



Metropolitan Planning Organization of Johnson County

MEETING NOTICE

MPOJC Urbanized Area Policy Board

Wednesday, November 13, 2019 – 4:30 PM

Johnson County Health and Human Services Building, 2nd Floor Conference Room
855 S. Dubuque St, Iowa City, IA

AGENDA

1. Call to Order

- a. Recognize alternates
- b. Consider approval of meeting minutes
- c. Set next Board meeting date, time and location (January 29, tentatively hosted by Iowa City)

2. Public Discussion of any item not on the agenda*

3. Administration

- a. Appoint nominating committee for Calendar Year 2020 Urbanized Area Policy Board officers
- b. Confirm which entities will nominate Johnson County representatives to East Central Iowa Council of Governments (ECICOG) Board of Directors
- c. Preliminary discussion of FY21 MPOJC Budget

4. Transportation Planning

- a. Consider action regarding safety target setting for the MPO as required by the Federal Highway Administration
- b. Update on the Metro Area Bike Master Plan
- c. Update on the MPO Trail Count Program
- d. Update on the CRANDIC Phase III Passenger Rail Study

5. Other Business

- a. Update from Johnson County staff on significant community projects
- b. Discuss the 'Severson Charity Challenge' for this holiday season

6. Adjournment

**Public input is permitted on any agenda item. Please indicate to the Chair if you wish to comment on an agenda item.*

To request any disability-related accommodations or language interpretation, please contact MPOJC staff at 356-5230 or kent-ralston@iowa-city.org 48 hours prior to the meeting.

MINUTES

PRELIMINARY

MPOJC Urbanized Area Policy Board
Wednesday, July 10, 2019 - 4:30 PM
City of Coralville - Council Chambers
1512 7th Street, Coralville, IA 52241

MEMBERS PRESENT: Coralville: Meghann Foster
 Iowa City: Rockne Cole, Kellie Freuhling, Pauline Taylor, Susan Mims
 Johnson County: Lisa Green-Douglass, Pat Heiden
 North Liberty: None
 Tiffin: Steve Berner
 University Heights: Louise From
 University of Iowa: Erin Shane
 ICCSD: Lori Roetlin

STAFF PRESENT: Kent Ralston, Brad Neumann, Frank Waisath, Nate Bauer, Ian Klopfenstein

OTHERS PRESENT: Cathy Cutler (Iowa DOT), Newman Abuissa (Iowa DOT)

1. CALL TO ORDER

Berner called the meeting to order at 4:30 PM.

a. Recognize alternates

Kellie Freuhling was recognized as an alternate for Bruce Teague of Iowa City.

b. Consider approval of meeting minutes

Motion to approve was made by Cole. From seconded. **The motion carried unanimously.**

c. Set next Board meeting date, time, and location (September 18th, tentatively hosted by Johnson County)

The next meeting was tentatively set for Wednesday, September 18th, hosted by Johnson County.

2. PUBLIC DISCUSSION OF ANY ITEM NOT ON THE AGENDA

Ralston indicated that Doug Elliott, the director of the East Central Iowa Council of Governments (ECICOG), retired after over two decades with the organization.

3. TRANSPORTATION PLANNING

a. Public Hearing and consideration of resolutions of adoption and certification for the FY20-23 MPOJC Transportation Improvement Program

i. Staff presentation of the FY20-23 MPOJC Transportation Improvement Program

Neumann explained that the Transportation Improvement Program (TIP) is the local programming document for federal and state transportation as well as transit projects. The draft TIP project list had been previously approved by the Board at their May 29th meeting, including the transit apportionment of section 5307 funding. The apportionment estimates for each transit agency were adjusted for FY20 using previous percentages and the DOT also recommended an additional 10% increase.

Neumann further indicated that the Surface Transportation Block Grants (STBG) and Transportation Alternatives Projects (TAP) had also previously received Board approval. These projects include two STBG projects - Coralville's 5th Street Project (\$1.6 million in funding) and Tiffin's North Park Road Project (\$1.2 million in funding), both are programmed for FY23. Iowa City's Dodge Street Improvement Project also received just over \$3.7 million in STBG funding but is programmed in FY24 and thus will be introduced for approval next year as a part of the FY21-24 TIP. The TIP also includes three new TAP projects - Coralville's Iowa River Trail Replacement Project (\$548,000 in funding) programmed in FY21, Iowa City's Highway 6 Trail Project (\$438,000 in funding) programmed in FY21, and Coralville's Clear Creek Trail Connection Project (\$212,000 in funding) programmed in FY22. North Liberty also received funding for their North Liberty Trail Project (\$648,000 in funding) but the project is not scheduled until FY24 and will also be included in next year's TIP.

