



Long Range Transportation Plan 2012-2040

May 2012



Metropolitan Planning Organization of Johnson County
410 E. Washington St. ■ Iowa City, IA 52240

Prepared by: Kent Ralston, MPOJC, 410 E. Washington St., Iowa City, IA 52240 (319) 356-5253

RESOLUTION NO. 2012-01

RESOLUTION ADOPTING THE 2012-2040 MPOJC LONG RANGE TRANSPORTATION PLAN.

WHEREAS, the U.S. Department of Transportation and Federal Highway Administration through the provisions of federal transportation legislation requires all metropolitan planning organizations to have adopted long range transportation plans for their urbanized area; and

WHEREAS, said plan is to be updated at least every five years; and

WHEREAS, MPOJC has updated its long range transportation plan and has added demographic, environmental, arterial street modeling, and other pertinent information and visualization techniques to improve local transportation planning decision making; and

WHEREAS, the 2012-2040 MPOJC Long Range Transportation Plan has been subjected to the approved MPOJC public participation process, and all public comments received have been forwarded to the MPOJC Transportation Technical Advisory Committee and MPOJC Urbanized Area Policy Board for consideration.

NOW, THEREFORE, BE IT RESOLVED BY THE MPOJC URBANIZED AREA POLICY BOARD OF THE METROPOLITAN PLANNING ORGANIZATION OF JOHNSON COUNTY, THAT:

1. The 2012-2040 MPOJC Long Range Transportation Plan is adopted.
2. The 2012-2040 MPOJC Long Range Transportation Plan shall be used by MPOJC member entities as a guide for transportation planning and programming decisions.

It was moved by Dobyns and seconded by Donahue that the Resolution be adopted. The motion passed on a vote of 15 affirmative, 0 negative, and 0 abstaining.

Passed this 23rd day of May, 2012

Gerald D. Kuhl
Chairperson Kuhl, MPOJC Urbanized Area Policy Board





MPOJC Urbanized Area Policy Board

Tom Gill	Coralville City Council
John Lundell	Coralville City Council
Jim Throgmorton	Iowa City City Council
Connie Champion; Vice Chair	Iowa City City Council
Terry Dickens	Iowa City City Council
Susan Mims	Iowa City City Council
Michelle Payne	Iowa City City Council
Rick Dobyns	Iowa City City Council
Jeff McGinness	ICCSA (non-voting)
Terrence Neuzil	Johnson County Board of Supervisors
Janelle Rettig	Johnson County Board of Supervisors
Gerry Kuhl, Chair	North Liberty
Terry Donahue	North Liberty
Chris Ball	Tiffin
Louise From	University Heights
David Ricketts	University of Iowa

In 2011, the Urbanized Area Policy Board adopted a revised set of by-laws reflecting change in Board membership. North Liberty now has two members on the Board as a result of increased population shown in the 2010 Census.

MPOJC Staff

John Yapp, Executive Director/Transportation Planner
Brad Neumann, Assistant Transportation Planner
Kent Ralston, Assistant Transportation Planner
Kris Ackerson, Assistant Transportation Planner
Darian Nagle-Gamm, Traffic Engineering Planner
Shannon McMahon, Document Services





MPOJC Transportation Technical Advisory Committee

Vicky Robrock	Manager, Coralville Transit
Dan Holderness	City Engineer, City of Coralville
Kelly Hayworth	City Administrator, City of Coralville
Chris O'Brien	Director, Transportation Services, City of Iowa City
Ron Knoche	City Engineer, City of Iowa City
Brian Boelk	Civil Engineer, City of Iowa City
Mark Rummel	Assoc. Director, Transportation Services, City of Iowa City
Rick Fosse	Director of Public Works, City of Iowa City
Greg Parker	Johnson County Engineer
Tom Brase	Johnson County SEATS
Brian McClatchey	Manager, University of Iowa Campus
George Hollins	Director, Design and Construction Services, UI
Bob Brooks	Facilities Services Group - Admin., UI
Catherine Cutler	Transportation Planner, Iowa DOT
Tracy Troutner	Federal Highway Administration, Ames
Terry Dahms	Regional Trails & Bicycling Committee
Dean Wheatley	City of North Liberty
Louise From	City of University Heights City Council
Chris Ball	City of Tiffin
Brock Grenis	East Central Iowa Council of Governments



Sources and Acknowledgements

Completing the 2012-2040 MPOJC Long Range Transportation Plan required information and data from a variety of sources. We wish to acknowledge and thank staff from these organizations for making this plan possible.

Cambus (University of Iowa Transit)
City of Coralville
City of Iowa City
City of North Liberty
City of Tiffin
City of University Heights
Coralville Transit Division
Eastern Iowa Airport
ESRI

Iowa City Municipal Airport
Iowa City Transportation Services Division
Iowa Department of Human Services
Iowa Department of Natural Resources
Iowa Department of Transportation
Johnson County Auditor's office
Johnson County Department of Information Services
U.S. Census Bureau
U.S. Department of Agriculture



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The **Long Range Transportation Plan*** is a requirement of the U.S. Department of Transportation for all urbanized areas receiving federal funding under **SAFETEA-LU** (Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users). SAFETEA-LU is the federal legislation which establishes federal transportation funding programs for surface transportation modes. The Metropolitan Planning Organization of Johnson County (MPOJC) is the **MPO** for the Iowa City Urbanized Area, and is responsible for fulfilling the federal requirement for a long range multi-modal transportation plan.

The long range plan required by SAFETEA-LU must represent all municipalities in MPOJC's long range planning area. The plan should be *comprehensive* and include all modes of surface transportation which receive Federal and State funding. It should be *cooperative* and attempt to resolve conflicting perspectives between adjacent municipalities. The plan should be *continuing* in its evolution, and be updated as community priorities change, but at least every five years according to federal standards.

The Long Range Transportation Plan is subject to a public comment process which assures that members of the public have had adequate opportunity to comment on the provisions of the proposed plan. The Plan should reflect priorities for the community that can be translated into politically and financially feasible transportation projects.

The Long Range Transportation Plan is the transportation vision for the community in the same way that a comprehensive plan is the land use vision for a municipality. A comprehensive plan provides the basis for subsequent zoning and subdivision laws in a municipality, and the long range transportation plan should provide a similar basis for the programming of projects for all modes of transportation, specifically federally-funded transportation. The Long Range Transportation Plan should be consistent with the land use plans of individual entities that belong to MPOJC.

**For definitions of bolded terms, please see glossary.*





The Metropolitan Planning Organization of Johnson County

Transportation planning in the Iowa City Urbanized Area is conducted by MPOJC. On January 12, 1982 the Governor of Iowa designated MPOJC as the metropolitan planning organization for the Iowa City Urbanized Area. The *Urbanized Area Policy Board* is organized to conform with the federal requirements for an MPO. Seven governmental entities have voting representation on the Urbanized Area Policy Board. The Iowa Department of Transportation and the Iowa City Community School District are represented by non-voting members. The following MPOJC member agencies have voting representatives on the Urbanized Area Policy Board.

City of Iowa City:	6 representatives
City of Coralville:	2 representatives
Johnson County:	2 representatives
City of North Liberty:	2 representative
City of Tiffin:	1 representative
City of University Heights:	1 representative
University of Iowa:	1 representative
Total:	15 representatives

The number of voting representatives is roughly proportional to population size but does not allow any one member agency to control a majority of the Board.





Historical Perspective

The Iowa City Urbanized Area has a long history of transportation planning, dating back to the Johnson County Regional Planning Commission of the 1960s and 1970s. In the 1970s the Johnson County Regional Planning Commission conducted the "Area Transportation Study." This was a consultant-assisted transportation planning process which attempted to develop a long range transportation strategy for the Iowa City Urbanized Area. It resulted in a cumbersome final report of auto-dominated transportation improvements for the community. The Area Transportation Study was never adopted by the regional planning commission or any municipality in the urbanized area.

The Johnson County Regional Planning Commission was reorganized in 1980 with the establishment of the Johnson County Council of Governments (JCCOG). JCCOG changed its name to MPOJC in 2011 to better reflect its status as a metropolitan planning organization. The metropolitan planning organization structure, combined with the federally mandated 3-C transportation planning process (comprehensive, cooperative, continuing) has resulted in a long range transportation planning process which is embraced by MPO member organizations. The planning process conducted by the MPO provides the basis for the programming of transportation services and capital improvement projects by the member agencies. The majority of the annual MPO Transportation Planning Work Program is devoted to conducting transportation planning and traffic engineering projects for MPO member organizations.

The Iowa City Urbanized Area is truly a multi-modal community. The 2010 Census showed a significant number of people using alternative modes of transportation, amongst the highest percentages in the country for similar-sized communities.



Depiction of the Melrose Avenue/Iowa River Bridge from the Johnson County Regional Planning Commission Area Transportation Study.



Introduction

Transportation Vision

The MPOJC Long Range Transportation Plan provides a transportation strategy for the Iowa City Urbanized Area which is comprehensive, cooperative, and continuing. It is necessary to state the overall transportation planning vision which provides a basis for the specific elements of the plan.

The 2002 plan was the initial long range multi-modal transportation plan produced by MPOJC under a single cover. Because there was sensitivity at that time regarding each MPOJC entity being able to act independently in terms of providing transportation services, the transportation vision section of the 2002 plan contained individual vision statements for each MPOJC member entity. The 2007 plan was the first time vision statements were included for the urbanized area as a whole.

The following bullets are statements which are supported by all MPOJC member entities and together constitute an overall transportation planning vision for our community. These statements are not in priority order.

- Accommodate all modes of transportation when constructing new transportation facilities and reconstructing old transportation facilities, while addressing pedestrians, bicyclists, public transit users, and motorized vehicles including trucks. The multi-modal transportation network should be emphasized so people can use multiple modes of transportation in the same trip.
- Resolve safety issues related to transportation.
- Enhance the livability of the community by managing congestion and addressing neighborhood traffic issues.
- Provide a complete basis for transportation decision making by producing information that allows decision makers to make informed assessments that are fiscally sound.
- Maximize the use of federal and state revenue for transportation operations and infrastructure.
- Ensure the transportation system does not negatively impact low income and minority populations disproportionately.
- Coordinate transportation decision making between all organizations in the urbanized area, while acknowledging each community's individuality.
- Accommodate residential, commercial, industrial, and institutional growth of the community.
- Minimize adverse impacts on the environment caused by the transportation system.
- Make transportation decision making a part of an open, inclusive public process.
- Allow incremental transportation improvements to eventually result in a complete transportation network.
- Evaluate transportation innovations and incorporate them as appropriate.
- Coordinate our transportation network in the Iowa City Urbanized Area as part of a larger whole: urbanized area > county > region > state > country > world.



How is the Long Range Transportation Plan Used?

The Long Range Transportation Plan is a compilation of planning maps, policies, demographic/socioeconomic information, and benchmark transportation information. There are several ways the Transportation Plan is used:

1. Projects proposed to receive federal funding must be consistent with the adopted transportation plan. For example, for federal funds to be used on an arterial street project the street must be included on the MPOJC Arterial Street Plan. The MPOJC Long Range Transportation Plan may be amended at any time to include projects, following a public input process.
2. The MPOJC Long Range Transportation Plan identifies a “fiscally constrained” list of surface transportation capital projects. Significant effort has been made to identify projects which can be reasonably funded with anticipated funding. This presents realistic expectations to decision makers and the public regarding the scale of improvements which may be funded.
3. As a resource, the MPOJC Long Range Transportation Plan provides information to the public, the development community and to elected officials regarding the state of transportation and transportation plans in the metropolitan area.
4. For coordination between municipalities, the MPOJC Long Range Transportation Plan is an instrument through which discussion and coordination takes place.
5. Through policy statements such as the Complete Streets Policy, the MPOJC Long Range Transportation Plan provides guidance regarding the design of transportation facilities.
6. As a first-stop supply of information for project planning, the plan supplies broad information in the Environmental Awareness section, land use plans, and volume/capacity ratios, for example. These sections provide essential information necessary during the design process of individual projects and are used when commercial and industrial interests are making location decisions.





Introduction

Long Range Transportation Plan 2012-2040

Long Range Planning Area

The map on page A: 7 shows the MPOJC long range transportation planning boundary. This area includes the combined corporate limits and growth areas of Coralville, Iowa City, North Liberty, Tiffin, and University Heights. The growth areas are defined as the areas where these municipalities have committed to providing sanitary sewer service in the future. The transportation planning boundary includes the sewer service area, as well as areas that contribute traffic to the urbanized area through suburban development. The transportation planning boundary has been adjusted to be consistent with census tract boundaries.

Transportation planning for the non-urbanized portion of Johnson County is conducted by the East Central Iowa Council of Governments (ECICOG), which is part of the state's network of multi-county regional planning agencies. MPOJC coordinates exurban transportation projects with Johnson County, ECICOG and Iowa DOT depending on jurisdiction. MPOJC appoints four representatives to the ECICOG Policy Board, including three elected officials and one citizen representative.

2010 Means of Travel to Work; U.S. Census

Municipality	2010 Pop.	Walked	Public Transit	Other*	Total**
Coralville	18,907	3.0%	7.8%	2.6%	13.4%
Iowa City	67,862	14.9%	8.2%	4.6%	27.7%
North Liberty	13,374	1.7%	1.1%	0.6%	3.4%
Tiffin	1,947	0.5%	1.1%	0.6%	2.2%
University Heights	1,051	22.6%	2.4%	15.1%	40.1%
Total	103,141				25.9%

*Includes biking and taxi

**Total percentage of population walking, biking, or using taxi or bus to get to work

MPOJC consists of a part-time director who oversees three full-time transportation planners, and one traffic engineering planner. Augmenting the staff are two to three planning interns. Additional staff is shared with the City of Iowa City in the areas of administrative services and graphic production.

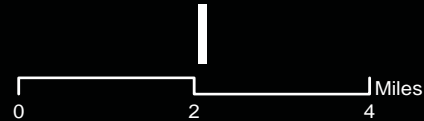
In addition to the Urbanized Area Policy Board, MPOJC has established the *Transportation Technical Advisory Committee*. This committee is comprised of area transportation professionals and representatives of State and Federal Departments of Transportation. The Transportation Technical Advisory Committee functions to aid the Transportation Planning Division in addressing transportation issues and makes recommendations to the Urbanized Area Policy Board. A *Regional Trails and Bicycling Committee* has also been established to assist with discussion of pedestrian- and bicycle-related issues and to provide recommendations on pedestrian and bicycling issues to the Urbanized Area Policy Board. Additional ad-hoc committees are established on a project or policy specific basis.



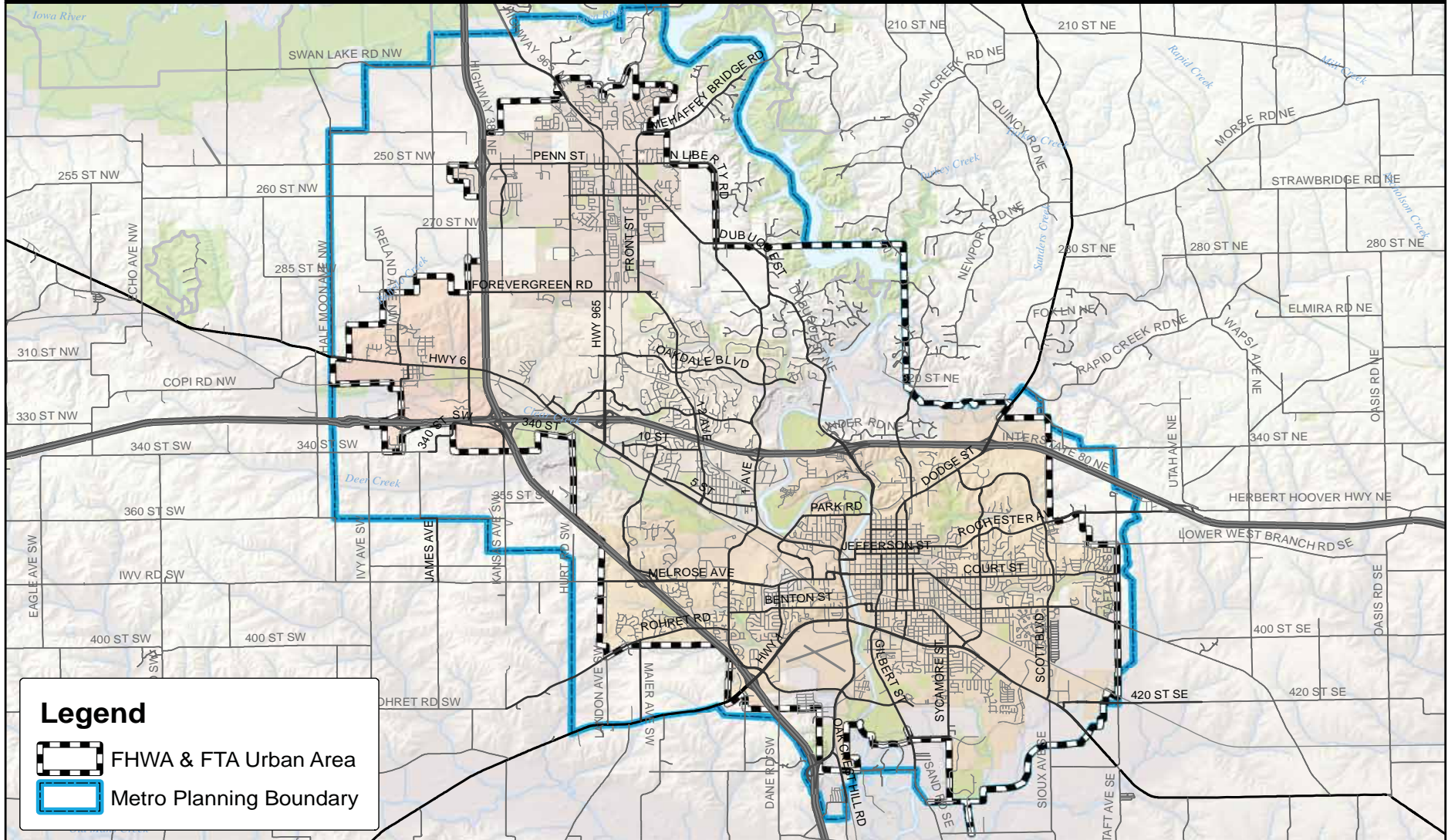


Iowa City Urbanized Area

Metro Planning Boundary



Prepared by: K. Ackerson
Date Prepared: 3/11/2011
Data source: MPO,
Johnson Co., Iowa DOT





Introduction

Long Range Transportation Plan 2012-2040

What's New?

Since the last Metropolitan Planning Organization of Johnson County (MPO) Long Range Transportation Plan was adopted in 2007, the Iowa City Urbanized Area witnessed several unprecedented events. The first was the 2008 flood which devastated hundreds of homes and businesses in the community and caused tens of millions of dollars in damage to the University of Iowa campus. The flood shut down several major travel corridors in the community for more than a month and closed three of the four Iowa River bridges for a period of time – greatly restricting personal travel, devastating local business, and limiting the ability of emergency response officials to act in a timely manner.

The second noteworthy event was the unprecedented number of State and Federal funding opportunities that arose in response to the flood and national economic recession. Never before had the community had access to such a great deal of capital in such a short time frame. Funds became available for numerous capital transportation infrastructure improvements through the Federal American Reinvestment and Recovery Act, the Transportation Investment Generates Economic Development (TIGER) program, the State of Iowa I-JOBS and Community Development Block Grant – Disaster Recovery programs, the Economic Development Administration, and the Transportation, Housing, and Urban Development Bill to name a few. In total, our community received more than \$200 million dollars in funding through these programs for flood mitigation and stimulus projects (not including funds received by the University of Iowa).

Following are examples of major transportation infrastructure improvements and flood mitigation projects that will be completed in our community as a result of these programs:

- Dubuque Street Elevation & Park Road Bridge Replacement - Iowa City
- Southeast Industrial Park Rail Spur - Iowa City
- Taft Speedway Levee and Road Elevation - Iowa City

- First Avenue/IAIS Railroad Grade Separation - Iowa City
- Old Highway 218 Resurfacing - Iowa City
- Highway 1/1-80 Pedestrian Bridge - Iowa City
- 1st Avenue Trail – Country Club Drive to Oakdale Boulevard - Coralville
- 1st Avenue Bridge over Clear Creek - Coralville
- 1st Avenue Reconstruction – Clear Creek to 6th Street - Coralville
- Iowa River Wetland Park Improvements - Coralville
- 1st Avenue Corridor Flood Recovery & Protection - Coralville
- Clear Creek and Biscuit Flood Mitigation - Coralville
- Backflow Prevention – Coralville
- CRANDIC Flood Mitigation Project - Coralville
- Clear Creek and Biscuit Creek Flood Mitigation - Coralville





Overview

This section examines existing and future population and land use for the metropolitan area, including population forecasts, number of households, commuting patterns, and estimates of future developed acres. All figures for this section were created using documents obtained from both the U.S. Census and individual municipalities.

Population and Housing Trends

The Iowa City Urbanized Area includes the municipalities of Coralville, Iowa City, North Liberty, Tiffin, and University Heights. According to the U.S. Census Bureau, the population for the urbanized area was 74,513 in 1990, 84,672 in 2000, and 102,961 in 2010, an average annual population growth of 1.9%. In comparison, the State of Iowa's population had an average annual growth rate of .97% for the same period.

Thirty-year population forecasts for the MPOJC urbanized area and Johnson County can be seen in the table on page B: 2. The projected number of households and the future acreage needed to support growth for MPOJC municipalities are also on page B: 3. The method used to produce these forecasts is based on the assumption that past population growth rates can be used to predict future growth. Forecasts were derived using the 1990, 2000, and 2010 census population for each community. A linear growth trend line was developed and was extrapolated to the year 2040.

The estimate of the number of future developed acres needed to support forecasted growth is based on the population density of recent urban development in the urbanized area. Given past trends in population growth, these are the best estimates of the amount of land that can be expected to be developed. We cannot predict exactly where urban growth will occur over the next 30 years, but each municipality's land use plans generally indicate where growth will be directed.



Key issues related to the forecasts:

- Individual cities may not continue to grow as fast as the data suggests due to limited infrastructure capacity.
- The population forecasts cannot account for pro- or anti-growth municipal policies which may affect a municipality's growth.
- The average number of individuals per household by municipality is subject to change and may affect the accuracy of acreage projections.
- Changes in future zoning policies and density of development will affect acreage forecasts.



Population & Land Use

Population Projections 2010-2040

Entity	Census 2010	2020	Projections 2030	2040
Iowa City				
Population	67,862	71,400	75,500	79,500
Household Units	29,270	30,254	31,992	33,686
Multi-Family Acres Needed	-	47	130	341
Single-Family Acres Needed	-	269	745	1,208
Coralville				
Population	18,907	23,400	27,600	31,900
Household Units	8,310	9,915	11,695	13,517
Multi-Family Acres Needed	-	74	156	240
Single-Family Acres Needed	-	456	962	1,480
North Liberty				
Population	13,374	17,700	22,900	28,100
Household Units	5,761	7,500	9,703	11,907
Multi-Family Acres Needed	-	61	138	215
Single-Family Acres Needed	-	595	1,349	2,103
Tiffin				
Population	1,947	2,600	3,400	4,100
Household Units	848	1,102	1,441	1,737
Multi-Family Acres Needed	-	8	18	27
Single-Family Acres Needed	-	94	219	328
University Heights				
Population	1,051	1,000	1,000	1,000
Household Units	512	512	512	512
Rural Johnson County				
Population	27,741	31,300	34,400	37,600
Johnson County (Total)				
Population	130,882	147,400	164,800	182,200



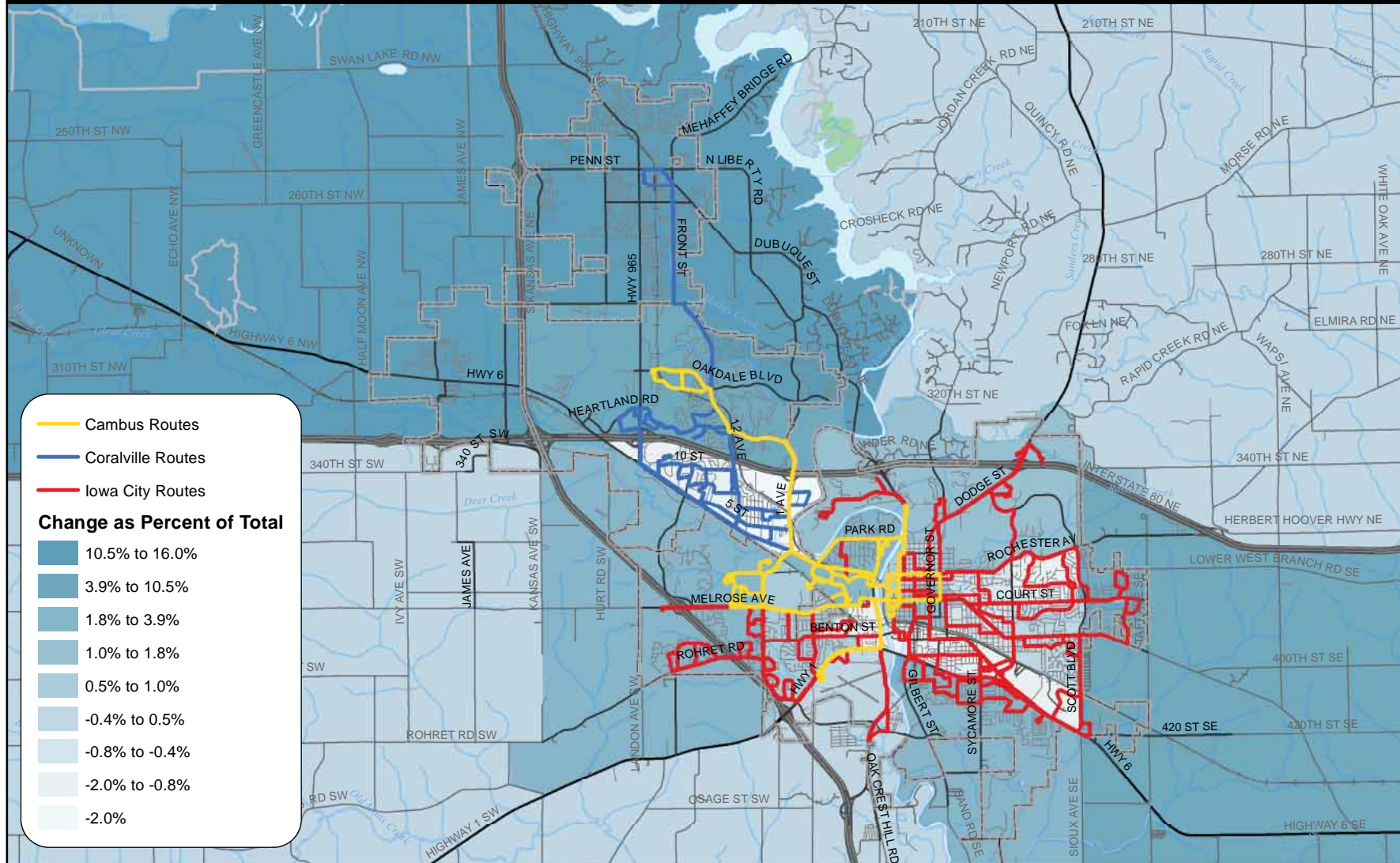
Iowa City Urbanized Area
**Population Growth
 2000-2010**
 by 2000 Census Tracts

Prepared by: K. Ackerson

Date Prepared: 11/02/2011

Data source: 2000 & 2010 U.S. Censuses; MPOJC, Iowa DOT

0 2 4 Miles





Population & Land Use

The map on page B: 3 shows population changes between 2000 and 2010 based on census data. The highest percentage population growth occurred in both North Liberty and Tiffin. Some older Iowa City neighborhoods and Coralville neighborhoods south of Interstate 80 lost population.

Population Projections

If current trends continue, the Iowa City Urbanized Area's population will increase from 102,961 in 2010, to 116,100 in 2020, 130,400 in 2030, and to 144,600 in 2040. These projections represent a growth of approximately 40% over the 30-year period from 2010-2040.

Land Use

Existing and future land use maps are useful in visualizing where municipalities have their urban growth planned. The land use categories used in these maps have been simplified to make broad comparisons between the municipalities. While these maps serve as an important planning tool, they should not be used to make decisions or draw conclusions about specific properties.

For transportation planning, land use maps are useful in indicating where growth and development will be directed, which indicates where transportation infrastructure will be needed. Areas of industrial development require road designs suitable for heavy truck traffic and/or freight rail access. Areas of commercial development require greater traffic capacity, as well as suitable bicycle and pedestrian facilities.

The map on page B: 8 shows growth since 2007. The Existing Land Use and Future Land Use maps on pages B: 6 and 7 show how our municipalities are planning for future growth. These land use plans should be consulted as transportation infrastructure decisions are being made.

Coralville/North Liberty Annexation Boundary Agreement

In 2011, the Cities of Coralville and North Liberty entered into an annexation agreement for the territory northeast of Coralville and Southeast of North Liberty (page B: 9). This area has been the subject of much discussion over the past five years in the context of land development, annexation boundaries, and roadway infrastructure. The intent of the annexation agreement is to establish future municipal boundaries for both cities in order to provide for: effective land use and infrastructure planning, orderly development and efficient delivery of municipal services.

The territory covered by the annexation agreement includes two arterial streets and one potential future arterial street, which MPOJC will be studying in 2012. Dubuque Street and North Liberty Road (First Avenue extended) are north-south arterial streets which carry both local, commuter, and recreational traffic. Dubuque Street is the first north-south arterial street west of the Iowa River that connects North Liberty, Coralville and downtown Iowa City. Dubuque Street also collects traffic from a significant number of unincorporated county residential



subdivisions, as well as from the Dubuque Street/Interstate 80 interchange. North Liberty Road connects Dubuque Street to the First Avenue corridor (a significant commercial corridor) in Coralville including the Interstate 80/First Avenue interchange.

There is currently no east-west arterial street serving this area. An extension of Forevergreen Road to the east has been studied in the past, and will be evaluated again in 2012 using the updated MPOJC Traffic Forecast Model, to help determine the effect on traffic patterns in this part of the county. In addition, MPOJC staff will be evaluating future capacity improvements necessary to Dubuque Street and North Liberty Road as a result of future land development in this area. This information will help direct zoning, land use, and infrastructure decisions for the areas encompassed by the annexation agreement.

The map on page B: 9 shows the extents of the Coralville/North Liberty annexation boundary agreement.

School Enrollment

According to the Iowa City Community School District, school enrollment is expected to continue to grow with the majority of new enrollment coming from the north and west sides of the district. The map on page B: 10 shows the locations of elementary, junior high and high schools within the urbanized area. Because new schools attract traffic and residential development, they have implications for all modes of transportation and the shape of the transportation network as a whole.

Commuting

The Iowa City Urbanized Area serves as a major employment center for east-central Iowa and attracts commuters from many surrounding communities. Employers such as the University of Iowa, University Hospitals and Clinics, ACT, Pearson, Procter and Gamble, and Rockwell Collins generate attractive employment opportunities for those located outside

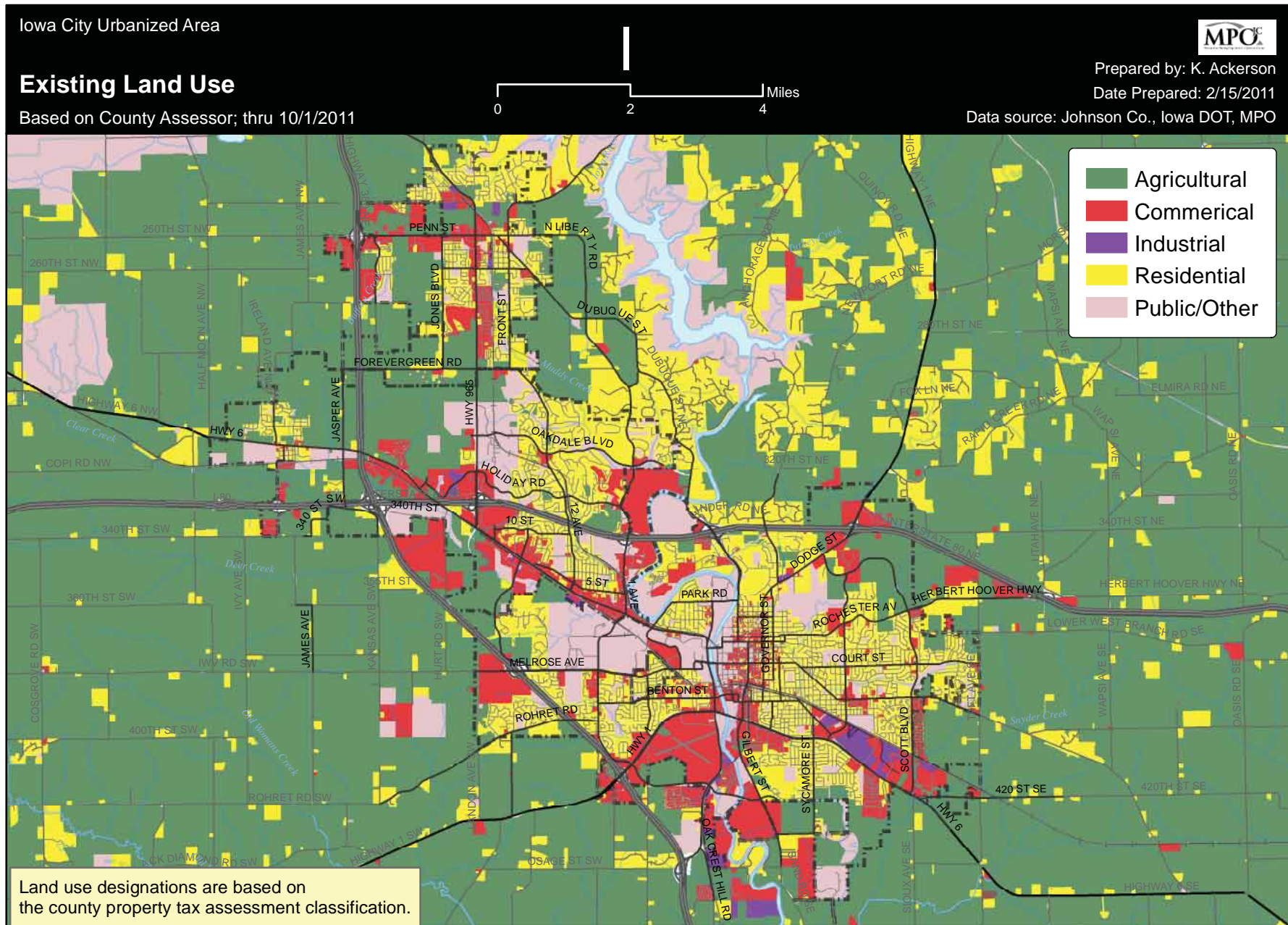
the urbanized area, while the proximity of the urbanized area to other large municipalities, such as Cedar Rapids, makes for short commutes.

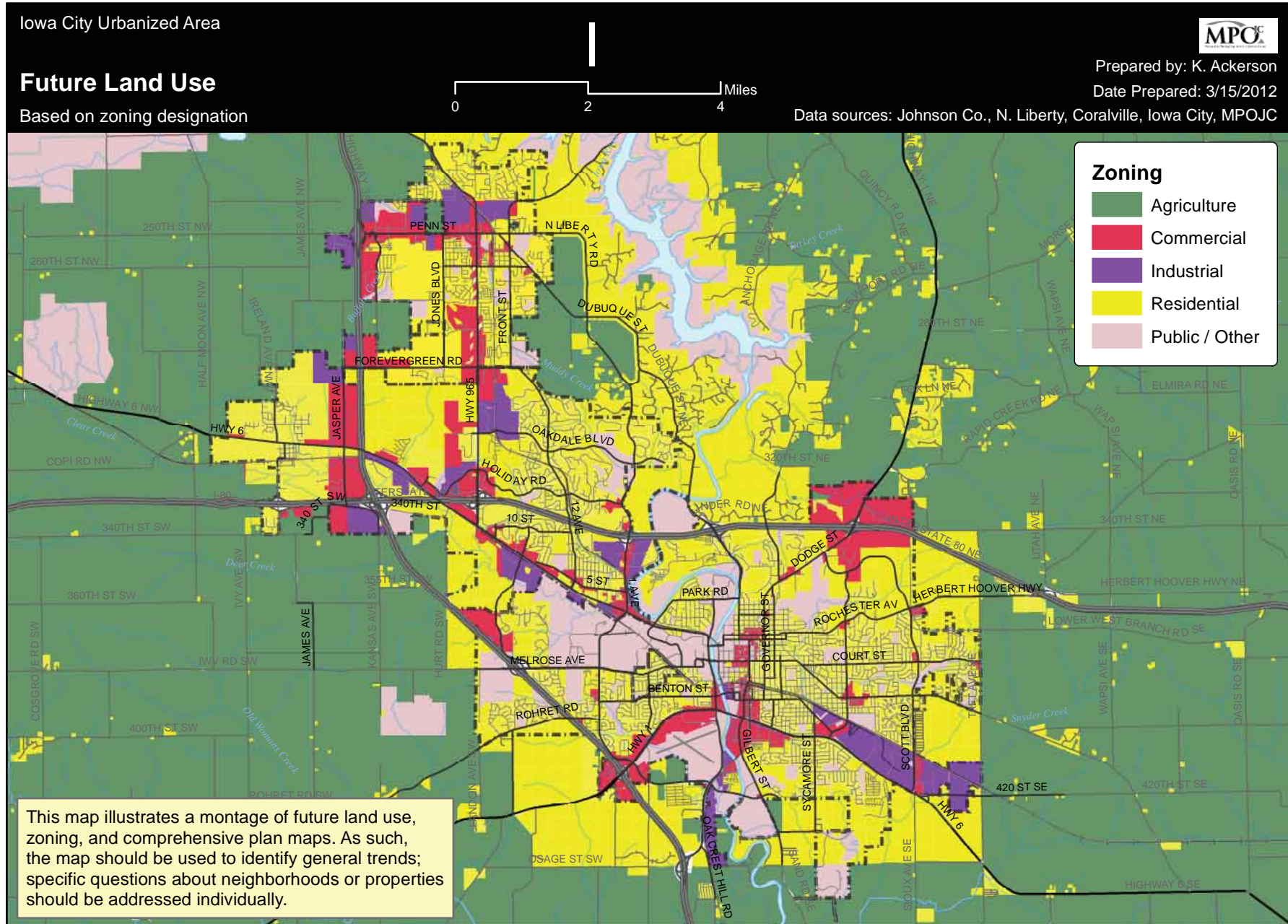
Within the Iowa City Urbanized Area, commuting is enhanced with extensive public and university transit systems, over 40 miles of shared-use separated trails, and excellent public sidewalk and street infrastructure. When compared to other U.S. urban areas, the Iowa City Urbanized Area has a high percentage of the population who either walks or bikes to get to and from work (3.4% and 14.7 % respectively). The Urbanized Area also enjoys shorter average commutes than the nation as a whole.

We will continue to monitor the development of commuting patterns both in and around the urbanized area. Monitoring these patterns will ensure that new transportation facilities will be developed when and where needed, and that the local workforce continues to enjoy safe and efficient commutes.



Population & Land Use







Population & Land Use

Iowa City Urbanized Area

Municipal Boundary Changes 2007-2011



Prepared by: K. Ackerson

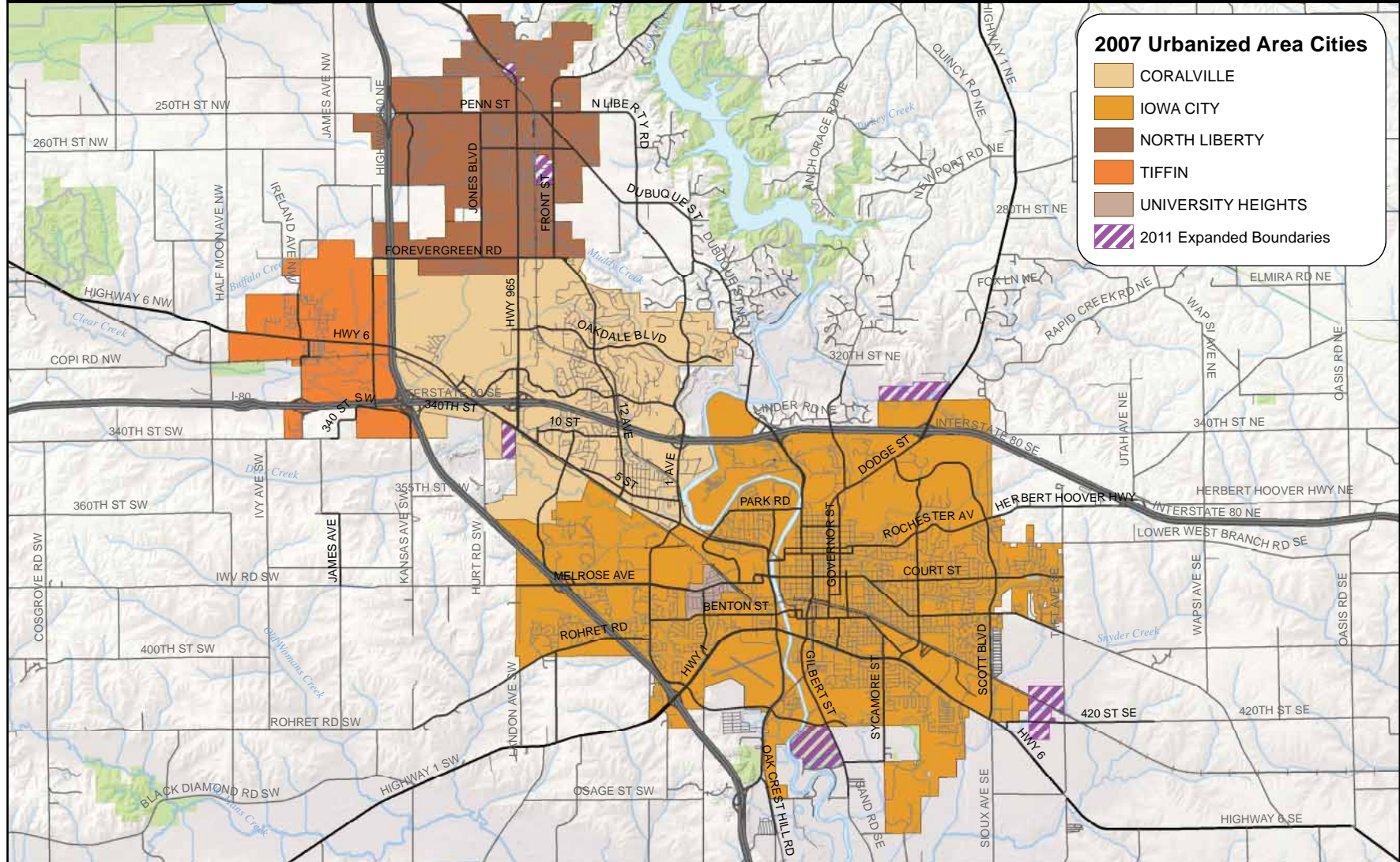
Date Prepared: 10/25/11

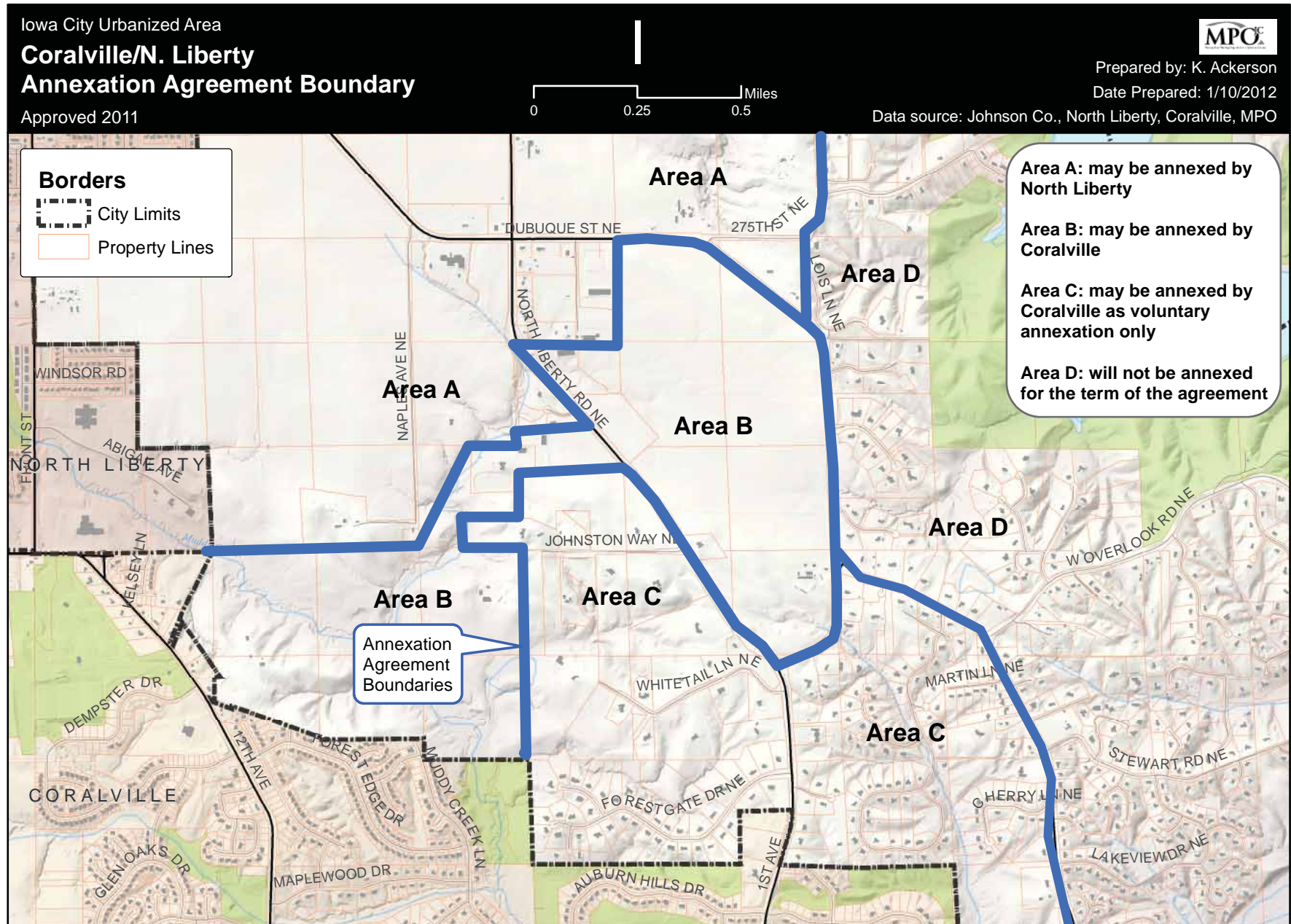
Data source: Johnson Co., MPOJC, DNR, IaDOT

0 2 4 Miles

2007 Urbanized Area Cities

- CORALVILLE
- IOWA CITY
- NORTH LIBERTY
- TIFFIN
- UNIVERSITY HEIGHTS
- 2011 Expanded Boundaries







Population & Land Use

Iowa City Urbanized Area

K-12 Schools

Iowa City Community School District
and Clear Creek Amana School District

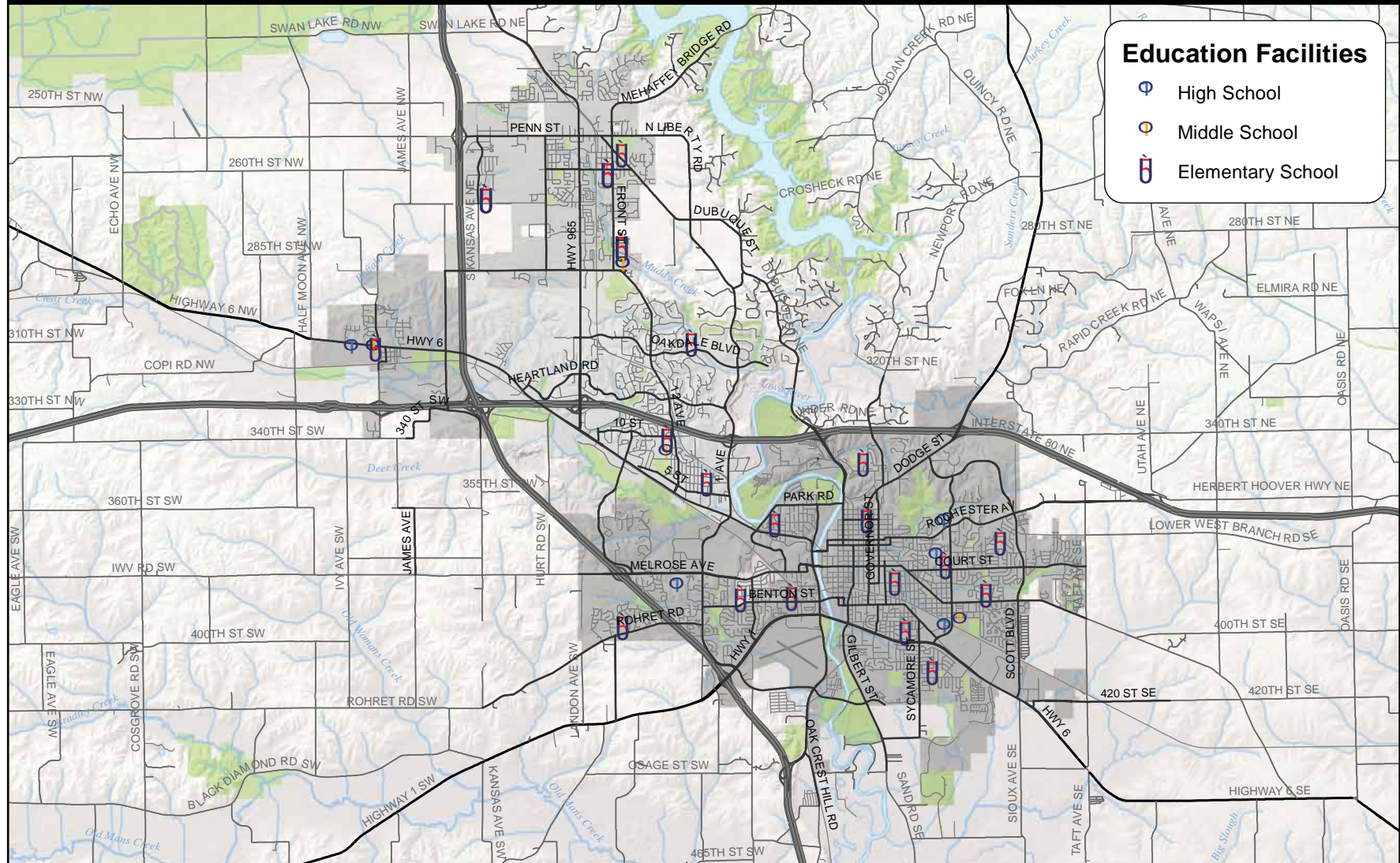


Prepared by: K. Ackerson

Date Prepared: 10/25/11

Data source: Johnson Co., MPOJC, DNR, IaDOT

0 2 4 Miles





Senior Citizens' Use of the Transportation System

One of the demographic and social trends the Iowa City Urbanized Area is experiencing is the increase in the percentage of senior citizens, and the desire of senior citizens to be more mobile. If recent trends continue, persons 55 years and older will increase from representing 18.5% of the population of Johnson County in 2010, to 28.3% of the population in 2040. The Iowa City Urbanized Area is attractive to senior citizens due to the presence of local hospitals, cultural, arts, and retail opportunities in the area.

There are several areas where the MPO, as a transportation planning agency, can work to improve senior citizen mobility, such as:

- Assisting with establishing a central source of information for identifying transportation options.
- Researching and encouraging street design standards that are helpful to older drivers, as well as the general public.
- Continuing to be a forum for discussing the structure of local public transit agencies.
- Researching the effectiveness and availability of assistive technologies that help individuals drive safely later in life.

A goal of this plan is to identify work program projects to improve the mobility of senior users of the transportation system.

Older Driver Statistics

- Iowa's fastest growing demographic of drivers are ages 85, 75, and 65.
- Iowa ranks 4th in the nation in percentage of population over the age of 65 and is second only to Florida in percentage of licensed drivers over age 85.
- In 2005, 91 people age 65 and older were drivers in Iowa fatal traffic crashes. 20.2% of traffic fatality victims were age 65 or older but only accounted for 17% of all drivers.
- Each year, nearly 300 Iowans age 65 and older are seriously injured in Iowa crashes, an average of nearly six per week.
- Major factors in crashes involving older drivers include failure to yield on left turns and failure to yield at stop signs or traffic signals.
- Data from Iowa's Combined Outcome Data Evaluation Systems (CODES) project, which links hospital and crash data, shows that people age 65 and older experience higher hospital costs per crash than younger crash victims.



Environmental Awareness

Overview

MPOJC and its member entities are committed to balancing the need to protect our social and natural environment with the need to continually improve the transportation network in the urbanized area. This attention to the natural and social environment should be demonstrated during project development. Projects included in the Long Range Transportation Plan are often years away from final design; therefore, detailed environmental review may not be feasible at the early stages of the planning process. However, the MPO can identify potential impacts to natural and historic resources which can help ensure that transportation projects have minimal impacts on the environment.

Federal Requirements

Federal code outlines requirements for MPOs regarding environmental consultation. 23 CFR Section 450.322 states that the long range transportation plan should include “a discussion of the types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. The discussion may focus on policies, programs, or strategies, rather than at the project level. The discussion shall be developed in consultation with Federal, State, and Tribal land management, wildlife, and regulatory agencies.”

