

**RPA-18 Policy/Technical Committee**  
Minutes of May 15, 2019 Meeting

11:00 a.m.

The RPA-18 Policy and Transportation Technical Committees met on May 15, 2019, 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  
Brandon Burmeister  
Steve Struble  
Cory Gaston  
John Rasmussen

City of Glenwood Public Works  
Mills County Engineer  
Shelby County Engineer  
Harrison County Engineer  
Mills County Engineer  
Pottawattamie County Engineer

**Staff/Non-Voting Members**

Travis Halm  
Michael Helgerson

Metropolitan Area Planning Agency  
Metropolitan Area Planning Agency

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

Staff advised members that minutes from the April meeting would be available in June.

No action taken.

**2. STBG Regional Project Selection Second Round: (Action)**

Michael Helgerson, MAPA explained two items provided to members of the board and public. Helgerson explained that the sheet provided a net balance if one existed for a sub-allocation, and how the allocations programmed for each year ('19-'23) would be ahead or behind the net balance if a sub-allocation was provided each year.

Gettys noted that Shelby County had \$273k on the net balance sheet and it was a City of Harlan Project. Gettys inquired whether the project was an STBG project.

Helgerson noted that it was separated by county only, and that this project was STBG and not a TAP project.

Rasmussen introduced a spreadsheet of each county's carryover balance each year to see the total for each county. Rasmussen added that he thought counties would not exceed a targeted balance each year when "regional equity" was mentioned.

Helgerson explained that the RPA process has ebbed and flowed over time. The totals would be above or below over time; some have been borrowed from a balance and some have been below a balance.

Helgerson added that his sheets were responsive to five year increments whether a county was ahead or behind, and that it was not a rigid amount each year.

Rasmussen added that waiting five or more years helps in regard to budgeting.

Helgerson noted that the 2020 implementation year needed to be updated based upon their deliberation or make program changes as discussed in 2021 since 2020 will be due on June 15.

Rasmussen stated he thought changes needed made 2021 onward.

Kevin Mayberry, Mills County, added that he had many roads still under water due to flooding and that he didn't have an idea yet which roads would be ready for construction or not in the upcoming year.

Mayberry added that the 2020 project would be paired with emergency response funding, only funding a portion of the project. Mayberry stated he could still commit to the money shown for 2020 but the order of projects could be different.

Steven Struble stated that the point of flexibility in this process is for moments like this, in times of a natural disaster, but that the balancing act should be every two years. Projects in these instances can be swapped out with other projects.

Mayberry added that an "every two years" balancing would require changes every 3-4 years to put new projects in, which could put items off track when forecasting when a project should be ready to go.

Helgerson added that the FY2020 TIP went into effect in October and that analysis would want to be through 2021 as the balance, and as guidance for the 2022 TIP.

Rasmussen noted that nothing could be added as currently programmed until 2025.

Helgerson noted that projects a certain amount of time out from the programmed year can be swapped out or changed.

Helgerson added that a four-year program can be locked in, with a two year review of the balance, and could be a decision made by the committee. The decision today would decide whether two new applications would be added after 2022, whether they should advance (others delay) or be after 2022.

Struble said that many projects would need to be kept three years out, which could be difficult when other projects dependent upon another would also need to be held up if this TIP process was not flexible.

Helgerson noted that many projects have swapped and that flexibility has been allowed, even while looking four years out.

Struble said while flexibility should exist, that moving projects is somewhat of a process so there should be a certain time each year.

Struble added that projects should be at the end of the line, and then applied to be moved up.

Rasmussen added that his whole point is to have a framework when programming his total budget.

Mayberry stated that the proposed adjustment every two years, beginning in 2021 should help quite a bit with balancing.

Rasmussen said he was still struggling to understand how to handle the next round of applications.

Helgerson added that at the end of a five year period there could be a process where a wider scale review happens to make sure balances are not too far out.

MOTION: Struble motioned to approve the 2020 TIP without new projects.

Rasmussen asked about the next round of applications.

Struble said there was no point in having an illustrative year for 2020.

SECOND: Rasmussen

Rasmussen added that there isn't enough money for all projects, so adding projects at the end makes sense.

Helgerson added that the point of these conversations every two years would be to determine priorities or to reconcile differences.

Helgerson noted that changing the 2020 TIP would be subject to timing, since locking in projects is needed by July and since counties have already submitted many projects in their highway plans which would then need amended.

Helgerson reminded commissioners that this process would need to be relayed to county commissions regarding the 2021 changes.

Gettys clarified that projects were going to be set for 2020 as stands.

Struble confirmed

MOTION CARRIES

### **3. FY2020 Final Transportation Planning Work Program: (Action)**

Michael Helgerson, MAPA presented the FY2020 Final Transportation Planning Work Program (TPWP) which was presented in March to the board. The FHWA in Iowa and Iowa DOT requested two changes related to the due date of the Long Range Transportation Plan (LRTP) to coincide with the MPO LRTP and the Greater Omaha Chamber Planning effort which also coincides with the Comprehensive Economic Development Survey process.

Helgerson added that the other change included language in the budget related to match funds carrying over for NIROC aerial photography, which Iowa DOT said was not necessary. Helgerson said all other items remained the same, including no dues per usual.

MOTION to approve by Rasmussen

SECOND by Mayberry

MOTION carries

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

Ron Kohn added that the Glenwood TAP application was updated to include sidewalk updates to reflect funding. Sidewalks would exist on one side of the street with a trail on the other side.

Perry Cook, City of Glenwood, added that some shoulder work was necessary.

Helgerson added that the updated cost estimate would be reflected in the TIP, and that future action would be taken when more official.

Rasmussen inquired about clarification on TAP eligibility for the Harlan project mentioned in Item 3.

Helgerson advised staff that TAP eligibility was reigned in quite heavily and the project was no longer eligible.

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

The next meeting of the RPA is scheduled for June 12, 2019 at 11:00 am.

**6. Adjournment:**

Meeting was adjourned at 11:53 am.

MOTION: Kohn  
SECOND: Cook