

Commission Minutes

July 12, 2022



IOWA TRANSPORTATION COMMISSION
Meeting Agenda / Commission Orders

July 12, 2022
Materials Conference Room
Ames DOT Complex

| ITEM NUMBER | TITLE | SUBMITTED BY | PAGE |
|------------------------|---|-----------------|------|
| C-2023-1 1:00 p.m. | * Election of Commission Officers | Linda Juckette | 3 |
| D-2023-2 | * Approve Minutes of the June 14, 2022 Commission Meeting | Danielle Griggs | 5 |
| | Commission Comments | | |
| | DOT Comments | | |
| TD-2023-3 | * Revitalize Iowa's Sound Economy (RISE) – Davenport | Craig Markley | 7 |
| TD-2023-4 | * Corridor Preservation Zone Recommendation: US 20 from Sundown Road to Cottingham Road | Bryan Bradley | 9 |
| TD-2023-5 | * Corridor Preservation Zone Recommendation: US 151 from Wendling Road past Springville | Bryan Bradley | 11 |
| TD-2023-6 | * Public Transit Infrastructure Grant Program Funding Recommendations | Rebecca Law | 13 |
| TD-2023-7 1:10 p.m. | * Infrastructure Bill Policies Adjourn | Stuart Anderson | 15 |
| *Action Item | | | |

On Tuesday, July 12, the Commission and staff will meet informally at 9:30 a.m.
in Materials Conference Room, Ames DOT Complex,
Transportation-related matters will be discussed but no action will be taken.

C-2023-1

Commissioner Fehrman made a motion to nominate Rich Arnold for Commission Chair and Charese Yanney for Vice-chair. Commissioner Stutsman seconded the motion. Motion passed unanimously.

DEPARTMENT OF TRANSPORTATION
COMMISSION ORDER

Division/Bureau/Office Director's Office Order No. D-2023-2
Submitted by Danielle Madden Phone No. 515-239-1919 Meeting Date July 12, 2022
Title Approve Minutes of the June 14, 2022 Commission Meeting

DISCUSSION/BACKGROUND:

PROPOSAL/ACTION RECOMMENDATION:

It is recommended the Commission approve the minutes of the June 14, 2022 Commission meeting.

COMMISSION ACTION:

Moved by Tom Rielly Seconded by Sally Stutsman

| | Aye | Vote Nay | Pass |
|----------|----------|-------------------|-------------------|
| Arnold | <u>x</u> | <u> </u> | <u> </u> |
| Fehrman | <u>x</u> | <u> </u> | <u> </u> |
| Gaesser | <u>x</u> | <u> </u> | <u> </u> |
| Juckette | <u>x</u> | <u> </u> | <u> </u> |
| Rielly | <u>x</u> | <u> </u> | <u> </u> |
| Stutsman | <u>x</u> | <u> </u> | <u> </u> |
| Yanney | <u>x</u> | <u> </u> | <u> </u> |

Division Director Legal State Director

D-2023-2

Commissioner Rielly made a motion to approve the minutes as written. Commissioner Stutsman seconded the motion. Motion passed unanimously.

Commission Comments

The Commissioners all thanked Linda for her service as chair.

DOT Comments

Director Marler

Congratulated Rich on being elected chair for the 2023 fiscal year.

Grateful to Linda for her service and emphasis on safety. Presented Linda with a plaque and gavel.

DEPARTMENT OF TRANSPORTATION
COMMISSION ORDER

Division/Bureau/Office Transportation Development Division
Systems Planning Bureau Order No. TD-2023-3
Submitted by Craig Markley Phone No. 515-239-1027 Meeting Date July 12, 2022
Title Revitalize Iowa's Sound Economy (RISE) Application – Davenport

DISCUSSION/BACKGROUND:

The city of Davenport submitted a RISE Local Development application in the February 2022 round requesting a grant to assist in construction of approximately 1,170 feet of Zenith Avenue and reconstruction of approximately 1,765 feet of West 83rd Street located on the northwest side of town.