During project development, MPOJC encourages its member entities to strive to avoid or minimize any detrimental effects transportation projects may have on the environment. The MPO encourages member entities to follow the steps used to define mitigation in 40 CFR 1508.20; they are:

- Avoiding the impact altogether by not taking a certain action or parts of an action.
- Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
- Rectifying the impact by repairing, rehabilitating, or restoring the affected environment.
- Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
- Compensating for the impact by replacing or providing substitute resources or environments.

Avoidance of negative impacts to the environment should always be the primary goal during project implementation. When this cannot be achieved, minimizing impacts and compensating for them can lessen negative environmental impacts resulting from transportation projects.

The MPO has consulted with several local organizations which have an interest in local environmental issues to see how their interests could be affected by this plan. Organizations contacted include: the Iowa Department of Natural Resources, the Johnson County Soil and Water Conservation, Iowa Valley Resource Conservation and Development, Iowa State University Extension and Outreach, Iowa City Sierra Club, Johnson County Environmental Advocates, the Iowa Corps of Engineers, and the Johnson County Heritage Trust.

The maps on pages C: 2 and 3 illustrate social and environmental factors taken into consideration during the development of transportation related projects. They provide general information; investigations of specific project impacts require more detailed corridor-specific studies.



Environmental Awareness





Iowa City Urbanized Area

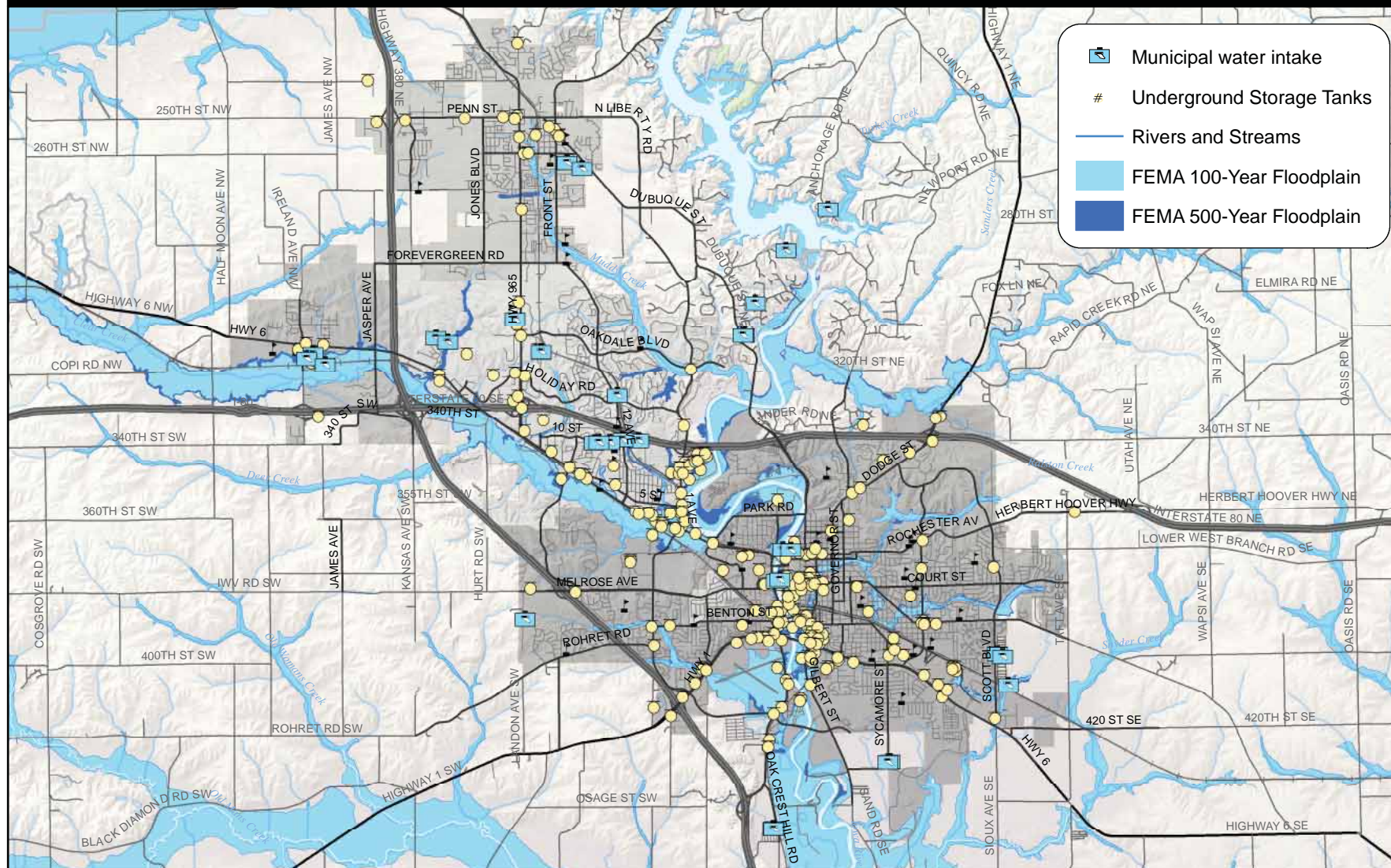
Floodways & Underground Storage Tanks

Prepared by: K. Ackerson

Date Prepared: 9/29/11

Data sources: FEMA, USDA, IDNR

0 2 4 Miles





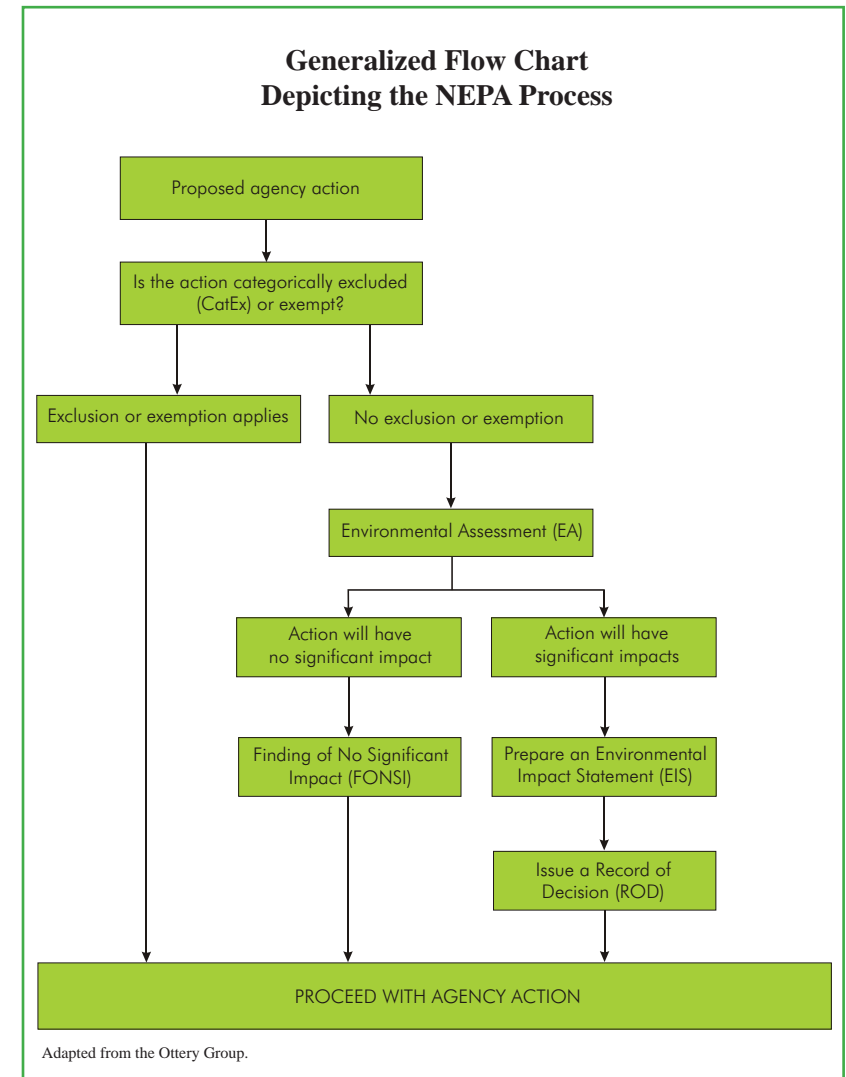
Environmental Awareness

National Environmental Policy Act

For federal aid projects, member entities of the Metropolitan Planning Organization of Johnson County will comply with the assessment of environmental impacts consistent with the **National Environmental Policy Act** (NEPA) and related statutes.

When a transportation project reaches the engineering stage, compliance with the NEPA process is required. NEPA is a national policy meant to protect and enhance the environment, and contains a process for developing major Federal actions (such as Federal funding for a transportation project) that requires environmental review documents as part of the project development process. Complying with NEPA is generally the responsibility of the project sponsor. The NEPA process includes the consideration of alternatives for the project and their environmental effects, as well as public involvement and interagency collaboration.

For simple projects, the NEPA process will typically consist of a **categorical exclusion** based on the finding that the project in question poses no significant environmental impacts. For larger projects, the process will typically require the completion of an **Environmental Assessment** consistent with the NEPA statutes. This assessment would include an evaluation of alternative alignments for arterial street projects and alternative sites for building projects. The goal of an Environmental Assessment is to determine whether or not a full environmental impact statement is required for the proposed project. Projects requiring Environmental Assessments will require additional lead time (one year or more) and/or **Environmental Impact Statements** prior to project construction.





Environmental Justice

Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations," provides that "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations."

"Environmental justice issues may arise at any step of the NEPA process and agencies should consider these issues at each and every step of the process, as appropriate. Environmental justice issues encompass a broad range of impacts covered by NEPA, including impacts on the natural or physical environment and interrelated social, cultural, and economic effects. In preparing an EIS or an EA, agencies must consider both impacts on the natural or physical environment and related social, cultural, and economic impacts. Environmental justice concerns may arise from impacts on the natural and physical environment, such as human health or ecological impacts on minority populations, low-income populations, and Indian tribes, or from related social or economic impacts."

To ensure that local transportation projects/policies adhere to the principals of environmental justice as directed in Executive Order 12898, the maps on pages C: 6 and 7 illustrate local social and environmental factors that will be considered during the development of transportation related projects. These figures provide general information; more detailed investigations of specific project impacts will be analyzed during detailed project-specific studies and subsequent NEPA processes.





Environmental Awareness

Iowa City Urbanized Area

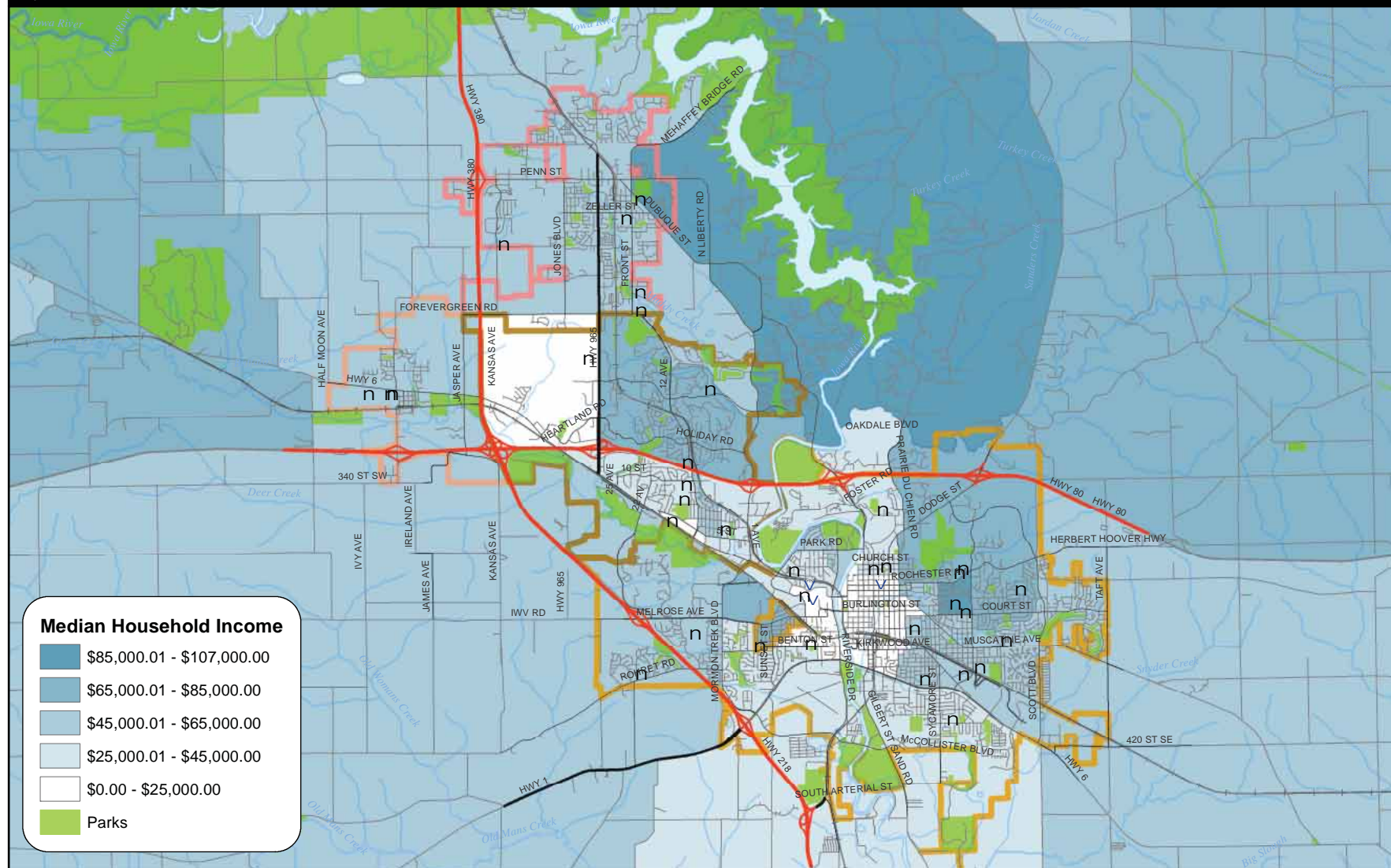
Median Household Income

by Census Block Groups

Prepared by: K. Ackerson

Date Prepared: 11/02/2011

Data sources: 2009 5-year est., American Community Survey





Iowa City Urbanized Area

Non-White Population Density & Transit Service

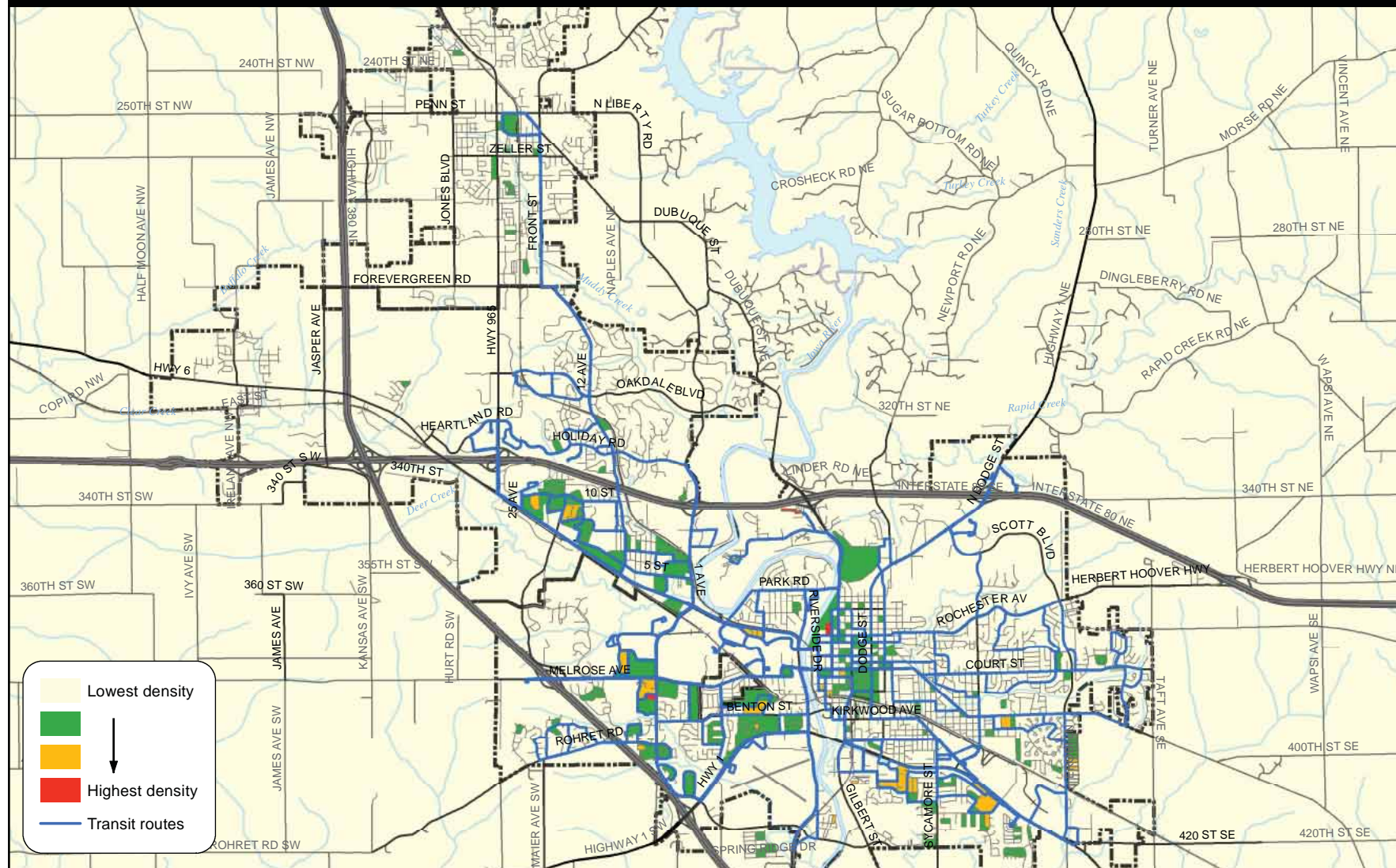
by 2010 Census Blocks

Prepared by: K. Ackerson

Date Prepared: 11/02/2011

Data source: 2010 U.S. Census; MPOJC, Iowa DOT

0 2 4 Miles





Environmental Awareness

Local Air Quality



Local air quality and conformance with the U.S. **Environmental Protection Agency (EPA)** National Ambient Air Quality Standards (NAAQS) has become increasingly important for our community. The Clean Air Act requires that federally funded projects are consistent with state air quality implementation plans. Such conformity helps

protect human health through early consideration of the impacts of transportation decisions in places where air quality does not meet federal standards.

The MPO has been monitoring recent changes in the NAAQS thresholds for fine particulate matter (PM 2.5) which decreased from 65 to 35 micrograms per cubic meter of air in 2006. PM 2.5 relates to fine particulates 2.5 microns and smaller. When inhaled, these particulates can cause breathing issues, especially for older adults and children. Much of the state (including the Iowa City metropolitan area) has measured values close to the standard. Should the Iowa City metropolitan area exceed the current thresholds and become in "non-compliance," we would be required to show how any/all transportation projects utilizing federal funding satisfy standards outlined in a Statewide Implementation Plan (SIP). The State has yet to adopt an SIP since no area in Iowa has been in "non-compliance" for the period required to trigger such a plan. Should the Iowa City metropolitan area exceed NAAQS thresholds, we may be required to work with the State to develop an SIP.

Given the link that exists between local air quality conformity and transportation decisions as outlined by the Clean Air Act, it will be important that the MPO continue to monitor this issue.

Key Points on local air quality

- The Iowa City Metro Area air quality monitor is located at Hoover Elementary School. Per the most recent data available (2007-2009), local readings indicated a '24-hour' design value for Particulate Matter (PM 2.5) of 29 ug/m³. 24-hour design values less than or equal to 35 ug/m³ indicate attainment with the National Ambient Air Quality Standards (NAAQS) used by the Iowa DNR.
- The 'Annual' PM 2.5 design value was 11.1 ug/m³. Annual design values less than or equal to 15.0 ug/m³ indicate attainment with the NAAQS used by the Iowa DNR. Both 'Annual' and '24-hour' PM2.5 values are based on the most recent three-year average and declined between 2007 and 2009.
- The monitoring site also collects data on PM10. Data shows that in 2009 we were testing at approximately 25% of the allowable PM10 24-hour maximums permitted by the NAAQS.
- The monitor does not test for Sulfur Dioxide, Carbon Monoxide, Nitrogen Dioxide, or Ozone as do other sites in Iowa. Since Johnson County does not currently have monitoring capabilities for these pollutants, it is assumed that we are not exceeding acceptable threshold values.



Environmental Awareness

Climate Change

The MPO recognizes that climate change has been an issue of great debate over the last several decades and acknowledges that there is considerable uncertainty with respect to projecting the speed at which climate change may be occurring and how it may affect choices households, governments, and businesses make in the transportation arena. Regardless of these uncertainties, MPO entities agree that monitoring this issue and mitigating the negative affects our transportation network may have in terms of air pollution is a worthwhile cause.

This issue is especially important as climate change may have a greater effect on our personal transportation choices in the future. If the cost of travel continues to increase or the public's opinion on climate change becomes less optimistic, it will be imperative that our community is able to offer a variety of modal choices. Fortunately, our community is well positioned should a shift away from the automobile occur. The Iowa City Metropolitan Area has a robust transit system with the highest ridership in the state, as well as an extensive wide-sidewalk and trail system that can be used by commuters to get to major employment centers.

The MPO will assume a leadership role in the area of climate change and environmental impacts of transportation modes by continuing to analyze and publicize information such as vehicle-miles-traveled (VMT), associated estimates of vehicular emissions, and available data on air quality measurements such as particulate matter. Air quality data takes into account point-sources of emissions such as industrial uses as well as non-point sources such as vehicle emissions. The MPO will continue to encourage member agencies to work with citizens to publicize lifestyle choices that have minimal impact on the environment. The MPO will also continue to monitor existing community resources for their impact on the environment.

To ensure that our community is prepared to balance the health of our environment with future transportation needs, the following statements are supported by all MPOJC member entities. The statements are in no particular order.

- Estimating total vehicle miles traveled in our community will provide a baseline for which to generate assumptions on greenhouse gas emissions produced by our local transportation network. Discouraging increases and/or reducing emissions are seen as positive. The MPO should be responsible for modeling this data and reporting to the MPO Urbanized Area Policy Board.
- Providing 'complete streets' for which users can choose between transportation modes will remain a goal of our community. In addition to personal vehicles, truly 'complete streets' provide users with several modal options within the same corridor including public transit and trails/sidewalks. As fuel prices increase, modal choice will become increasing important. This policy also ensures the long-term viability of our transportation system as a whole.



Environmental Awareness

- The MPO should continue to be fair in the distribution of federal funding with respect to modes of transportation and view transportation infrastructure projects that reduce traffic congestion or traffic delays favorably.
- The MPO should play an active role in monitoring state and federal policies which may jeopardize the efforts/policies previously stated. Letters discouraging such policies should be produced by the MPO and submitted to area legislators on behalf of the MPO Urbanized Area Policy Board upon request. Similarly, the MPO should advocate for state and federal policies that encourage fuel efficiency and/or incentivize the use of public transit and alternate modes of transportation.



Financial Planning

Overview

This chapter describes revenue sources, forecasts anticipated revenues for the time frame of the plan (2012-2040), and provides an analysis of fiscal constraint to ensure that the unified vision for our regional transportation system can be crafted using sound financial planning. To do this, this financial plan aims to fulfill the requirements of the current Federal transportation (SAFETEA-LU) legislation.

Fiscal Constraint

While the MPOJC Long Range Transportation Plan is not a programming document, Federal Highway Administration regulations require that the plan be 'fiscally constrained.' This means that the planned transportation expenditures in this plan not exceed revenue estimates during the lifespan of this plan. In other words, we should not have major transportation improvements included in this plan that cannot be reasonably funded given anticipated revenues.

There are a number of projects that are considered 'necessary,' but that cannot be incorporated in the constrained portion of this plan at this time due to lack of anticipated revenues. Those projects are considered 'illustrative' projects and may be funded during this plan's lifespan should additional revenue become available.

Code of Federal Regulations

23 CFR 450.322 (10)

A financial plan that demonstrates how the adopted transportation plan can be implemented.

(i) For purposes of transportation system operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53).

(ii) For the purpose of developing the metropolitan transportation plan, the MPO, public transportation operator(s), and State shall cooperatively develop estimates of funds that will be available to support metropolitan transportation plan implementation, as required under § 450.314(a). All necessary financial resources from public and private sources that are reasonably expected to be made available to carry out the transportation plan shall be identified.

(iii) The financial plan shall include recommendations on any additional financing strategies to fund projects and programs included in the metropolitan transportation plan. In the case of new funding sources, strategies for ensuring their availability shall be identified.

(iv) In developing the financial plan, the MPO shall take into account all projects and strategies proposed for funding under title 23 U.S.C., title 49 U.S.C. Chapter 53 or with other Federal funds; State assistance; local sources; and private participation. Starting December 11, 2007, revenue and cost estimates that support the metropolitan transportation plan must use an inflation rate(s) to
CONTINUED ON NEXT PAGE





Financial Planning

Funding Sources and Anticipated Revenue

There are numerous state, federal, and local programs that provide funding to MPOJC and its member entities. The following are brief descriptions of the primary funding programs, as well as an explanation of how future funding targets were estimated for use in this document. The **FHWA** recommends using a 4% straight-line growth rate per year for costs. In the absence of a rigorously developed rate for each MPO - we apply this 4% straight-line growth rate to revenues to develop the financial analysis for this plan.

Federal Funding Programs

DOT Surface Transportation Program (STP)

The Iowa DOT Surface Transportation Program was established to fund improvements to any roadway or bridge on the federal-aid system, transit capital projects, bicycle and pedestrian facilities, enhancement projects, environmental restoration, and the establishment of native species.

Anticipated Revenue: Using an average of the last 10 years of historical data provided by the MPO Transportation Improvement Programs (FY2002-2011) and a 4% straight-line growth rate, MPOJC estimates that \$2,634,778 in Iowa DOT-directed STP funds will be available for expenditure between 2012 and 2040.

Regional Surface Transportation Program (STP)

The Regional Surface Transportation Program was established to fund improvements to any roadway or bridge on the federal-aid system, transit capital projects, bicycle and pedestrian facilities, enhancement projects, environmental restoration, and the establishment of native species.

reflect "year of expenditure dollars," based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s).

(v) For the outer years of the metropolitan transportation plan (i.e., beyond the first 10 years), the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost ranges/cost bands.

(vi) For nonattainment and maintenance areas, the financial plan shall address the specific financial strategies required to ensure the implementation of TCMs in the applicable SIP.

(vii) For illustrative purposes, the financial plan may (but is not required to) include additional projects that would be included in the adopted transportation plan if additional resources beyond those identified in the financial plan were to become available.

(viii) In cases that the FHWA and the FTA find a metropolitan transportation plan to be fiscally constrained and a revenue source is subsequently removed or substantially reduced (i.e., by legislative or administrative actions), the FHWA and the FTA will not withdraw the original determination of fiscal constraint; however, in such cases, the FHWA and the FTA will not act on an updated or amended metropolitan transportation plan that does not reflect the changed revenue situation.

Code of Federal Regulations / Title 23 - Highways / Vol. 1 / 2010-04-01116



A minimum 20% non-federal match is required for regional STP funds. As a designated Metropolitan Planning Organization, MPOJC is the recipient of these funds. Regional STP funds are formula funds provided to MPOJC and programed by the MPOJC Urbanized Area Policy Board using a competitive grant process.

Anticipated Revenue: Using an average of the last 10 years' historical data provided by the MPO Transportation Improvement Programs (FY2002-2011) and a 4% straight-line growth rate, MPOJC estimates that \$63,041,147 in regional STP funds will be available for expenditure between 2012 and 2040.

Regional Transportation Enhancement Program (TE)

The Transportation Enhancement Program was established to fund enhancement activities that have a direct relationship to surface transportation facilities including: facilities for bicycles and pedestrians (including safety and educational activities), landscaping and other scenic beautification, historic preservation, and the preservation of abandoned railway corridors for bicycle and pedestrian uses.

A minimum 20% non-federal match is required for regional TE funds. As a designated Metropolitan Planning Organization, MPOJC is the recipient of these funds. Regional TE funds are formula funds that are provided to MPOJC and programed by the MPOJC Urbanized Area Policy Board using a competitive grant process.

Anticipated Revenue: Using an average of the last 10 years' historical data provided by the MPO Transportation Improvement Programs (FY2002-2011) and a 4% straight-line growth rate, MPOJC estimates that \$5,991,767 in regional TE funds will be available for expenditure between 2012 and 2040.

Highway Bridge Replacement and Rehabilitation Program (BR)

The Highway Bridge Replacement and Rehabilitation Program was established to fund the replacement or rehabilitation of structurally deficient or functionally obsolete bridges on public roadways as classified according to federal guidelines. A minimum 20% local match is required for BR funds.



Financial Planning

Anticipated Revenue: Using an average of the last 10 years' historical data provided by the MPO Transportation Improvement Programs (FY2002-2011) and a 4% straight-line growth rate, MPOJC estimates that \$14,434,817 in BR funds will be available for expenditure between 2012 and 2040.

Interstate Maintenance (IM)

The Interstate Maintenance Program provides funding for resurfacing, restoring, rehabilitating, and reconstructing routes on the Eisenhower National System of Interstate and Defense Highways. Funds are distributed to each state based on lane miles, vehicle miles traveled and contributions to the Highway Account of the Highway Trust Fund.

Anticipated Revenue: Using an average of the last 10 years' historical data provided by the MPO Transportation Improvement Programs (FY2002-2011) and a 4% straight-line growth rate, MPOJC estimates that \$380,908,857 in IM funds will be available for expenditure between 2012 and 2040.

National Highway System (NHS)

The National Highway System program helps fund improvements to the interstate highway system, urban and rural arterial streets, and other transportation improvements important to the nation's economy, defense, and mobility. The NHS program also provides funds for intermodal centers, ITS improvements, and environmental restoration.

Anticipated Revenue: Using an average of the last 10 years' historical data provided by the MPO Transportation Improvement Programs (FY2002-2011) and a 4% straight-line growth rate, MPOJC estimates that \$2,634,778 in NHS funds will be available for expenditure between 2012 and 2040.

Congestion Mitigation and Air Quality Improvement (CMAQ)

Congestion Mitigation and Air Quality Improvement funds can be used for public transit improvements and public fleet conversions to cleaner fuels. In attainment areas, the state can use CMAQ funds for highway, street, transit, bicycle/pedestrian, and freight projects or programs to reduce transportation related emissions. In Iowa these funds are distributed through the Iowa Clean Air Attainment Program (ICAAP). A minimum 20% local match is required for ICCAP funds.



Anticipated Revenue: Using an average of the last 10 years' historical data provided by the MPO Transportation Improvement Programs (FY2002-2011) and a 4% straight-line growth rate, MPOJC estimates that \$5,518,918 in ICAAP funds will be available for expenditure between 2012 and 2040.

Federal Recreational Trails Program (FRT)

The Recreational Trails Program provides funding for public recreational trails. The recipient must use funding for trail projects that are part of a local, regional, or statewide trails plan. A minimum 20% local match is required for FRT funds.

Anticipated Revenue: Using an average of the last 10 years' historical data provided by the MPO Transportation Improvement Programs (FY2002-2011) and a 4% straight-line growth rate, MPOJC estimates that \$2,870,026 in FRT funds will be available for expenditure between 2012 and 2040.

Federal Aid Rail (FAR)

Federal Aid Rail funds can be used to pay 90 percent of the cost of safety improvements for rail related projects. These can include new crossing signal devices, upgrades to existing signals, improved crossing surfaces, and other improvements such as increased sight distance, widened crossings, increased signal lens size or crossing closures. A benefit-cost ratio is used to rank eligible projects for funding.

Anticipated Revenue: Using an average of the last 10 years' historical data provided by the MPO Transportation Improvement Programs (FY2002-2011) and a 4% straight-line growth rate, MPOJC estimates that \$1,806,705 in FAR funds will be available for expenditure between 2012 and 2040.

Safe Routes to School (SRTS)

The SRTS program is meant to fund projects such as sidewalks, bicycle facilities, and bicycle parking and traffic diversion improvements that enable primary and secondary school children to walk and bicycle to school. 10% - 30% of the funds are set aside for non-infrastructure strategies such as public awareness campaigns. The State of Iowa has been allocating approximately \$1,000,000 per year for SRTS projects.



Financial Planning

Anticipated Revenue: MPOJC entities have not received any SRTS funding to date. Since MPOJC has no funding trend experience with SRTS funding, no SRTS funding is reflected in this plan.

Federal Transit Administration Programs (FTA)

The FTA dispenses funds to state and local governments for operation and capital assistance for public transit through the 5307, 5309, 5310, 5316, and 5317 programs. FTA Section 5307 capital funds are allocated annually on a formula basis. The Metropolitan Planning Organization of Johnson County received \$1,865,161 in FY11 for the three area transit systems.

Section 5309 capital funds are discretionary funds for capital projects. Section 5309 funds are the primary funding source for new capital equipment such as buses. Section 5310 funds support transit services for elderly and disabled persons. The MPO received \$254,131 in Section 5310 funds in FY11 and anticipates receiving similar amounts in future years under the current federal transportation legislation.

Section 5316 funds are for the Jobs Access and Reverse Commute (JARC) formula program, and Section 5317 funds are for the New Freedoms program. These programs target funds for transit trips to employment locations, and transit trips for special needs populations respectively.

Additional Federal Programs

Other federal programs that have contributed to funding projects in the Iowa City Urbanized Area include the Transportation, Community and System Preservation Program, and the Scenic Byways Program. Allocations of Congressionally Designated Funds (CDF) within an appropriations or authorization bill are another way local projects have been funded.

Anticipated Revenue: Using an average of the last 10 years of historical data provided by the MPO Transportation Improvement Programs (FY2002-2011) and a 4% straight-line growth rate, MPOJC estimates that \$87,996,867 in CDF funds will be available for expenditure between 2012 and 2040.

MPOJC entities have limited experience with the Transportation, Community and System Preservation Program, and the Scenic Byways Programs. Consequently, no funding for these programs is reflected in this plan.



State Funding Programs

Revitalize Iowa's Sound Economy (RISE)

The RISE fund was created by the Iowa legislature in 1985 to assist in promoting economic development in Iowa through the construction or improvement of Iowa roads. Funded by a percentage of the motor fuel tax, the RISE fund has approximately \$12 million available each year for Immediate Opportunity and Local Development projects.

Anticipated Revenue: Using an average of the last 10 years of historical data provided by the Iowa DOT (FY2002-2011) and a 4% straight-line growth rate, MPOJC estimates that \$25,310,151 in RISE funds will be available for expenditure between 2012 and 2040.

State Road Use Tax (RUTF)

State revenues for public roadways come from Iowa's Road Use Tax Fund (RUTF). The RUTF consists of revenues from fuel tax, registration fees, use tax, driver's license fees and other sources. After some off-the-top allocations for programs such as Revitalize Iowa's Sound Economy, motorcycle education, Living Roadway Trust Fund and state park and institutional roads, the RUTF is distributed by formula to governmental entities responsible for road construction and maintenance.

Distribution of Iowa's RUTF

Jurisdiction:	Distribution:
State – Primary Road Fund	47.5% *
Counties – Secondary Road Fund	24.5%
Counties – Farm to Market Road Fund	8.0%
Cities – Street Construction Fund	20.0%

*1.75 percent of the Primary Road Fund is allocated to counties and cities as compensation for assuming jurisdiction of primary highways as a result of SF451.

Anticipated Revenue: The Iowa DOT Systems Planning office shows that an average of \$1.4 million per year is spent by Iowa DOT for capital projects on state routes in the Iowa City Urbanized Area. Over the 28-year life of the plan, this comes to \$63,336,000 (applying a 4% straight-line growth rate).



Financial Planning

Additional State Programs

State funding programs that help fund projects in the Iowa City Urbanized Area include the Statewide Enhancement Program, State Recreational Trails Program, the Intelligent Transportation System (ITS) Program, and Aviation Programs. These state programs typically fund projects through a competitive grant process with minimum criteria to qualify.

Anticipated Revenue: MPOJC entities have limited experience with these funding programs. Therefore, no funding for these programs are reflected in this plan.

Local Funding

In addition to road use tax revenue, a municipality's general fund is often the primary funding source for operations and maintenance costs. Funding for capital improvements on public roads typically comes from the sale of bonds. General operating funds typically support public transit capital and operations. Other local funding sources that help fund transportation improvements include Tax Increment Financing (TIF) district revenues, fare or user fees and assessments, transit levies and property taxes.

Financial Forecast

To forecast future federal funding available to the Iowa City Urbanized Area, we calculate a ten-year historic average of each funding program and apply a 4% *straight-line growth* rate to the 10-year average for each fiscal year covered by this plan (2012-2040). The ten-year averages and projects used to calculate averages for each federal funding source are identified in the Table on page D: 10. The total amount of funding available from state and federal sources, based on ten-year averages are identified in the Table on page D: 11.

The federal funding programs utilized in the Iowa City Metropolitan Area include the Interstate Maintenance (IM) Program, the National Highway System (NHS), the Highway Bridge Replacement and Rehabilitation Program (HBRRP), the Congestion Mitigation and Air Quality (CMAQ) Program, the Federal Aid Rail (FAR) Program, the Federal Recreational Trails (FRT) Program, DOT Surface Transportation Program (STP) funds, and Congressionally Designated Funds. Other federal grant programs such as the Scenic Byways Program, and the Safe Routes to Schools Program were not included in these forecasts as the Iowa City Urbanized Area has limited experience with these funds.



The state funding programs utilized in the Iowa City Metropolitan Area include the Revitalize Iowa's Sound Economy Program and the State Road Use Tax Fund. Other state programs such as the Statewide Enhancement Program, the Intelligent Transportation System (ITS) Program, and Aviation Programs were not included in these forecasts as the Iowa City Metropolitan Area has not received funding for these programs in the past 10 years.

For the purpose of this plan, it is verified there is enough revenue available from non-federal road use tax revenue, special assessments, property tax, and interest to provide a 40% local match for anticipated federal funds. (Historically, projects awarded federal funding from MPOJC have only received 60% of project funding.) This calculation is an average of the last three years' City Street Finance Reports from the Iowa DOT, using a 4% straight-line growth rate. Over the 28 year lifespan of this plan this comes to \$1,422,647,007. Clearly, there is enough local funding available to accommodate the \$141,493,302 minimum 40% local match for federal and state funds. Much of the remaining funds will be used for municipal road maintenance, repair, and related needs.



Financial Planning

Project Summary & 10-Year Average of Federal Funding Sources (in thousands) - Iowa City Urbanized Area

	HBRRP	NHS	IM	CMAQ	FAR	FRT	STP (DOT)	CDF	STP (MPO)*	TE*
FY02						Coralville Clear Creek Trail Phase II: \$384	Highway 1 outside services/planning: \$560		\$1,340	\$112
FY03	Highway 1 Ralston Creek Bridge: \$11		I-380 Clear Creek Bridge: \$47		Tiffin Railroad St. gate & arms: \$90 - North Liberty Chery St. signal: \$80			I-80 pavement rehab: \$5,830	\$1,355	\$114
FY04	Highway 1 Ralston Creek Bridge: \$699		I-80 patching: \$300 - I-380 patching: \$200	Iowa City traffic signal interconnect: \$197	Coralville Oakdale Blvd. signal: \$100 - Three North Liberty crossing repairs: \$114				\$1,370	\$115
FY05	Iowa City Meadow St. bridge: \$394								\$1,573	\$129
FY06			I-80 grade & pave: \$301 - I-80 patching: \$300	Iowa City traffic signal interconnect: \$215 - CRANDIC railway rehab Iowa City to Hills: \$761				Coralville US 6 Phase VII grade & pave: \$1,000	\$1,751	\$147
FY07		Highway 1 / I-80 bridge rehab: \$560	I-80 west of I-380 grade & pave: \$23,622					Coralville US 6 12th Ave to 22nd Ave pave: \$2,600 - Iowa City McCollister Blvd bridge: \$5,000	\$1,289	\$118
FY08			I-80 pavement rehab: \$12,415					Coralville Clear Creek Trail west: \$1,300	\$1,278	\$120
FY09			I-80 pavement rehab: \$10,432					Coralville Clear Creek Trail: \$800	\$1,554	\$126
FY10			I-80 pavement rehab: \$28,219			Coral Ridge Ave to Deer Creek Road: \$226		Coralville Clear Creek Trail Highway 6 / 1st Ave: \$198	\$1,786	\$137
FY11	I-380 over I-80 deck overlay: \$1,126 - I-380 over Highway 6 deck overlay: \$838		I-80 / Dubuque St bridge rehab: \$60 - I-80 pavement rehab: \$5,063					Dubuque St / I-80 bike/ped bridge: \$475 - Dubuque Street pavement rehab: \$1,500	\$1,991	\$147
10 yr avg	\$306,800	\$56,000	\$8,095,900	\$117,300	\$38,400	\$61,000	\$56,000	\$1,870,300	\$1,339,887	\$122,452

* Includes additional years to develop average - each fiscal year includes numerous projects



Summary of Anticipated State & Federal Revenue FY12-40

	HERRP	NHS	IM	CMAQ	FAR	FRT	STP (DOT)	CDF	STP (MPO)	TE	RUTF	RISE	40% Match*	TOTAL
FY12	\$379,077	\$56,740	\$9,499,736	\$121,990	\$39,486	\$63,440	\$58,740	\$1,945,112	\$1,393,457	\$137,444	\$1,400,000	\$559,864	\$3,177,615	\$17,634,773
FY13	\$331,635	\$60,570	\$9,756,525	\$126,872	\$41,533	\$65,978	\$60,570	\$2,022,916	\$1,448,222	\$137,742	\$1,456,000	\$581,843	\$3,252,720	\$18,244,384
FY14	\$344,598	\$62,899	\$9,899,315	\$131,751	\$43,131	\$68,515	\$62,899	\$2,100,721	\$1,504,961	\$143,040	\$1,512,000	\$604,221	\$3,377,824	\$19,000,575
FY15	\$357,361	\$65,228	\$9,430,104	\$136,631	\$44,728	\$71,053	\$65,228	\$2,178,525	\$1,560,708	\$148,337	\$1,568,000	\$626,680	\$3,502,928	\$19,756,426
FY16	\$370,124	\$67,558	\$9,706,894	\$141,511	\$46,325	\$73,590	\$67,558	\$2,256,330	\$1,616,448	\$153,635	\$1,624,000	\$648,576	\$3,628,033	\$20,490,977
FY17	\$382,886	\$69,888	\$10,109,883	\$146,390	\$47,923	\$76,128	\$69,888	\$2,334,134	\$1,672,179	\$158,933	\$1,680,000	\$671,357	\$3,753,138	\$21,186,536
FY18	\$395,649	\$72,218	\$10,440,473	\$151,270	\$49,521	\$78,666	\$72,218	\$2,411,939	\$1,727,910	\$164,231	\$1,736,000	\$693,735	\$3,878,243	\$21,872,079
FY19	\$408,412	\$74,547	\$10,777,262	\$156,150	\$51,118	\$81,203	\$74,547	\$2,489,743	\$1,783,638	\$169,529	\$1,792,000	\$716,114	\$4,003,347	\$22,577,630
FY20	\$421,175	\$76,877	\$11,114,052	\$161,029	\$52,716	\$83,741	\$76,877	\$2,567,548	\$1,839,367	\$174,826	\$1,848,000	\$738,492	\$4,128,452	\$23,283,181
Sub-Total	\$3,331,112	\$608,026	\$87,902,044	\$1,273,596	\$416,932	\$662,314	\$608,026	\$20,306,969	\$14,547,957	\$1,382,715	\$14,616,000	\$5,840,804	\$32,652,300	\$184,148,796
FY21	\$433,938	\$79,206	\$11,450,841	\$165,909	\$54,313	\$86,278	\$79,206	\$2,645,352	\$1,895,135	\$180,124	\$1,904,000	\$768,871	\$4,253,526	\$23,934,722
FY22	\$446,701	\$81,536	\$11,787,630	\$170,789	\$55,910	\$88,816	\$81,536	\$2,723,157	\$1,950,875	\$185,422	\$1,960,000	\$793,250	\$4,378,631	\$24,684,263
FY23	\$459,464	\$83,866	\$12,124,420	\$175,669	\$57,508	\$91,354	\$83,866	\$2,800,961	\$2,006,615	\$190,719	\$2,016,000	\$818,629	\$4,503,736	\$25,434,804
FY24	\$472,227	\$86,196	\$12,461,209	\$180,548	\$59,105	\$93,891	\$86,196	\$2,878,766	\$2,062,354	\$196,017	\$2,072,000	\$843,007	\$4,628,840	\$26,185,345
FY25	\$484,989	\$88,525	\$12,797,999	\$185,428	\$60,703	\$96,429	\$88,525	\$2,956,570	\$2,118,093	\$201,315	\$2,128,000	\$868,385	\$4,753,945	\$26,935,886
FY26	\$497,752	\$90,854	\$13,134,788	\$190,308	\$62,300	\$98,968	\$90,854	\$3,034,375	\$2,173,833	\$206,613	\$2,184,000	\$892,764	\$4,879,050	\$27,686,427
FY27	\$510,515	\$93,184	\$13,471,578	\$195,187	\$63,898	\$101,504	\$93,184	\$3,112,179	\$2,229,572	\$211,910	\$2,240,000	\$917,142	\$5,004,154	\$28,436,968
FY28	\$523,278	\$95,514	\$13,808,367	\$200,067	\$65,485	\$104,042	\$95,514	\$3,189,984	\$2,285,311	\$217,208	\$2,296,000	\$941,521	\$5,129,259	\$29,187,509
FY29	\$536,041	\$97,843	\$14,145,156	\$204,947	\$67,082	\$106,579	\$97,843	\$3,267,788	\$2,341,051	\$222,506	\$2,352,000	\$965,900	\$5,254,363	\$29,938,050
FY30	\$548,804	\$100,173	\$14,481,946	\$209,826	\$68,680	\$109,117	\$100,173	\$3,345,593	\$2,396,790	\$227,804	\$2,408,000	\$990,279	\$5,379,468	\$30,688,591
Sub-Total	\$4,913,709	\$896,896	\$129,663,934	\$1,878,677	\$615,014	\$976,976	\$896,896	\$29,954,725	\$21,459,630	\$2,039,638	\$21,560,000	\$8,615,746	\$48,165,271	\$271,637,111
FY31	\$561,567	\$102,502	\$14,818,735	\$214,706	\$70,287	\$111,654	\$102,502	\$3,423,357	\$2,452,528	\$233,181	\$2,464,000	\$1,017,657	\$5,504,832	\$31,944,341
FY32	\$574,330	\$104,832	\$15,155,525	\$219,586	\$71,885	\$114,192	\$104,832	\$3,501,162	\$2,508,268	\$238,479	\$2,520,000	\$1,042,035	\$5,629,937	\$32,694,882
FY33	\$587,093	\$107,162	\$15,492,314	\$224,465	\$73,482	\$116,730	\$107,162	\$3,578,966	\$2,564,008	\$243,777	\$2,576,000	\$1,066,414	\$5,755,042	\$33,445,423
FY34	\$599,856	\$109,491	\$15,829,104	\$229,345	\$75,080	\$119,267	\$109,491	\$3,656,771	\$2,619,747	\$249,075	\$2,632,000	\$1,090,792	\$5,880,147	\$34,195,964
FY35	\$612,619	\$111,821	\$16,165,893	\$234,225	\$76,677	\$121,805	\$111,821	\$3,734,575	\$2,675,486	\$254,373	\$2,688,000	\$1,115,171	\$6,005,252	\$34,946,505
FY36	\$625,382	\$114,150	\$16,502,683	\$239,104	\$78,275	\$124,342	\$114,150	\$3,812,380	\$2,731,226	\$259,671	\$2,744,000	\$1,139,550	\$6,130,357	\$35,697,046
FY37	\$638,145	\$116,480	\$16,839,472	\$243,984	\$79,872	\$126,880	\$116,480	\$3,890,184	\$2,786,965	\$264,969	\$2,800,000	\$1,163,929	\$6,255,462	\$36,447,587
FY38	\$650,907	\$118,810	\$17,176,261	\$248,864	\$81,469	\$129,418	\$118,810	\$3,967,989	\$2,842,704	\$270,267	\$2,856,000	\$1,188,307	\$6,380,567	\$37,198,128
FY39	\$663,670	\$121,140	\$17,513,050	\$253,743	\$83,067	\$131,956	\$121,140	\$4,045,793	\$2,898,444	\$275,565	\$2,912,000	\$1,212,686	\$6,505,672	\$37,948,669
FY40	\$676,433	\$123,470	\$17,849,839	\$258,623	\$84,664	\$134,493	\$123,470	\$4,123,597	\$2,954,183	\$280,863	\$2,968,000	\$1,237,065	\$6,630,777	\$38,699,210
Sub-Total	\$6,189,997	\$1,129,856	\$163,342,878	\$2,366,645	\$774,758	\$1,230,736	\$1,129,856	\$37,735,173	\$27,033,560	\$2,569,414	\$27,160,000	\$10,853,602	\$60,675,731	\$342,192,205
TOTAL	\$14,434,817	\$2,634,778	\$380,908,857	\$5,518,918	\$1,806,705	\$2,870,026	\$2,634,778	\$87,996,867	\$63,041,147	\$5,991,767	\$63,336,000	\$25,310,151	\$141,493,302	\$797,978,112

Assumes a 4% short-line growth rate

*The local match included the RUTF or IM

*Surface Transportation Program (MPO) and TE Projections between FY12-FY20 were amended 5/15 based on actual funding levels and funding



Financial Planning

Non-Federal Road Fund Receipts - Less Operations & Maintenance Costs

	Iowa City			Coralville			North Liberty		
	RUTF*	O & M	Total	RUTF*	O & M	Total	RUTF*	O & M	Total
2012	\$16,373,919	\$4,625,672	\$11,748,247	\$13,963,629	\$1,117,792	\$12,845,837	\$4,113,003	\$624,091	\$3,488,912
2013	\$17,028,876	\$4,856,956	\$12,171,920	\$14,522,174	\$1,173,682	\$13,348,493	\$4,277,523	\$655,296	\$3,622,228
2014	\$17,683,833	\$5,088,239	\$12,595,593	\$15,080,719	\$1,229,571	\$13,851,148	\$4,442,043	\$686,500	\$3,755,543
2015	\$18,338,789	\$5,319,523	\$13,019,266	\$15,639,264	\$1,285,461	\$14,353,804	\$4,606,563	\$717,705	\$3,888,859
2016	\$18,993,746	\$5,550,806	\$13,442,940	\$16,197,810	\$1,341,350	\$14,856,459	\$4,771,083	\$748,909	\$4,022,174
2017	\$19,648,703	\$5,782,090	\$13,866,613	\$16,756,355	\$1,397,240	\$15,359,115	\$4,935,604	\$780,114	\$4,155,490
2018	\$20,303,660	\$6,013,374	\$14,290,286	\$17,314,900	\$1,453,130	\$15,861,770	\$5,100,124	\$811,318	\$4,288,805
2019	\$20,958,616	\$6,244,657	\$14,713,959	\$17,873,445	\$1,509,019	\$16,364,426	\$5,264,644	\$842,523	\$4,422,121
2020	\$21,613,573	\$6,475,941	\$15,137,632	\$18,431,990	\$1,564,909	\$16,867,081	\$5,429,164	\$873,727	\$4,555,437
2021	\$22,268,530	\$6,707,224	\$15,561,305	\$18,990,535	\$1,620,798	\$17,369,737	\$5,593,684	\$904,932	\$4,688,752
2022	\$22,923,487	\$6,938,508	\$15,984,979	\$19,549,081	\$1,676,688	\$17,872,393	\$5,758,204	\$936,137	\$4,822,068
2023	\$23,578,443	\$7,169,792	\$16,408,652	\$20,107,626	\$1,732,578	\$18,375,048	\$5,922,724	\$967,341	\$4,955,383
2024	\$24,233,400	\$7,401,075	\$16,832,325	\$20,666,171	\$1,788,467	\$18,877,704	\$6,087,244	\$998,546	\$5,088,699
2025	\$24,888,357	\$7,632,359	\$17,255,998	\$21,224,716	\$1,844,357	\$19,380,359	\$6,251,765	\$1,029,750	\$5,222,014
2026	\$25,543,314	\$7,863,642	\$17,679,671	\$21,783,261	\$1,900,246	\$19,883,015	\$6,416,285	\$1,060,955	\$5,355,330
2027	\$26,198,270	\$8,094,926	\$18,103,344	\$22,341,806	\$1,956,136	\$20,385,670	\$6,580,805	\$1,092,159	\$5,488,646
2028	\$26,853,227	\$8,326,210	\$18,527,018	\$22,900,352	\$2,012,026	\$20,888,326	\$6,745,325	\$1,123,364	\$5,621,961
2029	\$27,508,184	\$8,557,493	\$18,950,691	\$23,458,897	\$2,067,915	\$21,390,982	\$6,909,845	\$1,154,568	\$5,755,277
2030	\$28,163,141	\$8,788,777	\$19,374,364	\$24,017,442	\$2,123,805	\$21,893,637	\$7,074,365	\$1,185,773	\$5,888,592
2031	\$28,818,097	\$9,020,060	\$19,798,037	\$24,575,987	\$2,179,694	\$22,396,293	\$7,238,885	\$1,216,977	\$6,021,908
2032	\$29,473,054	\$9,251,344	\$20,221,710	\$25,134,532	\$2,235,584	\$22,898,948	\$7,403,405	\$1,248,182	\$6,155,223
2033	\$30,128,011	\$9,482,628	\$20,645,383	\$25,693,077	\$2,291,474	\$23,401,604	\$7,567,926	\$1,279,387	\$6,288,539
2034	\$30,782,968	\$9,713,911	\$21,069,057	\$26,251,623	\$2,347,363	\$23,904,259	\$7,732,446	\$1,310,591	\$6,421,855
2035	\$31,437,924	\$9,945,195	\$21,492,730	\$26,810,168	\$2,403,253	\$24,406,915	\$7,896,966	\$1,341,796	\$6,555,170
2036	\$32,092,881	\$10,176,478	\$21,916,403	\$27,368,713	\$2,459,142	\$24,909,570	\$8,061,486	\$1,373,000	\$6,688,486
2037	\$32,747,838	\$10,407,762	\$22,340,076	\$27,927,258	\$2,515,032	\$25,412,226	\$8,226,006	\$1,404,205	\$6,821,801
2038	\$33,402,795	\$10,639,046	\$22,763,749	\$28,485,803	\$2,570,922	\$25,914,882	\$8,390,526	\$1,435,409	\$6,955,117
2039	\$34,057,752	\$10,870,329	\$23,187,422	\$29,044,348	\$2,626,811	\$26,417,537	\$8,555,046	\$1,466,614	\$7,088,432
2040	\$34,712,708	\$11,101,613	\$23,611,095	\$29,602,893	\$2,682,701	\$26,920,193	\$8,719,566	\$1,497,818	\$7,221,748
Total	740,756,096	228,045,630	512,710,466	631,714,576	55,107,146	576,607,430	186,072,256	30,767,686	155,304,569

*Includes RUTF, Transfer of Jurisdiction Funds, property taxes, special assessments, proceeds from bonds sold, notes, and interest earned.



