

---

MEETING MINUTES: RPA 1 Transportation Technical Committee  
Thursday, October 13, 2016 9:30 a.m. - Upper Explorerland RPC, Postville

**Committee members in attendance:** Nick Rissman, Howard County; Brian Ridenour, Allamakee County; Rafe Koopman, Clayton County; Joel Fantz, Fayette County; Krista Rostad, IDOT.

**Others in attendance:** Jan McGovern, Howard County; Dean Thompson, Winneshiek County; Don Arendt, Decorah Mayor; Darrel Dolf, Fayette County; Larry Schellhammer, Allamakee County; Jenna Pollock, Clayton County Conservation Board; Rachele Howe & Michelle Barness, UERPC.

1. Meeting called to order at 9:30 a.m. by Rissman
2. Motion to approve the May 19, 2016 minutes was made by Koopman, seconded by Ridenour, approved unanimously
3. Report on TIP administrative modifications made since 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
4. 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 reviewed by the committee 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-Co96(113)—8J-96) and the Winneshiek County Dry Run Trail bike/pedestrian structures project (STP-E-Co96())--8V-96).

Committee members discussed the application of the re-demonstration of fiscal constrain policy to current and future projects. They directed Planner Barness to further research the application of re-demonstration of fiscal restraint requirements to projects in the programming year that are increasing in federal aid by more than 30%, and to verify with the DOT whether an increase in federal aid requires a proportional increase in local aid.

5. Committee members provided information on the proposed FFY 2017 TIP Amendments for road/bridge projects:
- 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-Co96(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-Co96(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-Co96(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-Co96(113)—8J-96 from FY 2017 to be added to FY 2018.

Barness also provided information on two TAP amendments:

- 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-Co96())--8V-96 from FY 2017 to be added to FY 2018.

After discussion, a motion was made by Koopman, seconded by Fantz to recommend approval of the TIP amendments, all ayes.

6. The committee agreed to forgo the review of the TAP changes and federal fund balances at the meeting due to time constraints.
7. A motion was made by Rissman, seconded by Fantz to adjourn the meeting - meeting adjourned at 10:35 a.m.