This project is necessary to provide access to more than 50 acres for light industrial purposes. This project is anticipated to be completed by October 2023.

The evaluation and rating for the project will be discussed.

PROPOSAL/ACTION RECOMMENDATION:

It is recommended the Commission, based on the capital investment commitment and potential for future job creation, award a RISE grant of \$942,074 or up to 50 percent of the total RISE-eligible project cost, whichever is less, from the city share of the RISE Fund.

COMMISSION ACTION:

Moved by Tom Rielly Seconded by Charese Yanney

Division Director Legal State Director

| | Aye | Vote Nay | Pass |
|----------|----------|----------|-------|
| Arnold | <u>x</u> | _____ | _____ |
| Fehrman | <u>x</u> | _____ | _____ |
| Gaesser | <u>x</u> | _____ | _____ |
| Juckette | <u>x</u> | _____ | _____ |
| Rielly | <u>x</u> | _____ | _____ |
| Stutsman | <u>x</u> | _____ | _____ |
| Yanney | <u>x</u> | _____ | _____ |

TD-2023-3

Craig Markley, Systems Planning Bureau; Davenport submitted a Local Development RISE fund request to assist in construction of approximately 1,170 feet of Zenith Avenue and reconstruction of approximately 1,765 feet of West 83rd street. Located on the northwest side of town.

This project is necessary, provide access to more than 50 acres for light industrial manufacturing and warehousing purposes. Under Local Development criteria this project received a rating at 50 points. Total estimated cost of the project is \$1,884,147. The City of Davenport are requesting a RISE grant of \$942,074 and will be providing 50% on local match.

It is recommended the Commission based on the capital investment commitment and potential future job creation award a RISE grant of \$942,074 or up to 50% of the total RISE eligible project cost; whichever is less funding will come from the city share of the RISE fund.

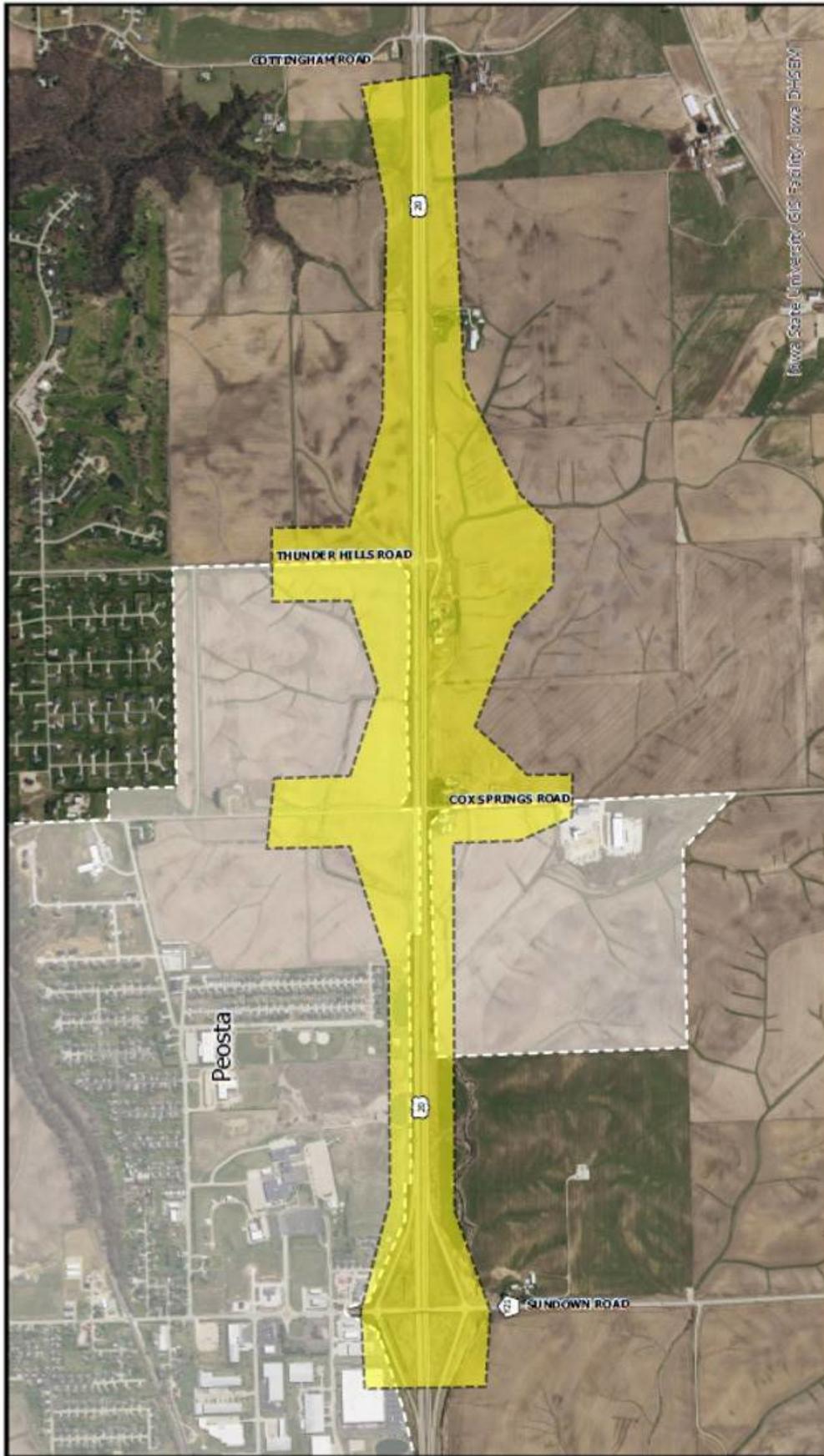
Commissioner Rielly made a motion to approve the RISE grant for the City of Davenport. Commissioner Yanney seconded the motion. Motion passes unanimously.