Non-Federal Road Fund Receipts - Less Operations & Maintenance Costs

	Tiffin			U Heights			Johnson County		
	RUTF*	O & M	Total	RUTF*	O & M	Total	RUTF*	O & M	Total
2012	\$1,463,188	\$170,062	\$1,293,126	\$200,855	\$15,432	\$185,423	\$3,300,000	\$758,700	\$2,541,300
2013	\$1,521,716	\$178,565	\$1,343,150	\$208,889	\$16,204	\$192,686	\$3,432,000	\$796,635	\$2,635,365
2014	\$1,580,243	\$187,068	\$1,393,175	\$216,923	\$16,975	\$199,948	\$3,564,000	\$834,570	\$2,729,430
2015	\$1,638,771	\$195,571	\$1,443,199	\$224,958	\$17,747	\$207,211	\$3,696,000	\$872,505	\$2,823,495
2016	\$1,697,298	\$204,074	\$1,493,224	\$232,992	\$18,518	\$214,473	\$3,828,000	\$910,440	\$2,917,560
2017	\$1,755,826	\$212,578	\$1,543,248	\$241,026	\$19,290	\$221,736	\$3,960,000	\$948,375	\$3,011,625
2018	\$1,814,353	\$221,081	\$1,593,273	\$249,060	\$20,062	\$228,999	\$4,092,000	\$986,310	\$3,105,690
2019	\$1,872,881	\$229,584	\$1,643,297	\$257,094	\$20,833	\$236,261	\$4,224,000	\$1,024,245	\$3,199,755
2020	\$1,931,408	\$238,087	\$1,693,321	\$265,129	\$21,605	\$243,524	\$4,356,000	\$1,062,180	\$3,293,820
2021	\$1,989,936	\$246,590	\$1,743,346	\$273,163	\$22,376	\$250,786	\$4,488,000	\$1,100,115	\$3,387,885
2022	\$2,048,463	\$255,093	\$1,793,370	\$281,197	\$23,148	\$258,049	\$4,620,000	\$1,138,050	\$3,481,950
2023	\$2,106,991	\$263,596	\$1,843,395	\$289,231	\$23,920	\$265,312	\$4,752,000	\$1,175,985	\$3,576,015
2024	\$2,165,518	\$272,099	\$1,893,419	\$297,265	\$24,691	\$272,574	\$4,884,000	\$1,213,920	\$3,670,080
2025	\$2,224,046	\$280,602	\$1,943,443	\$305,300	\$25,463	\$279,837	\$5,016,000	\$1,251,855	\$3,764,145
2026	\$2,282,573	\$289,105	\$1,993,468	\$313,334	\$26,234	\$287,099	\$5,148,000	\$1,289,790	\$3,858,210
2027	\$2,341,101	\$297,609	\$2,043,492	\$321,368	\$27,006	\$294,362	\$5,280,000	\$1,327,725	\$3,952,275
2028	\$2,399,628	\$306,112	\$2,093,517	\$329,402	\$27,778	\$301,625	\$5,412,000	\$1,365,660	\$4,046,340
2029	\$2,458,156	\$314,615	\$2,143,541	\$337,436	\$28,549	\$308,887	\$5,544,000	\$1,403,595	\$4,140,405
2030	\$2,516,683	\$323,118	\$2,193,566	\$345,471	\$29,321	\$316,150	\$5,676,000	\$1,441,530	\$4,234,470
2031	\$2,575,211	\$331,621	\$2,243,590	\$353,505	\$30,092	\$323,412	\$5,808,000	\$1,479,465	\$4,328,535
2032	\$2,633,738	\$340,124	\$2,293,614	\$361,539	\$30,864	\$330,675	\$5,940,000	\$1,517,400	\$4,422,600
2033	\$2,692,266	\$348,627	\$2,343,639	\$369,573	\$31,636	\$337,938	\$6,072,000	\$1,555,335	\$4,516,665
2034	\$2,750,793	\$357,130	\$2,393,663	\$377,607	\$32,407	\$345,200	\$6,204,000	\$1,593,270	\$4,610,730
2035	\$2,809,321	\$365,633	\$2,443,688	\$385,642	\$33,179	\$352,463	\$6,336,000	\$1,631,205	\$4,704,795
2036	\$2,867,848	\$374,136	\$2,493,712	\$393,676	\$33,950	\$359,725	\$6,468,000	\$1,669,140	\$4,798,860
2037	\$2,926,376	\$382,640	\$2,543,737	\$401,710	\$34,722	\$366,988	\$6,600,000	\$1,707,075	\$4,892,925
2038	\$2,984,904	\$391,143	\$2,593,761	\$409,744	\$35,494	\$374,251	\$6,732,000	\$1,745,010	\$4,986,990
2039	\$3,043,431	\$399,646	\$2,643,785	\$417,778	\$36,265	\$381,513	\$6,864,000	\$1,782,945	\$5,081,055
2040	\$3,101,959	\$408,149	\$2,693,810	\$425,813	\$37,037	\$388,776	\$6,996,000	\$1,820,880	\$5,175,120
Total	\$66,194,625	\$8,384,057	\$57,810,569	\$9,086,680	\$760,798	\$8,325,883	\$149,292,000	\$37,403,910	\$111,888,090

*Includes RUTF, Transfer of Jurisdiction Funds, property taxes, special assessments, proceeds from bonds sold, notes, and interest earned.



Financial Planning

Total Cities and County Non-Federal Road Fund Receipts - Less Operations & Maintenance Costs

	Cities			Johnson County			Total Cities and County		
	RUTF*	O & M	Total	RUTF*	O & M	Total	RUTF*	O & M	Total
2012	36,114,594	6,553,049	29,561,545	3,300,000	758,700	2,541,300	39,414,594	7,311,749	32,102,845
2013	37,559,178	6,880,701	30,678,476	3,432,000	796,635	2,635,365	40,991,178	7,677,336	33,313,841
2014	39,003,762	7,208,354	31,795,408	3,564,000	834,570	2,729,430	42,567,762	8,042,924	34,524,838
2015	40,448,345	7,536,006	32,912,339	3,696,000	872,505	2,823,495	44,144,345	8,408,511	35,735,834
2016	41,892,929	7,863,659	34,029,270	3,828,000	910,440	2,917,560	45,720,929	8,774,099	36,946,830
2017	43,337,513	8,191,311	35,146,202	3,960,000	948,375	3,011,625	47,297,513	9,139,686	38,157,827
2018	44,782,097	8,518,964	36,263,133	4,092,000	986,310	3,105,690	48,874,097	9,505,274	39,368,823
2019	46,226,680	8,846,616	37,380,064	4,224,000	1,024,245	3,199,755	50,450,680	9,870,861	40,579,819
2020	47,671,264	9,174,269	38,496,995	4,356,000	1,062,180	3,293,820	52,027,264	10,236,449	41,790,815
2021	49,115,848	9,501,921	39,613,927	4,488,000	1,100,115	3,387,885	53,603,848	10,602,036	43,001,812
2022	50,560,432	9,829,574	40,730,858	4,620,000	1,138,050	3,481,950	55,180,432	10,967,624	44,212,808
2023	52,005,015	10,157,226	41,847,789	4,752,000	1,175,985	3,576,015	56,757,015	11,333,211	45,423,804
2024	53,449,599	10,484,878	42,964,721	4,884,000	1,213,920	3,670,080	58,333,599	11,698,798	46,634,801
2025	54,894,183	10,812,531	44,081,652	5,016,000	1,251,855	3,764,145	59,910,183	12,064,386	47,845,797
2026	56,338,767	11,140,183	45,198,583	5,148,000	1,289,790	3,858,210	61,486,767	12,429,973	49,056,793
2027	57,783,350	11,467,836	46,315,515	5,280,000	1,327,725	3,952,275	63,063,350	12,795,561	50,267,790
2028	59,227,934	11,795,488	47,432,446	5,412,000	1,365,660	4,046,340	64,639,934	13,161,148	51,478,786
2029	60,672,518	12,123,141	48,549,377	5,544,000	1,403,595	4,140,405	66,216,518	13,526,736	52,689,782
2030	62,117,102	12,450,793	49,666,309	5,676,000	1,441,530	4,234,470	67,793,102	13,892,323	53,900,779
2031	63,561,685	12,778,446	50,783,240	5,808,000	1,479,465	4,328,535	69,369,685	14,257,911	55,111,775
2032	65,006,269	13,106,098	51,900,171	5,940,000	1,517,400	4,422,600	70,946,269	14,623,498	56,322,771
2033	66,450,853	13,433,750	53,017,103	6,072,000	1,555,335	4,516,665	72,522,853	14,989,085	57,533,768
2034	67,895,437	13,761,403	54,134,034	6,204,000	1,593,270	4,610,730	74,099,437	15,354,673	58,744,764
2035	69,340,020	14,089,055	55,250,965	6,336,000	1,631,205	4,704,795	75,676,020	15,720,260	59,955,760
2036	70,784,604	14,416,708	56,367,896	6,468,000	1,669,140	4,798,860	77,252,604	16,085,848	61,166,756
2037	72,229,188	14,744,360	57,484,828	6,600,000	1,707,075	4,892,925	78,829,188	16,451,435	62,377,753
2038	73,673,772	15,072,013	58,601,759	6,732,000	1,745,010	4,986,990	80,405,772	16,817,023	63,588,749
2039	75,118,356	15,399,665	59,718,690	6,864,000	1,782,945	5,081,055	81,982,356	17,182,610	64,799,745
2040	76,562,939	15,727,318	60,835,622	6,996,000	1,820,880	5,175,120	83,558,939	17,548,198	66,010,742
Total	1,633,824,233	323,065,316	1,310,758,917	149,292,000	37,403,910	111,888,090	1,783,116,233	360,469,226	1,422,647,007

*Includes RUTF, Transfer of Jurisdiction Funds, property taxes, special assessments, proceeds from bonds sold, notes, and interest earned.



Transit Revenues

The transit agencies in the Iowa City metropolitan area: Coralville Transit, Iowa City Transit, and University of Iowa Campus have estimated their operating and capital revenues and expenditures to the year 2040. Local operating revenue includes fare revenue, local transit levy funds, general funds, student fees, and other revenue sources such as advertising, sale of equipment, fuel tax and warranty refunds, intermodal facility income, contracted services, and scrap metal sales. The state and federal revenues include a number of federal operating assistance programs and state transportation funds. Operating expenditures include wages and benefits and general office and minor equipment expenses. Capital expenditures include local match for bus replacement.

Presented in the Table on page D: 16 are revenues for each funding source. The revenues are based on FY2012 budgeted revenue numbers with the out years adjusted annually by using a 4% straight-line growth rate. As indicated, these funds would total approximately \$564 million based on year of expenditures. The Table on page D: 17 shows both operating and capital expenditures based on FY2012 figures. Similarly, these figures are adjusted by using a 4% straight-line growth rate and represent expenditures of \$537 million in 2040. Clearly, this indicates that the local transit systems will operate with fiscal constraint for the duration of this plan. Please note that large capital infrastructure projects are not included in these figures. Funds received by the Federal Transit Administration for these purposes are discretionary and therefore do not fit into a fiscally constrained model.



Financial Planning

Transit Revenues

	Local Operating Revenues				State & Federal Operating Revenues			Total
	Pass Fares	Other Revenue ¹	Local Funds	Total Operating	Fed Assist.	State Assist.	Total Operating	
2012	\$1,608,764	\$1,332,559	\$6,216,815	\$9,158,138	\$2,271,153	\$1,037,199	\$3,308,352	\$12,466,490
2013	\$1,673,115	\$1,385,861	\$6,465,488	\$9,524,464	\$2,361,999	\$1,078,687	\$3,440,686	\$12,965,150
2014	\$1,737,465	\$1,439,164	\$6,714,160	\$9,890,789	\$2,452,845	\$1,120,175	\$3,573,020	\$13,463,809
2015	\$1,801,816	\$1,492,466	\$6,962,833	\$10,257,115	\$2,543,691	\$1,161,683	\$3,705,354	\$13,962,469
2016	\$1,866,166	\$1,545,768	\$7,211,505	\$10,623,440	\$2,634,537	\$1,203,151	\$3,837,688	\$14,461,128
2017	\$1,930,517	\$1,599,071	\$7,460,178	\$10,989,766	\$2,725,384	\$1,244,639	\$3,970,022	\$14,959,788
2018	\$1,994,867	\$1,652,373	\$7,708,851	\$11,356,091	\$2,816,230	\$1,286,127	\$4,102,356	\$15,458,448
2019	\$2,059,218	\$1,705,676	\$7,957,523	\$11,722,417	\$2,907,076	\$1,327,615	\$4,234,691	\$15,957,107
2020	\$2,123,568	\$1,758,978	\$8,206,196	\$12,088,742	\$2,997,922	\$1,369,103	\$4,367,025	\$16,455,767
2021	\$2,187,919	\$1,812,280	\$8,454,868	\$12,455,068	\$3,088,768	\$1,410,591	\$4,499,359	\$16,954,426
2022	\$2,252,270	\$1,865,583	\$8,703,541	\$12,821,393	\$3,179,614	\$1,452,079	\$4,631,693	\$17,453,086
2023	\$2,316,620	\$1,918,885	\$8,952,214	\$13,187,719	\$3,270,460	\$1,493,567	\$4,764,027	\$17,951,746
2024	\$2,380,971	\$1,972,187	\$9,200,886	\$13,554,044	\$3,361,306	\$1,535,055	\$4,896,361	\$18,450,405
2025	\$2,445,321	\$2,025,490	\$9,449,559	\$13,920,370	\$3,452,153	\$1,576,542	\$5,028,695	\$18,949,065
2026	\$2,509,672	\$2,078,792	\$9,698,231	\$14,286,695	\$3,542,999	\$1,618,030	\$5,161,029	\$19,447,724
2027	\$2,574,022	\$2,132,094	\$9,946,904	\$14,653,021	\$3,633,845	\$1,659,518	\$5,293,363	\$19,946,384
2028	\$2,638,373	\$2,185,397	\$10,195,577	\$15,019,346	\$3,724,691	\$1,701,008	\$5,425,697	\$20,445,044
2029	\$2,702,724	\$2,238,699	\$10,444,249	\$15,385,672	\$3,815,537	\$1,742,494	\$5,558,031	\$20,943,703
2030	\$2,767,074	\$2,292,001	\$10,692,922	\$15,751,997	\$3,906,383	\$1,783,982	\$5,690,365	\$21,442,363
2031	\$2,831,425	\$2,345,304	\$10,941,594	\$16,118,323	\$3,997,229	\$1,825,470	\$5,822,700	\$21,941,022
2032	\$2,895,775	\$2,398,606	\$11,190,267	\$16,484,648	\$4,088,075	\$1,866,958	\$5,955,034	\$22,439,682
2033	\$2,960,126	\$2,451,909	\$11,438,940	\$16,850,974	\$4,178,922	\$1,908,446	\$6,087,368	\$22,938,342
2034	\$3,024,476	\$2,505,211	\$11,687,612	\$17,217,299	\$4,269,768	\$1,949,934	\$6,219,702	\$23,437,001
2035	\$3,088,827	\$2,558,513	\$11,936,285	\$17,583,625	\$4,360,614	\$1,991,422	\$6,352,036	\$23,935,661
2036	\$3,153,177	\$2,611,816	\$12,184,957	\$17,949,950	\$4,451,460	\$2,032,910	\$6,484,370	\$24,434,320
2037	\$3,217,528	\$2,665,118	\$12,433,630	\$18,316,276	\$4,542,306	\$2,074,398	\$6,616,704	\$24,932,980
2038	\$3,281,879	\$2,718,420	\$12,682,303	\$18,682,602	\$4,633,152	\$2,115,886	\$6,749,038	\$25,431,640
2039	\$3,346,229	\$2,771,723	\$12,930,975	\$19,048,927	\$4,723,998	\$2,157,374	\$6,881,372	\$25,930,299
2040	\$3,410,580	\$2,825,025	\$13,179,648	\$19,415,253	\$4,814,844	\$2,198,862	\$7,013,706	\$26,428,959
Total	\$72,780,483	\$60,284,969	\$281,248,711	\$414,314,163	\$102,746,962	\$46,922,883	\$149,669,844	\$563,984,008

*Assumes a 4% straight-line growth rate

(1) Includes transit levy, general funds, and student fees



Transit Expenditures

	Operating Expenditures	Capital Expenditures			Total
		Capital ¹	FTA ²	Total Non-Operating	
2012	\$10,588,783	\$144,154	\$703,820	\$847,974	\$11,436,757
2013	\$11,012,334	\$149,920	\$731,973	\$881,893	\$11,894,227
2014	\$11,435,886	\$155,686	\$760,126	\$915,812	\$12,351,698
2015	\$11,859,437	\$161,452	\$788,278	\$949,731	\$12,809,168
2016	\$12,282,988	\$167,219	\$816,431	\$983,650	\$13,266,638
2017	\$12,706,540	\$172,985	\$844,584	\$1,017,569	\$13,724,108
2018	\$13,130,091	\$178,751	\$872,737	\$1,051,488	\$14,181,579
2019	\$13,553,642	\$184,517	\$900,890	\$1,085,407	\$14,639,049
2020	\$13,977,194	\$190,283	\$929,042	\$1,119,326	\$15,096,519
2021	\$14,400,745	\$196,049	\$957,195	\$1,153,245	\$15,553,990
2022	\$14,824,296	\$201,816	\$985,348	\$1,187,164	\$16,011,460
2023	\$15,247,848	\$207,582	\$1,013,501	\$1,221,083	\$16,468,930
2024	\$15,671,399	\$213,348	\$1,041,654	\$1,255,002	\$16,926,400
2025	\$16,094,950	\$219,114	\$1,069,806	\$1,288,920	\$17,383,871
2026	\$16,518,501	\$224,880	\$1,097,959	\$1,322,839	\$17,841,341
2027	\$16,942,053	\$230,646	\$1,126,112	\$1,356,758	\$18,298,811
2028	\$17,365,604	\$236,413	\$1,154,265	\$1,390,677	\$18,756,281
2029	\$17,789,155	\$242,179	\$1,182,418	\$1,424,596	\$19,213,752
2030	\$18,212,707	\$247,945	\$1,210,570	\$1,458,515	\$19,671,222
2031	\$18,636,258	\$253,711	\$1,238,723	\$1,492,434	\$20,128,692
2032	\$19,059,809	\$259,477	\$1,266,876	\$1,526,353	\$20,586,163
2033	\$19,483,361	\$265,243	\$1,295,029	\$1,560,272	\$21,043,633
2034	\$19,906,912	\$271,010	\$1,323,182	\$1,594,191	\$21,501,103
2035	\$20,330,463	\$276,776	\$1,351,334	\$1,628,110	\$21,958,573
2036	\$20,754,015	\$282,542	\$1,379,487	\$1,662,029	\$22,416,044
2037	\$21,177,566	\$288,308	\$1,407,640	\$1,695,948	\$22,873,514
2038	\$21,601,117	\$294,074	\$1,435,793	\$1,729,867	\$23,330,984
2039	\$22,024,669	\$299,840	\$1,463,946	\$1,763,786	\$23,788,455
2040	\$22,448,220	\$305,606	\$1,492,098	\$1,797,705	\$24,245,925
Total	\$498,727,814	\$6,521,527	\$31,840,817	\$38,362,344	\$537,090,158

*Assumes a 4% straight-line growth rate

(1) Includes 17% bus match - assumes the purchase of two new buses annually

(2) Includes 83% bus match



Overview

The Federal Highway Administration (FHWA) requires Long Range Transportation Plans to be 'fiscally constrained.' This means the total cost of priority capital transportation infrastructure projects included in this plan should not exceed the amount of federal, state, and local funding our community anticipates receiving over the life of this document. As such, this chapter includes several fiscally constrained lists of transportation infrastructure projects that MPO member entities plan to complete within the 2012-2040 time frame.

The transportation infrastructure project lists included in this chapter are categorized by general project type and include road improvement projects, bicycle and pedestrian projects, bridge projects, and Iowa Department of Transportation projects. Projects are further grouped into year 'bands' to ensure that the priority transportation infrastructure projects are not 'front-loaded' as not all anticipated funding will be received upon adoption of this plan; rather, funding will be received by the MPO incrementally. Project costs are also calculated in year of expenditure (based on year bands) rather than present dollar. To calculate year of expenditure, we use the middle year in each year band. This ensures that an accurate representation of fiscal constraint is achieved within this document.

The MPO recognizes that the funding projections for anticipated state and federal funds used in this chapter are estimates based on historical funding levels and are subject to change; especially due to pending future transportation legislation and the national economic climate. Should a decrease in state and federal funding occur, it will be necessary for the MPO Urbanized Area Policy Board to further prioritize the transportation infrastructure projects lists included in this chapter and recognize that some projects currently included in the approved projects lists will need to be moved to the unfunded list of projects. This prioritization of projects must

Approved Projects Planning Process

The process for developing a fiscally constrained priority capital transportation infrastructure projects list is depicted in Section E: 3. The process began with projects being submitted to the MPO from each member entity. Information provided included a project title, description, and engineer's cost estimate. More than 150 projects were submitted by MPO member entities for possible inclusion in the fiscally constrained plan; totaling more than \$500 million in present dollars. Once projects were screened using the criteria on Section E: 2, eligible projects were scored using a more robust set of criteria adopted by the MPO Urbanized Area Policy Board (Appendix III). The Urbanized Area Policy Board then approved which projects would be included in the fiscally constrained list of projects and which projects would remain on the unfunded lists (Appendix II).



Approved Projects

be completed every five years as part of a Long Range Transportation Plan revision process mandated by the Federal Highway Administration, but should be revisited in 'mid' years if deemed necessary.

Similarly, if projected funding levels increase, it will provide the community with more flexibility in project selection. Increased funding levels would provide the ability to tackle larger projects that may have previously been seen as unrealistic and would also allow for more projects to be added to an 'approved projects' list in subsequent revisions to this plan.

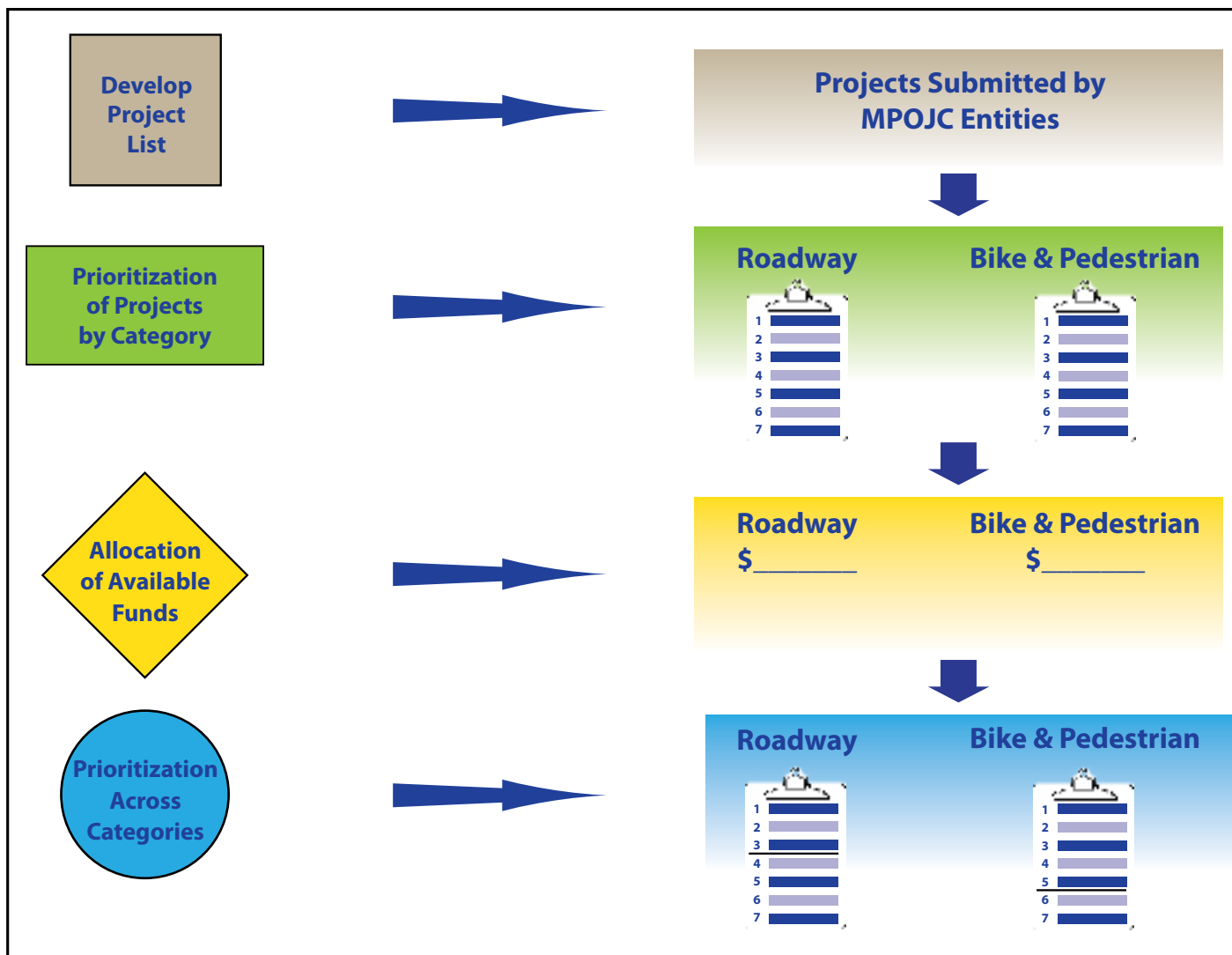
Note that capital transit infrastructure projects are included in this plan as 'illustrative projects'. Transit funding for infrastructure is received from the Federal Transit Administration as discretionary funding. Capital for bus replacement or expansion is also discretionary and neither transit infrastructure projects nor rolling stock capital are part of the fiscally constrained plan. Operating revenues and expenditures for local transit systems are reflected in the Financial Planning chapter.

Screening Criteria

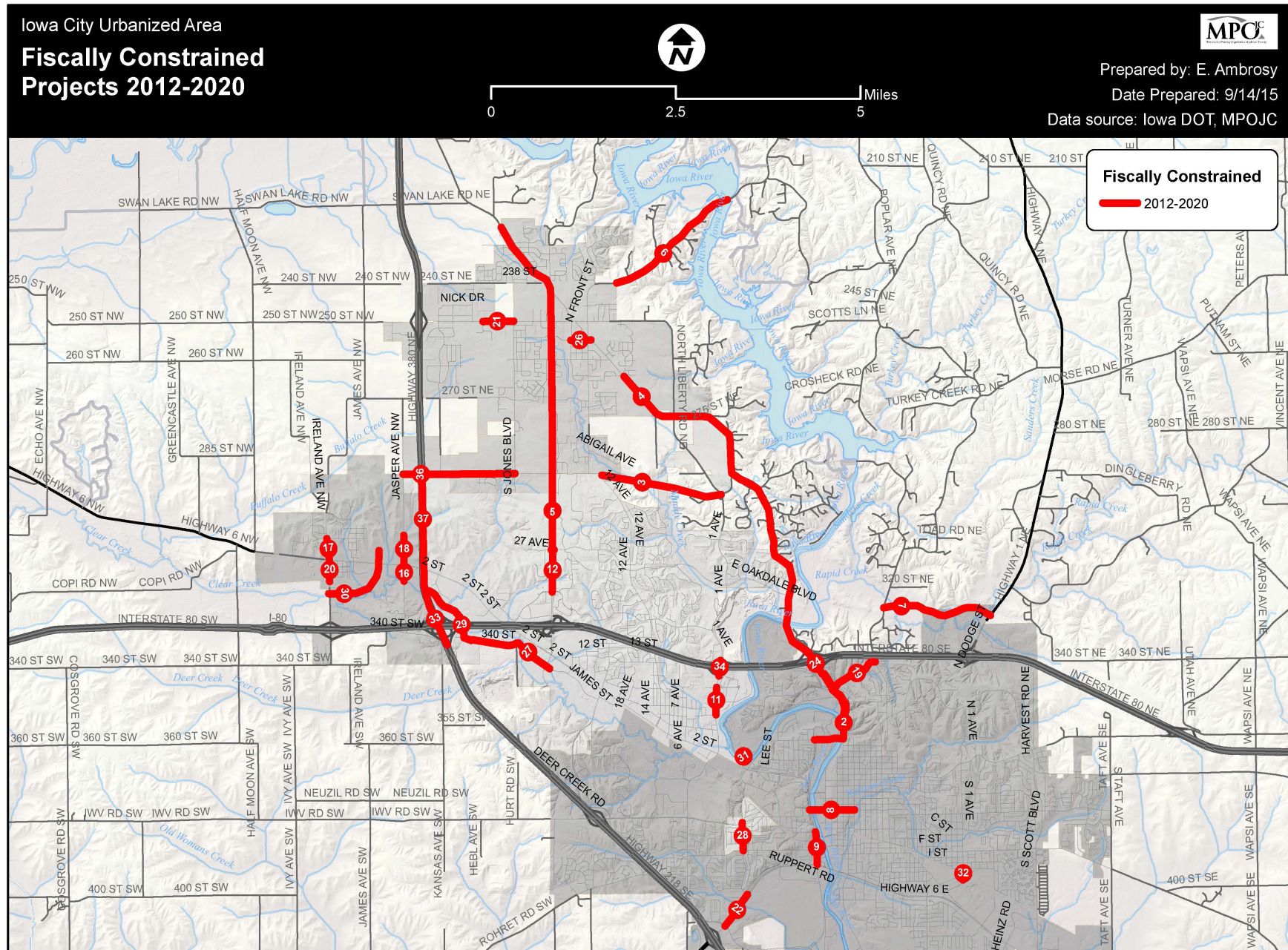
- Is the project eligible to receive Federal funds, such as: Surface Transportation Program, Transportation Enhancement, and/or Federal Transit Administration funding?
- Does the project comply with the adopted MPOJC Complete Streets Policy?
- Is the project located within the adopted MPOJC Planning Boundary?
- Is your community committed to providing any necessary matching funds for the project?
- Is the project consistent with an adopted comprehensive plan or other locally adopted plan?
- Were the projects list(s) submitted by way of resolution or with a letter of approval signed by the appropriate authority?



Approved Projects



Fiscally Constrained Transportation Planning Process - Adapted from the Corridor MPO 'Connections 2040' plan





Approved Projects

2012-2020 Approved Projects

ID	2012-2020 ROAD Project Title	Project Description	\$ Cost Estimate (2011 Dollar)	\$CostEstimate (Project Year)	Funding Secured	Funding Necessary
1	#21069 Highway 965 Improvements - phases 2,3,4	Construct 5-lane urban section roadway including trail/walks from north to south corporate limits	\$14,000,000	\$16,240,000	\$1,125,000	\$15,115,000
2	#18644 Iowa City Gateway Project	Reconstruct and Elevate 4,200' of Dubuque Street and reconstruct the Park Road Bridge	\$31,996,576	\$37,116,028	\$27,500,000	\$9,616,028
3	Forevergreen Rd. Extension	1.8 mile extension of Forevergreen Rd. between 12th Ave. and Dubuque St.	\$7,200,000	\$8,352,000	\$0	\$8,352,000
4	Dubuque Street	Re-pave with widened shoulders and consider accommodations for center turn lanes as needed from I-80 north to the south N. Liberty Corporate Limits	\$5,000,000	\$5,800,000	\$0	\$5,800,000
5	Coral Ridge Avenue Phase 3	1 mile reconstruction of Coral Ridge Ave. between Oakdale Blvd. and Forevergreen Rd.	\$8,500,000	\$9,860,000	\$0	\$9,860,000
6	#21067 Mehaffey Bridge Road Re-paving & separated trail	Re-pave Mehaffey Bridge Road from North Liberty City Limits north to limits of the MPO Planning Boundary	\$2,000,000	\$2,320,000	\$177,152	\$2,142,848
7	Oakdale Boulevard Construction	Construct Oakdale Boulevard between Highway 1 and Prairie Du Chen Road	\$3,600,000	\$4,176,000	\$0	\$4,176,000
8	Burlington Street Median	Construct a median on Burlington Street between Gilbert Street and Riverside Drive	\$3,824,000	\$4,435,840	\$0	\$4,435,840
9	Riverside Drive Streetscape	Streetscape improvements on Riverside Drive between Myrtle Avenue and US Highway 6	\$2,186,000	\$2,535,760	\$0	\$2,535,760
10	Melrose Avenue and Sunset Street Intersection Realignment/Reconstruction	Realign and reconstruct Melrose and Sunset intersection in conjunction with adjacent development	\$1,000,000	\$1,160,000	\$0	\$1,160,000
11	1st Ave. from 6th St. to 9th St.	0.4 mile reconstruction of 1st Ave. between 6th St. and 9th St.	\$7,000,000	\$8,120,000	\$0	\$8,120,000
12	#19029 Coral Ridge Avenue Phase 1	0.6 mile reconstruction of Coral Ridge Ave. between Holiday Rd. and Oakdale Blvd.	\$5,000,000	\$5,800,000	\$2,061,747	\$3,738,253
13	Coral Ridge Avenue Phase 2	Reconstruction of the Coral Ridge Ave. & Oakdale Blvd. intersection	\$2,000,000	\$2,320,000	\$0	\$2,320,000
14	Burlington Street Traffic Control Improvements	Reconstruct the Burlington Street / Madison Street intersection to include turn lanes on Madison Street. Reconstruct the Burlington St / Clinton St intersection to add turn lanes on Clinton Street	\$2,219,595	\$2,574,730	\$0	\$2,574,730
15	Myrtle Avenue Signalization	Signalization of the Myrtle Avenue / Riverside Drive intersection	\$849,000	\$984,840	\$0	\$984,840



2012-2020 Approved Projects (Continued)

ID	2012-2020 ROAD Project Title	Project Description	\$ Cost Estimate (2011 Dollar)	\$CostEstimate (Project Year)	Funding Secured	Funding Necessary
16	Jasper Ave (Hwy 6 south to Clear Creek Bridge) Phase One	Grade & Pave Street, Install Curb, Gutter and Sidewalks or Trails	\$1,000,000	\$1,160,000	\$0	\$1,160,000
17	Roberts Ferry Road	Grade & Pave Street, Install Curb, Gutter and Sidewalks or Trails	\$1,500,000	\$1,740,000	\$0	\$1,740,000
18	Jasper Ave (Hwy 6 north 2000 ft) Phase Three	Grade & Pave Street, Install Curb, Gutter and Sidewalks or Trails	\$1,000,000	\$1,160,000	\$0	\$655,777
19	Foster Road Construction	Construct Foster Road between Dubuque St. and Prairie Du Chen Road	\$984,000	\$1,141,440	\$0	\$1,141,440
20	#11855 Ireland Ave (Railroad St to Hwy 6)	Grade & Pave Street, Install Curb, Gutter and Sidewalks or Trails	\$1,800,000	\$2,088,000	\$430,000	\$1,658,000
21	Penn Street Capacity Improvements ¹	Construct a 5-lane urban section roadway and wide sidewalk between Cameron Way and Jones Boulevard.	N/A	\$1,467,818	\$0	\$1,467,818

2012-2020 Funding Necessary	\$88,754,334
2012-2020 Anticipated Federal Funding	\$47,073,938 ²
2012-2020 Anticipated State/Local Funding	\$49,525,011
Difference	\$7,844,615

ID	2012-2020 BIKE & PED Project Title	Project Description	\$ Cost Estimate (2011 Dollar)	\$CostEstimate (Project Year)	Funding Secured	Funding Necessary
22	Highway 1 Trail	Construct 10' trail adjacent to Highway 1 between Sunset Street and Mormon Trek Boulevard	\$639,000	\$741,240	\$0	\$741,240
23	Trailhead at Ireland	Grade and Pave Trailhead	\$30,000	\$34,800	\$0	\$34,800
24	#18410 Dubuque Street / I-80 Pedestrian Bridge	Construct a pedestrian bridge over I-80 and extend trail north along Dubuque Street to the Butler Bridge	\$2,100,000	\$2,436,000	\$1,797,000	\$639,000
25	Trail head east of Jasper Ave	Grade and Pave Trailhead	\$30,000	\$34,800	\$0	\$34,800
26	Cherry Street wide sidewalk	8-foot sidewalk from Stewart Street to Penn Meadows park	\$100,000	\$116,000	\$0	\$116,000
27	#21066 Clear Creek Trail Phase 6	0.9 mile extension of Clear Creek Trail west to Creekside Ballpark	\$425,000	\$493,000	\$200,000	\$293,000
28	#19063 Sunset Street Wide Sidewalk	Replace 4-foot walk on north side of Sunset (1,900 LF) from Melrose Ave. to Benton Street, including storm sewer and sight distance improvements.	\$300,000	\$348,000	\$215,000	\$133,000
29	Clear Creek Trail Phase VII	Coralville Creekside Ballpark to I-380 Bridge	\$621,578	\$721,030	\$0	\$721,030
30	Tiffin Clear Creek Trail Project	East Tiffin Park to Ireland Avenue	\$148,922	\$172,750	\$0	\$172,750
31	Iowa River Trail - Coralville Segment ³	Construct a 10-foot wide trail between Clear Creek and Rockysore Drive and construct pedestrian bridge over Clear Creek.	N/A	\$879,604	\$0	\$879,604

¹Project added 5/15 as a portion of an existing unfunded project.

²Anticipated funding revised based on actual funding levels and funding projections (revised 5/15).

³Project added 5/15 to replace trail damaged by flooding.



Approved Projects

2012-2020 Approved Projects (Continued)

2012-2020 Funding Necessary	\$3,765,224
2012-2020 Anticipated Federal Funding	\$2,654,936
2012-2020 Anticipated State/Local Funding	\$1,363,353
Difference	-\$253,065 ⁴

ID	2012-2020 BRIDGE Project Title	Project Description	\$ Cost Estimate (2011 Dollar)	\$CostEstimate (Project Year)	Funding Secured	Funding Necessary
32	First Avenue / Iowa Interstate Railroad Grade Separation	Construct an overpass to replace the existing at-grade crossing	\$7,135,985	\$8,277,743	\$2,423,561	\$5,854,182

2012-2020 Funding Necessary	\$5,854,182
2012-2020 Anticipated Federal Funding	\$3,331,112
2012-2020 Anticipated State/Local Funding	\$2,220,741
Difference	-\$302,329

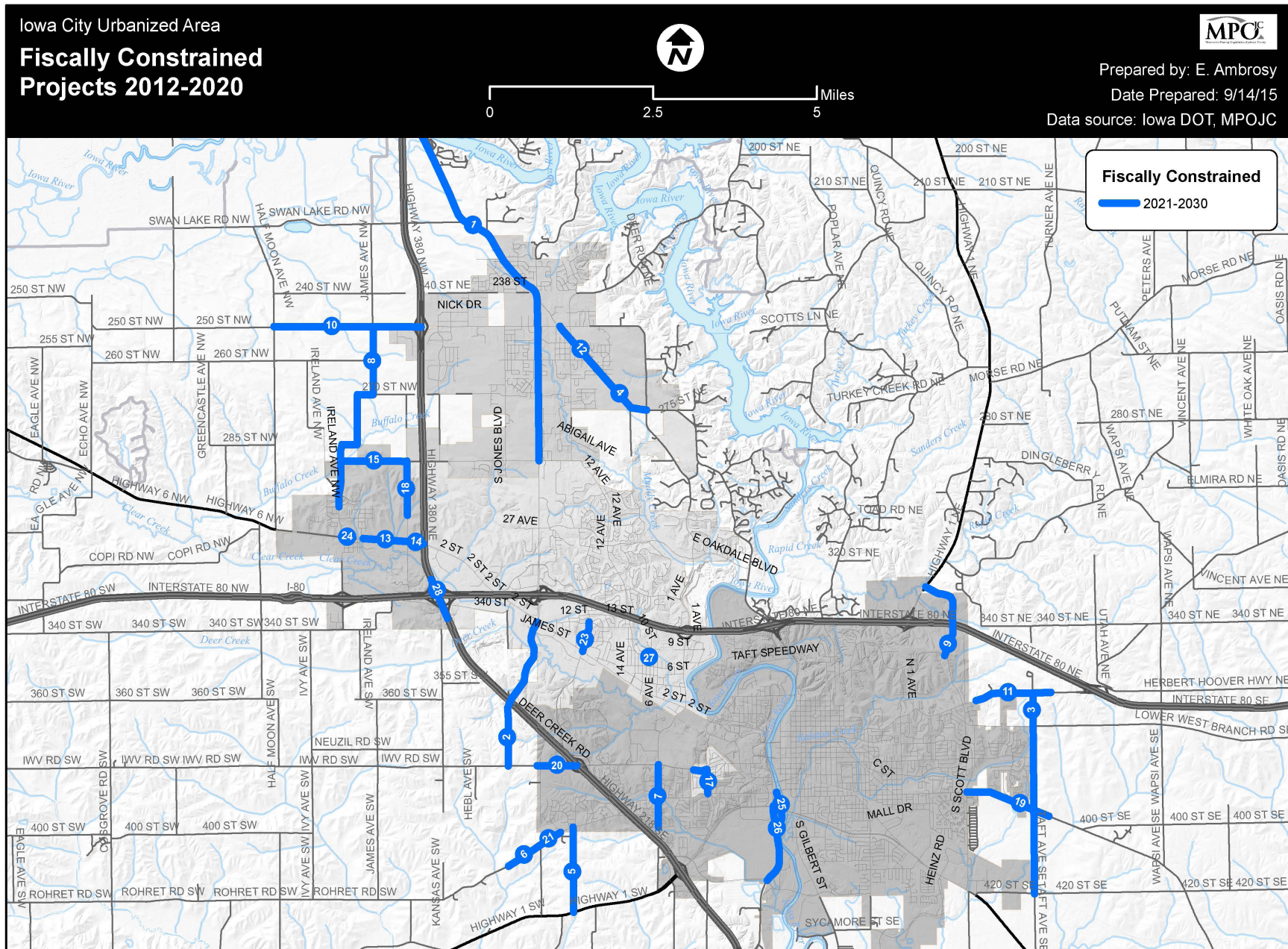
ID	2012-2020 DOT Project Title	Project Description	\$ Cost Estimate (2011 Dollar)	\$CostEstimate (Project Year)
33	Interstate 80/380 Interchange	Design	\$6,700,000	\$7,772,000
33	Interstate 80/380 Interchange	Right of way acquisition	\$8,000,000	\$9,280,000
33	Interstate 80/380 Interchange	Relocate local road / reconstruct local bridge	\$5,700,000	\$6,612,000
33	Interstate 80/380 Interchange	reconstruct two directional ramps	\$9,100,000	\$10,556,000
34	Interstate 80/ 1st Avenue Interchange	Design	\$1,900,000	\$2,204,000
34	Interstate 80/ 1st Avenue Interchange	Right of way acquisition	\$400,000	\$464,000
34	Interstate 80/ 1st Avenue Interchange	Reconstruction of interchange	\$21,500,000	\$24,940,000
35	Forevergreen Road / I-380 Interchange	Construct new interchange access ramp with trail	\$10,000,000	\$14,470,000
36	Forevergreen Road (between Park Rd. & Jones Blvd.) ⁵	Reconstruct Forevergreen Rd. between Park Rd. and Jones Blvd.	N/A	\$8,000,000
37	I-380 Expansion	Expand I-380 to a 6-lane section from I-80 through the future Forevergreen Rd. interchange	N/A	\$10,000,000

2012-2020 Funding Necessary	\$86,298,000
2012-2020 Anticipated Federal Funding	\$87,902,044
2012-2020 Anticipated State/Local Funding	\$8,000,000 ⁶
Difference	\$1,604,044

⁴Difference anticipated to be offset using surplus Surface Transportation Program funds, which allows project list to remain fiscally constrained.

⁵ Indicates Iowa DOT Primary Road funding of \$8 million. The remaining MPO Fiscally Constrained Budget is not impacted by this project.

⁶Local match may be required for projects utilizing Interstate Maintenance Funds.





Approved Projects

2021-2030 Approved Projects

ID	2021-2030 ROAD Project Title	Project Description	\$ Cost Estimate (2011 Dollar)	\$CostEstimate (Project Year)	Funding Secured	Funding Necessary
1	Highway 965 improvements • phases 5,6,7	Construct 5-lane urban section roadway Including sidewalks from north to south corporate limits - per Hwy965 Master Plan	\$11,000,000	\$16,720,000	\$0	\$16,720,000
2	Coral Ridge Avenue south extension	2.2 mile extension of Coral Ridge Avenue south of James St., over Highway 218, to IWW Rd. SW	\$11,000,000	\$16,720,000	\$0	\$16,720,000
3	Taft Avenue construction	Reconstruct Taft Avenue between Rochester Avenue and 420th Street to urban standards	\$10,000,000	\$15,200,000	\$0	\$15,200,000
4	Dubuque Street- current south corporate limits to North liberty Road	Reconstruct Dubuque Street to urban section pavement with turn lanes (5020 LF)	\$2,300,000	\$3,496,000	\$0	\$3,496,000
5	Maier Avenue	Pave Maier Avenue from the Iowa City Corp Limits south to the MPO Boundary Limits	\$2,500,000	\$3,800,000	\$0	\$3,800,000
6	Rohret Road	Pave Rohret Road from Iowa City Corp Limits southwest to the MPO Boundary Limits	\$1,200,000	\$1,824,000	\$0	\$1,824,000
7	Mormon Trek Boulevard left turn lanes	Construct left turn lanes or a center shared lane on Mormon Trek Boulevard between Melrose Avenue and Abbey Lane	\$3,750,000	\$5,700,000	\$0	\$5,700,000
8	James Avenue	Pave James Avenue from Tiffin north to Penn Street (250th St).	\$3,000,000	\$4,560,000	\$0	\$4,560,000
9	Oakdale Boulevard construction	Construct Oakdale Boulevard between Scott Boulevard and Highway 1	\$5,464,000	\$8,305,280	\$0	\$8,305,280
10	Penn Street (250th Street)	Re-construct Paving from I-380 west to MPO Planning Boundary Limits.	\$2,250,000	\$3,420,000	\$0	\$3,420,000
11	Herbert Hoover (F44)	Re-pave from Iowa City Corp Limits east to the MPO Boundary Limits	\$1,500,000	\$2,280,000	\$0	\$2,280,000
12	Dubuque Street- South corporate limits to Penn St.	Reconstruct street from rural to urban street pavement section (5400 LF)	\$2,500,000	\$3,800,000	\$0	\$3,800,000
13	Hwy 6 (Stephans St to Jasper Ave.)	Grade & Pave Street, Install Curb, Gutter and Sidewalks or Trails	\$2,000,000	\$3,040,000	\$0	\$3,040,000
14	Hwy 6 (Jasper Ave to 1-380)	Grade & Pave Street, Install Curb, Gutter and Sidewalks or Trails	\$1,000,000	\$1,520,000	\$0	\$1,520,000
15	Forevergreen (Jasper to James Ave)	Grade & Pave Street, Install Curb, Gutter and Sidewalks or Trails	\$1,000,000	\$1,520,000	\$0	\$1,520,000
16	Melrose Avenue West on-street bike lanes	Road widening west of Sunset Street to provide on-street bike lanes (1,000 LF)	\$250,000	\$380,000	\$0	\$380,000
17	Sunset Street on-street bike lanes	Road widening to provide on-street bike lanes (1,900 LF)	\$300,000	\$456,000	\$0	\$456,000
18	Jasper Ave (completed portion north to Forever-green Rd) Phase Four	Grade & Pave Street, Install Curb, Gutter and Sidewalks or Trails	\$1,000,000	\$1,520,000	\$0	\$1,520,000
19	American Legion Road Project	Reconstruct American Legion Road to urban standards	\$3,000,000	\$4,560,000	\$0	\$4,560,000



2021-2030 Approved Projects (Continued)

ID	2021-2030 ROAD Project Title	Project Description	\$ Cost Estimate (2011 Dollar)	\$CostEstimate (Project Year)	Funding Secured	Funding Necessary
20	Melrose Avenue Reconstruction	Reconstruct Melrose Avenue between Highway 218 & city limits	\$3,278,000	\$4,982,560	\$0	\$4,982,560
21	Rohret Road Improvements	Reconstruct Rohret Rd between Lakeshore Dr and city limits to urban standards	\$2,150,000	\$3,268,000	\$0	\$3,268,000
22	Old Highway 218 Streetscape	Streetscape improvements between Sturgis Ferry Park and US 6	\$765,000	\$1,162,800	\$0	\$1,162,800
23	22nd Avenue Reconstruction	0.45 mile reconstruction of 22nd Avenue between Hwy 6 and 10th St.	\$1,350,000	\$2,052,000	\$0	\$2,052,000
24	Hwy 6 (Ireland to Main St)	Grade & pave street, install curb, gutter and sidewalks or trails	\$1,000,000	\$1,520,000	\$0	\$1,520,000

2021-2030 Funding Necessary	\$111,806,640
2021-2030 Anticipated Federal Funding	\$55,701,838
2021-2030 Anticipated State/Local Funding	\$73,054,135
Difference	\$16,949,333

ID	2021-2030 BIKE & PED Project Title	Project Description	\$ Cost Estimate (2011 Dollar)	\$CostEstimate (Project Year)	Funding Secured	Funding Necessary
25	Iowa River Corridor Trail	Construct trail from Benton Street south through Sturgis Ferry Park	\$2,186,000	\$3,322,720	\$0	\$3,322,720
26	Old Highway 218 Trail	Construct a 10' trail adjacent to Old Hwy 218 between US 6 & McCollister Blvd	\$656,000	\$997,120	\$0	\$997,120
27	Trail Reconstruction - Zone 1	Reconstruction of trails in Zone 1. Zone 1 is located east of 12th Avenue and south of I-80. Total length: 1.5 miles.	\$375,000	\$570,000	\$0	\$570,000

2021-2030 Funding Necessary	\$4,889,840
2021-2030 Anticipated Federal Funding	\$3,016,614
2021-2030 Anticipated State/Local Funding	\$2,011,075
Difference	\$137,849

ID	2021-2030 DOT Project Title	Project Description	\$ Cost Estimate (2011 Dollar)	\$ Cost Estimate (Project Year)
28	Interstate 80/380 Interchange	Reconstruct directional ramp & construct flyover ramp to replace loop ramp	\$21,100,000	\$32,072,000

2021-2030 Funding necessary	\$32,072,000
2021-2030 Anticipated Federal Funding	\$129,663,934
2021-2030 Anticipated State/Local Funding	\$0*
Difference	\$97,591,934

*Local match may be required for projects utilizing Interstate Maintenance Funds.



