

## **PRELIMINARY COMMISSION AGENDA**

**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	* Infrastructure Bill Policies	Stuart Anderson	15
1:10 p.m.	Adjourn		
*Action Item	<p>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.</p>		



DEPARTMENT OF TRANSPORTATION  
COMMISSION ORDER

Division/Bureau/Office Commission Order No. C-2023-1  
Submitted by Linda Juckette Phone No. 515-239-1919 Meeting Date July 12, 2022  
Title Election of Officers

**DISCUSSION/BACKGROUND:**

As a part of the first meeting on or after July 1 of each year, the Commission is required to take action on the following:

In accordance with Iowa Code section 307A.1A, the “commission shall meet in July of each year for the purpose of electing one of its members as chairperson.” In addition, it is the desire of the Commission that one of its members be designated as vice chairperson to act in the absence of the chairperson.

**PROPOSAL/ACTION RECOMMENDATION:**

It is recommended \_\_\_\_\_ be elected chairperson, and \_\_\_\_\_ be elected vice chairperson for the period beginning July 1, 2022, and ending June 30, 2023.

**COMMISSION ACTION:**

Moved by \_\_\_\_\_ Seconded by \_\_\_\_\_

	Aye	Vote Nay	Pass
Arnold	_____	_____	_____
Fehrman	_____	_____	_____
Gaesser	_____	_____	_____
Juckette	_____	_____	_____
Rielly	_____	_____	_____
Stutsman	_____	_____	_____
Yanney	_____	_____	_____

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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 \_\_\_\_\_ Seconded by \_\_\_\_\_

Arnold  
Fehrman  
Gaesser  
Juckette  
Rielly  
Stutsman  
Yanney

Aye	Vote Nay	Pass
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DEPARTMENT OF TRANSPORTATION  
COMMISSION ORDER

Transportation Development Division  
Division/Bureau/Office 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 83<sup>rd</sup> 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 \_\_\_\_\_ Seconded by \_\_\_\_\_

	Aye	Vote Nay	Pass
Arnold	_____	_____	_____
Fehrman	_____	_____	_____
Gaesser	_____	_____	_____
Juckette	_____	_____	_____
Rielly	_____	_____	_____
Stutsman	_____	_____	_____
Yanney	_____	_____	_____

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DEPARTMENT OF TRANSPORTATION  
COMMISSION ORDER

Division/Bureau/Office Transportation Development Division  
Location and Environment Bureau Order No. TD-2023-4  
Submitted by Bryan Bradley Phone No. 515-239-1787 Meeting Date July 12, 2022  
Title Corridor Preservation Zone Recommendation: U.S. 20 from Sundown Road to Cottingham Road

**DISCUSSION/BACKGROUND**

The department is developing an improvement strategy for the U.S. 20 corridor from Sundown Road to Cottingham Road (Peosta). This area is just west of the recently completed Swiss Valley interchange project and a future interchange is anticipated in the area of this Corridor Preservation Zone (CPZ). Establishing this CPZ will help preserve the necessary right-of-way for the future development of U.S. 20 in this area.

The area of the CPZ is adjacent to U.S. 20 in Dubuque County, starting at Sundown Road and extending 2.6 miles east to Cottingham Road as 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 2.6-mile-long Corridor Preservation Zone along U.S. 20 as described above and shown on the attached map.