TD-2023-4

Stuart Anderson, Transportation Development Division Director; The department is developing an improvement strategy for the US 20 corridor from Sundown Road to Cottingham Road in the Peosta area. This area is just west of the recently completed Swiss Valley interchange project and the future interchange is anticipated in the area of this Corridor Preservation Zone. Establishing this CPZ will help preserve the necessary right-of-way for the future development of US 20 in this area.

After written notification to all impacted property owners and local jurisdictions, and after a 60 day comment period, we presented a recommendation last month and we're back here before you this afternoon to recommend the Commission approve a 2.6 mile long Corridor Preservation Zone along US 20 as described in the Commission order and shown on the map attached to the Commission order.

Commissioner Yanney made a motion to approve as recommended. Commissioner Stutsman seconded the motion. Motion passes unanimously.



Iowa State University GIS Facility, Iowa DISEM

CORRIDOR PRESERVATION ZONE
 NHS-020-9(121)--19-31
 US 20 Improvements
 Dubuque County, Iowa

Corridor Preservation Zone
 Corporate Limits
 US Routes
 County Routes

Project Location In Dubuque County

0 1,000 Feet

IOWA DOT
 Created February 2022
 2016 Aerial

DEPARTMENT OF TRANSPORTATION
COMMISSION ORDER

Division/Bureau/Office Transportation Development Division
Location and Environment Bureau Order No. TD-2023-5
Submitted by Bryan Bradley Phone No. 515-239-1787 Meeting Date July 12, 2022
Title Corridor Preservation Zone Recommendation: U.S. 151 from Wendling Road past Springville

DISCUSSION/BACKGROUND

The Commission has programmed the construction of an interchange at the U.S. 151 and Linn County Road X-20 (Springville Rd.) intersection. There have been safety concerns at this intersection and past improvements have not yielded a sufficient change in the operations, necessitating the programming of this interchange project.

Development adjacent to U.S. 151 in this area continues and more development is being planned. Establishing a Corridor Preservation Zone (CPZ) will help preserve the necessary right-of-way for the programmed interchange.

