

**RPA-18 Policy/Technical Committee**  
Minutes of October 10, 2018 Meeting

11:00 a.m.

The RPA-18 Policy and Transportation Technical Committees met on Wednesday, October 10, 2018, in the Metro Building, 2222 Cuming Street, Omaha, Nebraska. Charles Parkhurst, Shelby County, called the meeting to order.

**PRESENT**

**Policy Committee**

Richard Crouch  
Ron Kohn  
Charles Parkhurst

Mills County Supervisor  
Glenwood Mayor  
Shelby County Supervisor

**Technical Committee**

Perry Cook  
Kevin Mayberry  
Steve Struble  
Brandon Burmeister  
Gene Gettys

City of Glenwood Public Works  
Mills County Engineer  
Harrison County Engineer  
Shelby County Engineer  
Harlan City Administrator

**Staff/Non-Voting Members**

Michael Helgerson  
Matt Roth  
Scott Suhr

Metropolitan Area Planning Agency  
Metropolitan Area Planning Agency  
Iowa Department of Transportation

**1. Approval of the Agenda and of the Minutes: (Action)**

MOTION by Parkhurst, SECOND by Crouch approving the agenda of the October 10, 2018 meeting of the RPA-18 Policy and Technical Committees.

MOTION PASSED.

Minutes from the August meeting were not provided. Will be presented and approved at the next Rpa-18 PC/TAC Meeting.

**2. Transportation Improvement Program (TIP) Amendment: (Action Item)**

Roth provided a description of the City of Harlan's invitation to accept funding through federal aid SWAP funds for the bridge project on N. 7<sup>th</sup> Street over Small Stream.

Gettys indicated that the letter from the Iowa Department of Transportation states that since this was a federal aid Swap project that it needed to come before the RPA-18 PC/TAC for a TIP Amendment.

Roth stated that the project was for \$1,000,000 and that this amount needed to be added to the TIP as an amendment.

Gettys stated that the City of Harlan is working with JEO with preliminary estimates and had these estimates reviewed by the former Shelby County engineer. Gettys said that they are requesting the full amount as there are still some knowns about the exact design of the bridge.

Helgerson clarified that this funding does not affect the eligible of other RPA-18 members to have access to regional funding. This was from a state secured funding source.

MOTION by Kohn, SECOND by Crouch approving the Transportation Improvement Program (TIP) Amendment.

MOTION PASSED

### **3. Regional Funding Process: (Discussion Item)**

Helgerson described excel tables that were brought before the committee that outline historic allocation of funding since the inception of RPA-18. During the previous meeting a regional funding overview was provided to the committee. This shows how projects were selected in the region, status of regional funding and if we wanted to make any changes to any kind of planning and programming process going forward. The conversation last month identified to separate tracts for funding.

The first was this prioritized funding track for communities that are behind on their regional balance, kind of a measure of regional equity, for those who could be either \$1,000,000 or \$500,000 behind to submit a brief application to the RPA-18 PC/TAC for review. This prioritization would provide ready access to funding for those communities trying to catch up.

The other piece noted would be the continuation of the general application that begins of a cycle after the beginning of the year. In October of each year RPA-18 PC/TAC would review the previous year's obligations to understand where each community stands in terms of the overall funding that would have been available to a community had sub allocation continued and understand where communities stand in terms of regional equity. What is suggested is to evaluate in October which communities are ahead or behind, which communities would submit projects into a prioritized pool, and that prioritized pool would submit applications that provide a very brief description of the jurisdiction requesting funding, where the project is located, the type of work, and how much funding is being requested.

It was also noted that a lot of the local budget decisions happen in the December-January timeframe. This is why to prioritize funding decision needed to happen prior to the December-January timeframe. It is also suggested that a general regional application happen the January-February timeframe. This application would apply a regional significance test. There was also an identified to include access for those who are on the policy board. Funding for various projects have come up. One example was the funding for SWITA transit. Providing access to evaluate these type of projects on an annual basis is suggested to be included.

March and April would prioritize the list of projects and looking at fiscal constraints. After that would be the draft TIP in May and final TIP in June.

Helgerson suggested that the PC/TAC identify a threshold on how to identify how far behind a community is, whether it be \$1,000,000 or \$500,000 for example.

Struble stated that he would like to see in November what the target application is going to be for the coming year, so that those who may be ahead and don't think that they are going to get a project will know how much money is going to be available for the competitive part of the process.

**4. Additional Business: (Information)**

Helgerson directed the committee member to review an email that was presented to them from the IOWA DOT about LIFT funding. This funding is federal freight funding from the IDOT.

**5. Next Meeting: (Information)**

The next meeting of the RPA is scheduled for December 12, 2018 at 11:00 am.

**6. Adjournment:**

Meeting was adjourned at 11:24 a.m.