**COMMISSION ACTION:**

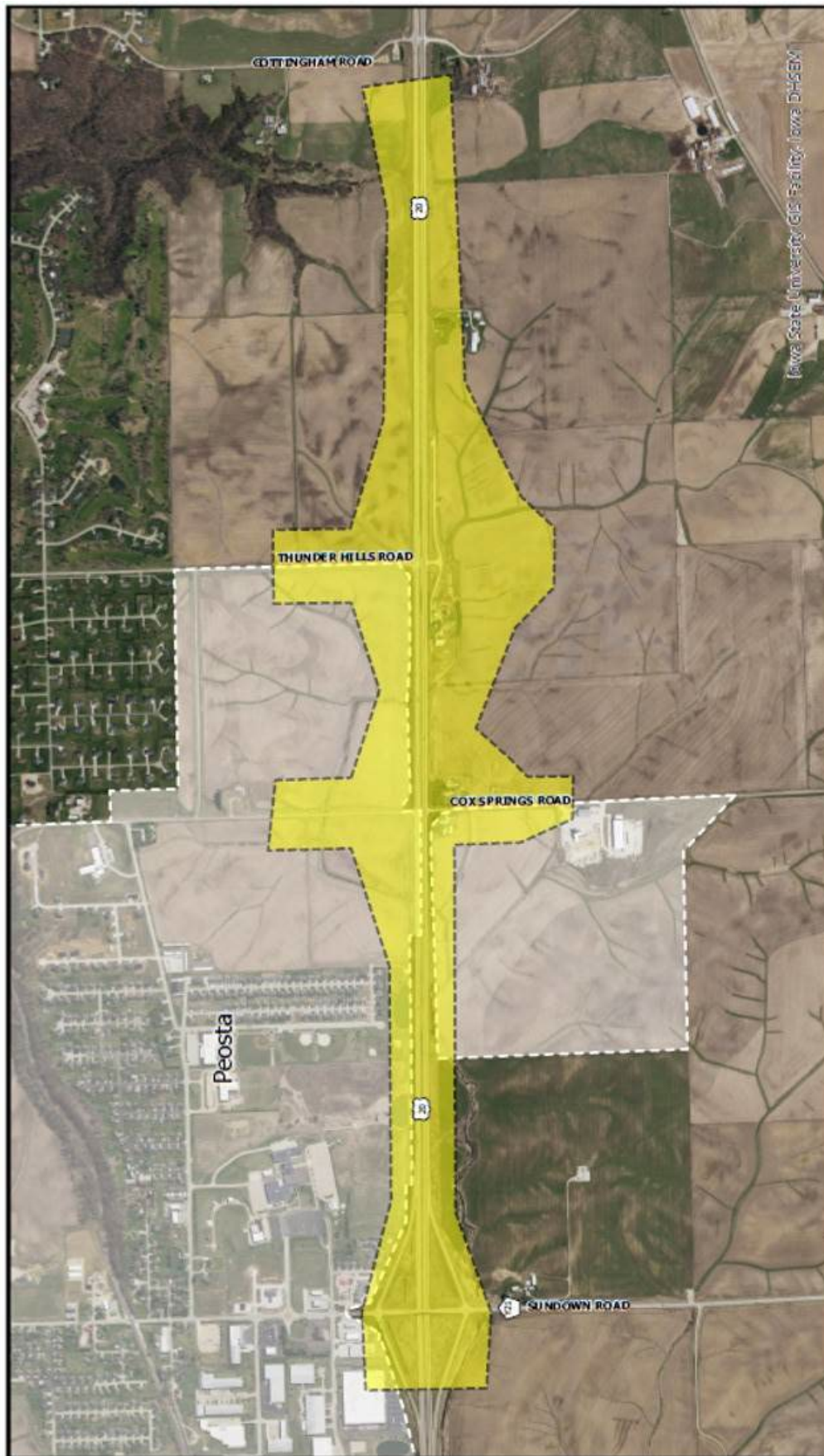
Moved by \_\_\_\_\_ Seconded by \_\_\_\_\_

	Aye	Vote Nay	Pass
Arnold	_____	_____	_____
Fehrman	_____	_____	_____
Gaesser	_____	_____	_____
Juckette	_____	_____	_____
Rielly	_____	_____	_____
Stutsman	_____	_____	_____
Yanney	_____	_____	_____

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# CORRIDOR PRESERVATION ZONE

NHS-020-9(121)--19-31

US 20 Improvements  
Dubuque County, Iowa

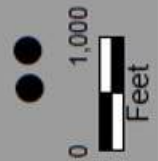
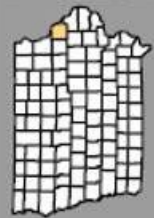
Corridor Preservation Zone

Corporate Limits

US Routes

County Routes

Project Location in  
Dubuque County



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 \_\_\_\_\_ Seconded by \_\_\_\_\_

	Aye	Vote Nay	Pass
Arnold	_____	_____	_____
Fehrman	_____	_____	_____
Gaesser	_____	_____	_____
Juckette	_____	_____	_____
Rielly	_____	_____	_____
Stutsman	_____	_____	_____
Yanney	_____	_____	_____

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Iowa State University GIS Facility, Iowa DHSRM

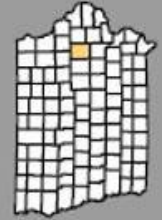
# CORRIDOR PRESERVATION ZONE

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

US 151 Improvements  
Linn County, Iowa

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

Project Location in  
Linn County



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 \_\_\_\_\_ Seconded by \_\_\_\_\_

	Aye	Vote Nay	Pass
Arnold	_____	_____	_____
Fehrman	_____	_____	_____
Gaesser	_____	_____	_____
Juckette	_____	_____	_____
Rielly	_____	_____	_____
Stutsman	_____	_____	_____
Yanney	_____	_____	_____

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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 \_\_\_\_\_ Seconded by \_\_\_\_\_

	Aye	Vote Nay	Pass
Arnold	_____	_____	_____
Fehrman	_____	_____	_____
Gaesser	_____	_____	_____
Juckette	_____	_____	_____
Rielly	_____	_____	_____
Stutsman	_____	_____	_____
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**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 IIJA 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 IIJA 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.