The area of the CPZ is adjacent to U.S. 151 in Linn County, starting at Wendling Road and extending to the east for 1.5 miles, and is shown on the attached map. All procedures per Iowa Code 306.19 will be followed to implement corridor preservation. If a decision is made to acquire property within the CPZ, the department will use emergency and contingency funds in the Five-Year Program or funds that are programmed for project right-of-way acquisition. Commission approval of the Corridor Preservation Zone will provide condemnation authority for this area to the department.

PROPOSAL/ACTION RECOMMENDATION:

It is recommended the Commission approve a Corridor Preservation Zone as described above and shown on the attached map.

COMMISSION ACTION:

Moved by Kathy Fehrman Seconded by Tom Rielly

| | Aye | Vote Nay | Pass |
|----------|----------|---------------|---------------|
| Arnold | <u>x</u> | <u> </u> | <u> </u> |
| Fehrman | <u>x</u> | <u> </u> | <u> </u> |
| Gaesser | <u>x</u> | <u> </u> | <u> </u> |
| Juckette | <u>x</u> | <u> </u> | <u> </u> |
| Rielly | <u>x</u> | <u> </u> | <u> </u> |
| Stutsman | <u>x</u> | <u> </u> | <u> </u> |
| Yanney | <u>x</u> | <u> </u> | <u> </u> |

Division Director Legal State Director

TD-2023-5

Stuart Anderson, Transportation Development Division Director; At your business meeting. Last month, you approved a five-year-program. That includes the construction of an interchange at US 151 and Lynn County Road X-20 of the Springville road intersection.

There have been safety concerns at this intersection and past improvements have not yielded a sufficient change in operations necessitating the programming of that interchange project. Development adjacent to US 151 in this area continues and more development is being planned. Establishing a quarter preservation zone will help preserve the necessary right-of-way for the programmed interchange. Again, after written notification to all impacted property owners and local jurisdictions and following the 60 day comment period.

We presented a recommendation last month and we're back here again before you this afternoon, recommending the Commission approve a Corridor Preservation Zone as described in the Commission order and shown on the map attached to the Commission order.

Commissioner Fehrman made a motion to approve a Corridor Preservation Zone, as recommended. Commissioner Rielly seconded the motion. Motion passes unanimously.



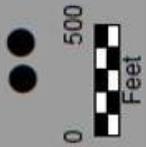
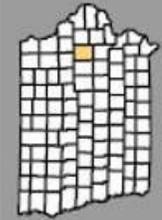
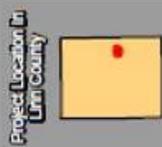
Iowa State University GIS Facility, Iowa DHSRM

CORRIDOR PRESERVATION ZONE

NHSX-151-3(131)--3H-57

US 151 Improvements
Linn County, Iowa

-  Corridor Preservation Zone
-  Corporate Limits
-  US Routes
-  County Routes



IOWA DOT
Created February 2022
2018 Aerial

**DEPARTMENT OF TRANSPORTATION
COMMISSION ORDER**

Transportation Development Division

Division/Bureau/Office Modal Transportation Bureau Order No. TD-2023-6

Submitted by Rebecca Law Phone No. 515-239-1765 Meeting Date July 12, 2022

Title Public Transit Infrastructure Grant Program Funding Recommendations

DISCUSSION/BACKGROUND:

The Modal Transportation Bureau requests approval for the fiscal year (FY) 2023 Public Transit Infrastructure Grant program. The following funding recommendations are listed below:

| | |
|---|--------------------|
| New automated bus wash (Siouxland Regional Transit System - Sioux City) | \$ 238,434 |
| Rehabilitate shop area in the maintenance facility (CyRide-Ames) | \$ 581,566 |
| Replacement of insulation and vapor barrier for transit facility storage and maintenance area (North Iowa Area Council of Governments - Mason City) | \$ 200,000 |
| Renovation of existing facility – Phase I (Southeast Iowa Regional Planning Commission – Mount Pleasant) | \$ 480,000 |
| Total | \$1,500,000 |

PROPOSAL/ACTION RECOMMENDATION:

It is recommended the Commission approve the FY 2023 Public Transit Infrastructure Grant program funding recommendations as listed.