2031-2040 Approved Projects

ID	2031-2040 ROAD Project Title	Project Description	\$ Cost Estimate (2011 Dollar)	\$CostEstimate (Project Year)	Funding Secured	Funding Necessary
1	UH Melrose Avenue utility relocations	Convert overhead utilities within right-of-way to underground facilities	\$1,000,000	\$1,920,000	\$0	\$1,920,000
2	UH Sunset Street utility relocations	Convert overhead utilities within right-of-way to underground facilities	\$700,000	\$1,344,000	\$0	\$1,344,000
3	McCollister Boulevard construction	Construct McCollister Boulevard between Gilbert Street and Scott Boulevard	\$7,103,000	\$13,637,760	\$0	\$13,637,760
4	South Arterial and Bridge	Construct south arterial and bridge over the Iowa River	\$15,069,000	\$28,932,480	\$0	\$28,932,480
5	Benton Street reconstruction	Capacity related improvements between Orchard Street to Oaknoll Drive	\$3,824,000	\$7,342,080	\$0	\$7,342,080
6	West Penn Street- Herky to James Avenue	Reconstruct to urban section pavement (2000 LF)	\$950,000	\$1,824,000	\$0	\$1,824,000
7	Keokuk Street reconstruction	Reconstruct Keokuk Street to remove the sharp turn south of Highland Avenue	\$1,683,000	\$3,231,360	\$0	\$3,231,360
8	Dodge Street reconstruction	Reconstruction of Dodge Street between Governor Street and Bowery Street	\$5,813,000	\$11,160,960	\$0	\$11,160,960
9	Camp Cardinal Boulevard reconstruction #2	0.58 mile reconstruction of Camp Cardinal Blvd. between Clear Creek and Kennedy Parkway	\$1,740,000	\$3,340,800	\$0	\$3,340,800
10	Melrose Avenue preventative maintenance	Pavement repair and rehabilitation	\$75,000	\$144,000	\$0	\$144,000
11	Sunset Street preventative maintenance	Pavement repair and rehabilitation	\$50,000	\$96,000	\$0	\$96,000
12	1st Avenue reconstruction	1.1 mile reconstruction of 1st Avenue between Interstate 80 and Oakdale Blvd.	\$4,400,000	\$8,448,000	\$0	\$8,448,000
13	25th Avenue reconstruction	0.16 mile reconstruction of 25th Avenue between Hwy 6 and 10th St.	\$640,000	\$1,228,800	\$0	\$1,228,800
14	Holiday Road reconstruction #2	0.8 mile reconstruction of Holiday Road between 12th Ave. and Parkway Dr.	\$2,400,000	\$4,608,000	\$0	\$4,608,000

2031-2040 Funding Necessary	\$87,258,240
2031-2040 Anticipated Federal Funding	\$70,169,848
2031-2040 Anticipated State/Local Funding	\$92,029,235
Difference	\$74,940,843



Approved Projects

ID	2031-2040 BIKE & PED Project Title	Project Description	\$ Cost Estimate (2011 Dollar)	\$ Cost Estimate (Project Year)	Funding Secured	Funding Necessary
15	Herbert Hoover (F44) - Separated Trail	Construct a Separated Trail from Iowa City Corp Limits east to the MPO Boundary Limits	\$750,000	\$1,440,000	\$0	\$1,440,000
16	Benton Street Sidewalk	Install and widen sidewalks on Benton Street between Riverside Drive and Sunset Street	\$874,000	\$1,678,080	\$0	\$1,678,080
17	Trail Reconstruction - Zone 3	Reconstruction of trails in Zone 3. Zone 3 is located west of 1st Ave., north of I-80, east of Coral Ridge Ave., and south of Oakdale Blvd. Total length: 2.7 miles.	\$675,000	\$1,296,000	\$0	\$1,296,000
18	Rohret Road - Separated Trail	Construct a Separated Trail along Rohret Road from Iowa City Corp Limits southwest to the MPO Boundary Limits	\$650,000	\$1,248,000	\$0	\$1,248,000

2031-2040 Funding Necessary	\$5,662,080
2031-2040 Anticipated Federal Funding	\$3,800,150
2031-2040 Anticipated State/Local Funding	\$2,533,433
Difference	\$671,503

Fiscally Constrained Plan Summary

General Funding Category	Total Cost of Submitted Projects	Estimated Available Revenues	Fiscally Constrained Projects Costs
Roadway	\$413,707,837	\$387,554,005	\$303,019,214
Bridge	\$9,291,583	\$24,058,029	\$5,854,182
Bicycle & Pedestrian	\$44,472,206	\$15,379,561	\$14,672,966
DOT projects	\$93,900,000	\$380,908,857	\$93,900,000
Total	\$561,371,626	\$807,900,452	\$417,446,362

*Fiscally Constrained projections for FY12-FY20 were amended 5/15 based on actual funding levels and funding projections.



Arterial Street Plan

Overview

The arterial street system impacts all modes of transportation: motor vehicle, public transit, bicycle, pedestrian and (indirectly) rail. Arterial streets provide access to and through neighborhoods, commercial and industrial areas, schools and parks. Arterial streets are the main routes for commercial delivery vehicles, emergency service vehicles, school buses and public transit vehicles. The efficiency of the arterial street system is an important quality of life factor. Substandard arterial streets can cause congestion, irritated and aggressive motorists, cut-through traffic on residential streets, safety issues for pedestrians and bicyclists, increased vehicle emissions, and can undermine economic development.

The objective of the arterial street plan is to identify existing and future deficiencies in the arterial street system and provide public officials with information to make decisions regarding where street improvements are needed. The arterial street plan is a guide for the programming of capital improvements by local and state organizations, including the MPOJC Urbanized Area Policy Board through the grant funding process.



Highway 1/Highway 218 area

Capital improvements to arterial streets are a local and regional concern. The Iowa Department of Transportation is responsible for the federal and state system of highways in the metropolitan area including major interstate highways, National Highway System routes, and segments of the State Primary Highway system. Jurisdiction over State Primary Highway System extensions within municipalities is shared between the respective city and the Iowa DOT.

As arterial streets do not terminate at municipal boundaries, arterial street planning is conducted by MPOJC for the entire urbanized area. Arterial street deficiencies that cross municipal boundaries are evaluated by MPOJC and solutions are developed to the satisfaction of all jurisdictions involved. Having arterial street planning coordinated by MPOJC ensures there will be compatibility and continuity in arterial street improvements from one community to the next.



Arterial Street Plan

The Arterial Street Plan Map

The arterial street system map is shown on Section F: 3. This map includes municipal arterial streets, the expressway system and a small number of collector streets which have some arterial street function. MPOJC's planning area for the arterial street system includes the corporate limits and long-range growth areas of the entities that make up MPOJC. The map also includes rural county roads that tie into the urban arterial street system to reflect streets that will logically become urban arterial streets as the urban area grows and develops.

The arterial street plan's primary uses are to define metropolitan arterial streets (including the U.S. Highway and Interstate system), and to show where future arterial street extensions will occur. Future arterial street extensions reflected on the arterial street plan are meant only to show the general location and connectivity of an arterial street corridor; the exact location of the arterial street will be determined through the design and engineering process. Planned arterial street extensions may only be included on the arterial street plan with approval from the MPOJC Urbanized Area Policy Board.



Mormon Trek Boulevard

Functional classification and design factors

Arterial streets facilitate the movement of most traffic in the community. It is estimated arterial streets comprise approximately 25% of the total street mileage, but carry approximately 75% of the total vehicle miles of travel¹. The design and function of arterial streets should facilitate the major movement of traffic. This includes motorized vehicles, sidewalks, wide sidewalks within the right-of-way for pedestrians and bicyclists, accommodations for on-

road bicyclists, public transit, emergency service, and public transit vehicles.

¹FHWA Functional Classification Guidelines
www.fhwa.dot.gov/planning/fesec2.1.htm



Arterial Street Plan



Iowa City Urbanized Area

Arterial Streets Plan

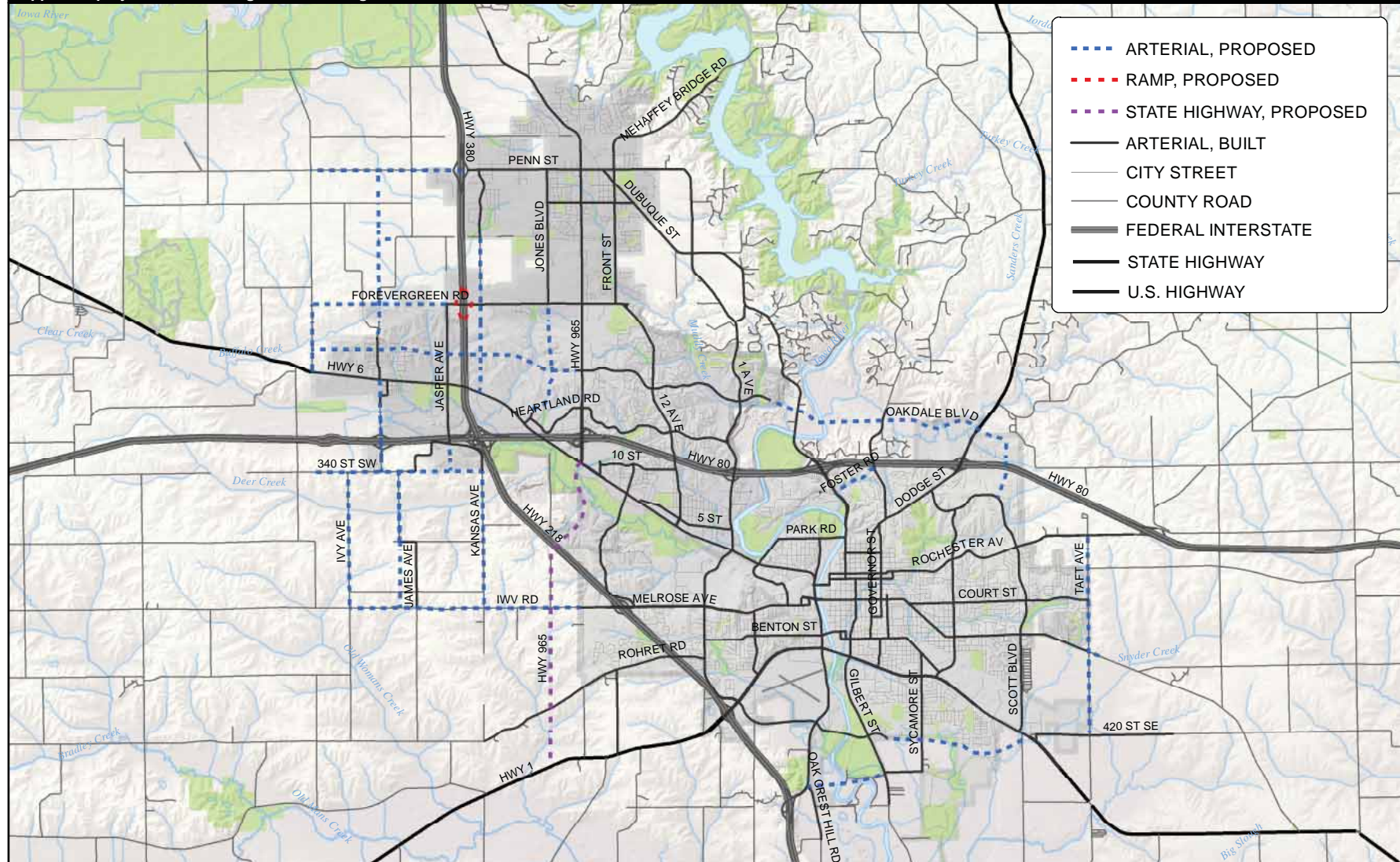
Proposed arterials are meant to show future corridors and should not be interpreted as exact road alignments. Proposed projects illustrated in this map are conceptual and must be added to the approved projects list to be eligible for funding.

Prepared by: K. Ackerson & Darian Nagle-Gamm

Date Prepared: 4/19/2012

Data source: Iowa DOT, MPOJC

0 2 4 Miles



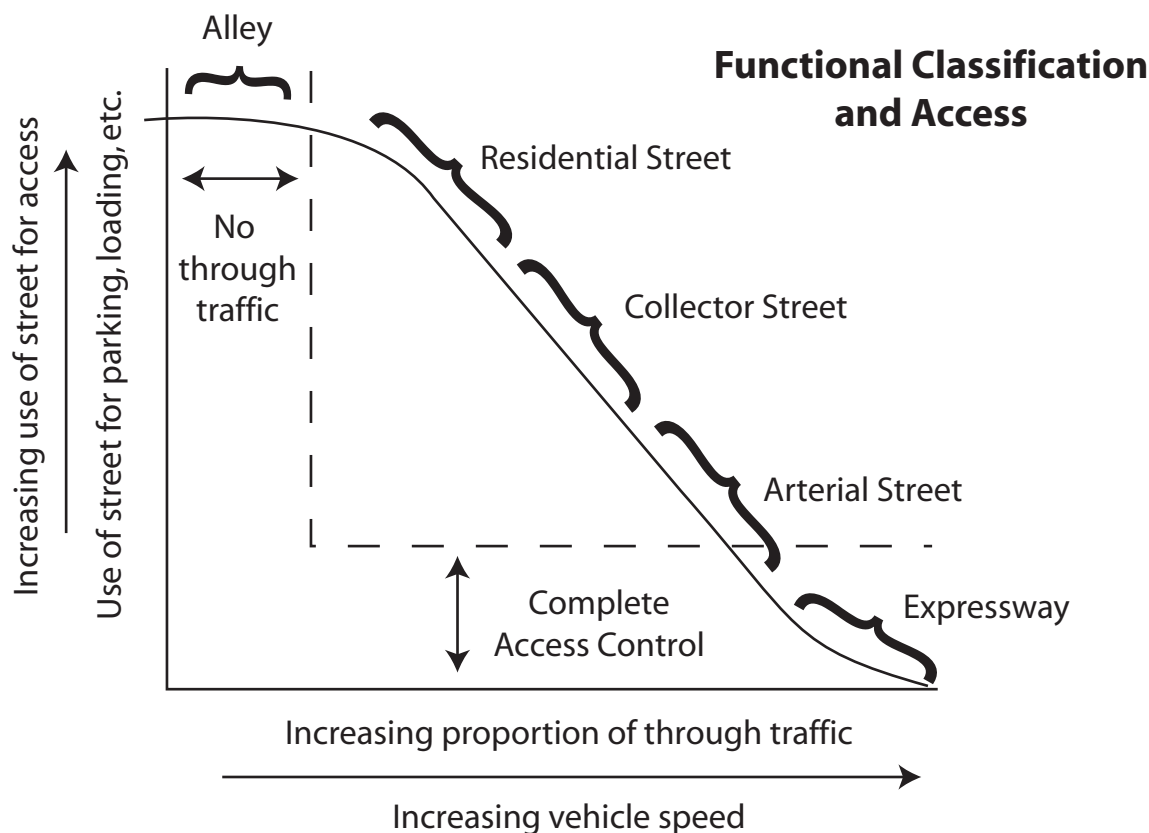


Arterial Street Plan

Arterial street design factors

- The entire street width is dedicated to the movement of traffic; on-street parking is generally not permitted except in downtown districts where traffic moves at slower speeds.
- Vehicle design speed of 35 MPH or greater.
- Design capacity to accommodate a twenty-year traffic forecast.
- Locations on the edges of neighborhoods; buffers and larger setbacks for residential land uses adjacent to arterial streets.
- Wider outside lanes or bike lanes to benefit on-street bicyclists.
- Continuous corridors with connections to other arterial streets.
- Separated turning lanes.
- Sidewalks on both sides of the street, often with a wider sidewalk on one side.
- Adequate right-of-way for the long-term life of the street corridor, typically 100 feet; more with a median.

Compromises to arterial street design that attempt to restrict traffic flow should be scrutinized carefully as they may have the unintended result of increasing cut-through traffic on local neighborhood streets, increasing driver irritation and compliance with traffic control, and creating potential safety issues.



This figure shows the relationship between the various function classifications of streets in a community. Arterial street design standards should reflect the emphasis on traffic circulation. Horizontal and vertical geometry of arterial streets should reflect higher speeds and higher traffic volumes. Major public transit stops should have special pull off bays.



Arterial Street Plan

Neighborhood Concerns and Community Priorities

Although arterial streets are essential for the economic health, mobility and safety of a community, they are often perceived negatively. Arterial streets can be noisy and visually obstructive, are perceived as less safe, and older arterial streets may not have been designed for the modern mix of vehicular traffic, pedestrians, bicyclists and buses. Dealing with the negative impacts of congestion on existing arterial streets in older neighborhoods can be especially challenging where established streets, trees, homes, and landscaping would be affected by any improvements to the street corridor.

The arterial street planning and design process must reconcile the technical analysis of Volume/Capacity and Level of Service with local community priorities. The technical factors of street design should not be the only factors considered in the decision-making process regarding arterial street improvements. Other factors may include aesthetic issues, bicycle and pedestrian use, public transit use, landscaping desires, adjacent land uses and development plans, and other community priorities. The MPOJC Board considers technical factors and community priorities when determining which projects to fund with federal Surface Transportation Program funds allocated to MPOJC.

The specific design of arterial street improvements will typically be determined at the municipal level if the improvement is completely within a single municipality. The MPO will have input when the project is funded with federal funds granted by the MPOJC Board or in projects where MPOJC is coordinating between two or more municipalities.



Complete Streets

When arterial streets are being designed, the street should be a complete street where all users of the right-of-way are being considered. The street should also take into account future users of the street, which may be forecasted through the traffic model, and by reviewing adjacent land uses and zoning patterns. For projects funded with funds granted by the MPOJC Board, a complete street design is required.





Techniques for Evaluating Arterial Streets

Assessing arterial street adequacy for carrying existing and anticipated volumes of traffic is done using several different evaluation techniques. Comparing the traffic volume to the roadway design capacity (volume/capacity) is a measurement of congestion; this is the technique used in the arterial street traffic model. Measuring the **Level of Service (LOS)** is a method MPOJC uses to evaluate delay at intersections, particularly signalized intersections. Level of Service ranges from A to F. Level of Service A indicates free flow/unencumbered movement through the intersection and Level of Service F indicates severe congestion. MPOJC has adopted Level of Service E as the design standard for assessing arterial street adequacy when using the MPOJC Travel Demand Model as recommended by the Iowa DOT. Pictorial depictions of Levels of Service are on Section F: 8.

MPOJC also analyzes the collision history at intersections and mid-block locations in the urbanized area, providing a list of the top collision locations to MPOJC entities. The analysis takes into consideration the number and severity of collisions and the collision rate per million entering vehicles. The map on Section F: 9 shows the urbanized area's top collision locations.

MPOJC measures bicycle and pedestrian movement on and across arterial streets to assess crosswalk locations, traffic signal timings, sidewalk needs and to evaluate the need for additional pedestrian and bicycle infrastructure. This information is typically collected through targeted observation of an area or through the MPO's peak-hour intersection traffic count program. Gap studies are also used to help determine pedestrian's Level of Service.



Arterial Street Plan

Depictions of Level of Service



Level of Service A



Level of Service B



Level of Service C



Level of Service D



Level of Service E



Level of Service F



Arterial Street Plan



Iowa City Urbanized Area

Top Collision Locations

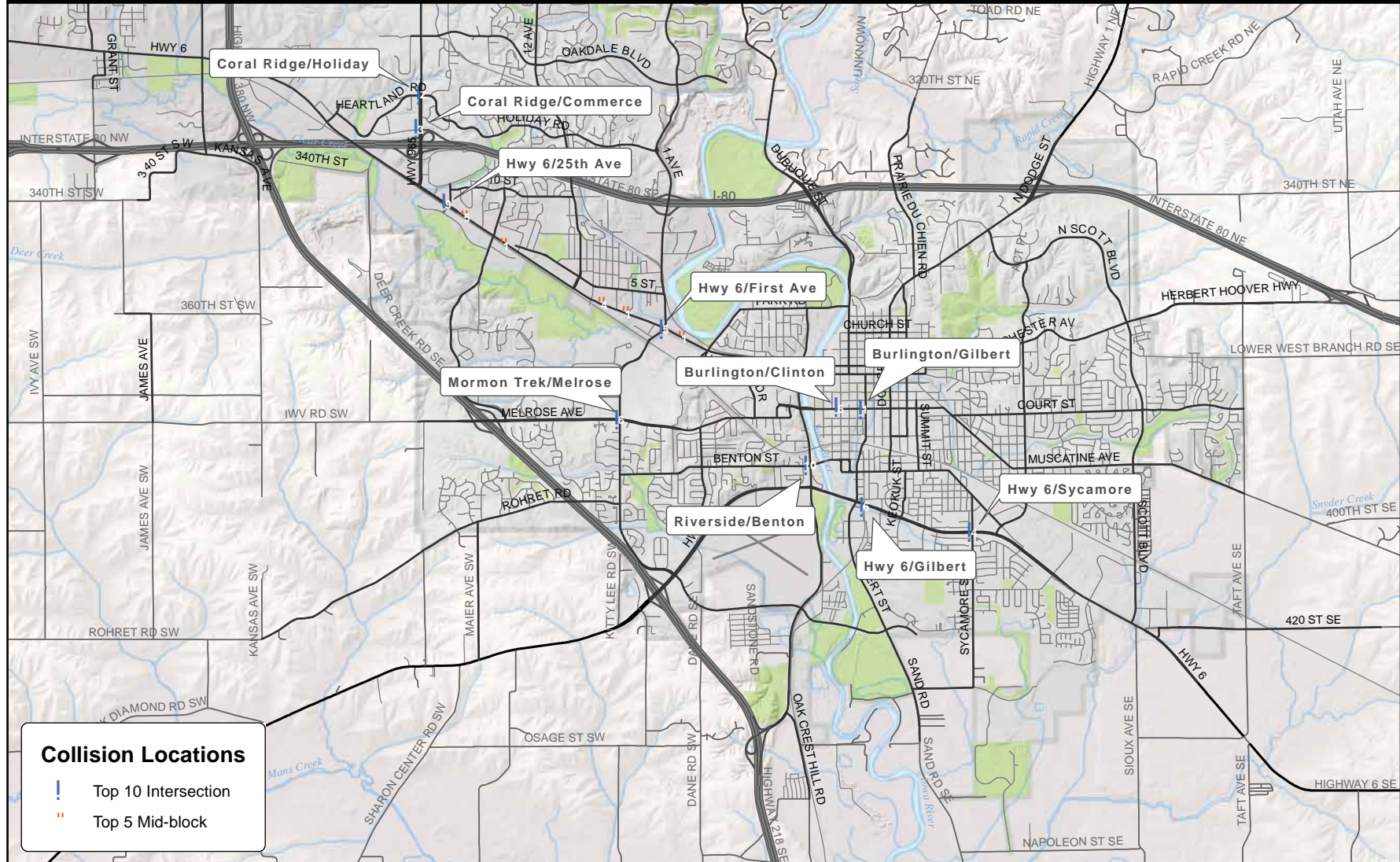
Based on weighted formula evaluating the number, crash rate, and severity of collisions (2004 - 2007)

Prepared by: Darian Nagle-Gamm

Date Prepared: 1/31/2012

2009 Urbanized Area Traffic Collision Analysis

0 1 2 Miles





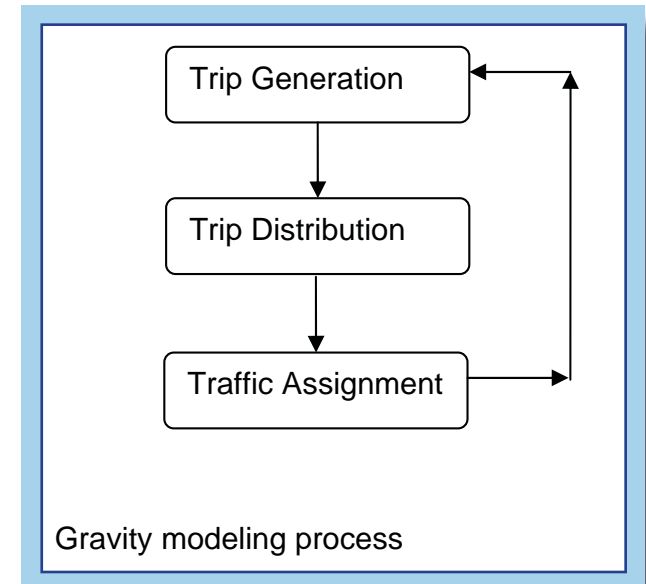
Arterial Street Plan

The MPOJC Travel Demand Model

The MPO has two traffic models that were developed in conjunction with the Iowa DOT Department of Systems Planning staff using TransCAD modeling software. The “Base” model is calibrated to the year 2010 and is designed to represent current traffic patterns. The “Future” model is calibrated to the year 2040 and is designed to represent future traffic patterns.

The model software uses a gravity modeling process including trip generation, trip distribution, and traffic assignment to estimate traffic flows. The traffic model first estimates the number of vehicle trips generated in an area taking into account transit, bicycle and pedestrian trips; distributes those trips to the transportation network based on current data; and assigns the trips to various destinations. Future trip generation and traffic estimates are generated using growth trends, control totals for employment and housing, comprehensive and/or land use plans, availability of open space, and adjacent land uses.

The model can be used to estimate average daily traffic volumes and identify future ‘problem’ areas, and to make recommendations about appropriate roadway capacity. The model can also be used to test roadway extension scenarios and scenarios where roadway capacity is changed. Areas with peak hour capacity issues were identified using the 2010 “Base” traffic model and the 2040 “Future” traffic model. Volume to capacity ratio maps were generated for four roadway scenarios:



- 1) Base Year 2010 (F: 11) - Existing infrastructure
- 2) Base Year 2010 (F: 12) – Existing and committed infrastructure (roadways that have been funded but are not yet built)
- 3) Future Year 2040 (F: 13) – Existing and committed infrastructure
- 4) Future Year 2040 (F: 14) – Existing, committed, and planned infrastructure (roadways that are not funded, but have been submitted by MPO member entities as fiscally constrained planned future projects)



Iowa City Urbanized Area



YEAR 2010 EXISTING ROADWAYS

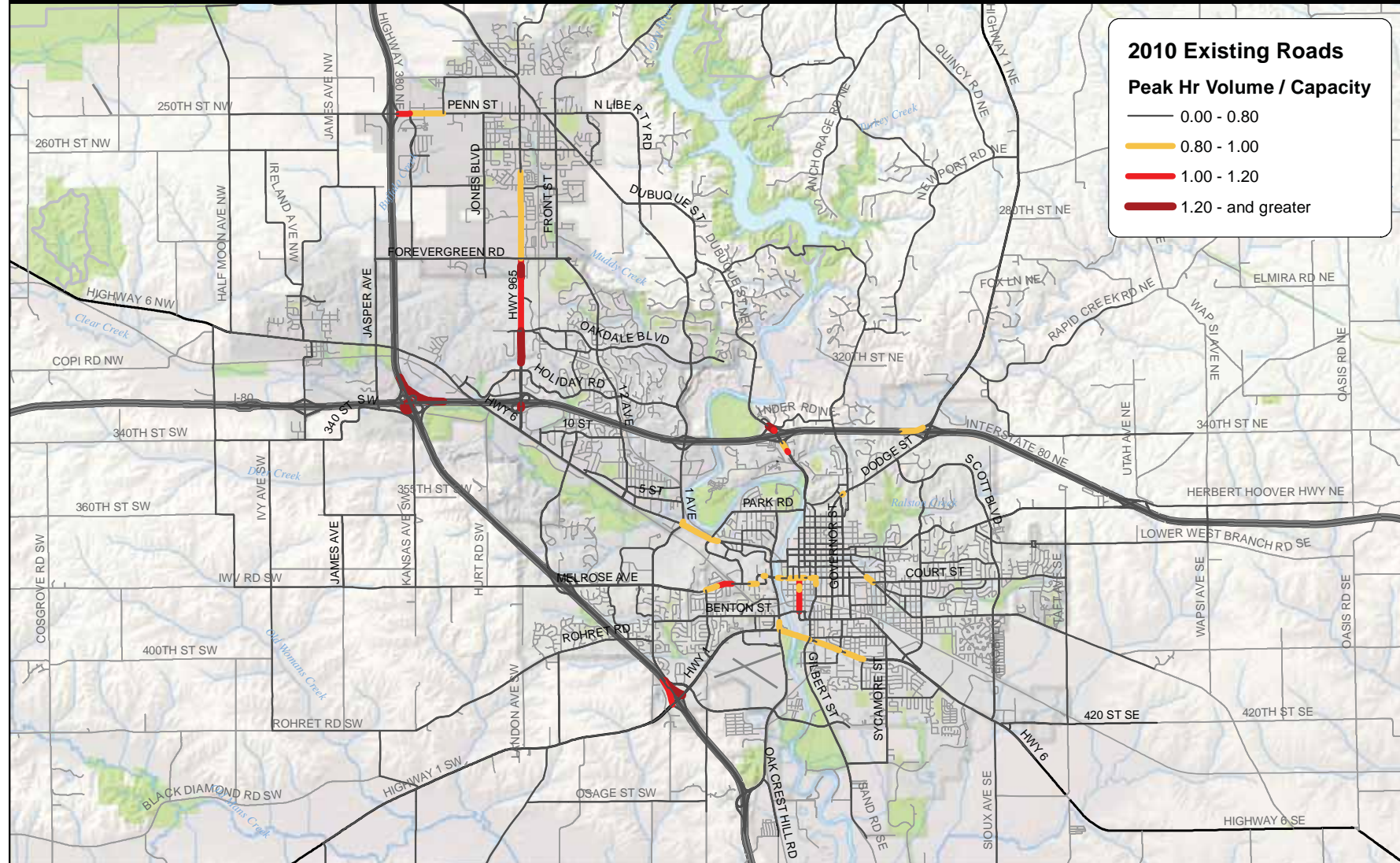
PEAK HOUR VOLUME TO CAPACITY (V/C) RATIOS

Prepared by: Darian Nagle-Gamm

Date Prepared: 3/18/2012

Data source: 2010 MPOJC Base Travel Demand Model

0 1 2 Miles





Arterial Street Plan

Iowa City Urbanized Area



YEAR 2010 EXISTING + COMMITTED ROADWAYS

PEAK HOUR VOLUME TO CAPACITY (V/C) RATIOS

Prepared by: Darian Nagle-Gamm

Date Prepared: 3/18/2012

Data source: 2010 MPOJC Base Travel Demand Model



2010 E + C Roadways

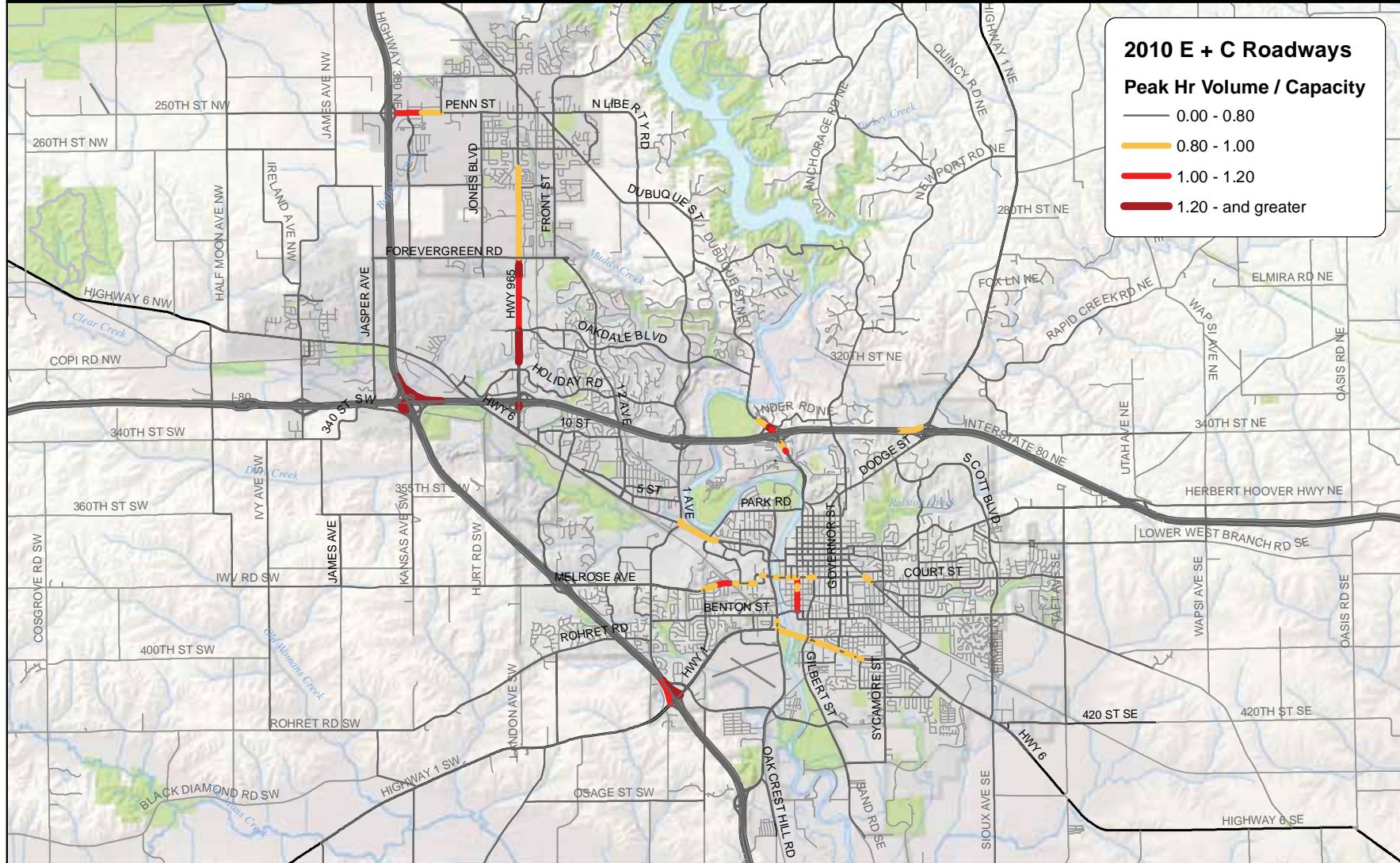
Peak Hr Volume / Capacity

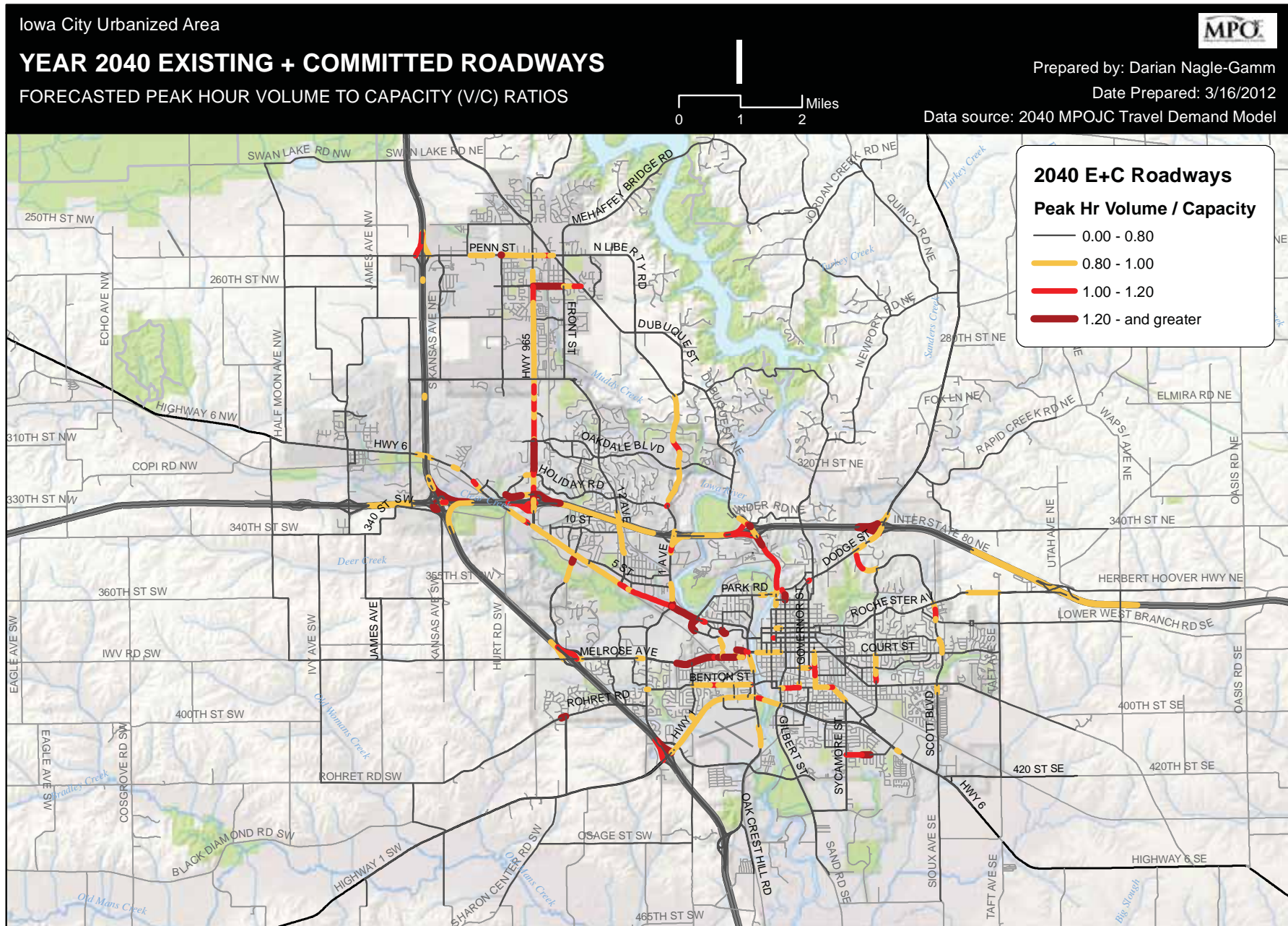
— 0.00 - 0.80

— 0.80 - 1.00

— 1.00 - 1.20

— 1.20 - and greater







Arterial Street Plan

Iowa City Urbanized Area

YEAR 2040 EXISTING + COMMITTED + PLANNED ROADWAYS

FORECASTED PEAK HOUR VOLUME TO CAPACITY (V/C) RATIOS

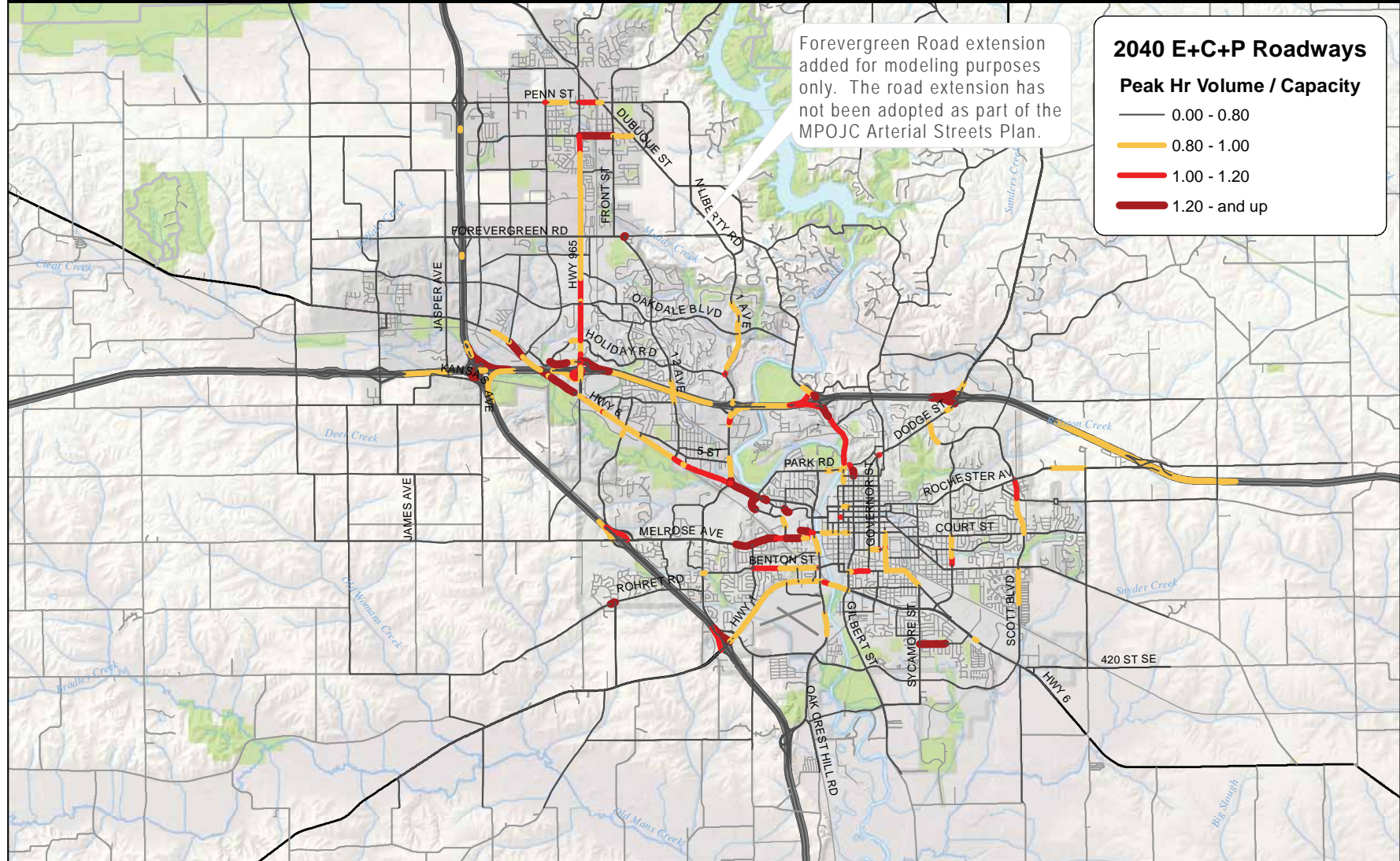


Prepared by: Darian Nagle-Gamm

Date Prepared: 3/16/2012

Data source: 2040 MPOJC Travel Demand Model

0 1.25 2.5 Miles





Limitations of the Travel Demand Model

Traffic analysis models should be used for general indications of traffic patterns, not exact traffic volumes. Traffic volumes are generated with the best information available, but no model software can predict future political, cultural and economic decisions. The Federal Highway Administration has specific calibration criteria that must be followed in order to have an accepted forecast model. The criteria are for the entire model, not a specific roadway. Some roadway segments will have more accurate forecast volumes than other roadway segments.

Although traffic models are a useful tool to identify broad capacity limitations in the roadway network under certain scenarios, model output is not a 100% accurate prediction of the future due to:

- Political decisions related to annexation and zoning patterns.
- Corporate decisions related to store locations, especially high-traffic-generating land uses such as fast food and big-box outlets.
- The cost of fuel, which includes extraction, refining, and distribution costs, as well as taxes.
- Individual decisions on transportation mode, which are influenced by fuel costs, proximity of destinations, availability of parking, availability of public transit, and other factors.



Riverside Drive/Highway 6 intersection in Iowa City



Arterial Street Plan

Total Daily Roadway Capacities - LOS E (Ultimate Capacity)				
Roadway Type	Area Type			
	<i>CBD</i>	<i>Urban</i>	<i>Suburban</i>	<i>Rural</i>
Freeway				
- 2 lane	42,000	44,000	44,000	42,000
- 4 lane	84,000	88,000	88,000	84,000
- 6 lane	126,000	132,000	132,000	126,000
Principal Arterial				
- 2 lane (no left turn lane present)	14,800	18,400	19,200	23,240
left turn lane present	15,725	19,550	20,400	24,693
- 4 lane (mid-block capacity)	29,600	36,800	38,400	46,480
where left turn lanes present	30,525	41,400	43,200	52,290
- 6 lane (mid-block capacity)	44,400	55,200	57,600	69,720
where left turn lanes present	45,325	56,350	58,800	71,173
Minor Arterial Street				
- 2 lane (mid-block capacity)	13,000	15,200	15,800	19,120
where left turn lanes present	13,813	16,150	16,788	20,315
- 4 lane (mid-block capacity)	26,000	30,400	31,600	38,240
where left turn lanes present	27,625	32,300	33,575	40,630
- 6 lane (mid-block capacity)	39,000	45,600	47,400	57,360
where left turn lanes present	40,625	47,500	49,375	59,750
Collector				
- 2 lane (mid-block capacity)	11,800	13,600	14,200	17,000
- 4 lane (mid-block capacity)	23,600	27,200	28,400	34,000

Capacities at Level of Service E

MPOJC has adopted Level of Service (**LOS**) E as the design capacity for the purposes of traffic modeling and planning. **LOS E** represents the "ultimate theoretical capacity" of roadways. As traffic volumes approach LOS E capacities, drivers experience congestion and delays, and some begin to diverge to adjacent less-congested routes.

LOS E capacities for the various roadway and area types were derived from the Highway Capacity Manual.



Arterial Street Plan

Congestion Management

As right-of-way becomes constrained and the cost of providing more capacity in roadway corridors increases, congestion management will become increasingly important. Congestion management is any technique that helps to shift motorists to other modes of transportation or shifts travel times to off-peak times of day. Two examples of congestion management are: 1) The University of Iowa currently operates an extensive commuter parking system, bringing staff and students into campus from outlying commuter lots. 2) The University also operates a van-pool program. The three local transit systems are also a form of congestion management.

Future forms of congestion management may include:

- More use of intermodal facilities: where multiple forms of transportation are available at one hub
- Further use of transit including transit express routes
- Passenger rail
- Smart traffic signals that can respond in real time to traffic patterns
- Expanded on- and off-street bicycle facilities



N. Dubuque Street, Iowa City during the AM peak period



Overview

The MPOJC Regional **Intelligent Transportation Systems (ITS) Architecture Plan** is a summary of existing and future transportation technologies expected to be used in the metropolitan area. The Federal Highway Administration has reviewed the MPOJC ITS Architecture Plan and has approved the document as a guide for MPOJC entities in the implementation of ITS applications and to qualify for federal funding. As ITS technologies are implemented over time, the ITS Plan will ensure the technologies are consistent and compatible throughout the metropolitan area.

Existing MPOJC entity ITS technologies include:

- Traffic signal preemption by emergency service providers
- Video detection at signalized intersections
- Interconnected traffic signals
- Transit on-board security cameras
- Automated pavement condition analysis
- Electronic fare boxes for Transit
- Traffic cameras on Interstate 80
- Dynamic message boards
- Stationary speed limit / radar feedback signs
- Pedestrian countdown timers
- Flashing LED school zone speed limit signs
- Joint communications center for emergency services
- Pavement temperature sensors on maintenance vehicles
- Transit **GPS**-based, real-time passenger information system (i.e. Bus on the Go or BONGO) accessible via text message, phone, and the internet



School Zone radar speed limit signs help slow drivers in school zones.



Intelligent Transportation Systems

Future ITS technologies being considered:

- GPS-based traffic signal preemption
- Red light running and speed enforcement cameras
- GPS-based advanced vehicle locator (AVL) system for maintenance vehicles

The MPOJC ITS Plan can be viewed in its entirety at www.mpojc.org/docs/file/transportation/RITStext.pdf



Dynamic message boards are an effective way to communicate information or instructions to drivers on Interstate 80 (east of Iowa City)



Vision

The Long Range Plan outlines how MPO-member entities can best succeed at preserving, modernizing, and improving the operational efficiency of our regional transportation network. MPO-member entities maintain and manage existing transportation facilities within budgetary constraints to function at their highest possible level of safety, service, and efficiency.

Introduction

The transportation network ties our region together. Private vehicles, freight, transit, cyclists, and pedestrians share much of the over 250 miles of roadway and over 60 bridges in the region. Nearly one hundred miles of sidewalks, multi-use paths, and bike lanes connect people's homes with transit, work, and shopping, as well as linking residents to recreation facilities.

Due to population growth and development in the metropolitan area, the regional transportation network must be constantly maintained and modernized to handle the thousands of trips made every day. With increasingly scarce funding, and rising costs for steel and energy, it is more important than ever to continue this focus on improving the system through preventative maintenance, rehabilitation, and reconstruction of the existing system to get the most out of our past and current infrastructure investments.

This is not only a major challenge for the Iowa City Urbanized Area but also one the entire country must address. Many metropolitan areas have neglected their maintenance responsibilities, supporting policies heavily favoring expansion. This has created an enormous national burden, as many metro areas try to catch up on preservation needs. Frequently, the most efficient use of limited transportation resources is to preserve and

modernize existing facilities by maintaining a state of good repair, relieving choke points, addressing high incident crash locations, and improving mobility.

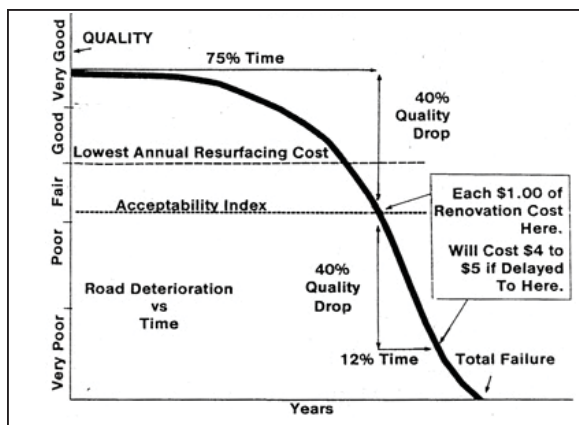
Why invest in system preservation?

Neglecting the region's preservation needs is not a wise policy choice. Putting off maintenance due to fiscal pressure proves to be even more costly in the future. As shown by the Figure on Section H: 2, the worse the condition of a roadway surface, the greater the cost to repair it. The cost of neglecting maintenance is not limited to simply repairing infrastructure either. Poorly maintained transportation systems can cost the local economy by deterring private investment, creating unsafe conditions for travelers, unnecessary delays due to vehicle and bus breakdowns, and potential limitations for emergency vehicle services.



System Preservation

Relative cost of pavement repair over lifetime of roadway



The condition and aesthetic quality of the region's infrastructure is a reflection of regional values and community pride. Continuing to keep preservation of our transportation system as a priority can mitigate undesirable consequences of poor maintenance.

Pavement Condition Index (PCI) by community and roadway type

	Federal Aid Routes		State/Fed Highway		Interstate	
	Miles	Avg PCI	Miles	Avg PCI	Miles	Avg PCI
Coralville	13.3	60	8.7	57	14.3	40
Iowa City	44.4	43	32.9	41	8.4	23
North Liberty	7.1	65	2.7	75	4.6	85
University Heights	1.3	57	n/a	n/a	n/a	n/a
Tiffin	1.5	60	2.1	62	1.5	92

Source: Iowa DOT, MPO of Johnson County

The following map illustrates the pavement condition index data gathered in 2009.

Pavement condition

Pavement condition is associated with motorist safety and maintenance costs. Every two years, the Iowa Department of Transportation evaluates the pavement condition of federal aid roadways in the Iowa City Urbanized Area as part of the Pavement Management Program. Additionally, the City of Iowa City purchased pavement condition data for all of its local roadways. The most recent data (2009) below summarizes **pavement condition index (PCI)** rating for roadways in the urbanized area. The PCI describes the pavement condition:

- 81-100 **Excellent**
- 61-80 **Good**
- 41-60 **Fair**
- 21-40 **Poor**
- 0-20 **Very Poor**

The pavement condition of all local, federal-aid roadways and state/federal highways are in Fair to Excellent condition (Table to the left). The interstate corridors in Iowa City and Coralville were in Poor condition at the time of this data collection, but the Iowa DOT is currently reconstructing and adding capacity to the Interstate 80 corridor.



Iowa City Urbanized Area

2009 Pavement Condition Analysis

Federal Aid Routes &
State and Federal Highways

0 1 2 Miles

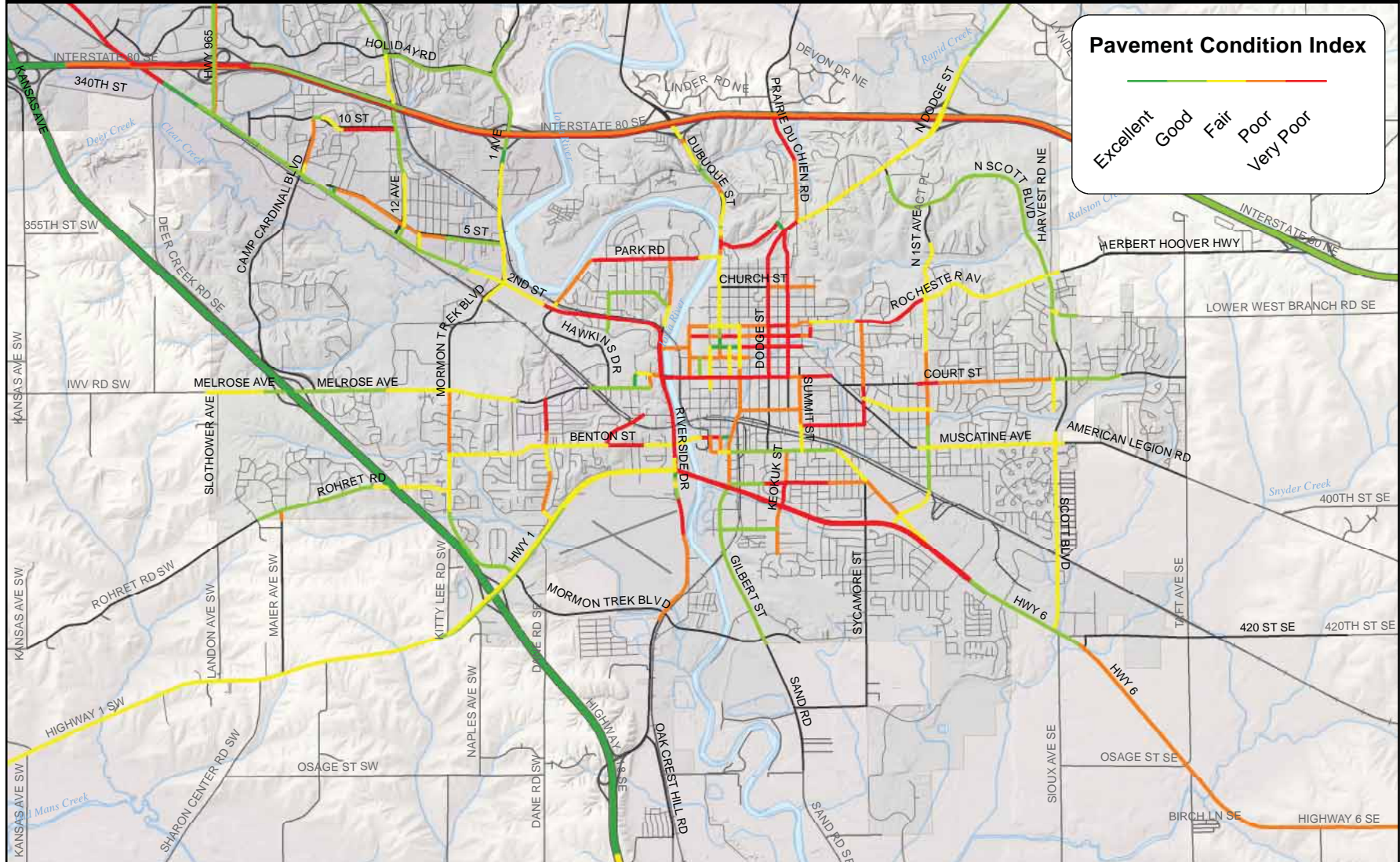
Prepared by: K. Ackerson

Date Prepared: 5/11/11

Data sources: Iowa DOT, MPOJC, Johnson Co.

