that road issues from flooding are generally already getting funded. McCartney discussed impact to crops from flooding on the Turkey and Upper Iowa Rivers that may have a need for funding.

13. Hearing no additional floor items, the next Policy Board meeting was set for January 19, 2017 in Postville

14. A motion was made by McCartney, seconded by Thompson to adjourn. Meeting was adjourned at 11:40 a.m.