COMMISSION ACTION:

Moved by Sally Stutsman Seconded by Charese Yanney

| | Aye | Vote Nay | Pass |
|----------|----------|---------------|---------------|
| Arnold | <u>x</u> | <u> </u> | <u> </u> |
| Fehrman | <u>x</u> | <u> </u> | <u> </u> |
| Gaesser | <u>x</u> | <u> </u> | <u> </u> |
| Juckette | <u>x</u> | <u> </u> | <u> </u> |
| Rielly | <u>x</u> | <u> </u> | <u> </u> |
| Stutsman | <u>x</u> | <u> </u> | <u> </u> |
| Yanney | <u>x</u> | <u> </u> | <u> </u> |

Division Director Legal State Director

TD-2023-6

Rebecca Law, Modal Transportation Bureau; Last month we presented on the Public Transit Infrastructure Grant Program. This morning I touched base on what those were. I'm back this afternoon recommending the Commission approve the fiscal year 2023 Public Transit Infrastructure Grant Program Funding recommendations as listed on the Commission order.

Commissioner Stutsman made a motion to approve the fiscal year 2023 Public Transit Infrastructure Grant Program Funding Commissioner Yanney seconded the motion. Motion passes unanimously.

DEPARTMENT OF TRANSPORTATION
COMMISSION ORDER

Division/Bureau/Office Transportation Development Division Order No. TD-2023-7
Submitted by Stuart Anderson Phone No. 515-239-1661 Meeting Date July 12, 2022
Title Infrastructure Investment and Jobs Act (IIJA) Implementation Policies

DISCUSSION/BACKGROUND:

Policies to implement the IIJA have been developed after extensive stakeholder outreach and input. The attached document defines those policies including updated federal-aid swap policies.

PROPOSAL/ACTION RECOMMENDATION:

It is recommended the Commission approve the attached IIJA implementation policies and federal-aid swap policies.

COMMISSION ACTION:

Moved by Sally Stutsman Seconded by Ray Gaesser

Division Director Legal State Director

| | Aye | Vote Nay | Pass |
|----------|----------|----------|-------|
| Arnold | <u>x</u> | _____ | _____ |
| Fehrman | <u>x</u> | _____ | _____ |
| Gaesser | <u>x</u> | _____ | _____ |
| Juckette | <u>x</u> | _____ | _____ |
| Rielly | <u>x</u> | _____ | _____ |
| Stutsman | <u>x</u> | _____ | _____ |
| Yanney | <u>x</u> | _____ | _____ |

TD-2023-7

Stuart Anderson, Transportation Development Division Director; The Infrastructure Investment and Jobs act was signed into law in November of 2021. This bill authorized surface transportation, federal funding for the 2022 to 2026 five year time period. After extensive stakeholder outreach and input draft policies regarding the infrastructure bill implementation and federal aid swap were developed and presented to you at your workshop in June. These draft policies were also sent out to stakeholders for input following the workshop last month, we did not receive any negative feedback.

Therefore it is recommended the commission approved the infrastructure bill implementation policies and federal-aid swap policies that are attached to the Commission order.

Commissioner Stutsman made a motion to approve as recommended. Commissioner Gaesser seconded the motion. Motion passes unanimously.

Infrastructure Investment and Jobs Act (IIJA) Implementation Policies
Iowa Transportation Commission
July 12, 2022

Freight funding

- Allocate a maximum of 10 percent of Iowa’s annual apportionment of National Highway Freight Program funding for freight intermodal or freight rail projects. This funding to be administered through the Linking Iowa’s Freight Transportation System (LIFTS) Program.