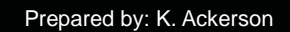
Pavement Condition Index

Excellent Good Fair Poor Very Poor



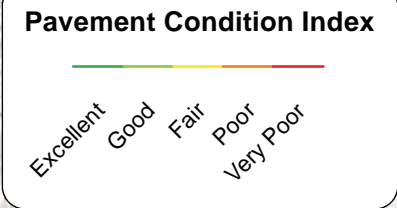


2009 Pavement Condition Analysis



Date Prepared: 5/11/11

Data sources: Iowa DOT, MPOJC, Johnson Co.





Funding for new construction vs. reconstruction/repaving

One way to evaluate the priority placed on system preservation versus constructing new road and trail corridors is to evaluate the local **Surface Transportation Program (STP)** and **Transportation Enhancement (TE)** funding apportionments. Since 2007 – when the last long range plan was adopted by the MPO – the Board has awarded 100 percent of TE funds to new construction projects (through FY2015), whereas 78 percent of STP funds were apportioned to reconstruction (including capacity enhancements) and preservation projects (through FY2015). As noted below, trail maintenance will likely become a growing focus of Transportation Enhancement funds as the trail network approaches 20 years of service.

Pavement condition index by community and roadway type – values in \$1,000's

	Total	New Constuction	Percent	Reconstuction / Preservation	Percent
Transportation Enhancements	\$ 2,001	\$ 2,001	100%	\$ -	0%
Surface Transportation Program	\$ 24,286	\$ 5,352	22%	\$ 18,934	78%

Source: Iowa DOT, MPO of Johnson County

These trends reflect local infrastructure needs. The scoring criteria used by the Urbanized Area Policy Board give more points to new construction projects, but the Board awards funding on the merits of each funding request and use the scoring criteria as one of many determining factors.

Trails/bike routes

Multi-use trails are maintained by each municipality and the University of Iowa, and as trail surfaces deteriorate the entities invest in improvements to the facilities. One example of this was at the beginning of fiscal year 2011 when the City of Iowa City, University of Iowa, and Iowa Department of Transportation partnered to replace the decking and railings for the pedestrian bridge over U.S. Highway 6 at Burlington Street (this project used local funds rather than Transportation Enhancement funds). The City of Coralville has included trail maintenance projects in this plan for future implementation. As our trail network, which grew significantly during the 1990's, approaches 20 years of service there will be a growing need for maintenance projects to be undertaken.



System Preservation

Signage retro-reflectivity upgrades

One of the Federal Highway Administration's (FHWA's) primary missions is to improve safety on the nation's roadways. Approximately 42,000 people have been killed on American roads during each of the past eight years. While only one-quarter of all travel occurs at night, about half of the traffic fatalities occur during nighttime hours. To address this disparity, the FHWA has adopted new traffic sign retro-reflectivity requirements.

Most retro-reflective sheeting materials degrade over time.



The 2009 Manual for Uniform Traffic Control Devices (MUTCD) recommends signs be either illuminated or made with retro-reflective sheeting materials. For more information on retro-reflectivity requirements on regulatory, warning, ground-mounted guide signs, overhead guide signs, and street name signs, contact MPO staff.

To-date, the MPO member entities are using the new minimum retro-reflectivity standards for new sign installations and Iowa City has implemented a replacement schedule for existing road signs.



Overview

The Metropolitan Planning Organization of Johnson County (MPO) member entities envision a convenient and efficient transportation system where people can safely bike and walk to all destinations. This plan builds upon successful implementation of past trail and bicycle plans and is intended to guide future development in the metro area to create a diverse, interconnected, multi-modal transportation system.

Goals and Strategies

- Goal 1. Increase the number of people walking and bicycling for transportation and recreation.**
- a. Aid route-finding with new signage.
 - b. Conduct pedestrian and bicycle travel counts at key locations on the transportation network.
 - c. Integrate bicycle and pedestrian counts into peak-hour vehicle count programs.
 - d. Monitor U.S. Census and local data for changes in commuting trends (i.e., car, carpool, bus, bike, or walk).
- Goal 2. Improve bicyclist and pedestrian safety.**
- a. Facilitate communication to ensure timely reporting and repair of bikeways and sidewalks.
 - b. Continue designing all on-street bicycle facilities, trails, and sidewalks according to American Association of State Highway and Transportation Officials' (AASHTO) guidelines.
- Goal 3. Ensure high quality of service by emphasizing network connectivity and complete streets.**
- a. Ensure all trails, sidewalks, and bikeways are well maintained.
 - b. Continue to develop all roadway projects with sidewalks and on-street bicycle accommodations.
 - c. Provide security, routine litter patrol, annual safety reporting, and facilities condition management.





Pedestrian and Bicycle

- Goal 4. Implement the Metro Bicycle Master Plan.**
a. Provide assistance to entities pursuing recommendations outlined in the adopted Metro Bicycle Master Plan.
- Goal 5. Pursue education, enforcement, and encouragement programs.**
a. Develop education, encouragement, and enforcement programs to promote safe walking, cycling, and driving habits.
b. Educate the public regarding the rights and responsibilities of cyclists, motorists, and pedestrians.
c. Improve access between residential areas and parks, schools, and commercial areas.
d. Identify and promote links to county roads suitable for cycling.
- Goal 6. Research and encourage "Safe Routes to Schools."**
a. Increase participation by local school districts in "Safe Routes to Schools" programs.
- Goal 7. Promote the provision of bicycle parking.**
a. Provide bicycle parking as an integrated element of streetscape and development design.
b. Adopt bicycle parking ordinances by all municipalities in the metro area.

Metro Bicycle Master Plan

In 2009, all MPO member entities adopted the Metro Bicycle Master Plan. This document outlines strategies to create an accessible, coordinated, and comfortable bike network bolstered by targeted education and encouragement programs, and enforcement and policy recommendations that build upon the existing bicycle network. The scope of the plan includes the metro area and important linkages to surrounding areas.

Complete Streets Policy

The following Complete Streets Policy, adopted by the MPO Urbanized Area Policy Board on October 25, 2006, helps to ensure street corridors are 'complete' for pedestrians and bicyclists:

All roadway projects and major reconstruction projects (not including maintenance), funded in whole or part by MPO under this policy shall accommodate travel by pedestrians and bicyclists, except where:

1. Bicyclists and pedestrians are prohibited by law (such as interstate highways); or
2. The cost would be excessively disproportionate to the need or probable use (at least 20% of overall project cost).

All exceptions to the Complete Streets Policy to not require bicycle and pedestrian facilities may only be made by the MPO Urbanized Area Policy Board at the time projects are considered for funding, or during the project development process.



As the bicycle network evolves, prioritizing improvements is a challenge. The master plan synthesizes an inventory of bicycle facilities, input of 24 local staff and elected officials, and priorities identified through the public input process (645 participants). The following system-wide recommendations can be pursued by all communities in the metro area to become more bicycle-friendly.

Engineering – Install on-street accommodations, which can include the following options depending on site conditions:

- Shared lanes
- Bike lanes
- Wide curb lanes
- Striped shoulders
- Traffic calming

Education – Facilitate bicycle safety through:

- Public service announcements targeted at young adults;
- Drivers' education classes; and
- Elementary schools' physical education classes.

Encouragement – Implement a coordinated way-finding system on trails and roadways across the metro area to assist route finding.

Enforcement – Implement and publicize bike light enforcement program during the fall and offer discount bike lights to encourage safety.

Evaluation – Achieve the platinum "Bicycle Friendly Community" designation from the League of American Bicyclists – currently Iowa City has achieved the 'bronze' level designation.

Completion of this plan is the next step toward becoming more bicycle-friendly. With careful attention, bicycling will continue to be a viable option both for recreation and commuting.



Bicycle Friendly Community

In order to evaluate local 'bicycle friendliness,' it is important that an outside organization review the policies, programs, and infrastructure available to the cycling community. To do this, it is recommended that each of the MPO member communities pursue the Bicycle Friendly Community designation by the League of American Bicyclists (LAB). To-date, Iowa City and University Heights are the only communities that have applied and achieved the bronze level designation.

All 'bicycle friendly community' applicants receive feedback from the LAB regarding strengths and weaknesses of their bicycle network. As such, the application process (regardless of the outcome), is a great way for communities to identify shortcomings in terms of bike access. More information on the Bicycle Friendly Community program can be found at: www.bikeleague.org.



Pedestrian and Bicycle

Connectivity

Pedestrians and cyclists want to go to the same places motorists want to go. Trails alone will not make the metropolitan area a good bicycling and walking region. Support for facilities such as sidewalks, on-street pavement markings, bike parking, signage, crosswalks, and safety education are also critical components of accessibility/connection.

Preferred on-street bike facilities at 2008 public workshops		
On-Street Facilities	Count	Percent
Bike Lanes (new streets)	118	32%
Bike Lanes (existing streets)	96	26%
Sharrows	65	17%
Way Finding Signs	38	10%
Bike Boulevards	28	7%
Bike Routes	21	6%
Signed "Share the Road"	8	2%
Total	374	100%

In 2002, a survey of over 500 randomly selected Coralville households found residents agree that existing recreational facilities improve physical health, improve their quality of life, and reduce stress. The majority of respondents indicated that bike trails are the most important recreation facility to their household, and more than half (53.7 percent) requested the city add more multipurpose trails.

A similar random household survey of over 700 Iowa City residents in 2008 found substantial support for linking bikeways and trails. The projects that respondents would be most willing to fund with their tax dollars include: developing new walking and biking trails and connecting existing trails (55 percent), using greenways to develop trails and recreational facilities (50 percent), and purchasing land to preserve open space and green space (44 percent).

While most modern subdivisions and public-street projects include sidewalks, there are many roads constructed either at a time when sidewalks were not emphasized or were constructed as rural highways where sidewalks are typically not provided.

In addition to the fiscally constrained projects, the following bicycle and pedestrian facilities were identified by MPO entities as planned projects (see following map).

MPO staff is available to conduct micro-studies of pedestrian infrastructure including sidewalks and trails within neighborhoods. Requests for this type of study should be made through the annual MPO *Transportation Planning Work Program*.



Countdown pedestrian signal on Burlington Street, Iowa City.



Iowa City Urbanized Area

Bicycle & Pedestrian Facilities

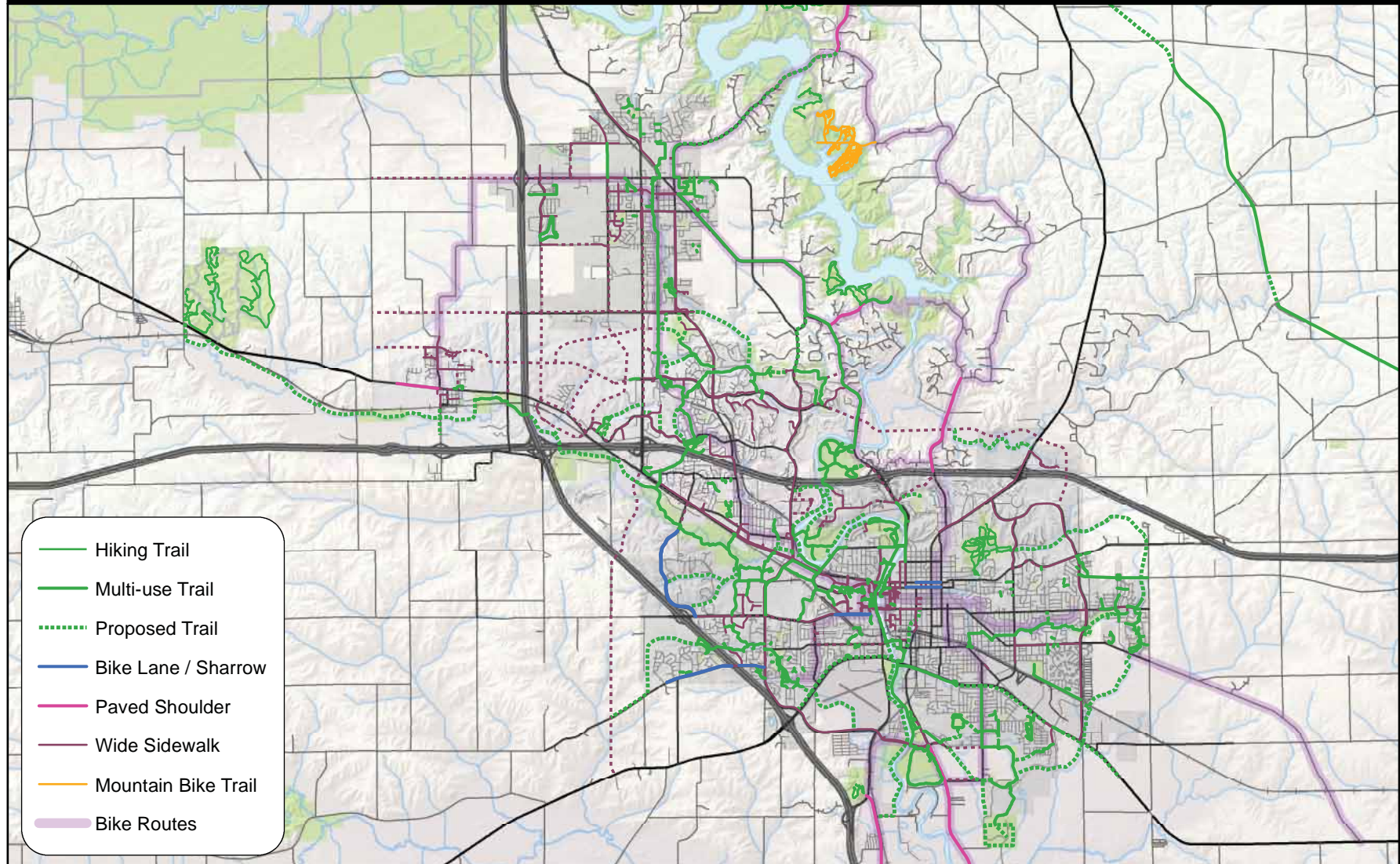


Prepared by: K. Ackerson

Date Prepared: 10/5/11

Data source: MPOJC, Johnson Co., DNR

0 2 4 Miles





Pedestrian and Bicycle

Bicycle Parking

City of Iowa City and the University of Iowa staff inventory bike racks and bike rack usage annually to ensure adequate availability for cyclists. The MPO Bike Commuter Guide (see www.mpo-jc.org) published in 2008 includes a map of over 400 bike racks, sheltered bike parking, and public showers in the Iowa City, Coralville, and University campus areas (see map on the following page).

Sheltered bike parking is provided at the following locations in Iowa City:

- o Old Capitol Mall Parking Ramp (Clinton Street entrance)
- o Iowa City Public Library (north of entrance on Linn Street)
- o University of Iowa Hospital Parking Ramp 2 (east and southwest entrances) and Ramp 4 (north entrance)
- o University of Iowa Memorial Union Parking Ramp (Level 4 - Cleary Walkway entrance)
- o University of Iowa Eckstein Medical Research Building (south entrance)
- o University of Iowa Medical Research Center (north entrance)
- o University of Iowa Nursing Building (south entrance)
- o Johnson County Health and Human Services (east entrance)

Bike lockers are rented for a small fee at the following location in Iowa City:

- o Court Street Multimodal Transportation Parking Ramp (Court Street and South Dubuque Street)

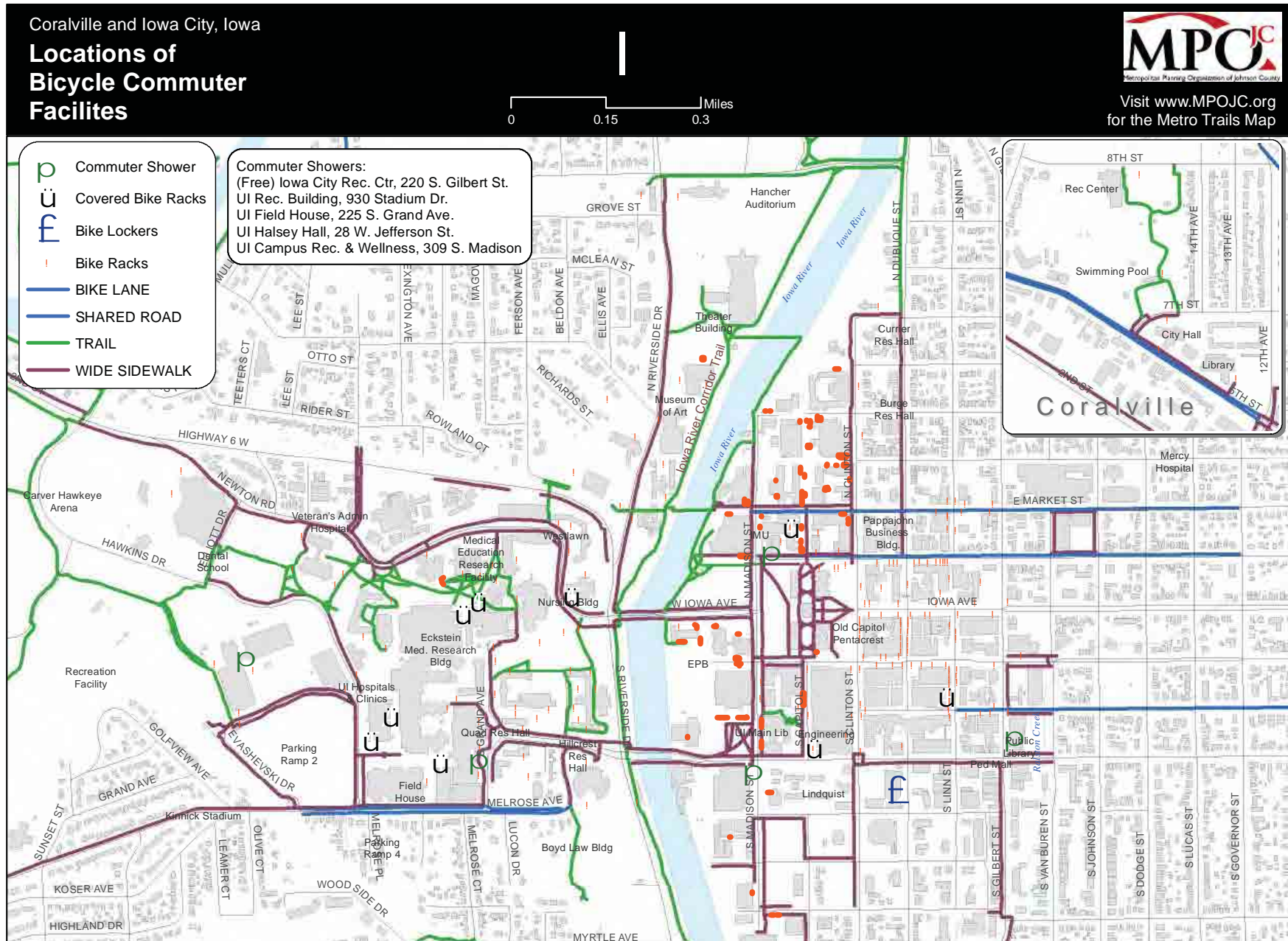
Bike corrals are provided in the following location:

- o University of Iowa Hospital Parking Ramp 2 (east and southwest entrances) and Ramp 4 (north entrance)



The Manual on Uniform Traffic Control Devices (MUTCD), a compilation of national standards for all traffic control devices, including road markings, highway signs, and traffic signals, was updated in 2009. The MUTCD has been adopted by the Iowa Department of Transportation and continues to serve as a guide for local agencies.

The 2009 edition includes changes related to bicycle and pedestrian facility design, including crosswalks, trail signs, accessibility for people with disabilities, and more. The document is available online at: www.mutcd.fhwa.dot.gov.





Pedestrian and Bicycle

Engineering and Design

For the past 15 years, the metro area has successfully focused resources on trails, wide curb lanes, and wide-sidewalk development. Trails are a boon for youth, recreational cyclists, as well as walkers and joggers. Among residents that completed the bike survey, bike commuting is more common (53 percent) than cycling for recreation (47 percent) (MPO Bicycle Survey, 2008).

Goal 1 (see page J-1) is to “increase the number of people walking and bicycling for transportation and recreation.” In terms of infrastructure, on-street pavement markings for cyclists and sidewalk infill projects are the “next step” in achieving this goal.

Five types of on-street enhancements are used locally to facilitate cycling:

- o Bike lanes
- o Striped shoulders
- o Traffic calming
- o Shared lanes
- o Wide curb lanes

To facilitate on-street cycling, several communities in the metro area construct arterial roads with wide curb lanes (greater than 12 feet) and striped shoulders to accommodate both cyclists and motorists – allowing sufficient room for passing. Studies show that wide curb lanes and bike lanes are equally safe for cyclists, thus either type of facility is recommended to improve riding conditions.

Studies have found cyclists feel safer riding in bike lanes and are more apt to ride when bike lanes are available. Local support for bike lanes parallels these national trends. However, most arterial streets in the area are not wide enough to accommodate bike lanes. Where the road width is adequate, bike lanes should be considered to provide a bicycle network attractive to cyclists of all skill levels.

Bike Routes, Lanes, and Paths – How are they different?

Bikeway – A general term for any street or trail specifically designated for bicycle travel, regardless of whether such facilities are designed for the exclusive use of bicycles or are to be shared with other transportation modes.

Wide Curb Lane – A roadway travel lane that can accommodate both bicyclists and motorists, while allowing sufficient room for passing.

Bicycle Lane – A portion of a street that has been designated by striping, signage, and pavement markings for preferential or exclusive use of bicycles.

Bicycle Route – A system of roadways signed for the shared use of automobiles and bicyclists without striping or pavement markings.

Trails/Paths – A bikeway that is physically separated from motor vehicle traffic by open space or a barrier and is either within the road right-of-way or within an independent right-of-way. Also referred to as a shared-use or multi-use path, or recreation trail.

Bicycle Boulevard – A low speed street that has been optimized for bicycle traffic.

Shared Lane Arrow (“sharrow”) – A pavement marking to assist cyclists with lateral positioning in narrow travel lanes.

Some definitions courtesy of the City of Champaign, Illinois



Pavement condition contributes to over 50 percent of bike crashes. Sand, potholes, cracks, and uneven storm drains are roadway hazards for vehicles and bicycles. Generally, pavement condition is a public safety concern for all roadway users; but good pavement quality is critical to cyclists' safety, particularly with the narrow tires used on many bicycles. In addition, biking on poor pavement is an unpleasant experience, especially for the novice rider. If communities in the metro area intend to increase ridership and become more bicycle-friendly, then good pavement quality should be a priority.

First, seasonal street-sweeping, especially in early spring along common bike routes, is the most efficient method to improve rider safety. Second, standard pavement maintenance practices should be performed as needed. And third, pavement markings (i.e., sharrows and bike lanes) should be maintained to ensure daytime and nighttime visibility.

Bicycle Collisions

Analysis of the 273 documented on-street collisions in Johnson County between 2001 and 2007 revealed several trends. First, more than half of all on-street collisions involved cyclists 22 years old or younger, which suggests that education efforts could be focused on this demographic. Second, of the on-street collisions where safety equipment was checked, only 25 percent of cyclists were wearing helmets (not required by law) and none had lights on their bicycles (required by state and local code).

To limit collisions with bicycles, cities must realize that no "silver bullet" solution exists. The skill levels of cyclists vary dramatically, from the experienced cyclists who ride daily and prefer safe, direct routes, to inexperienced youth who ride to school, parks, and close-to-home destinations. Depending on their experience, cyclists use various combinations of bikeways to reach their destinations, and therefore no one facility will meet all cyclists' needs. However, a large segment of the cycling population fall somewhere in-between these two extremes, including many more potential cyclists who do not ride regularly now, but would likely do so if a safer system existed.

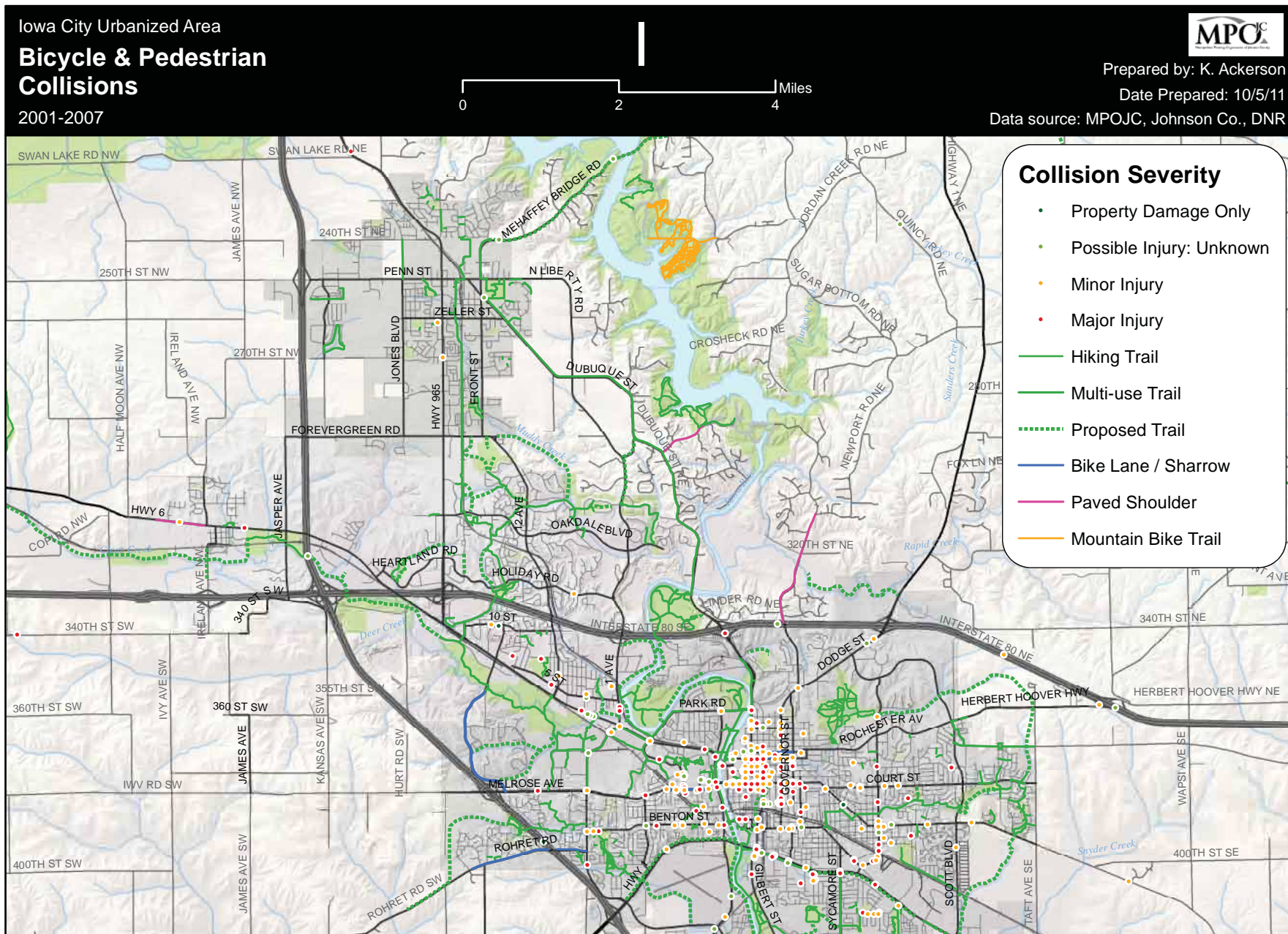
Safe Routes to Schools

As the trail network becomes more developed, more attention is being given to other aspects of the pedestrian and bicycle network. The recently adopted Complete Streets Policy requires that all roadway construction or reconstruction projects include pedestrian and bicycle facilities. The Iowa DOT Safe Routes to School Program has raised awareness of pedestrian and bicycle access to schools.

As new schools are planned and developed, and at existing schools where pedestrian infrastructure may be lacking, facilities should be constructed to allow students to safely walk and bicycle to school. This infrastructure includes sidewalk and trail connections between neighborhoods and the school, highly visible crosswalks across arterial and collector streets, vehicular infrastructure that encourages slower-moving traffic through the school property, drop-off and pick-up areas that are separate from the main routes of pedestrian travel, and ample bicycle parking facilities.



Pedestrian and Bicycle





Land Use and Site Design

Creating pedestrian and bicycle infrastructure is often not enough to encourage anything other than recreational use by pedestrians and bicyclists. To allow people to travel by bike or by foot to work, to the store, and to run everyday errands, pedestrian and bicycle-friendly land use strategies are important.

The illustration (see right) of neighborhood commercial land use from Iowa City's *Central District Plan* shows pedestrian- and bicycle-friendly mixed land uses. This development pattern is in contrast to strict separation of land uses popularized in suburban developments. While land use planning is conducted at the municipal level, MPO staff has been and will continue to be a resource to emphasize the connection between land use and transportation choices.



- o Residential neighborhoods should include neighborhood commercial areas with zoning that allows grocery and convenience stores, video rentals, personal services, coffee shops, and other convenience-type shops.
- o Bicycle parking requirements for commercial businesses and office buildings similar to minimum vehicle parking requirements will improve multi-modal access.
- o Secure, sheltered bicycle parking for residences will help protect bicycles.
- o Sidewalk or trail connections from the public sidewalk to the entrances of commercial establishments will improve access.
- o Subdivision design should emphasize street and/or sidewalk connectivity.
- o Structures like tunnels and pedestrian bridges facilitate safe travel across barriers such as interstates, highways, railroads, creeks, and the Iowa River.



Pedestrian and Bicycle

Funding Opportunities

The Federal Highway Administration requires that metropolitan long range transportation plans be “fiscally constrained.” That is to say, this plan should contain rational expectations for federal funding of projects. This ensures that neither the public nor elected officials have unrealistic expectations about what transportation projects can be funded, particularly with non-local funds.

For bicycle and pedestrian facilities, the main sources of outside funding have been grant funds, including:

- State Recreation Trails Program
- Federal Recreation Trails Program
- Statewide Enhancement Program
- MPO Transportation Enhancement Funds
- MPO Surface Transportation Program
- Iowa DNR Resource Enhancement and Protection (REAP) Program
- Congressionally Designated Funds

Other sources of funding for trail projects include local municipal general funds. Additionally, developers have been including public trails within neighborhood developments, sometimes voluntarily, and sometimes as a condition of annexations or rezoning. Demand for public trail projects continues to be high.





Vision

To deliver transportation services that support and promote a safe and comprehensive transit system in the metropolitan area and to enhance access to opportunities and quality of life for all individuals.

Introduction

Transit planning and grant administration in the Iowa City Urbanized Area is conducted by the Metropolitan Planning Organization of Johnson County (MPOJC) for Coralville Transit, Iowa City Transit, and University of Iowa Cambus. Coralville Transit and Iowa City Transit are municipal transit systems operated by the City of Coralville and the City of Iowa City, respectively. University of Iowa Cambus is an open-to-the-public transit system operated by the University of Iowa to serve University of Iowa facilities. Planning and programming activities are conducted by MPOJC for transit capital and operating grant programs of the Federal Transit Administration (FTA) and the Iowa Department of Transportation (IDOT). These activities include:

- Production of planning documents necessary to implement the federally mandated planning process.
- Individual short- and long-range transit planning projects requested by MPOJC member agencies.
- Planning and administration associated with state and federal grant applications.

The MPOJC Transportation Improvement Program (TIP) is the annual programming document for transit operating and capital projects of Coralville Transit, Iowa City Transit, and Cambus. It contains specific information regarding projects programmed for the following fiscal year, and generalized information on projects planned for the two succeeding fiscal years. MPOJC is the designated recipient of FTA 5303 planning funds,





Transit

which support transit planning activities in the annual MPOJC Transportation Planning Work Program.

The Passenger Transportation Plan (PTP) is a planning document intended to demonstrate where there are needs that can be served by programs funded by existing 5307 and 5309 funds and/or the Job Access Reverse Commute Program (5316), New Freedoms Program (5317), and the Special Needs Program (5310). Information and conclusions from the latest PTP are summarized in this document. Projects identified in the PTP must be included in the approved Transportation Improvement Program to be eligible for funding from these programs.

Description of Current Transit Services in the Iowa City Urbanized Area

Coralville Transit: Coralville Transit operates two routes on weekdays between 6:00 a.m. and 6:30 p.m.; one additional route weekdays during the a.m. and p.m. peak hours; and one evening route until 12:00 a.m. An additional peak hour (tripper) route provides service to the core area of Coralville during the a.m. and p.m. rush hours when the University of Iowa is in session. The Lantern Park and Tenth Street routes operate in the core area of Coralville with half hour headways except during midday when headways are one hour. The Express Route operates on a 75-minute headway in the a.m. and p.m. peak, with no midday service (no service at Coral Ridge Mall). Saturday service is provided on one route that serves the Lantern Park/10th Street service area from 7:00 a.m.-7:30 p.m. Coralville Transit offers a commuter



route to North Liberty on weekdays from 7 a.m.-8 a.m. and 5 p.m.-6 p.m. There is no midday service and this route does not service Coral Ridge Mall.

Coralville Transit operates seven buses during weekday peak periods, three buses off peak, and one bus evenings and Saturdays. No service is offered on Sunday. The tripper route does not operate during University of Iowa summer and interim periods. All Coralville Transit routes interchange at Coral Ridge Mall, the Downtown Iowa City Transit Interchange, and at University of Iowa Hospitals and Clinics.

The base fare on Coralville Transit is 75¢. Children under five, accompanied by an adult, ride for free. A 31-day pass is offered for \$25, and a 20-ride pass for \$15. Saturdays and evenings, persons 5 to 15 years of age are eligible for a 50¢ youth fare. Elderly and disabled residents of Coralville may be eligible to ride for free at any time. Medicare recipients may ride at half-fare rates. Free transfers are available and may be used on Iowa City Transit. The purchase of \$10 or more from any of the merchants participating in the Bus and Shop Program entitles the purchaser to one free bus ride any time of day. A map showing Coralville Transit routes can be found on page J: 6.



All Coralville Transit fixed route buses are lift-equipped. Demand responsive **paratransit** service is provided during fixed-route service hours, operated by Johnson County SEATS.

Iowa City Transit: Iowa City Transit provides service on 17 regular routes

from 6:00 a.m.-11:00 p.m. All routes operate daily with 30-minute service during peak periods. The Seventh Avenue (during a.m. and p.m. peak periods), Melrose Express, Westside Hospital, Eastside Express, and Westport routes operate hourly all day long. Midday service is hourly except on the Towncrest and Oakcrest where service is 30 minutes all day during the University academic year. The Eastside Loop and Westside Loop operate when Iowa City schools are in session.

Hourly evening service is provided to the same general service area using combined routes, from 6:30 p.m.-11:00 p.m. Saturday service operates hourly all day with service ending at 7:00 p.m. There is no fixed route service on Sundays. Iowa City Transit also extends service to Chatham Oaks Care Facility, located on the west side of Iowa City.

During peak periods, Iowa City Transit operates 20 buses. Eight buses operate weekdays off-peak and all day Saturday. During evening hours, five buses are in service. The Downtown Iowa City Transit Interchange is the hub of Iowa City Transit's operations. All regular routes arrive and depart at the interchange, except for the Eastside Loop, allowing for coordinated transfers between buses. There is one free-fare route, the Downtown Transit Shuttle.

The fare structure as of July 1, 2012 will be \$1.00 base fare, \$32 unlimited ride 31-day pass, and \$8.50 for a ten-ride ticket strip. There is a 75¢ youth fare for



K-12 aged children. Children under five may ride free accompanied by an adult. There is also a K-12 31-day pass available for \$27, and a student semester pass for \$100 for persons attending the University of Iowa or Kirkwood Community College. Elderly persons may ride during off peak hours and all day Saturday for 50¢. Eligible persons with disabilities and low income elderly persons may ride free during off peak hours. A qualifying purchase from any merchant participating in the Bus and Shop Program entitles the purchaser to one free ride any time of day. Free transfers are available and may be used on Coralville Transit. A map showing Iowa City Transit routes can be found on page J: 6.

All Iowa City Transit fixed route buses are lift-equipped. Demand responsive paratransit service is provided during fixed-route service hours and on Sundays (8 a.m.-2 p.m.), operated by Johnson County SEATS.



Transit

Court Street Transportation Center - Iowa City

The Court Street Transportation Center was completed in August 2005 on the east side of the 100 block in the Near Southside Neighborhood. It includes a Greyhound bus station, a childcare center, leased commercial spaces, 600 parking spaces, bike lockers, and public art. The building includes 235,000 square feet and was constructed for \$10 million, approximately 80% of which was paid for through funding from the Federal Transit Administration. The project was completed on time and within budget.



Court Street Transportation Center;
Iowa City

Leased spaces created a revenue stream that has allowed Iowa City Transit to establish a fuel reserve fund to offset unexpected increases in the price of fuel. In 2007, a portion of the revenue stream will be used for additional transit service increases.

A principal purpose of the Court Street Transportation Center is to act as a catalyst for the redevelopment of the adjacent area.

Johnson County SEATS: Iowa City and Coralville Transit systems contract with Johnson County SEATS for provision of demand-responsive paratransit service. Johnson County SEATS provides scheduled service to rural Johnson County, and ADA service to the cities of Iowa City, Coralville, and University Heights. Paratransit service is available during the fixed-route service hours, as well as on Sundays from 8:00 a.m.-2:00 p.m.



To qualify for SEATS service, one must have a transportation disability that precludes utilization of the fixed-route service. While all fixed-route buses are now lift-equipped, SEATS is available to pick up and drop off passengers who are unable to, or are not mobile enough, to reach a standard bus stop.

Johnson County SEATS also provides demand response service throughout Johnson County.

SEATS Ridership – FY08	
City	Trips
Coralville	10,273
Iowa City	73,548
Hills	172
Lone Tree	1,133
North Liberty	529
Oxford	99
Shueyville	0
Solon	654
Swisher	4
Tiffin	167
Unincorporated	580
Total	87,159



University of Iowa Cambus: Cambus provides service on 13 routes Monday through Friday, and three routes Saturday and Sunday during the academic year. Cambus is a no fare service, designed to facilitate circulation throughout the University campus. Although designed primarily to serve University students, faculty, and staff, Cambus is also open to the general public.



Cambus operates two separate levels of service throughout the year. Academic year service is the highest level of service, while summer/interim service is approximately 75% of academic year service. Differences in level of service are in the amount of service provided, not in the areas served. The service area remains the same during both periods.

The primary routes, Red and Blue, operate in nearly identical clockwise and counter clockwise loops which serve the residence halls, University Hospitals, most academic buildings, Iowa City, and commuter parking lots. The Red, Blue and Hawkeye routes are the only routes which operate on Saturday and Sunday, for 28 weeks per year. The other routes are designed for specific functions: providing service to Oakdale Campus, providing service to residence halls, providing a shuttle between main campus and the hospital area, and service to Mayflower and Hawkeye Apartments.

During the academic year, Cambus operates 28 buses during daytime peak hours, 11 buses between 6:30 p.m. and 9:00 p.m., and five buses between 9:00 p.m. and 12:00 a.m. Weekend service on the Red, Blue and Hawkeye-Interdorm routes operates between noon and midnight with three buses. Cambus also operates a **Safe Ride** service on Friday and Saturday nights from midnight to 2:20 a.m. with two buses.

All Cambus fixed route buses are lift equipped. Cambus operates a special paratransit system, Bionic Bus. Similar to the fixed-route system, it is intended for University students, faculty and staff, but is also open to the public. The Bionic Bus system operates small accessible buses on a demand responsive basis. Service hours are the same as fixed route scheduled hours on Saturday and Sunday. A reduced level of service is provided during summer and interim periods. A map showing the Cambus routes can be found on page J: 6.

Transit Performance Factors

The following section shows a map with all of the transit routes and stops in the urbanized area and highlights transit performance factors for Coralville Transit, Iowa City Transit, and University of Iowa Cambus. Information is summarized for fixed route and paratransit service. The factors include:

- Cost per ride;
- Annual revenue vehicle hours of service;
- Riders per revenue vehicle hour;
- Farebox/expense ratio



Transit

Long Range Transportation Plan 2012-2040

Iowa City Urbanized Area

Transit Routes & Stops

Iowa City, Coralville, Cambus Transit

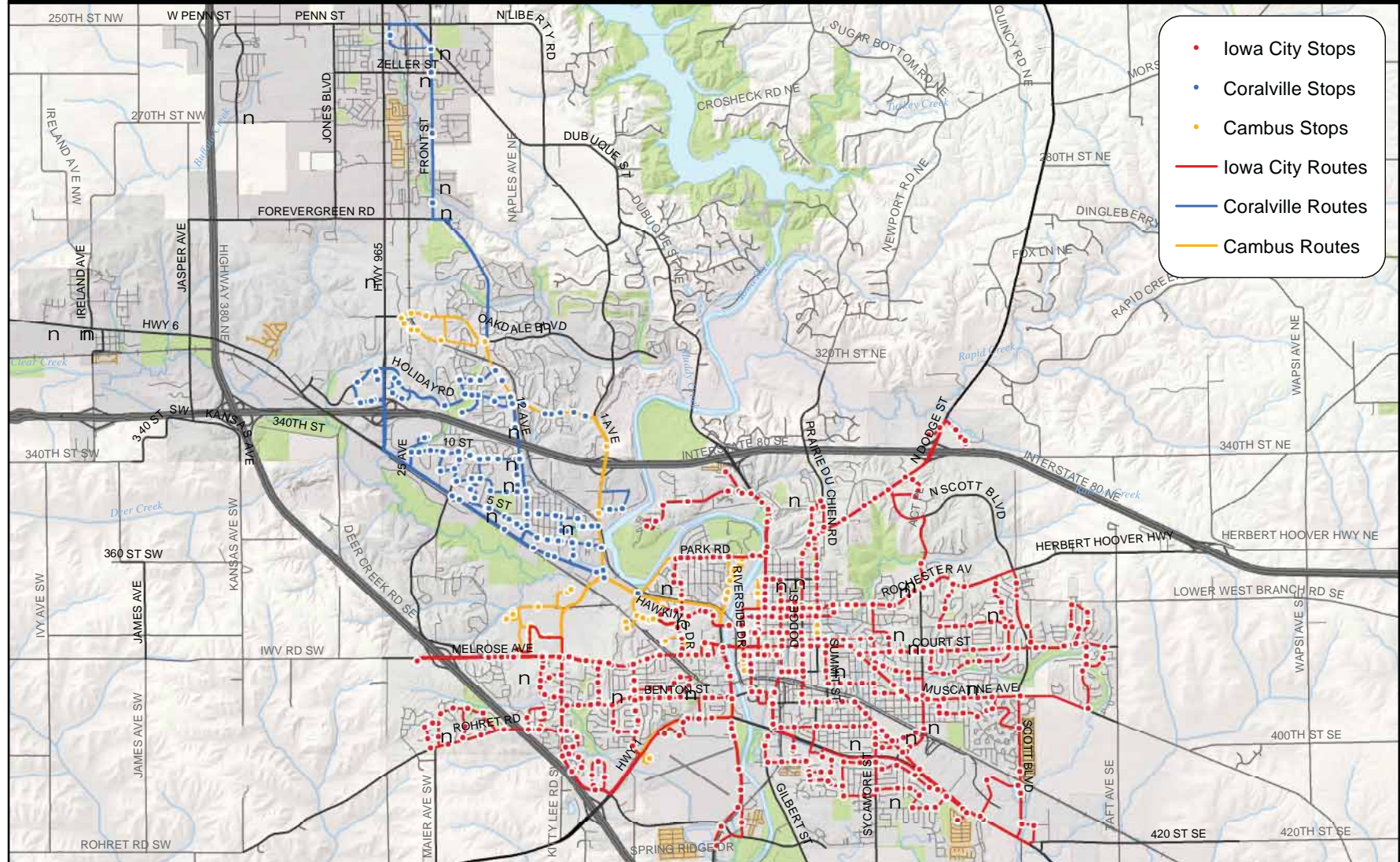


Prepared by: K. Ackerson

Date Prepared: 9/29/11

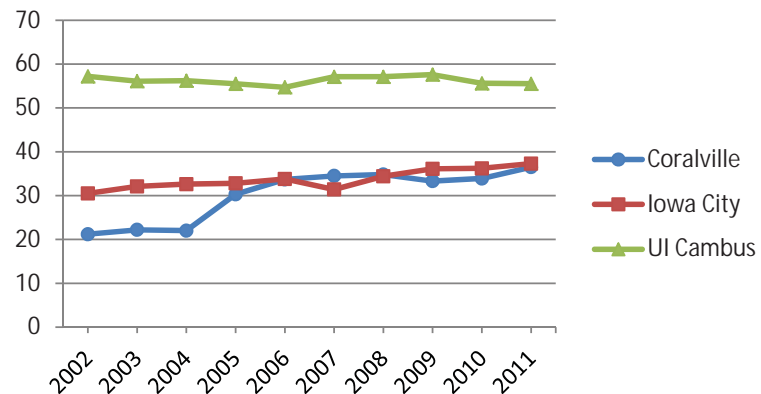
Data sources: Iowa DOT, MPOJC

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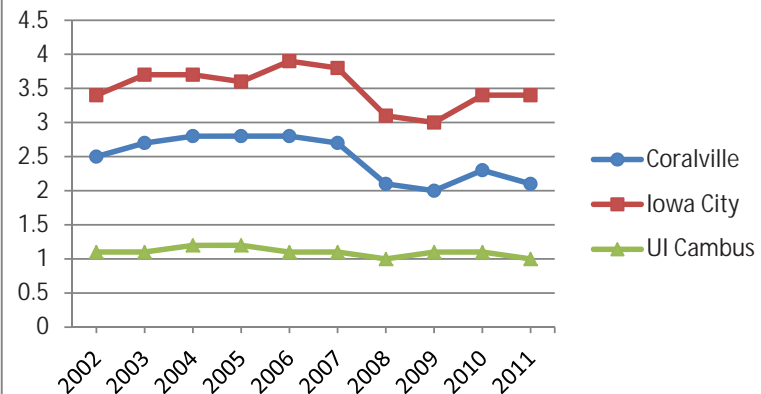




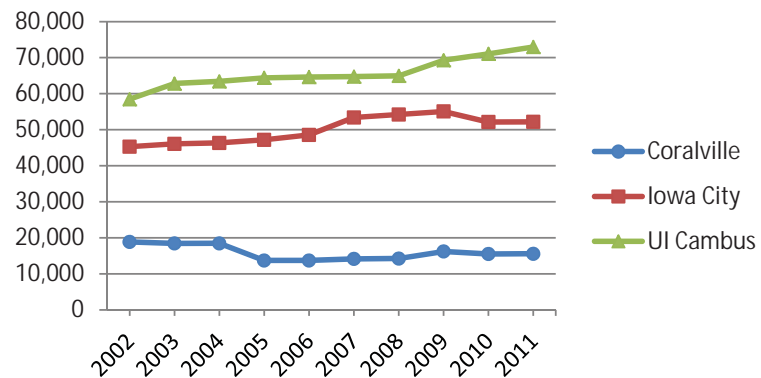
Riders Per Revenue Vehicle-Fixed Route



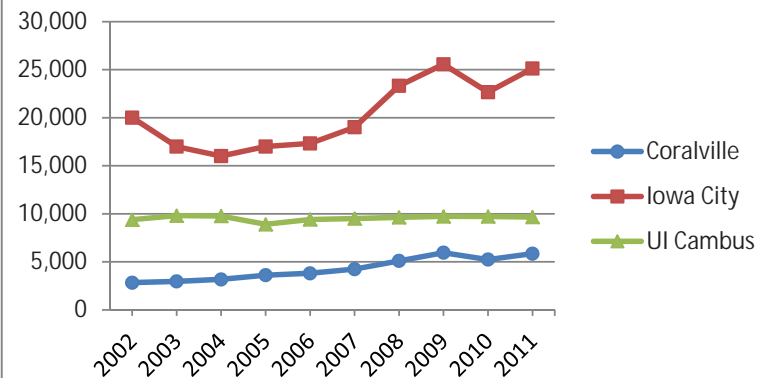
Riders Per Revenue Vehicle-Paratransit



Annual Revenue Vehicle Hours-Fixed Route



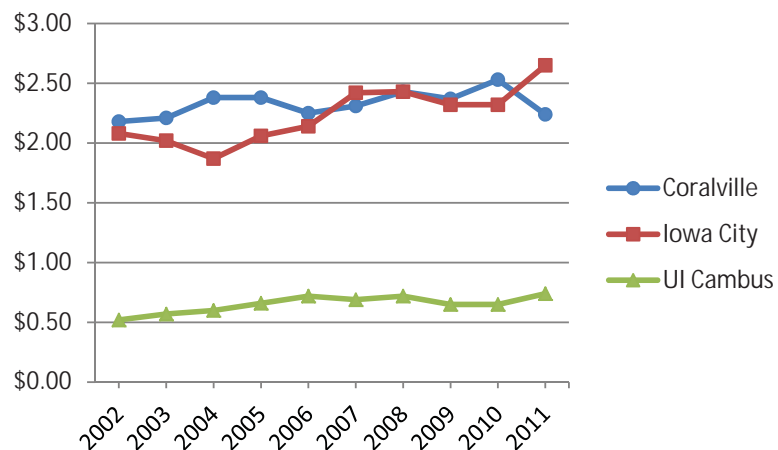
Annual Revenue Vehicle Hours-Paratransit



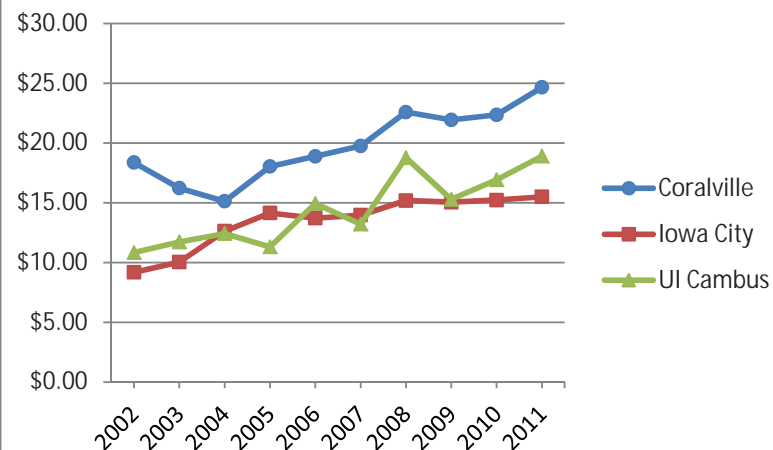


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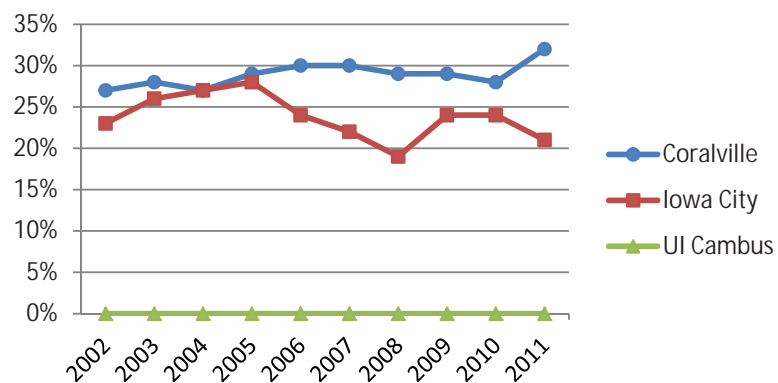
Cost Per Ride- Fixed Route



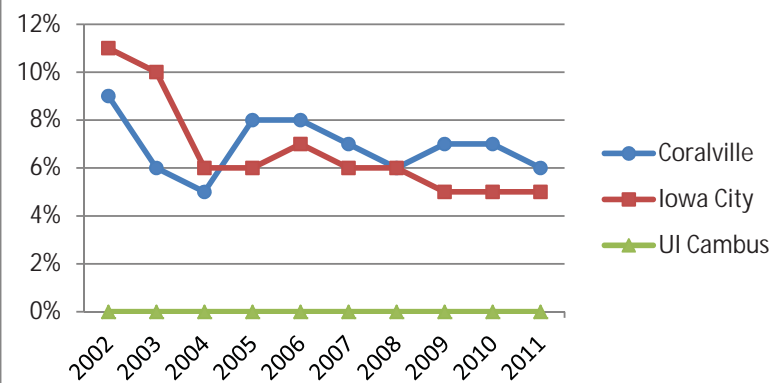
Cost Per Ride- Paratransit



Farebox/Expense Ratio- Fixed Route



Farebox/Expense Ratio- Paratransit





Transit

Passenger Transportation Development Plan

The Passenger Transportation Plan (PTP) is required by the Iowa Department of Transportation (IDOT) of Iowa's nine Metropolitan Planning Organizations (MPOs), which includes MPOJC, for the Iowa City Urbanized Area. The PTP is intended to coordinate planning for several funding programs. PTPs incorporate federal requirements for coordinated planning for public transit and human service transportation programs, as well as address needs-based project justification. The PTP is mandatory and is required to be in the MPOJC transportation planning work program.

This planning process covers state and federal funding programs with special focus on the Job Access Reverse Commute (JARC) program (5316), as well as the New Freedoms (5317) and Special Needs programs (5310), all of which are accessed through IDOT. JARC funds are available to assist programs oriented to the transportation needs of low income persons or persons with disabilities related to employment. New Freedoms funds are for projects that go beyond minimums established by ADA or expand services to persons with disabilities. Special Needs funding can be used for services serving predominantly elderly and disabled riders, including existing ADA programs.

MPOJC created a steering committee made up of eleven local human services organizations and the four local transit managers. The committee began meeting in 2007. The human service agencies were selected by the MPOJC Human Services Coordinator with the intent of having as many different types of agencies represented in the planning process as possible, and still have a small enough group to work with. The current committee members include:

- The Arc of Southeast Iowa
- Neighborhood Centers of Johnson County
- Systems Unlimited
- Chatham Oaks Care Facility

- Hometies Childcare
- Reach for Your Potential
- United Action for Youth
- Big Brothers/Big Sisters
- Four Oaks Youth Homes
- Goodwill Industries
- Shelter House
- Coralville Transit
- Iowa City Transit
- University of Iowa Campus
- Johnson County SEATS
- Iowa City Community School District
- Access 2 Independence
- Elder Services
- Solon Senior Transportation
- Durham School Services





Transit

Public Transit Deficiencies Identified in the PTP:

- Lack of public transit service during late night and early morning hours, Saturdays, Sundays, and holidays. These gaps in service limit job opportunities in businesses that operate 24/7 or off-peak. Some of these businesses may include food service, hotel/motel housekeeping, retail, and manufacturing.
- Public transit may be very inconvenient for some due to time consuming rides on public transit. These ride times affect people trying to get their children to childcare and then to work on time, trying to get to their children if they get sick during the day at childcare or school, and adjusting to work shift and work location changes. This inconvenience makes it very difficult to consistently rely on public transit service. Waiting for and riding the bus may take more time than an actual part-time work shift. For those who do not have a vehicle, license, or insurance, this lack of convenience can be problematic in regards to employment opportunities.
- Public transit may not provide service to certain employment and/or shopping centers in the urban area or surrounding communities. The lack of public transportation service to employment centers, such as the retail area north of the Coral Ridge Mall in Coralville and North Liberty, creates problems for job opportunities. The elderly and persons with disabilities also have trouble getting to these same areas for shopping.

Goals and Objectives Developed in FY2013 PTP Update:

Goal: Extend late night, Sunday, and holiday service to commercial areas. (See industrial and commercial maps on pages J: 26 and J: 27)

- **Objective:** Evaluate private transit or SEATS service options.
- **Objective:** Reevaluate the subsidized cab ride program, partner with local cab company.
- **Objective:** Pursue a joint venture with a local cab company to provide ADA accessible cabs.

Goal: Provide new and/or expand transit facilities and equipment.

- **Objective:** Plan for new transit facilities for Iowa City transit. Include quality standards for the work place. A location study is currently being completed. A feasibility study is proposed for late FY2012 with construction planned for FY2015.
- **Objective:** Plan for new and/or expanded transit facilities for Cambus.
- **Objective:** Consider joint projects for the three fixed route transit operations. This includes equipment upgrades such as fare box replacement and AVL systems. Program signs will be funded through STP in FY2012.
- **Objective:** Develop park and ride/commuter lots and associated facilities for use by the communities and the University of Iowa. These facilities would relieve traffic congestion and provide additional parking options for workers who can't afford the high cost of parking near the employment centers. Expansion buses for park and ride facilities will be necessary.



Transit

- **Objective:** Coordinate placement of additional enclosed bus stop shelters near human services organizations and neighborhoods making use of the fixed route bus system more convenient for human services clients. Include AVL/Nextbus program in shelters.

Goal: Extend existing bus routes or create new routes. (See industrial and commercial maps on pages J: 26 and J: 27)

- **Objective:** Talk to developers about future developments for low income and/or persons with disabilities and plan for bus service facilities and schedules.
- **Objective:** Coralville Transit will continue to explore expansion possibilities of existing routes to commercial areas north of Coral Ridge Mall/I-80, the Iowa River Landing, and North Liberty.
- **Objective:** Iowa City Transit will continue to explore the expansion of existing routes to better serve the commercial areas on South Riverside Drive, Pepperwood, Sycamore Mall, downtown Iowa City, and the new Johnson County Administration/Human Services Campus.
- **Objective:** Expand existing bus routes to residential areas just outside the urbanized area. Consider school and childcare activities.
- **Objective:** Provide new routes for specific job access; include commercial and industry partners that provide a large number of jobs with late or shifting hours.
- **Objective:** Work with ECICOG and the Corridor MPO (Cedar Rapids) to evaluate the need for bus/light rail service between Iowa City and Cedar Rapids.

Goal: Coordinate transportation services among human service organizations and schools. (See special needs housing, median household income, and non-white population density maps on pages J:28, J: 29, and J: 30)

- **Objective:** Create a Volunteer Coordinator/Mobility Coordinator position within a human services agency to plan rides for persons with disabilities who cannot ride the fixed route or paratransit systems. A door-through-door program.
- **Objective:** Identify appropriate human service agencies to promote transportation issues.

Goal: Provide more transportation-related training and education programs.

- **Objective:** Provide a variety of brochures and videos for secondary language programs, students, human services clients, and seniors. MPOJC worked with Iowa City Transit to produce a series of bus videos.
- **Objective:** Upgrade and coordinate Iowa City Transit, Coralville Transit, and Cambus Trip-Maker Programs.

Updated Short Term Priorities/ FY2013:

- Develop new transit facilities for Coralville Transit, Iowa City Transit, and Cambus.
- Update and modernize transit equipment.
- Continue to meet with the PTP Committee when necessary and at least twice each year prior to updating the PTP.



Transit

- Extend current bus routes to developments with low income housing and/or persons with disabilities.
- Evaluate the need for a lift-equipped cab for use during fixed route off hours.
- Distribute human services/school/senior rider education materials. Determine what human services groups to use in distributing materials.
- Develop programs for senior riders through Johnson County Livable Communities Senior Transportation Committee.
- Promote Bongo and trip-maker programs throughout the urbanized area.
- Extend bus routes to more commercial areas in the urbanized area.
- Investigate the need for more bus shelters in the urbanized area and develop an adopt-a-shelter program.
- Develop park-and-ride programs in existing and planned intermodal facilities.
- Evaluate bus/light rail service between Iowa City and Cedar Rapids.
- Vehicle and equipment replacement for transit vehicles.
- Reevaluate Iowa City Transit's Cab Ride Program for workers who need late night and weekend transit service; include Coralville Transit.

Updated Long Term Priorities/FY2013:

- Develop light rail passenger service within the urbanized area
- Extend bus routes to residential areas outside the urbanized area
- Establish park-and-ride facilities outside of urbanized area; additional rolling stock will be required
- Look for corporate partners in JARC grant applications
- Update and modernize transit equipment
- Develop regional Amtrak rail service to Chicago.
- Have the Volunteer Transportation Coordinator position become self-supporting.

Other Recent Developments Identified through PTP input process:

- The **AVL** (Automatic Vehicle Location) system has been installed in Iowa City Transit, Coralville Transit, and Cambus buses. Signage for the new system will be paid for by STP funds in FY2012.
- Coralville Transit has hired a consultant to design and engineer (D/E) their proposed intermodal facility. Coralville has received four earmarks and a Livability Grant through FTA for the D/E. The overall cost of the project is \$18 million.
- Coralville's transit facility will be complete by the Spring of 2012. Coralville's transit facility was destroyed by flooding in 2008.
- Iowa City Transit began a location study in FY2012 for a new transit facility.
- Iowa City Transit and Coralville Transit received State ITS Funding to replace their fare box systems on all buses in FY2012.
- Iowa City Transit received funding for one heavy-duty bus through State-of-Good-Repair funding. University of Iowa Cambus received funding for 2 heavy-duty buses.
- The MPOJC PTP Committee will study a proposed after hours cab-ride program to implement in FY2013.
- The MPOJC PTP Committee will also study



Transit

the feasibility of partially funding ADA accessible cabs for FY2013.

- Limited English Proficiency (LEP) Language Assessment and Implementation Plan was submitted to FTA in 2011 Title VI Plans.

PTP Committee Recommendations for FY2013:

- Make necessary changes to the transit TIP's to include the proposed projects.
- Have the PTP Committee reevaluate the subsidized cab ride program for the urbanized area. The program would target riders needing transportation to and from jobs when fixed routes are not operating.
- Have the PTP Committee evaluate the need for a lift-equipped vehicle to be used by a local cab company in the urbanized area. The program would target riders needing transportation to and from jobs when fixed routes are not operating.
- Evaluate future funding options for the Volunteer Transportation Coordinator position funded through the New Freedom grant.
- Include representatives from local business/industry on PTP Committee.
- The PTP Committee recommends that the MPOJC Urbanized Area Policy Board approve the FY2013 PTP Update.

Proposed Program Plan for FY2013:

Urbanized Area Formula Funding (5307):

- ❖ The 5307 funds will be distributed through the MPOJC Urbanized Area Policy Board using their adopted formula for apportionment. The FY2013 funding levels are not yet known.

Capital Investment Program Funding (5309):

- ❖ Iowa DOT funding levels are not yet known for bus replacement in FY2013. Iowa City Transit, Coralville Transit, University of Iowa Cambus, and Johnson County SEATS participate in the Iowa DOT's PTMS program for bus replacement.

Special Needs Formula Funding (5310):

- ❖ Coralville Transit and Iowa City Transit will continue to use Special Needs funding for their paratransit service contract with Johnson County SEATS. In FY2012, Iowa City Transit received \$87,055 and Coralville Transit received \$24,032. These same funding levels are anticipated for FY2013.
- ❖ CAMBUS will continue to program their Special Needs funds toward bus replacement in their Bionic Bus fleet and bus storage. Cambus received \$134,853 in FY2012 and anticipates a similar amount in FY2013.

JARC Funding (5316):

- ❖ Iowa City Transit will prepare a request for JARC funds to be used toward the Manville Heights, North Dodge, and Broadway fixed routes that were expanded in FY2009. These routes target low income housing in Iowa City's Peninsula Development area and commercial stops in the City's Northgate Corporate Park and Broadway commercial/human services area. After a reevaluation of the program, Iowa City Transit and Coralville Transit may apply for funding to continue the subsidized cab ride program for individuals working late hours, weekends, and holidays. This



Transit

program ran for a short time in FY09. The program is being reevaluated with a grant application being prepared in FY12 or FY13.

- ❖ After a reevaluation of the program, Iowa City Transit and Coralville Transit may apply for funding to continue the subsidized cab ride program for individuals working late hours, weekends, and holidays. This program ran for a short time in FY2009. The program is being reevaluated with a grant application being prepared in FY2013 or FY2014.
- ❖ Coralville Transit will request funding for the expansion routes that provide bus service to the growing commercial area north of the Coral Ridge Mall area and I-80. This expansion will eventually cover another commercial development at Coralville's Iowa River Landing and North Liberty in FY2013 or FY2014.
- ❖ Iowa City Transit and Coralville Transit will look into purchasing (with grant funds) and providing a lift-equipped vehicle to a local taxi company. A need for transit service for disabled persons working when the fixed route buses are not running has been identified.

New Freedoms Funding (5317): The FY12 New Freedoms mark for the Iowa City Urbanized Area is unknown at this time.

- ❖ Coralville Transit expanded a route to the City of North Liberty in FY2007 and would like to work with North Liberty on targeting areas with disabled riders. This would include expanding the existing route to more residential and commercial areas and increase the frequency of service.
- ❖ Iowa City Transit and Coralville Transit will apply for funding of a Volunteer Mobility Coordinator for a program to go above and beyond ADA requirements. The door-through-door service will be a joint effort with local human service agencies and will focus on disabled riders that cannot ride fixed route or paratransit buses.
- ❖ New Freedom funding was secured for this program in FY2012. Iowa City Transit and Coralville Transit will again work with Elder Services on this project in FY2013. A grant application will be considered in FY2013

after reviewing the program's progress in FY2012. Since the program goes above and beyond fixed route or paratransit service, the PTP Committee would like to invite North Liberty, Tiffin, and University Heights to participate in the program and consider providing funding. Elder Services should also plan on providing some of the matching funds in FY2013 and look at funding options for the future.

- ❖ Iowa City Transit and Coralville Transit will look into purchasing (with grant funds) and providing a lift-equipped vehicle to a local taxi company. A need for transit service for disabled persons working when the fixed route buses are not running has been identified.

Surface Transportation (STP) Funding: No funding requests at this time.

Iowa Clean Air Attainment Program (ICAAP) Funding:

- ❖ University of Iowa CAMBUS and the City of Coralville may apply for funding for park and ride/commuter lot facilities.
- ❖ Iowa City Transit, Coralville Transit, and Johnson County SEATS will consider purchasing hybrid vehicles in FY2013.



Transit

STA Formula Funding: Will be used for transit operations in FY13.

STA Coordinated Special Projects Funding:

- ❖ Coralville Transit and Iowa City Transit will consider applying for funds to replace or establish passenger shelters near human services agencies. These agencies will partner in this program.
- ❖ Iowa City Transit and/or Coralville Transit will consider applying for funding on behalf of MPOJC's PTP Committee. Projects would include the production and printing of educational materials, brochures, and videos, as well as ITS projects.
- ❖ Iowa City Transit and/or Coralville Transit will consider applying for ITS funding in FY2013. Projects are included in the MPOJC's ITS Plan.
- ❖ MPOJC may consider a joint grant application with ECICOG and the Corridor MPO in evaluating a bus/light rail service between Iowa City and Cedar Rapids.

Public Transit Expansion Taskforce

During the summer of 2008, the MPOJC Urbanized Area Policy Board formed a taskforce to discuss scenarios for expansion of fixed-route transit service into areas currently not being served in Johnson County. The Public Transit Expansion Taskforce (PTEF) consisted of representatives from each organization represented on the MPOJC Board with special invitations to the League of Women Voters, area transit managers, the University Parking and Transportation Director, and municipal administration.

At the first taskforce meeting, members were presented with an overview of how local transit systems are funded, including the array of federal, state, and local resources necessary to support public transit. Much of the discussion at this first meeting revolved around the difficulty of providing extensive fixed-route transit service to other parts of Johnson County without significant subsidy due to lower population densities and longer travel times. There was some discussion of alternatives to fixed-route transit in Johnson

County, including the existing Johnson County SEATS service.

As a result of the discussions at the first meeting, MPOJC staff was asked to collect additional information regarding the following points:

1. Survey the passengers on the existing North Liberty route to determine what factors are important for them in choosing transit service.
2. Speak to the other incorporated towns in Johnson County to determine the interest level in transit service.
3. Investigate the costs, travel time, and population demographics for a transit route between Iowa City and North Liberty on North Dubuque Street.
4. Contact major employers in the area to determine interest in employer-based van pool programs.



Transit

After the information regarding these four points was presented to the taskforce, three recommendations were made to the MPOJC Board to consider.

The recommendations include:

1. Focus investigation efforts for transit expansion on Tiffin and North Liberty.
2. Promote existing and expanded SEATS service in rural Johnson County and in the smaller communities in Johnson County.
3. Request that the MPOJC Urbanized Area Policy Board disband the current Public Transit Expansion Taskforce and appoint a new committee that would be more visionary in terms of expanding public transportation services throughout Johnson County.

These recommendations were presented to the MPOJC Board. The Board directed staff to continue with the first two taskforce recommendations and added two tasks.

1. Gather information regarding SEATS ridership in the small communities, use of school buses for public transportation, provide a map showing the bus routes and how they relate to large business centers, and identify pockets of population in the county not served by fixed route transit.
2. Offer to talk to Board members individually for additional comments regarding the expansion of fixed route transit service in the county and direction on how they would like to see MPOJC proceed.

After the MPOJC staff implemented the taskforce's recommendations, MPOJC provided additional recommendations.

1. MPOJC staff recommends that if the Board continues to have questions regarding the viability of the expansion of fixed route transit, an outside consultant be contacted. The taskforce provides answers to parts of the bigger transit issue but does not go far enough to answer all of the Board's questions.

2. If recommendation number 1 (hire outside consultant) is not desired by the Board, then MPOJC staff recommends that we develop a plan for future (10-20 years) transit growth and expansion based on conditions and transportation budgets in order to be ready for expansion when the need and budgets arise.
3. Concentrate on Park and Ride facilities for outlying areas within the metropolitan area. These types of facilities may work best for North Liberty and Tiffin until growth allows for more efficient fixed route service.
4. If funding is available, expand SEATS service. With additional funding, all needs other than fixed route service can be served by Johnson County SEATS.
5. Continue to assist those communities that want to explore the opportunities for fixed route transit service. North Liberty and Tiffin are proceeding with these efforts which do not require discussions at the MPOJC Board level.



Transit

Proposed County-Wide Transit Service Costs

The following numbers were developed by MPOJC staff and presented to the MPOJC Urbanized Area Policy Board as part of the county-wide transit expansion discussion.

FIXED ROUTE SERVICE OPTIONS; ESTIMATES OF TIME AND COST

ROUTE	Distance/Time	Cost/Hr/Yr	Cost/Mile/Yr
Iowa City-Solon	13.1 m/21 min	\$50,400	\$57,220
Iowa City-West Branch	12.9 m/16 min	\$50,400	\$69,888
Iowa City-Hills-Lone Tree	19.1 m/27 min	\$75,600	\$117,936
Coralville-North Liberty- Swisher/Shueyville	19.7 m/23 min	\$51,540	\$88,044
Coralville-Tiffin-Oxford	19.0 m/23 min	\$51,540	\$88,044

Costs Based On: Round Trip/Fixed Route Service
Twice/Day Service
1 to 1.5 Hours/Trip
300 Days of Service/Year

Iowa City Transit: Cost/Revenue Hr - \$84.00 (FY10)
Cost/Revenue Mile - \$7.28 (FY10)

Coralville Transit: Cost/Revenue Hr - \$85.90 (FY10)
Cost/Revenue Mile - \$6.38 (FY10)

Distance/Time for all routes begin and end at transit interchange in Iowa City (Old Capitol Town Center)

Notes:

- Union may require 2 hr. minimum on each route (Coralville Transit).
- Costs do not include cost of a new bus - \$382,000 (medium duty); \$408,000 (heavy-duty).

- ADA paratransit service will be required and are not included in above costs.
- University Heights has a fixed route service contract with Iowa City Transit (\$33,156/FY12).
- University Heights has their own contract for ADA paratransit service with SEATS (\$8,443/FY12)
- North Liberty has a service contract with Coralville Transit (app. \$85,000/FY11). ADA paratransit service in North Liberty with SEATS is included in the service contract with Coralville Transit.



Transit

North Liberty Bus Route Transit Survey

In the fall of 2008, MPOJC surveyed passengers on Coralville Transit's North Liberty route. The survey was requested by both the cities of Coralville and North Liberty.

CORALVILLE/NORTH LIBERTY BUS ROUTE SURVEY - September 2008

1. How often do you ride the bus per week?
 - 57% reported riding both the AM and PM routes four or more times per week
 - 21% rode only the AM route
 - 10% rode only the PM route
2. Do you use this bus route going to your destination and returning from your destination?
 - 82% of riders reached their destination using this route
 - Less than 1% of riders transferred to an Iowa City bus
 - 14% of riders used walking, biking, or a ride to reach their destination
3. Where do you live?
 - 82% of riders surveyed lived in North Liberty
4. Do you drive to the bus stop?
 - 63% of riders drove to the bus stop (North Liberty Recreation Center)
5. What is your annual income for your household?
 - Under \$20,000 - <1%
 - \$20,000 - \$32,000 - <1%
 - \$32,000 - \$40,000 - 27%
 - \$40,000 - \$52,000 - 20%
 - \$52,000 - \$65,000 - 20%
 - Over \$65,000 - 20%
6. Do you have a car?
 - 100% of riders had a car
7. Where are you going?
 - 85% were going to work
 - 10% were going to school
 - <1% were going home
8. What changes would you make to the existing route?
 - 44% wanted additional daily trips
 - 17% wanted additional routes to North Liberty
 - 17% wanted more stops in North Liberty and Coralville
 - 7% wanted a bigger bus
 - <1% wanted a weekend route



Transit

Joint Transit Facility/Consolidation Discussions

After the flood of 2008, flood mitigation goals were developed within the Iowa City Urbanized Area. One of the goals was to investigate a new joint transit facility for Coralville Transit, Iowa City Transit, and University of Iowa Cambus.

- The Iowa City Transit facility is undersized, has air quality issues (since it is built on an old dump site) and has outlived its useful life.
- The Cambus facility is also undersized and has outlived its useful life. The facility is also located next to the Iowa River and had flooding issues in 2008.
- Coralville Transit is currently in need of a new transit facility due to flooding in 2008. The transit facility was totally destroyed and inadequate temporary facilities are now being used.

These discussions eventually ended after a facility location could not be agreed upon. These discussions go back as far as 1971 when Iowa City Transit procured the original UMTA (now FTA) funded bus fleet in the Iowa City Urbanized Area and began fixed-route service. Coralville and Cambus service followed in 1977. Early in the 1980s, the emphasis was on the construction of new transit facilities. New office, storage, and maintenance facilities were constructed at Iowa City Transit and Cambus, and additions to existing buildings constructed at Coralville Transit and Cambus. After more than 25 years of utilizing the same individual facilities, service area growth, expanding fleets and programs, air quality issues, and flood destruction, new facilities are needed for each transit agency.

Transit consolidation discussions have taken place since the early 1990s. Each time the issue was discussed (1996, 1997, 2006, and 2010), the consensus has been that it was not advantageous for the three fixed-route transit systems to consolidate, for the following reasons:

- Many advantages to consolidation are already in place because of cooperation and coordination between the systems. These include coordination of information services, coordination of the Downtown

Transit Interchange, sharing of parts and maintenance services, coordination of routes to avoid service duplication, honoring of monthly passes between the systems, and joint vehicle purchases.

- Coralville, Iowa City, and Johnson County paratransit service is already consolidated in a single system.
- There is a great amount of local support for each system and the eroding of this support is possible if they do not remain autonomous.
- There is already seamlessness between Coralville Transit, Iowa City Transit, and Cambus that makes it very easy for riders to transfer from one bus system to another at no expense.
- The varying levels of transit service provided by each system.
- The varying wage rates between systems.
- Very low administrative costs by Coralville and Cambus do not offer much potential for further savings if the systems were merged.



Transit

- It is much easier to generate local property tax funds for public transit service if the municipality operates the service.
- The increase in the amount of deadhead mileage if the systems were consolidated and located in a single facility.
- Performance factors show that the three transit systems in the Iowa City Urbanized Area continue to be among the most efficient and effective in the state; including the highest ridership of any urban area in Iowa.

The City of Coralville, City of Iowa City, and University have stated they are open to future discussion of the consolidation issue.

MPOJC Transit Survey

In an effort to gather public input for the regional Multi-Modal Long Range Transportation Plan, MPOJC developed an online survey to solicit input about various transportation-related topics during the summer of 2011. The survey focused on current transit service in individual communities. Some of the input included:

- Comments regarding lack of service in specific areas of the urbanized area.
- Raise gas prices and eliminate free parking in order to increase transit use.
- Need more bus shelters.
- More internet service on buses.
- More frequent bus service.
- More transit education and advertising.
- Develop park and ride lots.
- Need Sunday and late night service.
- Fewer bus stops on each route.

MPOJC Long Range Public Transit Plan - Public Input Meeting

On June 16, 2011, MPOJC hosted a Transit Panel discussion at the Coralville Public Library. The panel consisted of the local transit managers and MPOJC staff. Comments/questions from the panel discussion were as follows:

- Concerns about elderly riders: rather see demand/door-to-door service than walk to bus stops in the winter.
- Questions about why Iowa City/ University of Iowa service is not like Ames/Iowa State University where student fees are levied to the entire transit system and not just for the university system.
- Some ideas for new routes that bypass the downtown Iowa City interchange- Northgate to Kmart along 1st Ave, Coralville to the Iowa City Airport down Mormon Trek Blvd.
- Concerns that rural areas and booming areas along the outskirts of the urbanized area are not being served. Could the county levy funds to pay for transit to these areas? Tiffin and North Liberty eventually will need service and should be



Transit

addressed.

- Question about federal funding to help expand transit service.
- Concern about representatives on the MPOJC Transit Needs Committee.

MPOJC Future Transit Needs Committee

(Amended into the MPOJC Long Range Transportation Plan on June 27, 2012)

In the fall of 2011, the MPOJC Urbanized Area Policy Board established a multi-jurisdictional committee to discuss and make recommendations on future transit needs in the Iowa City Urbanized Area and Johnson County. The Future Transit Needs Committee (FTNC) had two main goals:

- Determine where the urbanized area should be in terms of transit service in the next 20 years
- What steps should be taken to get there

Each MPOJC Board voting entity was asked to appoint one person to the FTNC with two additional at-large appointees. Each appointee had some knowledge or interest in transit and did not need to be an elected official. The FTNC developed recommendations for the MPOJC Board to consider. The Board approved the FTNC's recommendations in May of 2012 and approved an amendment to include the FTNC's recommendations in the 2012-2040 MPOJC Long Range Transportation Plan in June of 2012.

In their discussions, the FTNC discussed public transit service levels and performance and how they relate to residential and employment density, household income, availability of parking, trip length, type of service, and funding. The FTNC acknowledged that maintaining current transit service is important, but also recognized that new and expanded services must also be planned as the metropolitan area's needs change. With this in mind, the FTNC developed their recommendations through short term goals and objectives and long term goals and objectives. Each objective is considered a necessary project and is part of the "road map" to future transit service. The FTNC recommended that the MPOJC Board continue to

review and develop the proposed goals and objectives with the assistance of transit staff, MPO staff, and the FTNC when necessary. The committee also recommended that staff provide an annual update to the MPO Board regarding the progress made to meet the goals and objectives identified.

MISSION STATEMENT

At the request of the MPOJC Urbanized Area Policy Board the Future Transit Needs Committee mission is to create a vision for future transit service within the urbanized area while considering transit service to the entire county by developing transportation services based on need, future growth, environmental and social concerns, different transportation alternatives, and fiscal responsibility.

SHORT TERM GOALS AND OBJECTIVES (1-5 years)

Goal: Review and improve current fixed route and paratransit services in Johnson County

Objectives:

- Continue cooperative efforts between transit agencies and MPOJC. These cooperative efforts have led to the highest ridership rates in Iowa. The Metropolitan Area had over 6.5 million fixed route rides in FY2011.



Transit

- Continue planning efforts through the Passenger Transportation Plan (PTP). This plan allows the transit providers the opportunity to create partnerships between governments, private business, and human services organizations.
- Continue to review and improve existing routes and service by:
 - Utilizing grant funds (including JARC and New Freedom) for route extensions, targeting employment centers, and persons with disabilities (ADA programs).
 - Make annual adjustments based on transit performance statistics.
 - Consider improvements to bus stop shelters, trip maker programs, alternative fuels, education programs, and bus route frequency.
 - Explore route expansion within metro growth area, including manufactured housing and new housing developments as well as new and expanding commercial areas.
- Review opportunities to increase demand response service.
 - Work with communities within Johnson County on ways to increase SEATS service.
 - Continue to work with the East Central Iowa Council of Governments (ECICOG) on funding opportunities.
 - Consider cab ride programs during times when fixed route service is not operating.
 - Develop more education materials regarding existing demand response services.

Goal: Create new and expand current van pool programs in Johnson County

Objectives:

- Review legal concerns regarding eligible riders in University of Iowa van pool program.
- Work with local business and other cities (Cedar Rapids) in the region to develop van pool and ride sharing programs.

- Continue to work with ECICOG, MPOJC, and the Corridor MPO on a corridor transportation study between the Iowa City area and Cedar Rapids.

Goal: Explore Park and Ride programs

Objectives:

- Locate park and ride lots for future use by both bus and rail services.
- Include the Eastern Iowa Airport as a Park and Ride possibility.
- Explore BRT service to Park and Ride lots.

Goal: Explore Bus Rapid Transit (BRT) service

Objectives:

- When implementing a BRT service, consider improvements such as:
 - Traffic signal preemption program for BRT service.
 - Reduce the number of stops for BRT buses.
 - Modify intersections for BRT service.

Goal: Develop future needs transit index and procedures for reviewing proposed route changes or expansions

Objectives:

- A transit index can be used as a trigger to help determine when fixed route service should be expanded to growing areas in



Transit

the metropolitan area. The transit index should use the following eight criteria:

- Population density: based on a population density of 4-6 households/acre.
- Employment density (employees/acre): higher employment densities are more transit supportive resulting in more cost effective services, including a number of large employers in Johnson County.
- Congestion (volume to capacity): congestion can support transit by encouraging people to forgo travel by automobile (AM and PM peak times).
- Parking availability: limited or restricted parking can encourage the use of transit such as the situation with the UIHC.
- Connectivity and convenience: this refers to the roadway network, the number of potential routes to travel between points, the distance people need to walk to get to a bus stop (a quarter mile is the goal in the urbanized area), convenience, and ridership.
- Income: persons with lower incomes are more likely to use and rely on transit service.
- Transit Oriented Development/Development Plans/Comprehensive Plans: local plans can encourage dense developments with high connectivity, limited parking, and pedestrian oriented environments.
- Concentration of university employees: this is unique to areas such as the University of Iowa. University employees are more likely to use high frequency public transit service.
- Apply transit index to current transit routes in metropolitan area, review findings, and work with transit agencies to make route adjustments. (this item will be included in the MPOJC work program for FY2013)
- Apply transit index and procedures to growing areas outside the metropolitan area (including manufactured housing developments) by establishing additional criteria for areas outside the fixed route service area, including:

- Input from developers/realtors.
- Ridership surveys to determine type of service (fixed route, demand response, van pool, etc.)
- Potential partnerships for the operation and cost of a new service.
- Consider alternative fuels when developing service.
- Develop costs and means to pay for service. (consider service fees, tax levies, FTA and STA funding, contracts, etc.)
- Identify responsible agency for operation of expanded service.

Goal: Support Amtrak service to Iowa City

Objectives:

- Support expansion of Amtrak service to Iowa City/Johnson County, Des Moines, and Omaha by assisting the Iowa DOT with the Chicago to Omaha Amtrak study. (study is due to Iowa Legislature by end of 2012)
- Continue to work with Iowa DOT's Passenger Rail Advisory Committee. MPOJC appoints a representative to the committee.

LONG TERM GOALS AND OBJECTIVES (5-20 years)

Goal: Review and study potential light rail service





Transit

Objectives:

- Apply transit index to potential light rail service using the population density of at least 9 households/acre along rail line.
- Review past light rail service studies between Iowa City/Coralville and the Oakdale Campus, North Liberty, Eastern Iowa Airport, and Cedar Rapids using the existing CRANDIC rail line.
- Study an east-west service between Tiffin and Iowa City using the Iowa Interstate rail line.

Goal: Review and consider the operational needs for transit consolidation or a county-wide authority

Objectives:

- Review efficiencies and services.
- Identify pros and cons of consolidation.
- Review consolidation when opportunities arise.
- Review current state legislation regarding transit authorities. Consider proposing changes if necessary.
- Include Cedar Rapids area in transit authority discussions.

Title VI/Limited English Proficiency (LEP)

The purpose of the Title VI document is to ensure that transit services operated in the urbanized area are in compliance with Civil Rights Act of 1964. The Act states: "No person in the United State shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity that receives federal financial assistance". The Title VI/LEP Plans have been approved by the Federal Transit Administration (FTA) for Iowa City Transit, Coralville Transit, and University of Iowa Cambus. These plans are required to be updated in April of 2013.

Capital Equipment Replacement Plan/Spare Ratio

Each year, MPOJC works with the public transit providers in the Iowa City Urbanized Area in developing a Capital Equipment Replacement Plan. Early each spring, the MPOJC Board reviews and approves the document. The development of the Capital Equipment Replacement plan is intended to:

- Avoid the deterioration of equipment through a balanced program of investment in replacement and modernization.
- Respond to growing fiscal constraints.
- Illustrate the long range financial implications of major investment in capital equipment.

As part of the Capital Equipment Replacement Plan, MPOJC reports on the spare ratio of each public transit system. FTA guidance states that the number of spare buses in a transit system's active fleet should not exceed 20% of the vehicles operated in maximum service. However, this rule also states that "the basis for determining a spare ratio should take into consideration specific local service factors."

- Research indicates that 20% may not be a reasonable spare ratio for transit systems with relatively small peak vehicle requirements. The transit systems in the



Transit

Iowa City Urbanized Area have relatively small peak period vehicle requirements: Coralville Transit 7 (10 total), Iowa City Transit 20 (27 total), Cambus 28 (34 total). A 20% spare ratio results in only one to three spare vehicles per fleet. For this reason it is not recommended that Coralville Transit, Iowa City Transit, or Cambus strictly adhere to the 20% spare ratio guideline, as this may result in an inadequate spare fleet for each system. The following spare ratios are currently in effect for each system:

- Coralville - 43%
- Iowa City - 35%
- Cambus - 21%

Future of the Transit Network

Coralville Transit: The Coralville City Council has stated the following in regard to Coralville Transit service:

1. There will be no additional local funding for expanding Coralville Transit service beyond the existing level. It is desired to reduce the local property tax subsidy to Coralville Transit. A fare increase has been rejected for the time being due to fare elasticity, as it would likely not result in additional revenue to Coralville Transit for several years. The City of Coralville has not used the state-permitted transit levy. The Coralville Comprehensive Plan states public transit should be cost-effective and as efficient as possible.
2. The City of Coralville's principal goal for Coralville Transit is to maintain the existing service level for the foreseeable future. Cutting existing operations would be undesirable.
3. The Coralville City Council is not interested in consolidating transit service with Iowa City Transit or University of Iowa Cambus unless there are clear financial incentives to the City of Coralville for doing so.
4. The City of Coralville's commitment to transit service is concentrated in the core area of Coralville where higher density, moderate-income housing is concentrated and transit service can be provided more

- efficiently. This core area service is focused on three destinations: Downtown Iowa City, the University of Iowa Hospitals and Clinics, and Coral Ridge Mall.
5. If necessary, the Coralville City Council will evaluate options for the provision of paratransit service for persons with disabilities.
 6. The City of Coralville will continue to provide peak hour transit service to the City of North Liberty through a contract for services. There are no plans to expand their service due to financial constraints.
 7. Coralville Transit will continue to pursue federal section 5310, 5316, and 5317, as well as other federal and state grant funds when necessary.
 8. Coralville Transit began construction of a new transit maintenance and bus storage facility in 2011.
 9. The City of Coralville will continue to pursue funding for a proposed intermodal facility to be located in the Iowa River Landing redevelopment area.



Transit

Long Range Transportation Plan 2012-2040



Iowa City Urbanized Area

Existing Industrial and Commercial Land Uses

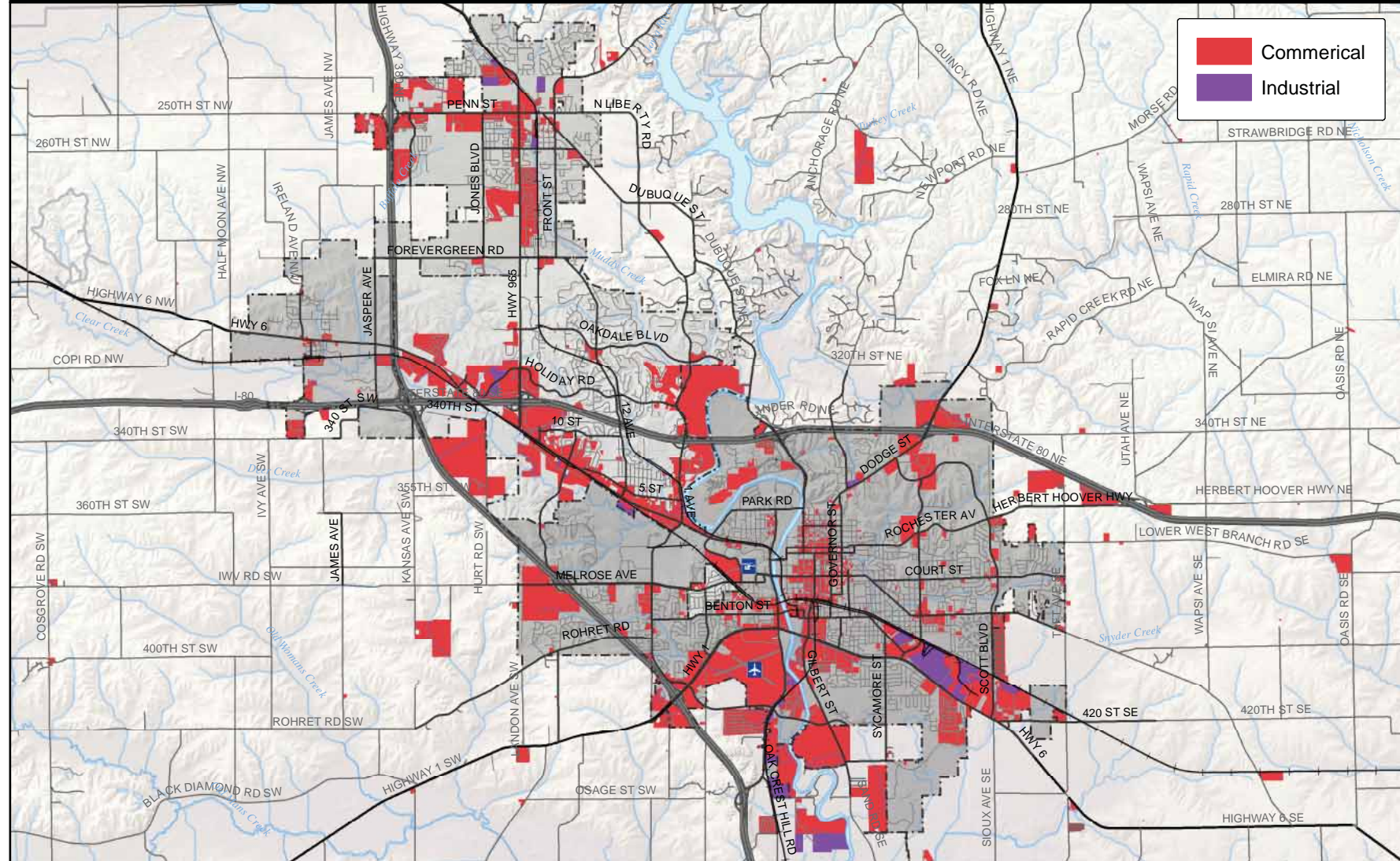
Based on County Assessor designation

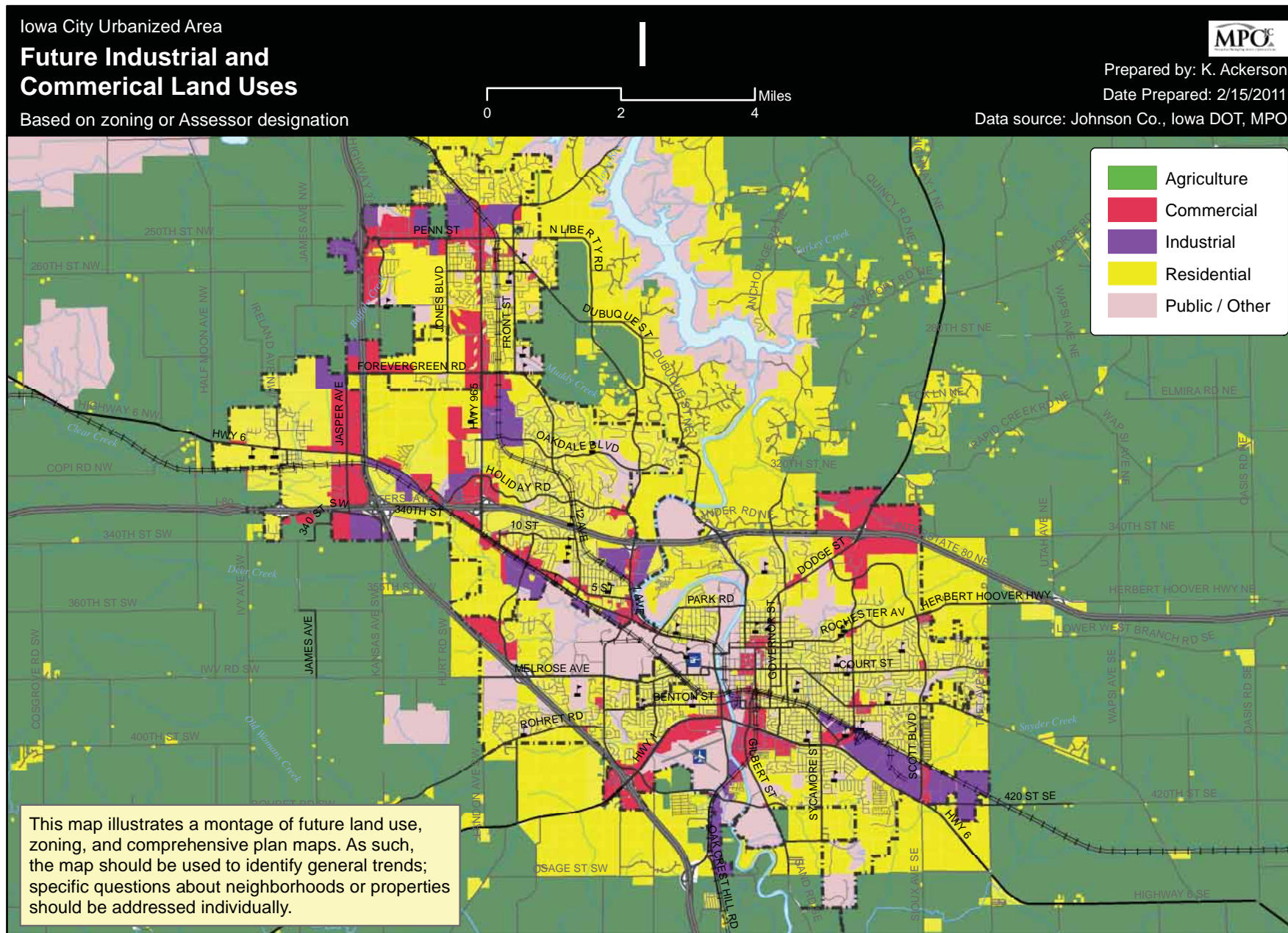
Prepared by: K. Ackerson

Date Prepared: 2/15/2011

Data source: Johnson Co., Iowa DOT, MPO

0 2 4 Miles







Transit



Iowa City Urbanized Area

Median Household Income and Transit Routes

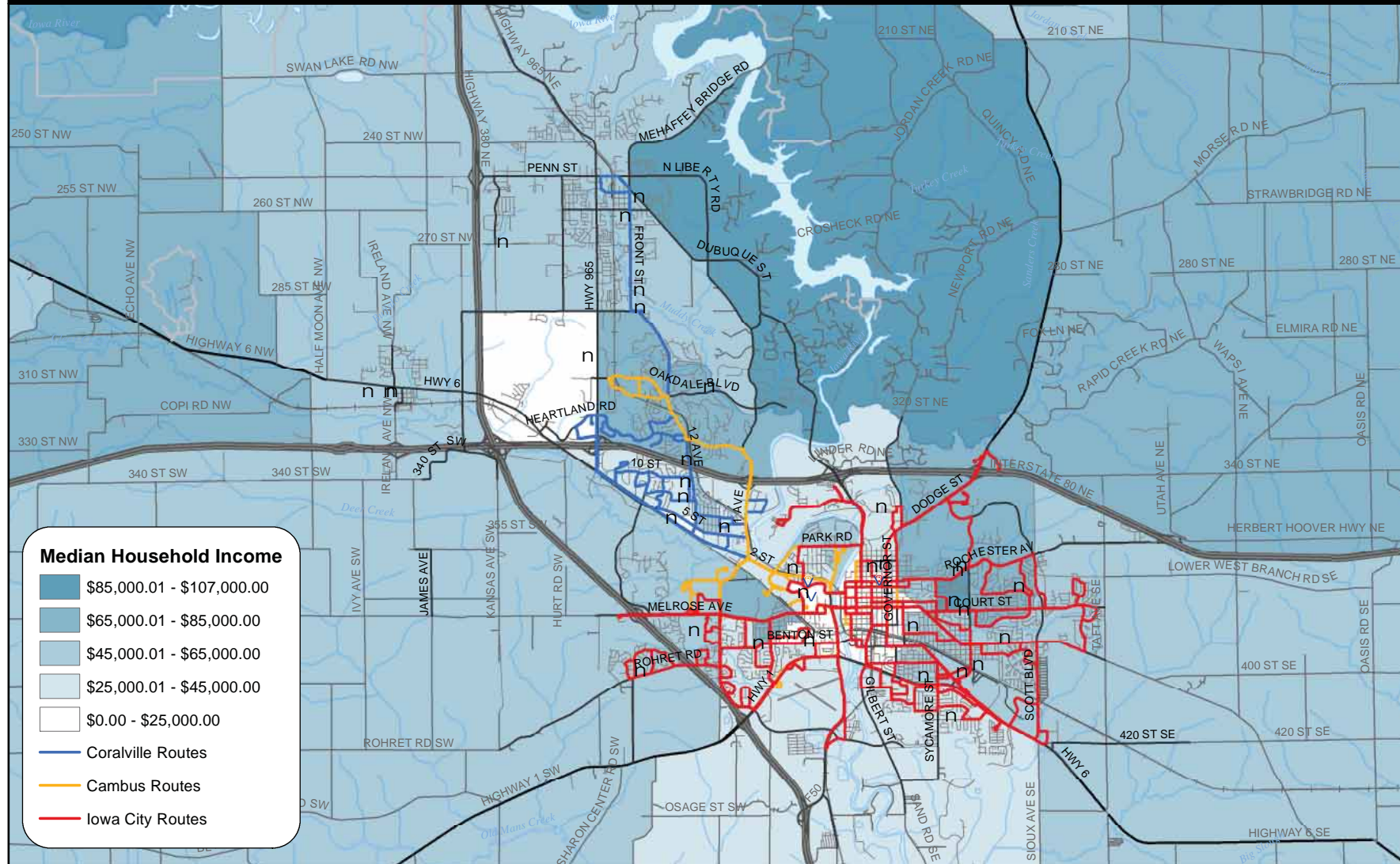
by 2010 Census Block Groups

0 2 4 Miles

Prepared by: K. Ackerson

Date Prepared: 11/02/2011

Data sources: 2009 5-year est., American Community Survey





Transit

Coralville Transit Intermodal Center

In 2004, the City of Coralville developed a proposal for a Joint Development Project for the construction of a transit intermodal center in the Old Industrial Park redevelopment area of Coralville now named the Iowa River Landing. About 15 years ago the City of Coralville identified the Old Industrial Park area as a priority for economic redevelopment. The City was successful in getting the area designated as an EPA Brownfield Pilot Project Area. The Coralville Transit Intermodal Center is part of a mixed use development which includes the Marriott Hotel and Conference Center (completed in 2006); professional office and retail uses; and public recreation, open space and trail uses.

The proposed facility will include:

- **Parking:** The center will include parking for approximately 500 vehicles dedicated to park-and-ride service operated by Coralville Transit. Service to the University of Iowa and University of Iowa Hospitals and Clinics, the area's two largest employers, as well as to the Veteran's Administration Medical Center and downtown Iowa City, is an essential component of the park-and-ride program. Future expansion space will be included for additional park and ride spaces to be constructed by the City if the need exists. In addition, 500 retail and commercial parking spaces will be developed and funded by the City of Coralville as part of the intermodal facility for the Iowa River Landing District. An additional 250 parking spaces will be constructed by the City of Coralville for retail/commercial parking. These spaces will be locally funded.
- **Electric Car Charging Stations:** 18 electric car charging spaces will be offered in the facility. Public charging points in parking garages close to retail outlets are crucial to making electric vehicles a feasible and convenient mode of transportation for any length of commute.
- **Transit Interchange and Staging Area:** Coralville Transit does not currently have a transfer station. Passengers may transfer among the other urban transit systems in downtown Iowa City, but as the City of Coralville grows, a transfer facility is a necessary component to the

continued success of Coralville Transit and the continued coordination with other transit providers in the area.

- **Transit Offices:** Since the flood of 2008, Coralville Transit offices have been temporarily located in leased space in the Iowa River Landing area slated for demolition. Relocation of the offices to the Intermodal facility will provide Coralville Transit with permanent offices and amenities, making them more accessible for passengers and potential customers. An enclosed waiting area and public restrooms/showers will be a welcome addition for passengers. Offices will offer administrative areas, pass sales, information, dispatch, staff restrooms, lockers, and break area. The Intermodal will provide Coralville Transit with a highly visible location within the redevelopment area.
- **Child Care Center:** A 10,000 square foot facility will allow parents to bring children to the intermodal center then proceed to employment destinations. It will also serve employees of the Iowa River Landing area.



Transit

- Secured Bicycle Parking: The facility will offer 40 sheltered bicycle lockers in addition to conventional bike racks. Currently, Coralville Transit offers bike racks on its entire fleet and they are utilized over 5,500 times a year.
- Bike Shop: Bicyclist amenities such as bike maintenance and bicycle rentals will be provided by the local bicycling club. A shell within the facility will offer approximately 1,360 square feet of bike shop space.
- Buses: Coralville Transit will purchase two additional buses to serve the park and ride commuters. The useful life of these vehicles is typically 12 years. The expansion buses would not cause Coralville Transit to exceed FTA spare ratio policy. Coralville Transit is willing to accommodate intercity bus carriers at any future time.
- Trains: A feasibility study completed in November 2006, by R.L. Banks of Washington, D.C., identified an existing rail line in the North Liberty to Iowa City corridor as an ideal route for passenger commuter service, noting the demand for service to the University of Iowa and its Hospitals and Clinics. The Coralville Intermodal Facility has been identified as a midway stop for this route with parking for riders, ticket offices, restrooms, and other accessible public facilities; this shared use would enhance efficiencies.
- Trails: The Iowa River Landing Intermodal Facility will serve as a primary connector point for Coralville's extensive trail system, which currently encompasses over 22 miles of recreational and commuter routes. Furthermore, the Intermodal Facility will have trail connectivity to Iowa City's vast network of trails via the Iowa River Power Pedestrian Bridge. This trail system also connects to the neighboring town of North Liberty and will soon be connected to nearby Tiffin. Bicyclists and pedestrians will benefit from safe and easy access to the Intermodal Facility via these designated trails.

A Feasibility Study and Environmental Analysis for this project was submitted to FTA in 2004. The City of Coralville is now working with FTA in updating the feasibility study. Coralville has received federal funds in the amount of \$2.4 million (federal earmarks in 2004, 2006, and 2008) and \$4 million in Livability Grant funding for design, engineering, and construction. The facility cost is estimated at \$24,000,000.



Transit

Iowa City Transit - The Iowa City City Council has stated the following goals for Iowa City Transit:

1. Preserving the existing level of Iowa City Transit service. Newly developing areas with higher density housing and a moderate income demographic profile may be considered for new routes or extensions of existing routes. It is expected that the downtown/University of Iowa Hospitals and Clinics employment center will remain the principal market for Iowa City Transit service.
2. It is recognized that the level of transit service can impact mode choice. Transit service every 10-15 minutes can compete with motor vehicle transportation, but this is unlikely to be operated by Iowa City Transit in the foreseeable future due to fiscal constraint. Hourly transit service during midday is necessary to augment half-hour headway peak period service. Evening transit service will continue to be operated primarily for transit-dependent persons.
3. Iowa City Transit will continue to evaluate innovations such as the free-fare transit shuttle, which has been very successful.
4. Transit and parking policies will continue to be evaluated together. For example, the downtown transit shuttle was successful in reducing the number of persons living close to downtown who were driving and parking in downtown municipal parking facilities. Other innovations such as discount transit pass options will also receive consideration.
5. Property taxes will continue to be the primary local source of revenue for Iowa City Transit. Fare revenue and state and federal funding will provide the balance of funding for Iowa City Transit. The Court Street Transportation Center will also add to transit revenues.
6. A fare increase is not contemplated at this time; it is believed a \$1 fare would have a significantly negative effect on ridership.
7. Iowa City Transit will continue to pursue federal section 5310, 5316, and 5317, as well as other federal and state grant funds when necessary.
8. Iowa City Transit will begin to pursue funding for a new transit maintenance and bus storage facility.



Transit

Cambus - The University of Iowa has stated the following in regard to Cambus:

1. Continue to concentrate transit operations on the provision of transit service for students, faculty, and staff throughout the University campus. The primary focus will be transit service to University parking facilities, residence halls, family housing, academic buildings, and University of Iowa Hospitals and Clinics. The service area will remain basically the same but service levels are expected to increase. Service will remain flexible so as to adjust to the development of University buildings and parking facilities. It is anticipated that commuter parking facilities will expand. Cambus currently provides 15-minute intervals on its campus-wide routes (Red and Blue Routes). Cambus will evaluate expanding service on these routes to reinstitute ten-minute service that was provided several years ago.
2. Cambus will remain an integral part of the University of Iowa parking system. The University cannot operate outlying parking lots without Cambus. The University parking and transit divisions are organized within the same department and under a single University administrator to facilitate coordination.
3. Cambus has never had a fare and there are no plans to implement a fare. A fare has significant service-provision and utilization implications. This issue is re-evaluated periodically, but at the present time mandatory student fees are a preferable method of generating revenue for Cambus.
4. In spite of ongoing pressure for Cambus to serve large, off-campus, private student apartment complexes, there is no intention to expand the function of Cambus beyond serving University facilities. The provision of transit service to large private apartment complexes will continue to fall to Coralville Transit and Iowa City Transit. The University parking system has instituted, and plans to maintain, faculty/staff and student

transit pass programs with the Iowa City and Coralville Transit systems in an effort to create incentives for transit use and slow growth in parking demand.

5. The University of Iowa does not consider consolidation of fixed route transit services likely. However, consolidation and/or increased coordination should be evaluated for paratransit service operated by Coralville, Iowa City, and the University.

Conclusion

There is a clear desire from many segments of the community for local transit systems to provide more frequent service, expanded routes, late evening and Sunday service and even service to other communities within Johnson County. Because transit is so heavily subsidized, however, the issue is identifying the financial resources to provide expanded service and determining which type of expanded service is the higher priority. This will be determined through transit grant programs and through local community decisions related to transit funding. MPOJC will continue to provide information and host discussions to serve as a basis for informed decision making.