Transportation Alternatives Program (TAP)

- The federal Recreational Trails Program set-aside will be utilized for annual applications administered by the Systems Planning Bureau.
- Allocate \$5 million of funding available for any area of the state for a Statewide Iowa’s Transportation Alternatives program to be administered by the Iowa DOT’s Systems Planning Bureau. Eligible projects include Iowa Byways and Safe Routes to School related projects.
- All other TAP funding will be allocated by population to metropolitan planning organizations (MPOs) and regional planning affiliations (RPAs) to program on eligible projects.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

- Allocate \$3 million of CMAQ funding for public transit bus replacement administered by the Iowa Department of Transportation’s Modal Transportation Bureau.
- Allocate \$4 million of CMAQ funding for Iowa’s Clean Air Attainment Program (ICAAP) to be administered by the Iowa DOT’s Systems Planning Bureau.
- Remaining CMAQ funds are allocated to the department for eligible CMAQ activities to be programmed by the Iowa Transportation Commission.

Carbon Reduction Funding

- The suballocated amounts as defined in IIJA for areas with population over 50,000 are allocated to each of Iowa’s MPOs based on share of population.
- Remaining Carbon Reduction funds are allocated to the department for eligible activities to be programmed by the Iowa Transportation Commission.
- Carbon Reduction funds may be used instead of CMAQ funds for all or part of the \$3 million allocation for bus replacement and/or the \$4 million allocation for ICAAP.

PROTECT Funding

- PROTECT funds are allocated to the department for eligible activities to be programmed by the Iowa Transportation Commission.

Highway Safety Improvement Program

- Allocate \$5 million per year for a Highway Safety Improvement Program – Local Program to be administered by the Iowa DOT’s Traffic and Safety Bureau.
- Remaining Highway Safety Improvement Program funds are allocated to the department for eligible activities to be programmed by the Iowa Transportation Commission.

Bridge Formula Program (BFP)

- Allocate \$25,986,436 of BFP funding annually to the Iowa Department of Transportation for eligible activities to be programmed by the Iowa Transportation Commission.
- Allocate \$67,423,744 of BFP funding annually to the Local Public Agencies, to be administered by the Iowa DOT’s Local Systems Bureau.

Surface Transportation Block Grant (STBG) Program

- At least 55 percent of the STBG Program funding available to the state is required to be utilized in areas based on population. The mechanism utilized in Iowa to distribute this funding is by providing allocations to MPOs and RPAs.
- The STBG Program funding available to areas based on population will include the required 55 percent (\$78,212,259 in FFY 2022) as well as a portion of the funding available to any area of the state.
- The STBG Program funding available to any area of the state will be allocated as follows
 - 45.7 percent (see third bullet) to Iowa DOT for eligible projects to be programmed by the Iowa Transportation Commission and to support local initiatives such as asset management implementation through collection of pavement condition data, administration of bridge inspection training, construction inspection and contract administration software for use by local public agencies, and funding the Statewide Urban Design and Specifications program.
 - 54.3 percent (see third bullet) for MPOs, RPAs, Farm-to-Market supplement, and city and county off-system bridge set-aside.
 - The IJJA includes an increase in STBG Program funding over the five-years of the act; however, the Bridge Formula Program does not increase. This results in different growth rates of funding allocated for local public agencies compared with the amount allocated for the Iowa DOT. Therefore, from the STBG Program allocation available to any area of the state, the amount allocated to RPAs/MPOs, and the amount allocated for the Iowa DOT will vary by year to assure equal percent growth in overall allocations between the LPAs and Iowa DOT. As defined in the previous two bullets, for federal fiscal year (FFY) 2022, the distribution of the any area of the state allocation of STBG Program funding is 54.3 percent for local distribution and 45.7 percent for Iowa DOT use. Beginning in FFY 2023, those percentage allocations will be modified annually to provide equal percent growth in overall IJJA funding to local public agencies and the Iowa DOT.
- STBG Program funds for RPAs and MPOs are allocated to four categories: 1) Transportation Management Areas (TMAs) – MPOs with more than 200,000 population; 2) MPOs with population less than 200,000; 3) RPA areas with population from 5,000 to 49,999; and 4) RPA areas with population less than 5,000. Each category is allocated STBG Program funding based on each category's share of total statewide population.
- Within the RPA category of STBG program funding, 50 percent of STBG Program funds are allocated based on each RPA's share of total statewide RPA population and 50 percent based on each RPA's share of farm-to-market distribution factors.
- Within the TMA category, each TMA is allocated STBG Program funds based on their share of total statewide TMA population.
- Within the MPOs with less than 200,000 population category, each MPO is allocated STBG Program funds based on their share of total statewide non-TMA MPO population.