The Iowa City Municipal Airport

Vision

Continue to provide aviation services that promote and enhance a healthy air transportation system through cooperative working relationships and managing programs that promote a safe and secure air transportation system in the metropolitan area.



Introduction

Within Iowa's air transportation system, the Iowa City Airport is classified as an Enhanced Service Airport by the Iowa Department of Transportation (IDOT). Enhanced Service Airports should be capable of supporting most general aviation aircraft, including business jets. The Iowa City Municipal Airport has 87 based aircraft, including eleven multi-engine planes and four business jets. The airport accommodates an estimated 36,450 annual aircraft takeoffs and landings. It is estimated that 70 aircraft visit the airport each week.

The airport has an on-site fixed base operator (FBO) and rental car provider. The FBO provides Part 135 charter flights, aircraft maintenance, flight training, aircraft sales, and 24 hour fuel. Also available are aircraft rental and air cargo services.

Uses of the airport include:

- The Iowa City Municipal Airport is used extensively by the University of Iowa and the University's affiliated hospitals and clinics.

Operations and Facilities

The Iowa City Municipal Airport is the third most active general aviation airport in Iowa. Eighty-four aircraft are based at the airport. The Iowa City Municipal Airport conducts approximately 36,000 flight operations annually. These operations generate 11.2 million dollars of activity into the local economy.

The Iowa City Municipal Airport does not have a significant impact on the arterial street system. South Riverside Drive, a four lane arterial street, provides vehicular access to the airport. The airport estimates it serves 43 passengers in a peak hour and 417 passengers in a peak day.

Existing airport facilities include two runways, the terminal building, a maintenance facility, hangars, fueling facilities, and two flight schools. The airport terminal includes a pilot's lounge, weather briefing room, lobby, classroom, and administrative offices. Fueling facilities are provided by the Fixed Base Operator. The Fixed Base Operator offers fuel sales, charter service, maintenance, flight lessons, and other airport support services.



Aviation

- The airport is used often for air ambulance flights, flights for organ transplants, and other emergency medical service related flights.
- Aircraft owners at the airport volunteer their planes for the Angel Flight program which helps bring patients to and from the University's hospital.
- The Iowa City Municipal Airport supports aviation needs of local and visiting businesses.
- The airport is used on a weekly basis for power line inspection, and the Iowa Department of Natural Resources uses the airport for environmental patrols.
- The airport also supports agricultural aviation, aerial photography, law enforcement, and Civil Air Patrol.

1992 Airport Relocation Study

In 1992, a consultant was hired to consider the possible relocation of the Iowa City Municipal Airport. Several alternative sites for the proposed relocation were evaluated along with the existing site. After much deliberation it was determined by the Iowa City City Council that the Iowa City Municipal Airport would remain at the existing site. The City Council directed that a master plan be completed to ensure safe aviation operations into the future that are consistent with the requirements of the Federal Aviation Administration.

1996 Master Plan

In 1996, an Iowa City Municipal Airport Master Plan was completed. The master plan evaluated several alternatives involving extending runways and/or constructing new runways with different configurations. The most significant elements of the approved master plan were to extend Runway 7-25 by 800 feet, realign Dane Road, close and demolish a portion of Runway 18-36 to allow the extension of Mormon Trek Boulevard between Iowa Highway 1 and Riverside Drive, and remove the old United Airlines hangar. A program is in place for completing the elements of the 1996 master plan as federal funds become available.

Properties and easements around the airport have been acquired to comply with clear zone and runway protection zone requirements. Land uses around the airport include commercial uses to the north and west, public and industrial uses to the east, and agricultural uses to the south. An unincorporated manufactured housing park is south of the airport, but was not affected due to the north-south runway (Runway 18-36) being closed in 2006. The 1996 Airport Master Plan contains more technical information related to the clear zone requirements.

Work has been completed on the runway extension. Mormon Trek has been completed south of the airport following a closure of runway 18/36 in August 2006. Master Plan elements remaining call for a parallel taxiway to both runways and expanding aircraft parking and ramp space. Hanger capacity is to be expanded as demand necessitates.



2004 Iowa City Municipal Airport Strategic Plan

In 2004, the Iowa City Municipal Airport Commission prepared a strategic plan which was updated in 2011. This updated plan will guide the direction of the Iowa City Municipal Airport for fiscal years 2011-2015. Through implementation of the strategic plan and Federal Aviation Administration (FAA) Airport Layout Plan, facilities will be maintained and upgraded to comply with the latest safety features and FAA regulations.

At the initial planning session in 2004, it was agreed by the Commission that the following elements would be accepted as “givens” and not open to scrutiny in the strategic planning process:

Givens

1. That Iowa City will have a general aviation airport.
2. That it will be at the existing location of the Iowa City Municipal Airport.
3. That it will be approximately the size of the existing site.

In 2004, the Airport Commission adopted the following Vision and Mission Statements:

Vision

The Iowa City Municipal Airport, through the direction of the Airport Commission, will provide a safe, cost-effective general aviation airport that creates and enriches economic, educational, health care, cultural, and recreational opportunities for the greater Iowa City area.

Mission Statement

The mission of the Iowa City Municipal Airport is to support the strategic goals of the City of Iowa City and meet the needs of stakeholders.

Economic Impact of the Iowa City Municipal Airport

Communities and regions throughout Iowa benefit from local airports and a wide range of general aviation activity that promotes a strong economy and supports our quality of life. A study commissioned and released in 2009 by the IDOT's Office of Aviation estimates the economic benefit of the Iowa City Municipal Airport to include:

- \$11.2 million in total annual economic activity or output generated from the airport and its operation.
- 115 jobs supported by businesses, activities, capital improvement projects, and spending by visitors who arrive in Iowa City via the airport.
- \$3.7 million in annual payroll for the 115 employees whose jobs are linked to the Iowa City Municipal Airport.



Aviation

Strategic Planning Goals

The Iowa City Municipal Airport Commission has developed six strategic planning goals to be accomplished in the FY2011-2015 period.

- Maintain an effective management structure and strong communication with the City Council and City Administration.
- Develop and maintain adequate funding mechanisms for airport operations and improvements and increase revenue generated by airport operations.
- Increase use of the airport for aviation and other community uses.
- Increase the usefulness of the airport for economic development.
- Upgrade taxiways and runways and other airport infrastructure.
- Enhance appearance and “curb appeal” of the airport; develop a public viewing area on the airport grounds.

- Individually invite City Councilors for a tour of airport facilities.
- Invite City Manager’s office staff for a tour of airport facilities.
- Participate in annual Capital Improvements Program preparation and presentation to the City Council.
- Update Airport Emergency Operations Plan.

Goals & Strategies

1. Maintain effective management structure and strong communication with the City Council and City Administration.

Strategies:

- Airport Commission and City Council adopt the strategic plan and present to the city council.
- Reevaluate job description and duties of the Airport Operations Specialist.
- At least quarterly, Airport Commission member or Airport Operations Specialist will attend City Council meetings to give an update on airport activities.
- Airport Operations Specialist will attend weekly City staff department head meetings.
- Provide an annual report to the City Council on airport operations.





2. Develop and maintain adequate funding mechanisms for airport operations and improvements: increase revenue generated by airport operations.

Strategies:

- Identify funding sources and apply for federal, state, and private funding each year.
- Annually evaluate and revise sources of revenue such as fuel sales, hangar leases, and airport fees.
- Sell or lease Aviation Commerce Park properties to generate income.
- Communicate with state and federal officials on the value of funding for General Aviation airports.

3. Increase use of the airport for aviation and other community uses.

Strategies:

- Develop and implement an airport marketing plan with measurable objectives.
 - o Market 24-hour fueling capabilities and recently constructed new runways which accommodate new aircraft.
 - o Market the use of airport charters, rentals, and flight schools.
 - o Better marketing of airport facilities for non-aviation uses.
- Include in the annual report a summary of airport use.
- Increase use of second floor terminal building conference room for non-airport uses.

4. Increase the usefulness of the airport for economic development.

Strategies:

- Allow for privately funded hangar construction.
- Develop a closer relationship with the Iowa City Area Development

Group, the Chamber of Commerce, the University of Iowa Entrepreneurial Center, and other economic development organizations.

- On an annual basis track number of flights by type.
- Host events designed to draw attention to the airport as it relates to Iowa City area businesses.
- Increase welcoming and hospitality efforts.





Aviation

5. Upgrade taxiways and runways and other airport infrastructure

Strategies:

- Each year by October 1 the Airport Operations Specialist shall provide a runway, taxiways, and ramp condition report.
- Each year by October 1 the Airport Operations Specialist shall provide an airport vertical infrastructure condition report.
- Acquire funding for annual improvements to ensure that all surface areas are in safe and functional condition.
- Ensure adequate budgeting and programming for repair and replacement of aging aviation and non-aviation infrastructure, in particular hangars, buildings, HVAC systems, and access roads.
- Develop a plan for interior storage for airport equipment and vehicles.
- Focus on expansion of 24-hour operation of the airport, including 24-hour restroom facilities.
- Improve lighting of airfield signage.
- Improve directional signage identifying location of airport facilities.
- Develop a plan for an emergency severe weather shelter.

6. Enhance appearance and “curb appeal” of the airport; develop a public viewing area on the airport grounds.

Strategies:

- Complete public viewing area.
- Identify and apply for appropriate grants.
- Improve landscaping in and around the terminal building and entry drive.
- Enhance airport and airport facilities signage.
- Better maintenance of existing airport facilities sidewalks.
- Implement existing unfunded Capital Improvement Program project for construction of a sidewalk along Old U.S. Highway 218.

Conclusion

The Iowa City Municipal Airport Strategic Plan provides the vision for the Iowa City Municipal Airport and identifies six goals to be accomplished over the next five years. The strategic plan will allow the City of Iowa City to anticipate and respond to changes that will impact the delivery of general aviation services to the Iowa City community. The elements of the Iowa City Municipal Airport Strategic Plan provide a sound investment in the future for the citizens of Iowa City, including the economic impact.



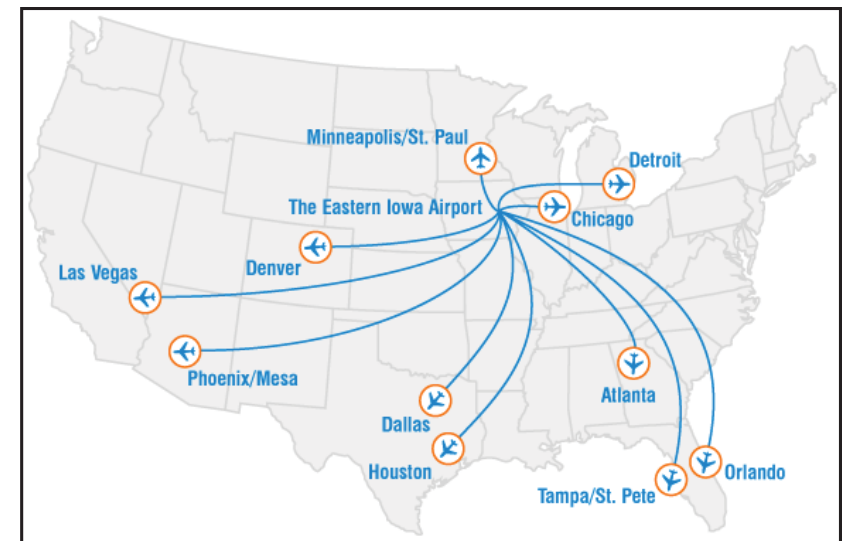
The Eastern Iowa Airport

The Eastern Iowa Airport is the primary air transportation gateway for Eastern Iowa and parts of Western Illinois. The airport is located twenty miles north of the Iowa City urbanized area and five miles to the southwest of downtown Cedar Rapids near Interstate 380 and within the Cedar Rapids/Iowa City Technology Corridor. It can accommodate any plane regardless of size and is located within 500 miles of one-third of the US population. The Cedar Rapids Airport Commission operates the 3,288-acre facility.

The Eastern Iowa Airport is classified as a small hub, primary commercial service airport by the Federal Aviation Administration (FAA). Five airlines—American Eagle, United Express, Continental, Delta Connections, and Allegiant Air—fly nearly one million passengers into and out of The Eastern Iowa Airport each year. The airport also handles over 50 million pounds of freight and mail, and more than 70,000 takeoffs and landings annually. There are over 150 based aircraft owned or leased by corporations and major employers in the Cedar Rapids area.

The Eastern Iowa Airport currently features the following airfield facilities:

- 8,600' x 150' all-weather primary runway
- 6,200' x 150' secondary runway
- Airport traffic control tower
- 106,000 square-foot passenger terminal
- 84,000 square yards of cargo ramp
- Two full service fixed base operators





Aviation

Master Plan Preparation

In 2004 the Eastern Iowa Airport updated its airport Master Plan. The previous plan was completed in 1995. A new plan is to be drafted in 2011.

An important part of this planning process in 2004 was public involvement. Community representatives from both Cedar Rapids and Iowa City, together with aviation interests, served on two committees that met four times during the study. A series of public information workshops were also held to provide information to interested citizens and to solicit their input.

Capital Improvement Program

The major capital improvement items for the Eastern Iowa Airport include the following:

Short Term

- Meet changing security needs
- Continue airfield pavement rehabilitation and maintenance
- Lower visibility (CAT I) instrument approach for Runway 27; lower visibility (CAT II) instrument approach for Runway 9
- Ground level concourse for commuter aircraft
- Increase public parking
- Increase rental car ready/return lot
- Runway 9-27 extension to 9,300 feet
- West side cargo center expansion
- Improved taxiway system with parallels and exits
- Add west side T-hangars

Long Range Transportation Plan 2012-2040

THE EASTERN IOWA AIRPORT AVIATION DEMAND PLANNING HORIZONS

Category	Base Year 2002	Short Term	Intermediate Term	Long Term
Annual Enplanements	441,087	560,000	660,000	850,000
Annual Air Cargo Tons	26,168	40,000	60,000	100,000
Based Aircraft	151	160	170	190
Annual Operations				
Airline	28,240	35,200	39,200	44,600
Air Cargo	4,426	5,300	6,800	9,000
Air Taxi	1,722	2,000	2,300	2,700
Military	348	400	400	400
General Aviation				
<i>Itinerant</i>	<i>28,078</i>	<i>31,800</i>	<i>36,000</i>	<i>41,000</i>
<i>Local</i>	<i>10,828</i>	<i>12,600</i>	<i>14,000</i>	<i>16,000</i>
Total Operations	73,642	87,300	98,700	113,700



Intermediate Term

- Terminal loop road system/parking lot expansions
- Extend terminal baggage claim and ticketing wings
- Terminal concourse expansion
- Pre-terminal screening area
- Dual parallel taxiway to Runway 9-27
- North parallel runway to 5,500 feet
- Air cargo development
- North GA hangar area
- Jet A fuel storage expansion
- South side property acquisition
- New police, fire, and safety center

Long Range

- Parking structure
- Parallel runway extension to 7,300 feet
- North airfield service road
- Air cargo development
- Hangar development

In conclusion, the airports serving Eastern Iowa are planning for continued growth for commercial airport operations, cargo tonnage, and general aviation.



The Quad Cities International Airport

The Quad Cities International Airport (QCIA) serves travelers from Eastern Iowa and Western Illinois regional areas. There are currently five airlines serving 11 nonstop hub cities. All but one daily flight are on jet aircraft. The QCIA enplaned 481,015 passengers in 2008, compared to 407,769 in 2003; an 18% increase. In 2006, the QCIA conducted a survey to find out where QCIA travelers were coming from. In the survey, the QCIA discovered that 67% of travelers using their facilities came from Eastern Iowa; 5% from Johnson County. The airport currently features the following airfield facilities:

- 10,002' x 150' all-weather runway
- 7,301' x 150' secondary runway
- 5,015' x 150' runway
- 158,000 square-foot passenger terminal
- 50,556 square yard cargo apron



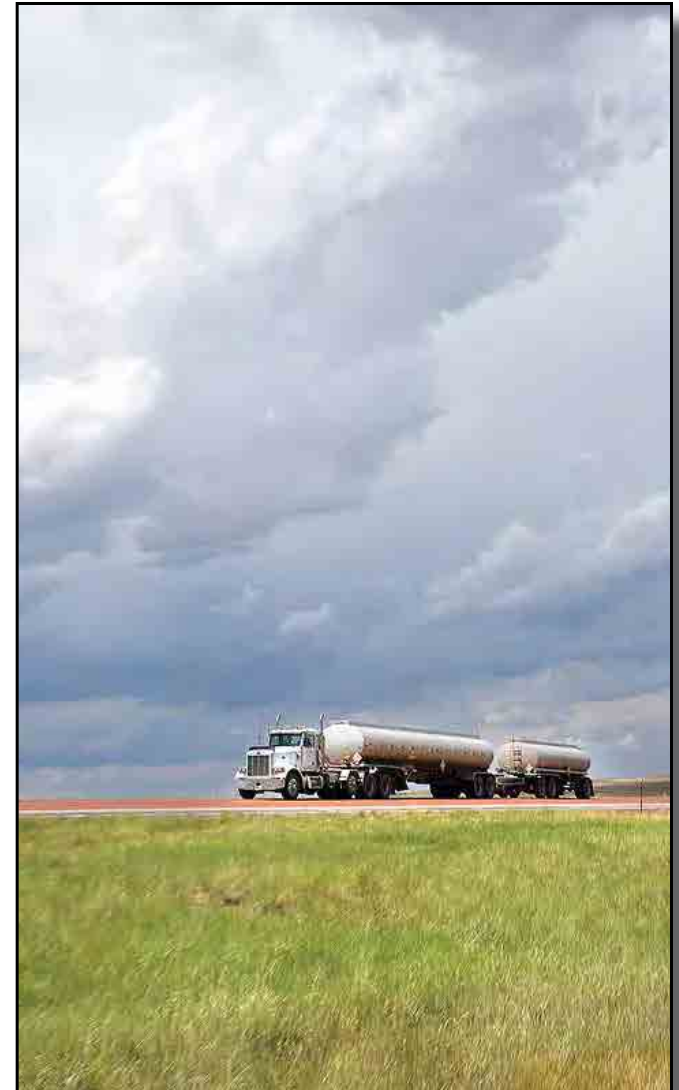
Vision

Provide and maintain a system of roads and rails within the Iowa City Urbanized Area that will allow local industry to transport their goods safely and efficiently to other parts of Iowa, other states, and foreign markets.

Introduction

Motor carrier traffic in the Iowa City Urbanized Area is served by the Federal Interstate System, the network of Federal and State Highways, and the local arterial street system. Interstates 80 (east-west) and 380 (north-south), and United States Highways 6 (east-west) and 218 (north-south) are the major routes for motor carriers. (State Highway 1 is a major route in the southwest part of the urbanized area, running east-west in south Iowa City.) Highways 1 and 6 service the heaviest industrial uses in the area.

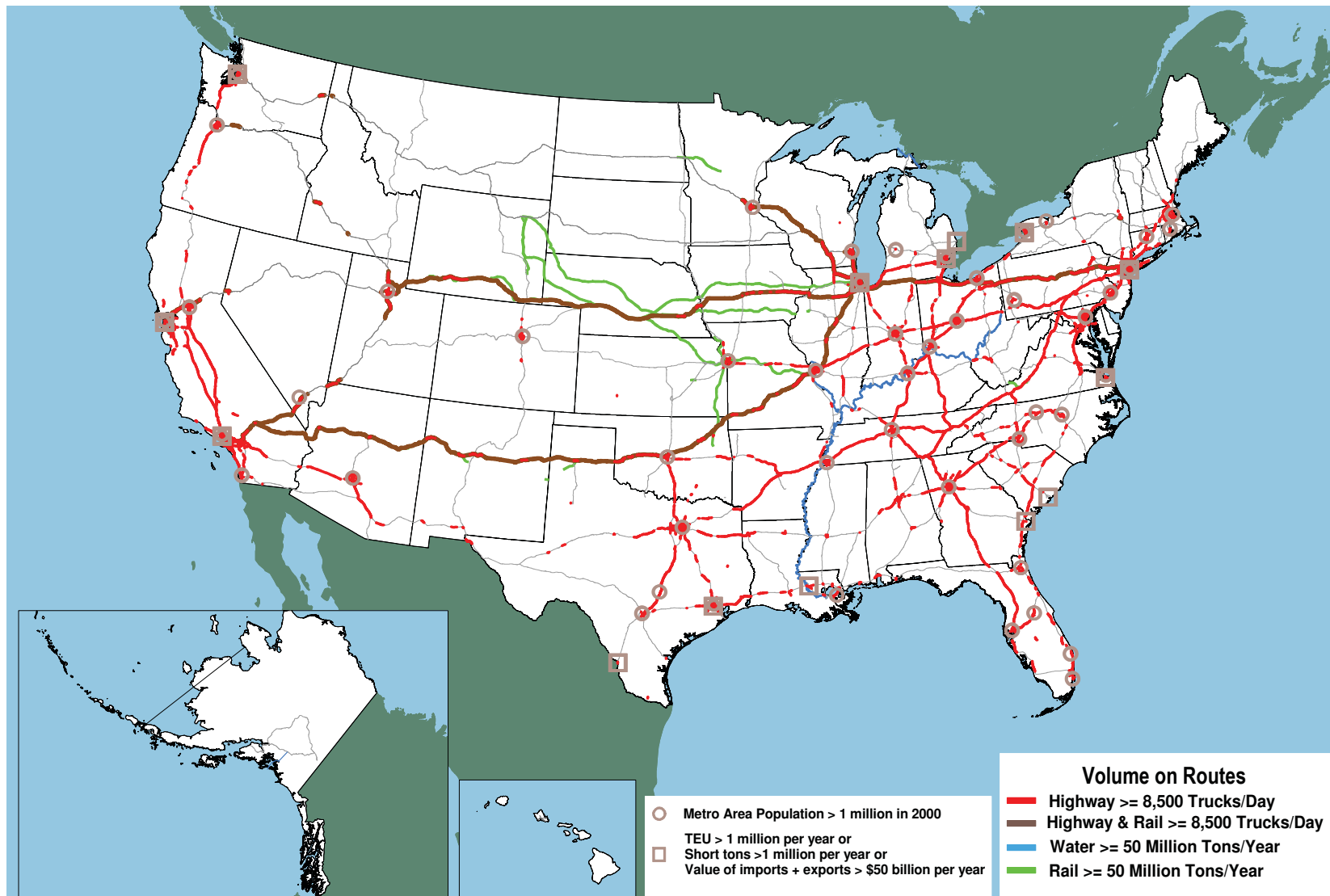
Freight rail service is provided on the Iowa Interstate Railroad and the CRANDIC Railroad lines. The Iowa Interstate is a Class 2 railroad which extends east-west through the Iowa City Urbanized Area between Omaha and Chicago. The CRANDIC is a Class 3 short line which extends between Cedar Rapids and Iowa City and Hills, and between Cedar Rapids and the Amana Colonies. The Iowa Interstate Railroad has recently leased the Hills Line (Iowa City south to Hills) from the CRANDIC Railroad. This lease will improve service to the three active shippers on the line.





Motor Carrier and Freight Rail

Components of Major Freight Corridors



Note: Highway & Rail is additional highway mileage with daily truck payload equivalents based on annual average daily truck traffic plus average daily intermodal service on parallel railroads. Average daily intermodal service is the annual tonnage moved by container-on-flatcar and trailer-on-flatcar service divided by 365 days per year and 16 tons per average truck payload.

Source: U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, 2008.



Motor Carrier and Freight Rail

Maps on pages J: 23 and 24 show existing and future industrial and commercial land uses in the Iowa City Urbanized Area including major truck and rail routes. Industrial and commercial land uses are the principal generators of truck and rail traffic and are indicators of where it may be necessary to provide special accommodations on the street system and rail network for freight transportation. As shown on the following maps, the location of railroad corridors and highways drive the location of commercial and industrial zoning and land uses. For the CRANDIC line, the main products moved are coal, grain, food products, and paper. The commodities moved along the Iowa Interstate include agricultural products, plastics, paper, steel, scrap, lumber, and coal. Ethanol and feed markets throughout the country depend on this rail line as this is one of the top carriers in these products. Access to these products and increasing the number of depots for commercial and industrial activity are important visions for the industry and economic development in the area.

The Metropolitan Planning Organization of Johnson County (MPOJC) has periodically made inquiries about establishing a round table or discussion committee of motor and rail freight users. However, local shippers and industries have not desired such a forum. It is in the best interest of the community's planning efforts to include as many stakeholders as possible, and further efforts will be made by the MPO to try and include the local shippers and freight industries. MPOJC assists member governments with planning, programming, and funding improvements to the arterial street system that include special accommodations for large trucks. Improvements to the freight rail system are largely generated by the private sector, although MPOJC has assisted with rail system improvements through State and Federal grant programs. Safety and security with respect to flooding is an important consideration the industry should understand.

Significant damage from the floods in 2008 caused extensive bridge and crossing signal system damages throughout the area.





Motor Carrier and Freight Rail

Funding Opportunities

Iowa Clean Air Attainment Program

One significant improvement to the freight rail system was made in the 1990s when a grant from the **Iowa Clean Air Attainment Program** was used to relocate the interchange between the Iowa-Interstate Railroad and the CRANDIC Railroad from south Iowa City to the Amana Colonies. The Amana Colonies are located approximately 20 miles to the west of the Iowa City urbanized area in Iowa County. This has made a significant improvement in arterial street congestion and air quality in the south and east parts of Iowa City. The Iowa-Interstate railroad is in the process of moving most of their switching/storage yard and maintenance facilities to the Amana Colonies. Another significant improvement is currently programmed in Iowa City to elevate the Iowa Interstate Railroad over First Avenue where there is currently an existing at-grade crossing. This project is scheduled for completion in 2014. Various improvements to the arterial street system are programmed so that there will be adequate property available for industrial and commercial expansion in the community. The maps on Sections J: 23 and 24 show existing and future land use plans for commercial and industrial development and their proximity to rail lines.

Revitalize Iowa's Sound Economy

In the fall of 2010, Iowa City received just over \$1 million in Iowa Department of Transportation's Rail Port Grant funding for a rail port project in Iowa City's newest industrial campus. The industrial park is located just off of Highway 6 at 420th Street on Iowa City's east side. The \$2.1 million project will help market the property to potential industries that will locate to the 173-acre park which is owned by Iowa City. The park will target the wind energy industry. The rail port project will include two rail sidings and one

rail spur on the Iowa Interstate rail line that bisects the industrial park. In 2009, Iowa City received **Revitalize Iowa's Sound Economy (RISE)** funds to upgrade 420th Street as part of the industrial park development.

Community Development Block Grant

As part of their overall flood mitigation plan, the City of Coralville is working with the Cedar Rapids and Iowa City (CRANDIC) Railroad in elevating the rail bed for use in flood protection. The elevation of the rail bed is proposed from Clear Creek to Rocky Shore Drive. The project includes elevating the rail bed by seven feet with a flood gate at Rocky Shore Drive, earthen embankments, permanent floodwalls and removable floodwalls constructed along the Iowa River between Clear Creek and the Iowa River Power Company parking lot. Funding will come from the Economic Development Administration and Community Development Block Grants.

Vision

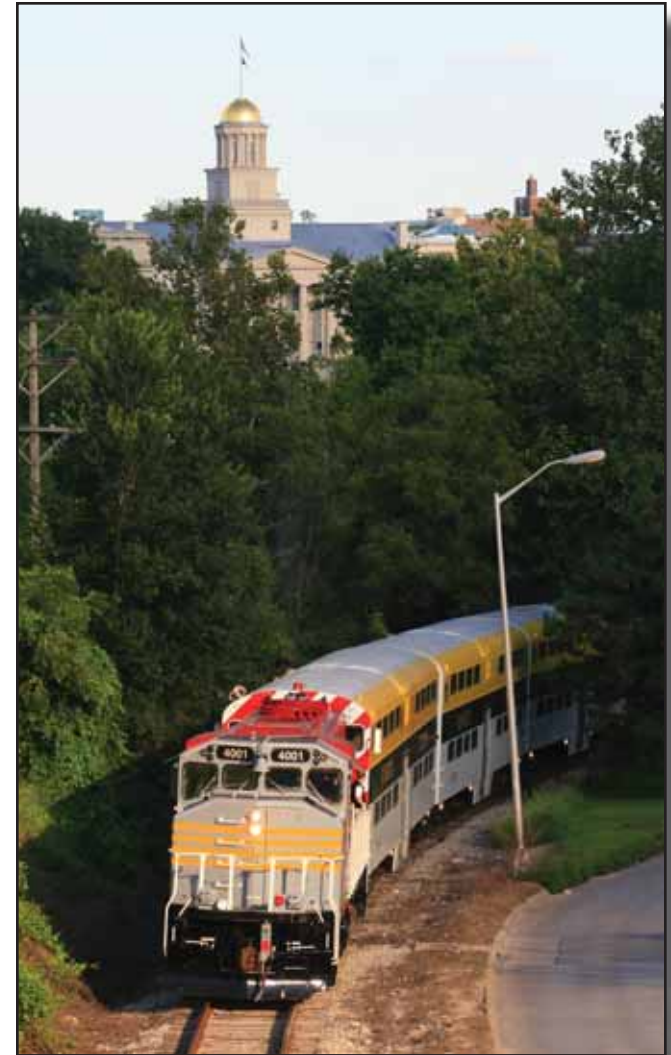
By working with the Iowa Department of Transportation and local passenger rail advisory groups, the metropolitan area can create passenger rail service opportunities to make the area a more attractive place to live, work, and visit. This includes both regional and local services contributing to improved mobility, economic competitiveness, community revitalization, reduced emissions, and traffic congestion.

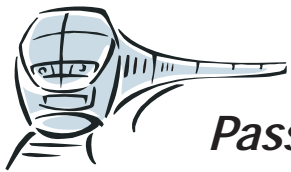
Introduction/History of Passenger Rail Service in Johnson County

Passenger rail service has a long history in Johnson County, including both short electric rail routes and regional routes, on many different rail lines. The electric interurban rail way ran continuously between Iowa City and Cedar Rapids from October 1904 until May 1953 on the Cedar Rapids and Iowa City (CRANDIC) Railway. Regional passenger rail service began in the late 1800s and continued through 1969, when the Rock Island Railroad discontinued the "Rock Island Rocket" service to Iowa City.

Local Rail Service

Freight rail service is currently provided on the Iowa Interstate Railroad and the CRANDIC Railroad lines. The Iowa Interstate is a Class 2 railroad, which extends east-west through the Iowa City Urbanized Area between Omaha and Chicago. The CRANDIC is a Class 3 short line, which extends between Cedar Rapids and Hills, and between Cedar Rapids and the Amana Colonies.





Passenger Rail

Passenger Rail Feasibility Study

In 1996, the East Central Iowa Council of Governments (ECICOG) commissioned a feasibility study regarding the restoration of passenger rail service in the Cedar Rapids to Iowa City transportation corridor on the Cedar Rapids and Iowa City (CRANDIC) railway. The study was a collaborative undertaking of ECICOG, MPOJC, Linn County Regional Planning Commission, Five Seasons Transit in Cedar Rapids, Coralville, Iowa City, and the University of Iowa. The study was financed by Iowa State Legislature. The objectives for the study included:

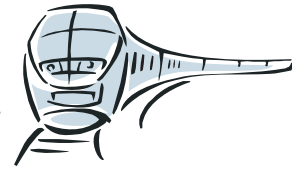
- Determine demand for commuter rail service and detail the expense of establishing service.
- Determine the benefits and costs of operating commuter rail service.
- Determine how the service would help meet the economic development and transportation objectives of the region.
- Determine what capital facilities are required to establish commuter rail service.
- Determine what technologies are available for commuter rail service.
- Identify alternatives to commuter rail service.

The study concluded that:

- Further consideration of commuter rail service between Cedar Rapids and Iowa City is not justified at this time.
- The CRANDIC right-of-way corridor should be preserved for future use, including freight rail service, or if abandoned recreational uses should be considered.

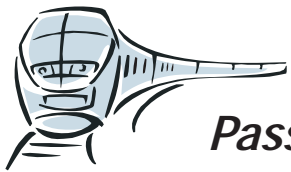


- Ridership analysis found that a smaller segment of the corridor (North Liberty to Iowa City) could be an emergent market for medium capacity rail service. Vintage trolley service should be considered.
- Vintage trolley service should also be considered between Cedar Rapids and the Amana Colonies as a tourist line.
- Consider examining rail service and interurban bus service options on a regular basis.



Hawkeye Express Train





Passenger Rail

Cedar-Iowa River Rail Transit Project Feasibility Study

In 2006, MPOJC assisted with a major initiative between the Iowa City and Cedar Rapids urbanized areas to evaluate the potential for future passenger rail service. Two specific service options were evaluated: special event/excursion service and regularly scheduled transit service. This initiative was coordinated through the Cedar Rapids Chamber of Commerce 15-in-5 initiative. Three specific rail corridors were evaluated. Transit Oriented Development potential was also evaluated and resulted in the identification of two specific transit oriented development neighborhoods in Coralville's Iowa River Landing and Iowa City's Riverfront Crossings.

There is currently no identified funding source for implementing passenger rail service in Johnson and Linn Counties. The capital costs will require a new federal and/or state earmark outside of the transportation funds already directed to this area.

The final recommendations from the Passenger Rail Feasibility Study included:

What is Feasible Today?

- Special event excursions
- Vintage excursions
- Continue Hawkeye Express service to University of Iowa football games

What is Feasible in 3 to 5 years?

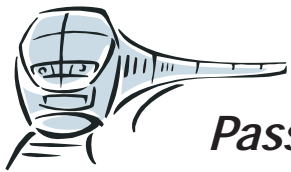
- Consider rail service from downtown Iowa City to North Liberty (UI Oakdale Campus)

What is feasible in 6 to 20 years?

- Consider rail service from downtown Iowa City to the Eastern Iowa Airport. Include express bus service to downtown Cedar Rapids and Kirkwood Community College
- Explore the possibility of Transit Oriented Developments (TOD) and park and ride facilities







Passenger Rail

Amtrak Rail Service

In the fall of 2009, the Iowa Department of Transportation (IDOT) and the Illinois DOT, in conjunction with the Federal Railroad Administration (FRA), evaluated alternatives for the reestablishment of passenger rail service between Iowa City and Chicago. The route is part of the Midwest Regional Rail Initiative. The purpose of the project is to expand existing and develop new regional passenger rail service to help meet future travel demands in the Midwest.

Route and Train Characteristics

- Initial maximum speed of 79 mph
- Two daily round trips
- Each train can accommodate 230 passengers
- Total route of 219.5 miles
- Includes a new station in Iowa City
- Projected ridership of 246,800 for 2015
- Projected to divert 148,000 automobile, 59,200 air, 22,200 bus passengers to the new rail service
- On-time performance of 90%



Legislative Support

- The Iowa Legislature appropriated \$3 million for FY2010 and \$2 million for FY2011.
- The Iowa Legislature also approved intent language to provide up to \$20 million over four years to help fund Iowa's commitment for matching federal passenger rail funding.

Costs

- Overall cost of Chicago-Iowa City project is \$310 million (\$108.6 million for the Iowa portion of the project)
- Costs allocated between Iowa and Illinois
- Iowa and Illinois submitted a joint application for \$248 million from the High-Speed Intercity Passenger Rail (HSIPR) program through FRA (required 20% match)
- FRA awarded \$230 million for the project

MPOJC/Iowa City Involvement

- Determine site of Amtrak rail station on Iowa-Interstate Rail line
- Commit to the restoration of the rail station at local expense
- Commit to parking upgrades at local expense

Iowa DOT 10-Year Passenger Rail Plan

In the fall of 2010, the Iowa Department of Transportation drafted a 10-Year Strategic Passenger Rail Plan for the State of Iowa. The plan was a result of Iowa's efforts in securing federal funding for the implementation of passenger rail service from Chicago to Iowa City. This 10-year plan is intended to help guide Iowa as it develops passenger rail service within Iowa and connecting with passenger rail systems in adjoining states as envisioned by the Midwest Regional Railroad Initiative. The 10-year plan envisions that Iowa will approach passenger rail in a conservative and incremental manner while providing the initial data and analysis to support an informed planning process that can sustain an effective and long term strategy for passenger rail service.

The purposes of the 10-year Strategic Passenger Rail Plan are to:

- Identify passenger rail corridor implementation, operating, and maintenance costs as well as ridership and revenue figures.
- Identify the alignment of each corridor that is likely to have the best potential benefit-cost ratio.
- Prioritize implementation among the corridors or portions of corridors for the next 10 years.
- Identify state funding likely to be required to implement the prioritized corridors.
- Document and provide public transparency for Iowa's passenger rail planning process.

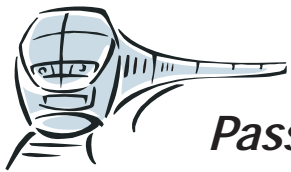
MPOJC participated in the development of the 10-year plan through the DOT's Passenger Rail Advisory Committee. MPOJC gathered local input regarding the proposed 10-year plan in early 2011. The comments MPOJC received were forwarded to the Iowa DOT for inclusion in the 10-year plan.



The proposed 10-year plan established priorities that can be initiated within the next 10 years (subject to available funding). The service routes include three service corridors:

- Chicago-Iowa City (part of the Chicago-Omaha corridor)
- Chicago-Dubuque (part of the Chicago-Sioux City corridor)
- Iowa City-Des Moines (part of the Chicago-Omaha corridor)

The Iowa DOT's 10-Year Strategic Passenger Rail Plan will be approved in FY2012.



Passenger Rail

Future of Passenger Rail Service

- Continue to support and advocate for Amtrak service between Iowa City and Chicago. Monitor the passenger rail funding situation in the state legislature and governor's office.
- Continue to support proposed passenger rail service to Des Moines and Omaha through Iowa City. Participate in route studies through Iowa City.
- Continue to study possible light rail service between Iowa City and North Liberty, including the University of Iowa.
- Continue to study connecting service options to existing and proposed passenger rail services.

Rail Improvements

A significant improvement to the freight rail system was made in the 1990s when a grant from the Iowa Clean Air Attainment Program was used to relocate the interchange between the Iowa-Interstate Railroad and the CRANDIC Railroad from south Iowa City to the Amana Colonies. The Amana Colonies are located approximately 20 miles to the west of the Iowa City urbanized area in Iowa County. This has made a significant improvement in arterial street congestion in the south and east parts of Iowa City, as well as local air quality. The Iowa-Interstate Railroad is also in the process of moving most of their switching/storage yard and maintenance facilities to the Amana Colonies.

Another significant improvement is currently programmed for First Avenue in Iowa City to elevate the Iowa Interstate Railroad over First Avenue where an at-grade crossing currently exists. This project is scheduled for completion in 2014.



First Avenue Grade Separation Project - photo depicts future at-grade separation.



Overview

Providing opportunities for public input during planning processes ensures future development considers the interests of the community. As a result, residents of MPOJC entities are routinely encouraged to participate in local planning processes. The following MPOJC Public Input Plan is in accordance with the Code of Federal Regulations section §450.316.

The core public involvement opportunities for MPOJC work products include the development and adoption of the Long Range Multi-modal Transportation Plan, the Transportation Improvement Program, apportionment of Surface Transportation Program and Transportation Enhancement funds, and the Transportation Planning Work Program (Table 1). Similarly, the cities of Coralville, Iowa City, North Liberty, Tiffin, University Heights, Johnson County, and the University of Iowa each follow their own public involvement processes when developing or updating local plans.



Core Public Involvement Opportunities

MPOJC gathers public comment on each key work product and forwards the comments to the Urbanized Area Policy Board and sub-committees for consideration during the decision making process. The following three methods form the foundation for public involvement during development of key MPOJC products.



Public Participation

1. Public Comment Period

MPOJC staff initiates a formal public comment period lasting 30 days prior to the adoption and/or amendment of the Long Range Transportation Plan or Transportation Improvement Program. During this 30-day period, residents are encouraged to submit written comments on the given topic and MPOJC staff forwards these comments to the MPOJC Board for consideration and response during the decision making process. Written public input may be submitted to:

John Yapp, Director
Metropolitan Planning Organization of Johnson County
410 E. Washington St., Iowa City, IA 52245
John-Yapp@iowa-city.org

2. Urbanized Area Policy Board Public Meetings

In addition to written input, residents are encouraged to attend regularly scheduled Urbanized Area Policy Board meetings when MPOJC work products are adopted or amended.

Staff typically provides a brief presentation followed by a period for formal public comment. Anyone wishing to provide input is given an opportunity. All comments become part of the public record on the decision and are provided to the Urbanized Area Policy Board in full prior to action by the Urbanized Area Policy Board. Public hearings of the Urbanized Area Policy Board are open to the public and are subject to the Iowa's Open Meetings Law. Notice of meeting times are available upon request and through a subscription service - contact the MPO to be subscribed.

3. Public Workshops/Open Houses

Public workshops are informal and open to all residents. The purpose of the workshop is to provide information to the public and to solicit public comment. An attendance record is kept and attendees are given the opportunity to sign up for the mailing list. MPOJC staff typically provides a brief presentation and may include information displays, handouts, and project team members interacting with the public on a one-on-one basis. Public workshops are frequently used for key MPOJC work products.

All meeting rooms are accessible by ADA standards. Additionally, any MPO documents can be made available in alternative formats, upon request. Individuals with disabilities may request accommodations to participate in committee meetings or public hearings by contacting the MPOJC Director at (319) 356-5252.



Getting the Word Out About Upcoming Public Involvement Events

MPOJC uses five outlets to notify residents about upcoming public comment periods, public hearings, and public workshops:

1. Residents may sign-up to receive email notice of public input events by visiting www.MPOJC.org/subscribe and completing the subscription form.
2. Notices of public hearings are listed in the Iowa City Press Citizen.
3. The MPOJC website (www.mpoj.org) lists upcoming meeting information.
4. Posters are displayed in Cambus, Iowa City, and Coralville buses
5. Notices are delivered to MPOJC Public Input Organizations:
 - Access 2 Independence
 - Allen Lund Company
 - Bicyclists of Iowa City
 - Chamber of Commerce
 - Citizens for Sensible Development
 - Clear Creek Amana School District
 - Iowa City Area Assoc. of Realtors
 - Iowa City Area Development Group
 - Iowa City Historic Preservation Commission
 - Iowa City/Johnson County Senior Center
 - Iowa City Neighborhood Services Office
 - Iowa City Sierra Club
 - Iowa City School Board
 - Iowa Interstate Railroad
 - MPOJC Regional Trails and Bicycling Committee
 - Johnson County Historic Preservation Commission
 - Johnson Co. Historical Society
 - Coralville Parks & Recreation Commission
 - CRANDIC Railroad
 - Environmental Advocates
 - FAIR!
 - Friends of the Iowa River Scenic Trail
 - Friends of Historic Preservation
 - Goodwill of the Heartland
 - Iowa Bicycle Coalition
 - Johnson Co. Planning and Zoning Commission
 - Johnson Co. SEATS
 - League of Women Voters of Johnson County
 - North Liberty Parks & Recreation Commission
 - North Liberty Community Center
 - Project GREEN
 - Soil & Water Conservation Service
 - Systems Unlimited
 - Tiffin Planning and Zoning Commission

To request being added to the MPOJC Public Input Organization list, please contact the MPOJC Director at (319) 356-5252.




Public Participation

MPOJC Public Input Methods

MPO Product	Description	Decision Making Process	Core Public Input Tools						
			Public Comment Period	Board Public Hearing/ Meeting	Open House	Newspaper Notice of Public Hearing	Notice to Interested Parties	Web Notice	Interior Bus Poster
<i>MPOJC Long Range Multi-Modal Transportation Plan</i> and amendments	20-year long-range plan with policies & projects	Adopted every 3-5 yr. by Urbanized Area Policy Board Amended as needed	✓	✓	✓	✓	✓	✓	
<i>MPOJC Transportation Improvement Program</i> and amendments	4-year schedule of projects	Adopted annually by Urbanized Area Policy Board	✓	✓		✓	✓	✓	✓
Regional Surface Transportation Program and Transportation Enhancement Program	Local process to assign federal dollars to local priority projects	Apportioned bi-annually by Urbanized Area Policy Board	✓	✓			✓	✓	
<i>MPOJC Transportation Planning Work Program</i>	Annual work program	Adopted annually by Urbanized Area Policy Board	✓	✓			✓	✓	
Special Projects*	Examples include corridor studies, Metro Bicycle Master Plan, MPOJC Trails Master Plan, etc.	MPOJC solicits input as needed	Varies	Varies	Varies	Varies	✓	✓	Varies



 **Johnson County Council of Governments**
410 E. Washington St. Iowa City, Iowa 52240

Prepared by: Kristopher Ackerson, Asst. Transp. Planner, 410 E. Washington St., Iowa City, IA 52240 (319) 356-5247

RESOLUTION NO. 2010- 04

RESOLUTION ADOPTING THE JOHNSON COUNTY COUNCIL OF GOVERNMENTS PUBLIC INPUT PLAN,

WHEREAS, governmental bodies in the Iowa City Urbanized Area have established the Johnson County Council of Governments; and

WHEREAS, the Code of Federal Regulations (Section 450.316: Interested parties, participation, and consultation) stipulates the requirements for providing citizens and stakeholders with reasonable opportunities to be involved in the planning process; and


WHEREAS, providing opportunities for public input during transportation planning processes ensures that future development is informed by the interests of the community.

NOW, THEREFORE, BE IT RESOLVED BY THE URBANIZED AREA POLICY BOARD OF THE JOHNSON COUNTY COUNCIL OF GOVERNMENTS:

1. To adopt the Public Input Plan for the Johnson County Council of Governments.
2. To authorize the JCCOG chairperson to sign the adopting resolution.

It was moved by Weihe and seconded by Rickert the Resolution be adopted. The motion passed on a vote of 11 affirmative and 0 negative.

Considered on this 27 day of October, 2010.


Chairperson
JCCOG Urbanized Area Policy Board



Public Participation

2012-2040 Long Range Transportation Plan Public Participation Opportunities

The following identifies the major public outreach and public input opportunities that were made available to the public during the planning of the 2012-2040 MPOJC Long Range Transportation Plan. This list is not meant to be exhaustive as the public also had the opportunity to provide input at numerous MPO Urbanized Area Policy Board meetings, Transportation Technical Advisory Committee meetings, Community Climate Action Taskforce meetings, and Regional Trails and Bicycle Committee meetings as updates were provided to these groups periodically beginning in 2010. Draft Long Range Transportation Plan chapters were also posted on the MPO website beginning in early 2011 and continuing through the adoption of the document in May 2012. Public input was encouraged and collected on-line via a dedicated comment box specific to the long range transportation plan.

Surveys

- May 2011 Online transit accommodations survey
- Mar. 2011 Online bicycle and pedestrian accommodations survey

Open Houses

- Apr. 2011 Capital transportation infrastructure projects open house
- May 2011 Capital transportation infrastructure projects open house
- Jun. 2011 Transit roundtable/panel discussion
- Apr. 2012 Final draft presentation & open house

Formal Presentations

- Jan. 2010 University of Iowa Campus Planning Committee presentation
- Mar. 2010 Bicyclists of Iowa City & Johnson County Trails Foundation presentation
- Mar. 2010 League of Women Voters presentation
- May 2010 City of Tiffin Planning & Zoning presentation
- May 2010 University Heights City Council presentation
- Aug. 2010 Iowa City Business Exchange Group presentation
- Aug. 2010 Iowa City Planning & Zoning presentation
- Oct. 2011 MPO Transportation Technical Advisory Committee presentation
- Oct. 2011 MPO Urbanized Area Policy Board presentation



Federal planning regulations include several planning factors that must be considered by metropolitan planning organizations when developing long-range transportation plans. The following section includes the eight federal planning factors and a description of how this LRTP satisfies those provisions.

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

Although the MPO has no authority to make decisions on local jurisdictional land-use plans, the MPO does have authority to select local transportation projects that may bolster the ability for our area to increase economic productivity and efficiency. Project selection includes scoring criteria (Appendix III) to help prioritize local projects. The scoring criteria gives more weight to projects that are multi-modal in nature, provide connectivity and cooperation between jurisdictions, and provide new or rehabilitated arterial street corridors, all of which provide favorable conditions for local economic growth and vitality.

Relevant chapters also track and discuss commuting patterns in and out of Johnson County, as well as freight rail and motor carrier planning.

2. Increase the safety of the transportation system for motorized and non-motorized users.

Materials regarding safety of the transportation system are found in several relevant chapters. Bicycle and pedestrian safety is ensured through the use of a Complete Streets Policy adopted by the MPO. In fact, MPOJC was the 1st MPO in the state to adopt such a policy requiring that bicycle and pedestrian accommodations be made available as part of any transportation infrastructure project using federal funds. The bicycle and pedestrian chapter of the plan also discusses education for bicyclists, proper engineering and design for bicycle and pedestrian facilities, and details of the Safe Routes to Schools Program administered by the State.

MPOJC entities have also been educated on the importance of maintaining wayfinding, warning, and regulatory street sign retroreflectivity to increase safety for both motorized and non-motorized users of public roadways. The MPO has provided guidance to each entity and has also provided assistance to several communities by way of completing sign inventories.



Federal Planning Factors

Safety of motorized users is a direct result of transportation project selection. The scoring criteria used to help prioritize projects in the urbanized area gives weight to projects that would alleviate safety concerns at the top 25 intersections and/or top 10 mid-block locations with the highest collision rates in the urbanized area.

3. Increase the security of the transportation system for motorized and non-motorized users.

The MPO aims to provide a safe and secure transportation system. For motorized users this includes the use of onboard video cameras on the three local transit systems, as well as reporting safety incidents to the National Transit Database. For non-motorized users, the MPO has provided mile-markers trails in the local trail system so users can identify their location in case of an emergency.

The MPO has also created a flood response document that details the time/date/locations of necessary road/trail closures in response to recent flood events. The document also includes detailed detour routes that provide the community with the assurance that emergency responders will be able to perform as needed during flood events.

4. Increase the accessibility and mobility of people and for freight.

MPOJC aims to increase the accessibility of the transportation network by providing transportation options in areas that are either underserved or by increasing the number of transportation options near large employment centers or areas with higher residential densities. A recent example of this is the construction of the Highway 1 pedestrian bridge over Interstate 80 at Dodge Street in Iowa City. The project was funded using American Recovery and Reinvestment Act funds and was selected to primarily provide bicycle and pedestrian access to a large employment area north of Interstate 80. This is just one example of how the MPO is using federal funds to increase the mobility of people in the urbanized area by providing modal options to commuters.



5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.

MPOJC strives to protect the environment and promote energy conservation through project selection. In both the Surface Transportation Program and Transportation Enhancement applications, points are awarded to those projects that minimize vehicle delay at intersections and total vehicle miles traveled within the urbanized area. Both of these scoring criteria identify those projects that will minimize fuel usage and vehicle idling time and thereby minimize greenhouse gas emissions.

MPOJC has also established a Community Climate Action Taskforce that specifically discusses environmental issues within the urbanized area and how transportation projects may adversely affect air quality in the community. The Taskforce includes one member that is an expert on air quality issues and helps make recommendations on project selection to the MPO Transportation Technical Advisory Committee.

Any/all projects that utilize MPO funding must adhere to the National Environmental Policy Act. Compliance with the act is required by the Iowa Department of Transportation (DOT) and administered through the Iowa DOT offices.

6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

Integration and connectivity of the transportation system is key to the success of any transportation system. The MPO has an adopted Complete Streets Policy which requires that all projects utilizing MPO funding provide bike and pedestrian accommodations in addition to those typically provided for motorized users. In addition, the MPO (as the direct recipient of federal transit funding) assists the three major transit agencies in our area program funds and track ridership activity. All three systems - Iowa City Transit, Coralville Transit, and the University of Iowa Campus system - provide service to the main transit hub located in downtown Iowa City. This provides users with the ability to access each system seamlessly. The transit chapter provides more detail on each of the three systems goals and objectives.

Freight movement in the Iowa City Urbanized Area benefits from our geographic location in that the area is well served by a network highway and rail corridors. Both the Iowa Interstate Railroad and CRANDIC Railroad, as well as Interstate



Federal Planning Factors

380 & Interstate 80 pass through the heart of the urbanized area and provide numerous opportunities to integrate freight movement between multiple modes of transportation. Recently, the MPO has also been involved in obtaining grant funding to help construct a rail spur in the new industrial park in east Iowa City. More information on local freight movement can be found in relevant chapters.

7. Promote efficient system management and operation.

Promotion of efficient system operation is provided through the MPOs 20% signal timing program – where each year 20% of the total number of traffic signals in the urbanized area are evaluated to ensure proper signal timings. As a result of the program, all traffic signals in the urbanized area are checked for optimal signal timings every 5 years; thereby ensuring an efficient roadway network. System efficiency is also evaluated using the MPO traffic model. The traffic model allows the MPO to analyze the network and identify projects that would reduce congestion on arterial streets and corridors. Lastly, the MPOs adopted a Complete Streets Program which ensures that any/all projects utilizing MPO funding provide accommodations for bicycles and pedestrians, ultimately providing an efficient system by allowing multiple modes of transportation to operate simultaneously within the same corridors.

8. Emphasize the preservation of the existing transportation system.

Preservation of the existing transportation system is becoming increasingly important as funding levels for transportation infrastructure decline. The MPO has routinely provided funding to receive data from the statewide pavement management program. The program provides detail on roadway surface conditions which allow the MPO to work with area engineers to provide maintenance where necessary. Project selection is another way that the MPO works to preserve the existing transportation system. The current Surface Transportation Program and Transportation Enhancement funding applications developed by MPOJC award points for those projects that maintain or rehabilitate existing facilities.



Appendix I - Glossary of Terms

Complete Streets Policy

Complete streets are designed and operated to enable safe access to streets for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities should be able to safely move along and across a complete street.

Categorical Exclusion

A formal ruling by the U.S. Environmental Protection Agency and the U.S. Department of Transportation that a transportation project or group of projects do(es) not individually or cumulatively have a significant environmental effect on the natural or human environment.

Deadhead Mileage

Miles that are accumulated by a transit service when not operating for revenue.

Environmental Assessment

A document that must be submitted for approval by the U.S. Environmental Protection Agency and the U.S. Department of Transportation for transportation projects in which the significance of the environmental impact is not clearly established. An EA is required for all projects for which a Categorical Exclusion or Environmental Impact Statement is not applicable.

Environmental Impact Statements

Environmental Impact Statements are reports that outline the predicted environmental effects of a particular action which the federal government is involved. Environmental impact statements of a necessary or projected activity highlight the significant environmental ramifications of a project, describing alternative actions which also must include no action being taken.

Environmental Protection Agency (EPA)

The Environmental Protection Agency is an agency of the federal government of the United States charged with protecting human health and with safeguarding the natural environment: air, water, and land.

Federal Highway Administration (FHWA)

The Federal Highway Administration is the federal agency that carries out federal transportation programs in partnership with state and local agencies to meet the nation's transportation needs.

Federal Recreational Trails Program (FRT)

The Recreational Trails Program is an assistance program of the Department of Transportation's Federal Highway Administration. Federal transportation funds benefit recreation by making funds available to the States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses.

Federal Transit Administration (FTA)

The Federal Transit Administration administers federal funding to support a variety of locally planned, constructed, and operated public transportation systems throughout the U.S., including buses, subways, light rail, commuter rail, streetcars, monorail, passenger ferry boats, inclined railways, and people movers.

Intelligent Transportation Systems Architecture

A framework which interrelated systems such as electronics, communications, and information processing can be built to work together in order to deliver more safe and efficient transportation services.



Appendix I - Glossary of Terms

Iowa Clean Air Attainment Program (ICAAP)

ICAAP is a program intended to help finance transportation projects and programs that result in attaining or maintaining the national ambient air quality standards of the 1990 Clean Air Amendments Act. ICAAP funds are awarded to projects and programs with the highest potential for reducing transportation-related congestion and air pollution, thereby maintaining Iowa's clean air quality.

ITS (Intelligent Transportation System)

An integrated application of a wide range of advanced technologies and ideas, which, in combination, can improve mobility and transportation productivity, enhance safety, maximize the use of existing transportation facilities, conserve energy resources and reduce adverse environmental effects and transportation problems.

Intermodal Center

An existing or planned transportation facility providing an interface between more than one mode of transportation.

Level of Service (LOS)

A qualitative assessment of a road's operating conditions. For local government comprehensive planning purposes, level of service means an indicator of the extent or degree of service provided by, or proposed to be provided by, a facility based on and related to the operational characteristics of the facility. Level of Service indicates the capacity per unit of demand for each public facility.

Long Range Transportation Plan (LRTP)

A long range strategy and capital improvement program developed to guide the effective investment of public funds in transportation facilities. The plan is updated every five years and may be amended as a result of changes in projected federal, state and local funding, major improvement studies,

congestion management system plans, interstate interchange justification studies and environmental impact studies.

Metropolitan Planning Organization (MPO)

An organization made up of local elected and appointed officials responsible for the development and coordination of transportation plans and programs, in cooperation with the state, for metropolitan areas containing 50,000 or more residents.

NEPA (National Environmental Policy Act of 1969)

The National Environmental Policy Act of 1969 (NEPA), established a national environmental policy requiring that any project using federal funding or requiring federal approval, including transportation projects, examine the effects of proposed and alternative choices on the environment before a federal decision is made.

Paratransit

Forms of transportation service that are more flexible and personalized than conventional fixed route, fixed schedule service; often utilized to accommodate the elderly and disabled passengers unable to use the fixed route service.

Safe Ride

A special transit route which operates after regular service hours on weekends; intent of service is to provide a safe way for students to get home.

SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users)

The federal surface transportation legislation (Public Law 109-59) that authorizes programs for highways, highway safety, and transit for the 5-year period 2005-2009.





Surface Transportation Program (STP)

The STP provides flexible funding that may be used by States and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and intra-city and intercity bus terminals and facilities. A portion of funds reserved for rural areas may be spent on rural minor collectors.

TIP (Transportation Improvement Plan)

Short-term (three to five years) plan of approved policies developed by an MPO for a jurisdiction that is fiscally constrained.

Transportation Enhancement Program (TE)

The TE Program required each state to set aside 10 percent of its Surface Transportation Program funds for transportation enhancement projects. These federal funds cannot be used for traditional highway projects or roadway improvements. They are for activities that go above and beyond common transportation practice.



Appendix II - Unfunded Projects

Unfunded Capital Transportation Infrastructure Projects

The following are projects that were submitted to the MPO for inclusion in the fiscally constrained 'approved projects' scenario approved as part of this plan, but were not ultimately selected. The selection process for projects to be placed on the approved projects list was very competitive with over \$500 million dollars in projects submitted for inclusion in the plan (not including projects submitted by the Iowa Department of Transportation). The Approved Projects chapter, Section E: 1 through 13 includes provides detail on the fiscally constrained 'approved projects' lists.

Although the following projects cannot currently receive federal funding through the MPO, it's possible that these projects may become eligible should additional funding become available or if the Policy Board approves the removal of a project from the approved projects list and replaces the project with a currently unfunded project(s) of equal construction cost. All changes to the fiscally constrained list must be approved by the Urbanized Area Policy Board and updated in this Plan so the 'approved projects' lists remain fiscally constrained for the 2012-2040 time frame.

2012-2040 Long Range Plan - Unfunded ROAD Infrastructure Projects

ID	2012-2020 Project Title	Project Description	\$ Cost Estimate (2011 Dollars)	\$ Cost Estimate (Project Year)*
1	IC Traffic Signal Preemption System	Provision for a city-wide GIS based traffic signal preemption system for emergency vehicles	\$1,150,000	\$1,334,000
2	CV Traffic Signal Improvements	Fiber optic installation, traffic signal upgrades, and signal coordination on Coral Ridge Ave., Hwy 6, and 1st Ave.	\$1,000,000	\$1,160,000
3	UH Signage Replacement	Replace and update city-wide signage per MUTCD requirements	\$50,000	\$58,000
4	Oakdale Boulevard - Westerly Extension*	1.5 mile extension of Oakdale Blvd. west of the future Jones Blvd. intersection	\$5,000,000	\$5,800,000
5	IWV Road	Re-construct paving from the west urban area to the MPO Planning Boundary limits	\$1,000,000	\$1,160,000
6	Penn Street West widening & medians	Widen Penn St. from Penn Ct. to I-380 ramp including landscaped medians	\$325,000	\$377,000
7	North Front Street - Penn to Cedar Springs	Asphalt reconstruction to 36-ft wide pavement from Penn Street to Cedar Springs with left turn lane (2900 LF)	\$875,000	\$1,015,000
8	Penn Street Improvements	Construct 5-lane urban section roadway from Hwy 965 to I-380	\$5,000,000	\$5,800,000
9	Penn Street I-380 interchange	Construct 5-lane bridge and new interchange ramps w/trail	\$6,000,000	\$6,960,000



Appendix II - Unfunded Projects

ID	2012-2020 Project Title	Project Description	\$ Cost Estimate (2011 Dollars)	\$ Cost Estimate (Project Year)*
10	Ireland Ave (I-80 to Clear Creek)	Grade and pave street, install curb, gutter and sidewalks or trails	\$1,500,000	\$1,740,000
11	Gilbert Street / US 6 Intersection	Reconstruct the Gilbert Street / US 6 intersection to include dual left-turn lanes on Gilbert Street	\$4,562,000	\$5,291,920
12	S. Gilbert Street Improvements	Reconstruct Gilbert Street between Benton Street and Stevens Drive	\$3,278,000	\$3,802,480
13	1st Ave. & Oakdale Blvd. Intersection	Reconstruction of the 1st Ave. and Oakdale Blvd. intersection as either a roundabout or turn lanes with traffic signals, includes 1st Ave. to southerly E. Grantview Dr. intersection	\$2,000,000	\$2,320,000
14	5th Street Reconstruction #2	0.25 mile reconstruction of 5th Street between 6th Ave. and 10th Ave	\$750,000	\$870,000
15	Hwy 965 - Paving Project	Reconstruct paving from the North Liberty limits north to the MPO Planning Boundary	\$1,800,000	\$2,088,000
16	N. Liberty Rd	Repave N. Liberty Road from the north Coralville Corporate limits north to Dubuque Street	\$2,500,000	\$2,900,000
17	1st Ave. North Phase 1	0.7 mile reconstruction of 1st Ave. between southerly E. Grantview Dr. and Meade Dr. from rural to urban cross section	\$2,800,000	\$3,248,000
18	1st Ave. North Phase 2	0.9 mile reconstruction of 1st Ave. (and North Liberty Rd.) between Meade Dr. and the future Forevergreen Rd. extension	\$3,600,000	\$4,176,000
19	Ireland Ave (Clear Creek Bridge to Railroad St.)	Replace bridge and grade and pave	\$1,500,000	\$1,740,000
20	5th Street Reconstruction #1	0.35 mile reconstruction of 5th Street between 2nd Ave. and 6th Ave	\$1,050,000	\$1,218,000
21	Heartland Dr. Reconstruction*	0.4 mile reconstruction of Heartland Dr. between Commerce Dr. and Jones Blvd	\$800,000	\$928,000
22	5th Street Reconstruction #3	0.6 mile reconstruction of 5th Street between 12th Ave. and 20th Ave.	\$1,800,000	\$2,088,000
23	US Highway 6 Rehabilitation	Construct an asphalt overlay on US Highway 6 between Riverside Drive and Lakeside Drive - includes paved shoulders and improved medians	\$2,675,000	\$3,103,000
24	10th Street Reconstruction #1	0.42 mile reconstruction of 10th Street between 12th Ave. and 20th Ave	\$840,000	\$974,400
25	12th Avenue Reconstruction #1	0.4 mile reconstruction of 12th Avenue between 6th St. and 8th St.	\$1,200,000	\$1,392,000
26	Melrose Avenue Preventative Maintenance	Pavement repair and rehabilitation	\$75,000	\$87,000
27	Sunset Street Preventative Maintenance	Pavement repair and rehabilitation	\$50,000	\$58,000
28	340th St. Improvements*	0.8 mile reconstruction of 340th St. between Deer Creek Rd. and Creekside Ballpark	\$750,000	\$870,000



Appendix II - Unfunded Projects

ID	2021-2030 Project Title	Project Description	\$ Cost Estimate (2011 Dollars)	\$ Cost Estimate (Project Year)*
29	10th Street Reconstruction #2	0.75 mile reconstruction of 10th Street between 20th Ave. and 25th Ave.	\$2,250,000	\$3,420,000
30	Highway 6 - Deer Creek Rd. to Jones Blvd.	0.52 mile reconstruction of Hwy 6 between Deer Creek Rd. and Jones Blvd., conversion from rural to urban cross section	\$4,160,000	\$6,323,200
31	Highway 6 - Jones Blvd. to I-380	1.0 mile reconstruction of Hwy 6 between Jones. Blvd. and I-380, conversion from rural to urban cross section	\$8,000,000	\$12,160,000
32	North Front Street- Zeller to Penn	Reconstruct street from rural to urban pavement section (2800 LP)	\$1,300,000	\$1,976,000
33	1st Ave. North Phase 3	0.9 mile reconstruction of North Liberty Rd. between future Forevergreen Rd. Extension and Dubuque St.	\$3,600,000	\$5,472,000
34	12th Avenue Reconstruction #2	0.5 mile reconstruction of 12th Avenue between 8th St. and Interstate 80	\$1,500,000	\$2,280,000
35	12th Avenue Reconstruction #3	0.4 mile reconstruction of 12th Avenue between Interstate 80 and Holiday Rd.	\$1,200,000	\$1,824,000
36	12th Avenue Reconstruction #4	0.7 mile reconstruction of 12th Avenue between Holiday Rd. and Oakdale Blvd.	\$2,100,000	\$3,192,000
37	5th Street Reconstruction #4	0.15 mile reconstruction of 5th Street between 10th Ave. and 12th Ave.	\$450,000	\$684,000
38	Camp Cardinal Boulevard Reconstruction #1	0.38 mile reconstruction of Camp Cardinal Blvd. between Hwy 6 and Clear Creek	\$1,520,000	\$2,310,400
39	Holiday Road Reconstruction #1	0.9 mile reconstruction of Holiday Road between 1st Ave. and 12th Ave.	\$2,700,000	\$4,104,000
40	Oakdale Boulevard Reconstruction #1	1 mile reconstruction of Oakdale Boulevard between 12th Ave. and Crosspark Rd.	\$3,000,000	\$4,560,000
41	UH Melrose Avenue Preventative Maintenance	Pavement repair and rehabilitation	\$75,000	\$114,000
42	UH Sunset Street Preventative Maintenance	Pavement repair and rehabilitation	\$50,000	\$76,000

* Assumes 4% straight-line growth rate



Appendix II - Unfunded Projects

2012-2040 Long Range Plan - Unfunded BIKE & PEDESTRIAN Infrastructure Projects

ID	2012-2020 Project Title	Project Description	\$ Cost Estimate (2011 Dollars)	\$ Cost Estimate (Project Year)*
1	Highway 6 Trail	Construct 10' trail adjacent to Highway 6 between Broadway to Sycamore Street	\$2,440,000	\$2,830,400
2	Highway 6 Trail	Construct 10' trail adjacent to Highway 6 between Sycamore Street and Lakeside Drive	\$1,749,000	\$2,028,840
3	Clear Creek Trail Phase 7	1.0 mile extension of Clear Creek Trail from Creekside Ballpark to I-380	\$650,000	\$754,000
4	Hwy 965 - Separated Trail	Reconstruct Paving from the North Liberty Limits north to the MPO Planning Boundary	\$750,000	\$870,000
5	Rocky Shore Drive Pedestrian Bridge	Construct a pedestrian bridge over the Iowa River from Rocky Shore Dr to the Peninsula	\$1,300,000	\$1,508,000
6	Clear Creek Trail - 1st Ave. to Biscuit Creek	0.25 mile extension of Clear Creek Trail from 1st Ave. to Biscuit Creek	\$200,000	\$232,000
7	Penn Street Trail- Jones Blvd to I-380	8-foot wide sidewalk along Penn Street from Jones Blvd to I-380 (5100 LF)	\$475,000	\$551,000
8	Trail south on Ireland to Villages Development	Grade and pave trail	\$200,000	\$232,000
9	St. Andrews Trail- Harvest Estates to West Lake subdivision	8-foot wide sidewalk along the north side of St. Andrews (2950 LF)	\$275,000	\$319,000
10	Gilbert Street IAIS Underpass	Reconstruct sidewalks beyond Gilbert Street	\$308,000	\$357,280
11	Ireland Ave (1-80 to Clear Creek)	Grade and pave street, install curb, gutter and sidewalks or trails	\$1,500,000	\$1,740,000

ID	2021-2030 Project Title	Project Description	\$ Cost Estimate (2011 Dollars)	\$ Cost Estimate (Project Year)*
12	Iowa River Corridor Trail	Construct trail extension along the Iowa River adjacent to the Elks property	\$874,000	\$1,328,480
13	Willow Creek Trail Phase III	Construct a trail from Willow Creek Drive under Hwy 1 and around airport property	\$820,000	\$1,246,400
14	Iowa Riverfront Pedestrian Bridge	New pedestrian bridge over Iowa River just south of Interstate 80	\$1,750,000	\$2,660,000
15	Trail Reconstruction - Zone 2	Reconstruction of trails in Zone 2. Zone 2 is located west of 12th Ave., south of I-80, and east of Coral Ridge Ave. Total length: 3.5 miles.	\$875,000	\$1,330,000



Appendix II - Unfunded Projects

ID	2031-2040 Project Title	Project Description	\$ Cost Estimate (2011 Dollars)	\$ Cost Estimate (Project Year)*
16	Willow Creek Trail West	Construct a trail from Willow Creek west under Hwy 218 to Hunter's Run Park and beyond	\$2,652,000	\$5,091,840
17	Penn Street (250th Street) - Separated Trail	Construct a separated trail from I-380 west to MPO Planning Boundary Limits	\$1,750,000	\$3,360,000
18	Half Moon Avenue - Separated Trail	Construct a Separated Trail from the North Liberty Limits north to the MPO Planning Boundary	\$1,750,000	\$3,360,000

* Assumes 4% straight-line growth rate

2012-2040 Long Range Plan - Unfunded BRIDGE Infrastructure Projects

ID	2012-2020 Project Title	Project Description	\$ Cost Estimate (2011 Dollars)	\$ Cost Estimate (Project Year)*
1	Burlington Street Bridge	Rehabilitating the south bridge to fix delaminating arches	\$874,000	\$1,013,840

* Assumes 4% straight-line growth rate

2012-2040 Long Range Plan - ILLUSTRATIVE Infrastructure Projects

ID	Illustrative Projects - Project Title	Project Description	\$ Cost Estimate (2011 Dollars)	\$ Cost Estimate (Project Year) *	Year of Construction
1	IC Transit Facility Relocation	Construction of a new transit facility	\$20,070,000	\$23,281,200	2012-2020
2	Coralville Intermodal Facility	New intermodal facility located in the Iowa River Landing	\$18,000,000	\$20,880,000	2012-2020
3	Expansion of Cambus maintenance facility	Expansion and upgrades to the UI Cambus Maintenance Facility	\$5,000,000	\$5,800,000	2012-2020
4	I-80 and I-380 Interchange	Upgrade to directional ramps; new overpass at Kansas Ave.	\$304,000,000	\$352,640,000	2012-2020

* Assumes 4% straight-line growth rate



Long Range Transportation Plan – BIKE/PED Projects Scoring System

The following criteria will be used to establish a point total for your priority capital transportation infrastructure project proposal. This point total will be one of several factors considered by the MPOJC Urbanized Area Policy Board in making a decision on which projects to include in the revised Long Range Transportation Plan to be adopted in May 2012.

1. Is the capital asset a new facility or an existing facility proposed for improvement as submitted in your priority capital transportation infrastructure list?
 - A. No - 0 points
 - B. Yes - 1 point; maintenance
 - C. Yes - 3 points; reconstruction project
 - D. Yes - 5 points; reconstruction with geometric improvements or a new trail alignment

***Maintenance** is defined as preservation of pavement condition, safety, and ride quality. **Reconstruction** is characterized as complete replacement of a pavement structure with an equivalent. **Geometric improvements** are defined as any physical improvements to a corridor that improve motorist or pedestrian operations.*

2. Is a focus of the project to address a safety concern at an intersection or mid-block, or improve safety at a location with a collision history involving bicyclists or pedestrians?
 - A. No - 0 points
 - B. Yes - 3 points; not in top 25 high accident intersections or top 10 highest accident mid-blocks
 - C. Yes - 5 points; top 25 high accident intersections or top 10 highest accident mid-blocks
3. Will the proposed project provide direct access to a school or improve access to multi-family residential or commercial development?
 - A. No - 0 points
 - B. Yes - 3 points (within ½ mile)
 - C. Yes - 5 points (within ¼ mile)



Appendix III - Scoring Criteria

4. Is the project an extension of an existing pedestrian/bicycle facility noted in the MPOJC Long Range Trails Plan or Long Range Wide Sidewalks Plan, or meet an identified goal for your community in the MPOJC Metro Area Bicycle Master Plan?
 - A. No - 0 points
 - B. Yes - 5 points
5. Does the project involve more than one MPOJC jurisdiction (including funding and/or coordination)?
 - A. One MPOJC jurisdiction - 0 points
 - B. Two MPOJC jurisdictions - 3 points
 - C. Three or more MPOJC jurisdictions - 5 points
6. Is the proposed project anticipated to be completed between 2012-2020, 2021-2030, or 2031-2040 as submitted to MPOJC?
 - A. 2012-2020 - 5 points
 - B. 2021-2030 - 3 points
 - C. 2031-2040 - 0 points



Long Range Transportation Plan – ROAD Projects Scoring System

The following criteria will be used to establish a point total for your priority capital transportation infrastructure project proposal. This point total will be one of several factors considered by the MPOJC Urbanized Area Policy Board in making a decision on which projects to include in the revised Long Range Transportation Plan to be adopted in May 2012.

1. Is the capital asset a new facility or an existing facility proposed for improvement as submitted in your priority capital transportation infrastructure list?
 - A. No - 0 points
 - B. Yes - 1 point; maintenance
 - C. Yes - 3 points; reconstruction project
 - D. Yes - 5 points; reconstruction with geometric improvements
 - E. Yes - 7 points; newly constructed/paved arterial road alignments

Maintenance is defined as preservation of pavement condition, safety, and ride quality. Reconstruction is characterized as complete replacement of a pavement structure with an equivalent. **Geometric improvements** are defined as any physical improvements to a corridor that improve motorist or pedestrian operations. **Newly constructed/paved arterial road alignments** include repaving gravel roads to urban standards.

2. Is a focus of the project to address a safety concern at an intersection or mid-block, or improve safety at a location with a collision history involving bicyclists or pedestrians?
 - A. No - 0 points
 - B. Yes - 3 points; not in top 25 high accident intersections or top 10 highest accident mid-blocks
 - C. Yes - 5 points; top 25 high accident intersections or top 10 highest accident mid-blocks



Appendix III - Scoring Criteria

3. Will the proposed project facilitate multiple modes of transportation? This may be indicated by the following amenities (one point each unless noted)
 - A. Bus shelter, bus pull-off, or geometric improvements____(2 points max)
 - B. Separated trail or wide sidewalk (8' or wider)____
 - C. Wide outside travel lane (14' or wider; excludes curb and gutter) or marked on-street bike facility____
 - D. Other____
4. Does the project involve more than one MPOJC jurisdiction (including funding and/or coordination)?
 - A. One MPOJC jurisdiction - 0 points
 - B. Two MPOJC jurisdictions - 3 points
 - C. Three or more MPOJC jurisdictions - 5 points
5. Is the proposed project anticipated to be completed between 2012-2020, 2021-2030, or 2031-2040 as submitted to MPOJC?
 - A. 2012-2020 - 5 points
 - B. 2021-2030 - 3 points
 - C. 2031-2040 - 0 points

* Projects using federal aid must be located on DOT recognized Federal Aid Routes.



Appendix IV - Grant Funding Process

Like all Metropolitan Planning Organizations and Regional Planning Affiliations in Iowa, MPOJC is allocated Surface Transportation Program (STP) and Transportation Enhancement (TE) Program funds local apportionment. The grant funding process follows six steps:

1. **Application.** Applications can be made by any municipality, and only municipalities may receive STP and TE funds. While the municipalities are the recipient of these funds, the municipalities may 'pass-on' the funds to another organization such as the University of Iowa.
2. **Public input process.** Following receipt of funding applications, the applications are announced following the MPOJC public comment process. Any and all public comments received are summarized and forwarded to the MPOJC Transportation Technical Advisory Committee and MPOJC Urbanized Area Policy Board. Transportation Enhancement fund applications are reviewed by the MPOJC Regional Trails and Bicycling Committee as part of the public comment process.
3. **Scoring.** The applications are given scores and ranked according the scoring criteria adopted by the MPOJC Policy Board (See Appendix III). While the scores are one way to rank projects, applications are not required to be funded according to their ranking.
4. **Recommendation.** Funding recommendations for the project applications are made by the JCCOG Transportation Technical Advisory Committee (TTAC). The TTAC makes their recommendation after reviewing and adjusting project scores, hearing public input, and discussing the merits of the projects. Funds are not permitted to be awarded based on population.
5. **MPOJC Board action.** The MPOJC Board is the entity that makes final funding decisions. The Board is given the project scores and rankings, TTAC recommendation, public input received, and other relevant information.
6. **Update the Transportation Improvement Program.** The final step in the funding process is to update the MPOJC Transportation Improvement Program to include projects and funding levels as approved by the MPOJC Urbanized Area Policy Board.



Appendix V - Description of Public Comment Process

Overview

The cornerstone of MPOJC's adopted public input process targets interest groups representing unique users of the transportation system, as well as groups involved in the growth and development of the metropolitan area. From the Conner Center for Independent Living, which represents persons with disabilities, to the Iowa Bicycle Coalition to the Tiffin Planning and Zoning Commission, any group wishing to be added to the public input organization list may be added. These groups are notified of all proposals for arterial street plan amendments, Transportation Improvement Program amendments and annual adoption, Long Range Transportation Plan amendments and adoption, and applications for STP and TE funding allocated by MPOJC.

These public interest groups include:

- Allen Lund Company
- Bicyclists of Iowa City
- Citizens for Sensible Development
- Clear Creek-Amana School District
- Conner Center for Independent Living
- Coralville Parks and Recreation Commission
- CRANDIC Railroad
- Environmental Advocates
- FAIR!
- Friends of Historic Preservation
- Friends of the Iowa River Scenic Trail
- Goodwill Industries Johnson County
- Greater Iowa City Chamber of Commerce
- Iowa Bicycle Coalition
- Iowa City Area Assoc. of Realtors
- Iowa City Area Development (ICAD)
- Iowa City Historic Preservation Commission
- Iowa City Office of Neighborhood Services
- Project Green
- Iowa City School Board
- Iowa City/Johnson County Senior Center
- Iowa City Sierra Club

- Iowa Interstate Railroad
- Regional Trails and Bicycling Committee
- Johnson County Historical Society
- Johnson County Historic Preservation Commission
- Johnson County League of Women Voters
- Johnson County Planning and Zoning Commission
- North Liberty Parks and Recreation Commission
- Soil and Water Conservation Service
- Systems Unlimited
- Tiffin Planning and Zoning Commission

In addition to distributing materials to these public input process organizations, our website is used to distribute information and notify the public of proposed amendments and documents. The media develops news stories from information first presented on the MPOJC website. In addition, all discussions at the MPOJC Transportation Technical Advisory Committee meetings and the Urbanized Area Policy Board are open to the public, and public input is always scheduled.

For the Long Range Transportation Plan, additional public outreach steps have included advertisements on local buses in English and Spanish, an interview on the local government channel, general media releases regarding the Long Range Transportation Plan as well as public meetings with the MPOJC TTAC and Board.



Appendix V - Description of Public Comment Process



Date: December 28, 2009

To: Transportation Planning Public Participation Process Organizations

From: Kent Ralston, Assistant Transportation Planner

Re: JCCOG Long-Range Multi-Modal Transportation Plan Update

The Johnson County Council of Governments (JCCOG) staff is in the early stages of updating the JCCOG Long Range Multi-Modal Transportation Plan (Long Range Plan). This is a notice to your organization of opportunities to be involved in the planning process.

What is the JCCOG Long Range Multi-Modal Transportation Plan?

The JCCOG Long Range Plan is a transportation planning document meant to help guide decision-making about transportation improvements and transportation funding 25 years into the future. It includes elements such as the JCCOG Arterial Street Plan, the JCCOG Trails Plan, community transit plans, historic transportation perspectives, a summary of community transportation visions, and existing and forecasted arterial street deficiencies. The current JCCOG Long Range plan can be viewed at <http://www.jccog.org/resources/publications.htm>.

The JCCOG Long Range Plan is a compilation of plans and visions for all modes of transportation (vehicle, transit, pedestrian, and bicycle) for the Iowa City Urbanized Area (Iowa City, Coralville, North Liberty, Tiffin, University Heights, and portions of unincorporated Johnson County). The Long Range Plan must be consistent with land use plans for each community.

As a planning document, there should be adequate opportunity for public input and understanding of the provisions included in the Long Range Plan. This notice is the first step in providing information about the Long Range Plan to the public. If you or your organization would like to know more about the Long Range Plan planning process, or more detail about what the Long Range plan might include, staff would be happy give a short presentation to your organization. To request a staff presentation about the Long Range Plan please contact me at 319-356-5253 or kent-ralston@iowa-city.org.

We will keep you notified of other opportunities for public input as the planning process progresses; we hope to have the next version of the JCCOG Long Range Plan adopted by May 2012.

Headlines - Johnson County Council of Governments

Page 1 of 1



Announcements

JCCOG plans public roundtable to discuss Long-Range Multi-Modal Transportation Plan

Posted: Monday, November 09, 2010 at 8:39:15 AM

The Johnson County Council of Governments (JCCOG) staff is in the early stages of updating the JCCOG Long Range Multi-Modal Transportation Plan, which will help guide decisions about transportation improvements and funding for the next 25 years -- and they'd like to get the public's input.

A roundtable discussion is scheduled for December 6, 2010 at 6:00 p.m. in Meeting Room A of the Iowa City Public Library to hear public opinion on what long range improvements could be made to the area transportation system. Because the plan will impact the entire Iowa City Urbanized Area, JCCOG hopes to gather input from residents of Iowa City, Coralville, North Liberty, Tiffin, University Heights, and unincorporated Johnson County.

The Long Range Multi-Modal Transportation Plan considers the future of all forms of transportation, including cars, trucks, buses, trains, bicycles, and pedestrians. Specifically, the plan guides decision-making for future arterial streets, transit, transit needs, and community transportation. It will be adopted in May 2012.

For more information, please contact JCCOG Assistant Transportation Planner Kent Ralston at 319-356-5253 or e-mail kent-ralston@iowa-city.org.

For More Information:

Contact Person: Kent Ralston
Contact Number: (319) 356-5253
Contact Email: kent-ralston@iowa-city.org

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<http://www.jccog.org/headlines/?id=1098>

12/9/2010





Appendix V - Description of Public Comment Process

Kent Ralston

From: Kent Ralston
Sent: Wednesday, April 13, 2011 9:01 AM
To: A. Madden; A. Winstler; ahebeck23@icloud.com; ogbeaunust@iowa.com; Britt Kuehmann; C. Spahnitz; catherine.culver@iowa.gov; Christina Kujeski; Daniel Nagle-Gemini; J. Raso; John Yagg; Kent Ralston; Kristopher Ackerson (Kristopher.Ackerson@iowa-city.org); Marcia Bollinger; Michael Carberry; RTBG; Mailing List; Troutier; Tracy
Subject: MPOJC Long Range Plan - Public Meetings

You are receiving this correspondence as a contact on the MPOJC Public Input Organizations Mailing list. Please consider attending one of the two public meetings scheduled for April 27th or May 4th, 2011 to discuss proposed transportation-related infrastructure projects to be included in the revised MPOJC Long Range Transportation Plan. Details can be found in the invitation posted below.

Best Regards,

Kent Ralston - MPOJC
 Assistant Transportation Planner
 Metropolitan Planning Organization of Johnson County
 410 E. Washington St. ■ Iowa City, IA 52240
 319.356.5253
www.mpojc.org

MPOJC

MPOJC plans public meetings to discuss Long-Range Transportation Plan revisions

The Metropolitan Planning Organization (MPO) of Johnson County (formerly JCCOG) staff is in the early stages of updating the MPO Long-Range Transportation Plan, which will help guide decisions about transportation improvements and funding for the next 25 years — and they'd like to get the public's input.

Two public meetings have been scheduled to discuss proposed transportation-related infrastructure projects with area communities and gather public opinion on potential projects. Projects have been submitted by each community in the urbanized area and must be included in the MPO Long-Range Transportation Plan to be eligible to receive federal funding. Because the plan will impact the entire Iowa City Metropolitan Area, the MPO hopes to gather input from residents of Iowa City, Coralville, North Liberty, Tiffin, University Heights, and unincorporated Johnson County.

The Long-Range Transportation Plan considers the future of all forms of transportation and guides decision-making for community transportation needs. The plan will be adopted in May 2012.

Please consider attending one of the following scheduled public meetings:

- April 27, 2011, 5:30 p.m. in Emmie Harvar Hall in Iowa City City Hall, 410 E. Washington Street
- May 4, 2011, 5:30 p.m. in the North Ridge Pavilion in North Ridge Park in Coralville, 2250 Holiday Road

For more information, please contact MPOJC Assistant Transportation Planner Kent Ralston at 319.356.5253 or e-mail kent-ralston@iowacity.org.

MPOJC

Metropolitan Planning Organization of Johnson County
 410 E. Washington St. ■ Iowa City, IA 52240

December 20, 2011

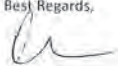
To Whom It May Concern:

The Metropolitan Planning Organization of Johnson County (MPO) is currently revising our Long Range Transportation Plan which must be adopted by May of 2012 - I have attached the draft Environmental Awareness Chapter for your review. Please understand that the Long Range Transportation Plan is meant to be broad in scope as it covers the 2012-2040 timeframe. The Environmental Awareness chapter is meant to ensure that the MPO member entities are committed to balancing the need to protect our social and natural environment while continuing to improve our transportation network in the Iowa City urbanized area.

Please review the draft chapter and provide any comments or questions that your organization has regarding the information to Kent Ralston at kent-ralston@iowa-city.org or 319-356-5253 by **February 6, 2012**. If you are not the correct contact for your organization please forward this on to the appropriate contact. You have received this letter as we feel input from your organization will be a valuable resource as we move forward with revisions and adoption of the Long Range Transportation Plan. If you would like to review the entire draft Long Range Transportation Plan, there is a link on the homepage of the MPO website at www.mpojc.org.

Thank you in advance for your help.

Best Regards,



Kent Ralston
 Assistant Transportation Planner



Appendix V - Description of Public Comment Process



January 5, 2011

JCCOG Public Input Process Organizations:

Allen Lund Company	Iowa City Historic Preservation Commission
Bicyclists of Iowa City	Iowa City/Johnson County Senior Center
Chamber of Commerce	Iowa City Neighborhood Services Office
Citizens for Sensible Development	Iowa City Sierra Club
Clear Creek Amana School District	Iowa City School Board
Conner Center for Independent Living	Iowa Interstate Railroad
Coralville Parks & Recreation Commission	JCCOG Regional Trails and Bicycling Committee
Grandic Railroad	Johnson County Historic Preservation Commission
Environmental Advocates	Johnson County Historical Society
FAIR!	Johnson County Planning and Zoning Commission
Friends of the Iowa River Scenic Trail	League of Women Voters of Johnson County
Friends of Historic Preservation	North Liberty Parks & Recreation Commission
Goodwill Industries of SE Iowa	Project GREEN
Iowa Bicycle Coalition	Soil and Water Conservation Service
Iowa City Area Assoc. of Realtors	Systems Unlimited
Iowa City Area Development Group	Tiffin Planning and Zoning Commission

Dear JCCOG Public Input Process Organizations:

In an ongoing effort to involve metropolitan area residents in transportation planning, JCCOG is launching a series of quick transportation-related online surveys. The survey results will be used when JCCOG is developing plans and projects, including the *Long Range Multi-modal Transportation Plan*, and also are shared with policymakers. The topic of this first online survey relates to bicycle and pedestrian facilities.

As a JCCOG public input process organization, you are invited to complete your online survey at the following address – takes approximately 3 minutes.

http://jccog.org/what_we_do/transportation_plan_survey.html

Thank you for participating!

Sincerely,

Kristopher Ackerson, AICP
Assistant Transportation Planner
Johnson County Council of Governments
410 E. Washington St. Iowa City, IA 52240
319.356.5247 (w), 319.356.5217 (f), 319.621.5882 (c)



Date: November 16, 2010

To: JCCOG Public Input Organizations

From: Kent Raiston, Assistant Transportation Planner

Re: Long Range Transportation Plan Roundtable Discussion

You are receiving this correspondence as a contact on the JCCOG public input organization list. Please consider attending the Long Range Transportation Plan Roundtable Discussion scheduled for **December 6, 2010 @ 6:00** to be held at the **Iowa City Public Library – Meeting Room A**. More details can be found in the invitation that follows.

JCCOG plans public roundtable to discuss Long-Range Multi-Modal Transportation Plan

Draft: Monday, November 08, 2010 at 9:38:18 AM

The Johnson County Council of Governments (JCCOG) staff is in the early stages of updating the JCCOG Long Range Multi-Modal Transportation Plan, which will help guide decisions about transportation improvements and funding for the next 25 years -- and they'd like to get the public's input.

A roundtable discussion is scheduled for **December 6, 2010 at 6:00 p.m. in Meeting Room A of the Iowa City Public Library** to hear public opinion on what long range improvements could be made to the area transportation system. Because the plan will impact the entire Iowa City Urbanized Area, JCCOG hopes to gather input from residents of Iowa City, Coralville, North Liberty, Tiffin, University Heights, and unincorporated Johnson County.

The Long Range Multi-Modal Transportation Plan considers the future of all forms of transportation, including cars, trucks, buses, trains, bicycles, and pedestrians. Specifically, the plan guides decision-making for future arterial streets, trails, transit needs, and community transportation. It will be adopted in May 2012.

For more information, please contact JCCOG Assistant Transportation Planner Kent Raiston at 319.356.5253 or e-mail Kent.Raiston@iowa-city.org



Appendix V - Description of Public Comment Process

NOTICE PUBLIC HEARING

The Metropolitan Planning Organization of Johnson County (MPOJC) will be holding a **PUBLIC HEARING** on the 2012-2040 Long Range Transportation Plan for the Iowa City Urbanized Area.

The Plan is the planning document for all surface transportation projects that receive State or Federal funds, including: street & highway, transit, rail, bicycle, and pedestrian projects, in the Iowa City Urbanized Area.

The hearing will be held on May 23, 2012 at 4:30 p.m. in Johnson County Health and Human Services Building, Room 203, 855 South Dubuque St., Iowa City, IA.

Interested persons are encouraged to attend. If you have any questions about the hearing or the Plan, contact MPOJC at 319-356-5247 or email kristopher-ackerson@iowa-city.org.

AVISO DE REUNION PUBLICA

The Metropolitan Planning Organization of Johnson County (MPOJC) mantendra una reunion publica por el 2012-2040 Long Range Transportation Plan para The Iowa City Urbanized Area.

El plan es el documento de planificacion para todos los proyectos de transportacion de caminos que reciben fondos estatales o federales, incluso: calle y carretera, transito, ferrocarril, bicicleta y proyectos peatonales, en el Iowa City Urbanized Area.

La reunion se mantendra el 23 de Mayo de 2012 a las 4:30 p.m. en Johnson County Health and Human Services Building, Room 203, 855 South Dubuque St., Iowa City, IA.

Personas interesadas son invitadas a asistir la reunion. Si usted tiene una pregunta sobre la reunion o el plan, contacte a Kris Ackerson con MPOJC a 319-356-5247 o por email a kristopher-ackerson@iowa-city.org.

OFFICIAL PUBLICATION

NOTICE OF PUBLIC HEARING

The Metropolitan Planning Organization of Johnson County will be holding a public hearing on the FY2012-2040 Long Range Transportation Plan for the Iowa City Urbanized Area. The Plan is a transportation planning document meant to guide decision-making about transportation improvements and funding for the next 25 years. It includes elements such as the Arterial Street Plan, the Trails Plan, community transit plans, a summary of community transportation visions, and existing and forecasted arterial street deficiencies.

The hearing will be held on May 23, 2012 at 4 p.m. in Room 203, Johnson County Health & Human Services Building, 855 South Dubuque Street, Iowa City, Iowa. Interested persons are encouraged to attend or submit written comments by 5:00pm, May 22, 2012. Questions and comments should be addressed to Kent Ralston, Assistant Transportation Planner, 410 E. Washington St., Iowa City, Iowa 52240, by email to kent-ralston@iowa-city.org or phone (319) 356-5253.

PC-6000008572

May 11, 2012





Appendix VI - Summary of Public Input Received

The following pages include the formal public input received during the 30-day public comment period.

Kent Ralston

From: Jim Throgmorton
Sent: Wednesday, April 18, 2012 9:33 AM
To: John Yapp; Kent Ralston
Cc: jthrogmo@yahoo.com
Subject: FW: MPOJC Community Climate Action Taskforce Contact Information
Attachments: Community Climate Action Taskforce Contact Info.xls; image003.jpg

John and Kent,

I have read the Long Range Transportation Plan (LRTP) carefully. As I told Kent last night, I think it is fine so far as it goes. (There are several typos and bits of missing information, but I'm sure you will clean that up.)

But as I also told Kent last night, I see two glaring omissions that deserve attention:

First, the plan is silent about the threat posed by global climate change. Consequently it is also silent about what we in Johnson County can do to mitigate further climate change and adapt to the changes that, according to climate scientists, now appear inevitable. The most severe of those changes will later in this century, but nontrivial effects seem very likely to kick in prior to 2040 (the end date for our LRTP).

I recognize that not everyone agrees that climate change is caused by humans, and I further recognize that there is considerable uncertainty associated with projecting conditions two or more decades into the future. But, as a policy matter, it would be foolhardy not to consider the best projections currently available and ask ourselves: WHAT IF, those projections turn out to be accurate? If we wanted to mitigate those effects, what would we need to change in our LRTP? If we assume that those projections will turn out to be accurate, how will the new conditions affect the viability of the transportation system we will have created? A directly related question is, WHAT IF the price of gasoline rises to \$8 or more per gallon by 2020 or 2025?

Second, the plan is silent about the local effects of potential reductions in federal and state funding. If I read the plan correctly, it presumes that federal and state funding for transportation projects will increase at the rate of inflation (assumed to be 4% per year) throughout the planning period. Given the past year's debates in Washington DC about the need to cut spending, this projected increase in funding seems wildly optimistic.

Regardless of what one's political position is on the merits of the cuts being advocated, would it not be wise of us to be asking: WHAT IF our federal funding is cut by 25% (or even 50%) by the year 2017 (or some other reasonable year)? How would such a cut affect our current LRTP? What would we need to delete? If such cuts are sustained over the remainder of our planning period, what changes would we want to make in our Plan?

I believe our MPO Board needs to authorize you and the rest of our staff to do some contingency planning that falls outside the federally mandated LRTP requirements. We need to instruct you to help us answer the WHAT IF? questions.

Please share this email with other members of the Urbanized Area Policy Board.

Jim Throgmorton
District C, Iowa City Council

From: Janet Dvorsky
Sent: Monday, April 02, 2012 9:55 AM
To: 'Dave Ricketts'; 'Janelle Rettig'; John Yapp; 'Louise From'; 'Terrence Neuzil'; Susan Mims; 'Tom Gill'; 'Gerry Kuhl'; 'Terry Donahue'; 'cball@southslope.net'; 'John Lundell'; Michelle Payne; Rick Dobyns; Jim Throgmorton

1

MEMORANDUM

To: Johnson County Council of Governments
From: Bob Welsh
Re: JCCOG Long Range Multi-Modal Transportation Plan
Date: December 6, 2010

As a public citizen I wish to express my appreciation for the work that has been done and is being done to improve mobility options in Johnson County.

I am also appreciative of the fact that in 2007, Section C-12 Senior Users of the Transportation System, was added as a result of the April 25, 2007, Memorandum submitted by the Johnson County Consortium on Successful Aging, a copy of which is attached.

The Johnson County Livable Community for Successful Aging Policy Board has replaced the Consortium. It has a Transportation Action Team, that due to the efforts of Eve Casserly has developed a transportation handout that is a central source of information. This information is also available on www.livablecommunity.org, the livable community web site. This has helped to address the first bullet item listed in Section C-12.

When you review Section C-12 and the attached memorandum, it is clear that much needs to be done. I hope that the staff and committees will examine these as a part of the updating process. In 2007 it was suggested that many of items were too detailed for the plan and would be addressed in other ways. I would suggest, at a minimum, the plan be amended to include a sixth bullet that might read, "Make system improvements to serve the expanding senior population."

Some specifics that I personally feel are important are:

- Utilize divergent routes
- Begin a Volunteer Transportation system to augment the systems now in place.
- Conduct travel training.
- Expand door through door service.

I would also like to suggest that JCCOG look to see if the increased use of "vouchers" would not be a way of improving the service to seniors and reducing the per ride cost.

The senior population is increasing much faster than anticipated. Many members of the disability community are joining this population. In light of this, I would suggest that a study addressing the mobility options of seniors in Johnson County might be in order. Johnson County Livable Community would be good partner in this study.

Thank you for your consideration of these thoughts.



Appendix VI - Summary of Public Input Received

MEMORANDUM

To: Johnson County Council of Governments
From: The Johnson County Consortium on Successful Aging
Re: JCCOG 2007-2015 Long Range Multi-Modal Transportation Plan
Date: April 25, 2007

The Johnson County Consortium on Successful Aging wishes to commend the Johnson County Council of Governments for its work on the JCCOG 2007-2015 Long Range Multi-Modal Transportation Plan.

In September 2006 the Johnson County Consortium on Successful Aging issued a Transportation Report. Beginning on page 22 there is a listing of "future directions." The Consortium would like to suggest that consideration be given to including some of all of these in the JCCOG 2007-2015 Long Range Multi-Modal Transportation Plan.

Specifically, we recommend that the Plan include:

- **Establishing and Maintaining a Central Source of Information.**
This could be done in cooperation with the Johnson County Livable Community website that we are developing.
- **Commitment to improving the driving health of seniors.**
Driver refresher courses, vision and hearing screening could be a collaborative effort with many segments of the community such as AARP, service clubs and the medical profession.
- **Educating to the Availability of Assistive Technology.**
Helping persons to be able to drive safely for a longer period in their life-span could be an important part of the Plan.

This, and the previous suggestion, deals with aiding the individual. The inclusion of this emphasis in the plan would acknowledge the importance of individuals and the need to involve a wide segment of the community.
- **System Improvements**

We are glad that JCCOG has adopted a "complete street policy." We would hope that the plan might include a greater emphasis on the following items:

Our survey indicated the importance of lane/road markings and the visibility of road signs.

We would hope that the plan would include the development of "divergent routes."

We are glad that Iowa City is committed to lower floor buses. It would be good to include in the plan this commitment for all systems. In addition, the use of count-down pedestrian signals should be a commitment for all systems where there is an aging and disability population.

The training of personnel is an important key to customer satisfaction.

We would hope that the plan would commit to including "bus shelters or benches at bus stops in the most used areas and improving walkability to bus stops."

Five foot sidewalks where feasible.

In relation to system design, we would call your attention to the AARP publication Beyond 50.05 – A Report to the Nation on Livable Communities. On page 81 you find these words: "People are likely to use transit if it is perceived as clean and safe; where there are safe and well maintained sidewalks, shelters, and places for individuals to rest on the way to and at the bus stop; and when routes connect desired destinations." Utilizing this quote in the Plan might be considered.

The Consortium would hope JCCOG might consider including in its report the commitment to explore and work with community groups to establish a volunteer transportation system to supplement the fixed route and paratransit systems.

The Consortium would like to suggest that the Plan include a greater emphasis on SEATS. With the increasing numbers of seniors and persons with disabilities, the need will only expand. The Consortium, on page 28 of its report, suggests four areas that should be explored.

The Consortium felt it important to include in its transportation report (page 32) reference to an "emergency plan." Reference to an "emergency plan" may be appropriate in the Plan.

We are glad that the Plan indicates a willingness to explore "consolidation."

In our report we speak not of consolidation but of a county-wide transportation system. We would hope that the Plan would include a commitment by JCCOG to explore "federal grants to study the socio-economic impact and economic feasibility of a county-wide transportation system."



Appendix VI - Summary of Public Input Received

As Johnson County grows with its urban-rural mix, a county-wide transportation system would benefit all parts of the county.

In the AARP report previously mentioned, on page 93 you find recommendations. One of these states "should actively involve citizens in long- and short-range planning." The Consortium made this point on page 30 of its report. The Plan could include the intent of all bodies to appoint representatives of all generations to their planning boards. In your "Public Process" section you might wish to include, in addition to the Iowa City/Johnson County Senior Center, the Johnson County AARP, in light of its commitment to the Livable Community concept.

The survey that the Consortium conducted indicates that the urbanized area and the county as a whole is a great place to live.

The suggestions we make for consideration for inclusion in the JCCOG 2007-2035 Long Range Multi-Modal Transportation Plan are made with only one purpose in mind, namely to help make this an even more livable community.

Thank you for your consideration of our suggestions and comments.

4/26/07

Allow me to add to the Recommendation of the Consortium that the plan include:

a comprehensive program on educating drivers, bike riders, and pedestrians on the rules of the road, followed by enforcement of the rules.

THANKS!!

Kent Ralston

From: Karen Moser@jccog.org
Sent: Tuesday, March 20, 2012 8:55 AM
To: Kent Ralston
Subject: MPOJC seeks feedback

I was driving out by the Coral Ridge mall the other day. There really needs to be some sidewalks out there. Are pedestrians supposed to technically use the underground walk beneath the interstate. Lots of foot traffic and bikes out there these days with folks needing employment and the public transportation being so sparse or non-existent.



Appendix V - Description of Public Comment Process

Kent Ralston

From: Brad Neumann
Sent: Monday, April 30, 2012 11:05 AM
To: Kent Ralston
Subject: FW: Future Transit Needs Committee recommendation

-----Original Message-----

From: Ed Fischer [mailto:edfin.15@gmail.com]
Sent: Wednesday, April 25, 2012 8:42 PM
To: Brad Neumann
Subject: Re: Future Transit Needs Committee recommendation

Brad,

I have nothing more to add to or change in the document. Perhaps in your transmittal letter to the Advisory Committee and the Policy Board you could mention that at least one committee member thinks that the public transportation infrastructure should include bicycle "streets" that are physically separated from motor vehicle streets. Iowa City/Coralville IS a college community.

Thanks to MPOJC for including me on the committee. I welcome participating on any future committee of this kind.

Ed Fischer

On Apr 25, 2012, at 4:41 PM, Brad Neumann wrote:

Attached, is the proposed Future Transit Needs Committee's (FTNC) goals and objectives recommendation that we reviewed at our April 16 meeting. Again, please review and provide me with any comments by May 4. This FTNC recommendation will be on the MPOJC Transportation Technical Advisory Committee (TTACT) agenda for review on May 17 and on the MPOJC Urbanized Area Policy Board agenda May 23 for approval. Thanks to everyone for participating in this planning process.

If you wish to review any information from past meetings, please click on the link below. The link will take you to the Future Transit Needs Committee page on the MPOJC website.

http://www.mpojc.org/who_we_are/future_transit_needs_committee.html

If you have any questions please give me a call at 356-5235 or email me at brad-neumann@iowa.city.org.

Brad Neumann
Assistant Transportation Planner
Metropolitan Planning Organization of Johnson County
319-356-5235
<image001.jpg>

<1330_001.pdf>



THE LEAGUE
OF WOMEN VOTERS

PO Box 2251
Iowa City, IA 52244
web site: www.lwv.org

LEAGUE OF WOMEN VOTERS OF JOHNSON COUNTY (LWVJC)

May 25, 2011

To: Metropolitan Planning Organization of Johnson County (MPOJC)
Urban Policy Board

Subject: LWVJC Statement of Public Input to the Update of the MPOJC Long Range Multi-Modal Transportation Plan, 2012-2040

In response to the request for public input, the LWVJC submits the following statement to the Urban Policy Board. Because you are the policy-makers, we ask that you discuss these concepts and direct the staff to include the ideas into the update of the Long Range Transportation Plan currently underway.

Since 2006 the League has suggested numerous times to you, as the principal transportation planning agency for our county metropolitan area, to begin to plan for the overall public transit needs of our growing county. Although several generations of transit staff studies and one MPOJC Transit Expansion Task Force had rejected the idea of merger of existing systems or creation of a Metropolitan Transit Authority, limited objectives related to study of expansion needs, were included in the current plan covering 2007-2035, and the staff has been diligently working on them. While the information developed will be valuable to policy-makers, a more comprehensive approach is needed in the plan Update. For this plan, covering thirty-eight years into the future, we are asking that the Urban Policy Board now appoint one or two non-staff representatives of each member entity to a group charged with developing a picture of what public transit in our county should look like by the year 2040. Once the picture is agreed upon, a plan for how we get there should be outlined with timelines and funding suggestions and become a part of the Long Range Multi-Modal Transportation Plan, 2012-2040. Recognizing the costs that will be involved and that various areas of the county may develop at different rates, it is entirely possible that reaching that picture will take the entire twenty-eight years! But if we do not begin planning for 2040 now, it will never happen.

Currently fixed route transit is limited to the city limits of Iowa City, and Coralville with on-demand SEATS service in unincorporated areas and small towns offered in the public by advance appointment only three days per week. Free service to University of Iowa students, staff and the public is provided by UI Campus to its campuses and areas of student housing in the inner city. Gestures to the regional transit needs of our area are reflected in contracts between North Liberty and Coralville for one route and between



Metropolitan Planning Organization of Johnson County



Appendix VI - Summary of Public Input Received

University Heights and Iowa City. We have four separate transit systems, each with differing philosophies of service, operating in a county with population of only 133,000 (2010 Census). To date, MPOJC's long range plan has limited itself to providing a description of these separate systems. The systems have admittedly developed a high degree of cooperation, and they experience a high rate of ridership. But there are unserved areas outside existing systems (small towns, rural residential developments, and mobile home areas) as well as inadequacies within individual systems (frequency and route changes to meet changing needs; late night and Sunday service). An overall view is required.

The League in the past has cited many factors providing the basis for our suggestions. They are no less true today. Johnson County grew by 18.1% between 2000 and 2010 compared to 2.8% for the rest of Iowa. Population in North Liberty grew by 149%, in Shueyville by 130%, in Tiffin by 99.6%, and in Solon by 73%. Development in these outlying areas creates increased commuter traffic and parking issues at a time when gasoline prices are at all-time peaks, and inner cities struggle with paving and parking costs. Our Corridor business and economic development interests repeatedly plead for a regional approach to support their efforts. Our need for affordable housing is pointed up by study after study, and the most affordable land and houses are in the outlying areas. Affordable housing and public transit go hand-in-hand. North Liberty, which has had a concern for its residents' transportation needs for some time, recently conducted its own survey. 38.7% of respondents say they are very likely or likely to use fixed-route public transit. Unknown are similar statistics for the rest of the county.

We urge you to consider these suggestions seriously. If the general public is to be included in the planning group we are recommending, the League would be interested in serving.