Federal-Aid Swap Policy

- **Planning and Programming**
 - Participation in federal-aid swap – Projects that are eligible for swap, as defined in this policy, will be developed as swap projects. Unless restricted by the requirements of the specific program involved, a jurisdiction can request a project to be federal-aid.
 - Federal funding will be swapped with Primary Road Funds on a dollar-for-dollar basis on eligible projects.
 - Funding eligible to be swapped – eligible road and bridge projects from the following federal funding programs
 - Surface Transportation Block Grant (STBG) funds programmed by Regional Planning Affiliations (RPAs) to cities
 - Highway Safety Improvement Program (HSIP) - Local: County and city projects allocated through the HSIP – Local program
 - Swap funds will be used for the 20 percent required federal match for the County Highway Bridge Program and City Bridge Program.
 - Programming
 - STBG funds are allocated based on Infrastructure Investment and Jobs Act (IIJA) Implementation Policies adopted by the Commission in July 2022.
 - RPAs and Metropolitan Planning Organizations (MPOs) will develop a program based on their available STBG funding. RPA programmed projects in cities will be swapped with Primary Road Funds. HSIP-Local projects will also be swapped with Primary Road Funds. All other projects will move forward as federal-aid projects.
 - Dedicated city and county bridge program funded projects will need to be included in RPA and MPO programs.
 - Match requirements
 - Unless specifically required by the grant program, Iowa DOT will not require match and will reimburse funds at 100 percent up to the programmed amount.
 - Individual RPAs can require match but Iowa DOT will not monitor those requirements.
 - System Eligibility (STBG Swap awarded by RPAs to cities)
 - Road projects must be on roads with a federal functional classification of Minor Collector or higher in rural areas, all Farm-to-Market routes, and Collector or higher in urban areas. Individual RPAs can be more restrictive with system eligibility.
 - Projects cannot already be “federalized” (e.g. any federal authorization, any environmental concurrence, any other federal action) and then swapped. Once a project is “federalized” it must continue to follow the federal-aid project development process. A project is typically not “federalized” just by having been included in a Statewide Transportation Improvement Program (STIP); however, in limited situations based on the level of federal involvement, a project could be federalized. This will be determined on a project-by-project basis as draft programs are developed.
 - Implementation date – The original swap policies were implemented with the Federal Fiscal Year 2019 program year that began October 1, 2018. The revised policies in this document will take effect as soon as possible in consultation with city, county, RPA, and MPO stakeholders.

- **Environmental**
 - Local public agencies participating in the Federal-Aid Swap shall continue to follow all necessary and applicable state and federal requirements, including but not limited to permitting and consultation as needed with the United States Army Corps of Engineers, United States Fish and Wildlife Service, Iowa Department of Natural Resources, Iowa Department of Cultural Affairs/State Historic Preservation Officer, Native Sovereign Tribes and Nations, and Office of the State Archaeologist. The Iowa DOT will continue to assist these local public agencies in achieving compliance or acquiring a permit, as staff and technical expertise are available.
 - Environmental and cultural resource oversight shall be verified through the local public agency providing a project development certification and all applicable documentation to ensure that identification, evaluation, avoidance, and mitigation actions have been taken.

- **Project Development/Construction**
 - All swapped projects will continue to be let through the Iowa DOT.
 - Swap funds can only be used on road and bridge construction projects.
 - Preliminary engineering and construction engineering are not eligible for swap as part of a construction project.
 - Project funds will be provided to the local public agency on a reimbursement basis.
 - The Iowa DOT will review contract documents for conformance to the Department standard for letting.
 - The Iowa DOT reserves the right to review projects during construction.