Neumann called attention to changes that have been made to the draft TIP since its approval in May. The Iowa DOT removed the IWV Road project as it is now under contract. Iowa City Transit requested that two replacement buses, bus #657 and #659, be added to the TIP allowing Transit to replace those buses with new electric buses. All projects under contract with the DOT have been removed from the draft TIP. All STBG and TAP projects not completed in FY19 have been carried over to FY20 with 4% added to the total cost of the project for inflation. All DOT projects planned within the urbanized area are also included in the TIP.

Neumann reminded the Board that they had previously opted out of the Federal-Aid Swap and that all local projects will be completed in accordance with Federal guidelines. In addition to the project list, the TIP includes project status reports for local and DOT projects, identification of regionally-significant projects currently programmed, the MPOJC Public Input Process (previously approved by the Board in 2017), the MPOJC project selection procedure and scoring criteria for STBG and TAP projects, a fiscal constraint review of the TIP projects, fiscal analysis of

transportation projects per FTA requirements, and statements regarding performance planning measures for highway safety, pavement, bridge, freight, and transit asset management measures.

A public hearing notice was published 30 days before the meeting and all agencies on the public input list were contacted. Posters were also placed in all fixed-route buses. One comment was received via email regarding the Bongo application and its perceived effects on ridership. The comments were forwarded to Iowa City Transit.

Neumann indicated that staff is requesting approval of the final TIP. Once approved, staff will submit the final TIP to the Iowa DOT, FHWA, and FTA by July 15th, 2019.

ii. Public Hearing

None.

iii. Consider a resolution adopting the *FY20-23 Transportation Improvement Program* for the Iowa City Urbanized Area and authorizing the MPO Chairperson to sign associated documents contained therein

From moved for approval. Heiden seconded. **The motion carried unanimously.**

iv. Consider a resolution certifying compliance with federal requirements for conducting the urban transportation planning process in the Iowa City Urbanized Area

Mims moved to approve. Heiden seconded. **The motion carried unanimously.**

b. Update from DOT District 6 staff on I-380 & I-80 corridor projects

Cathy Cutler, field services coordinator, and Newman Abuissa, resident construction engineer, introduced themselves to the Board. Cutler indicated that a list of activities surrounding the I-380/I-80 Interchange Project for the next four years was included in the packet. The project also received a \$50 million Federal INFRA Grant, shaving off a year of construction.

Cutler indicated that the focus of construction this year is completing the eastbound I-80 to northbound I-380 turning channel by constructing all piers necessary to hold the elevated highway. All cloverleaf ramps will be replaced by elevated directional ramps. This will allow motorists and trucks to maintain speed and merge more easily compared to the current system of cloverleaf ramps. Portions of both highways will be expanded to six and eight lanes with auxiliary lanes as well.

Abuissa indicated that I-80 will be elevated 6-7 feet on the east side around Clear Creek and will be corresponding lower on the west side of the interchange, balancing the through

route. Cutler shared that there is a dedicated website for the project (<https://iowadot.gov/i80-i380/>) which will share impacts to travel and possible detours. The years with the worst delays due to construction will be 2021 and 2022.

Green-Douglass inquired whether the project would mitigate current issues regarding weaving movements. Abuissa responded by explaining that the new directional ramps will eliminate all weaving movements currently required by the cloverleaf system.

Berner asked about the prospects for trail closures that would affect connectivity to Tiffin. Cutler indicated that trails must be closed while active construction occurs due to safety considerations. As it stands, construction on the Clear Creek Trail has been postponed by the City of Coralville until the completion of the interchange. Berner indicated that Tiffin is considering building along Highway 6 to allow for an alternative route until construction of both the interchange and the final portion of the trail within Coralville are complete.

Cole asked about whether there is any exploration performed by the DOT of the impacts on carbon emissions when widening highways and what the anticipated safety impact of having higher speeds within the interchange. Cutler explained that as the DOT receives Federal Highway Funds, they are required to comply with NEPA process - including an evaluation of air quality factors. As adding more lanes increases traffic, there will be an inherent increase in carbon emissions. Cutler indicated that there is a DOT department located in Ames that is specifically concerned with environmental impacts. Regarding the question about safety impacts, Cutler indicated that the only portions of the interchange with increased speeds would be for channels of turning movement through the directional ramps - not mainline speeds themselves. These increased speeds would allow for safer, smoother merging at a speed closer to that of traffic on the roadway.

Ralston inquired about how specifically the INFRA Grant would shorten the project timeline. Cutler indicated that the timeline would be compressed towards the end of the project and that the project could shave off a year, weather permitting.

Cutler indicated that Corridor Rides is managed by ECICOG and that the Iowa DOT is putting project funds into supporting the Express Bus during construction. Current ridership is at about 250 rides per day, with anticipated seasonal Saturday service for holiday shopping at Coral Ridge Mall. Corridor Rides also provides an employee van pool and rideshare matching.

The Iowa DOT is also currently performing a study of I-380 from Forevergreen Road to Highway 30 regarding environmental linkages. This study will examine traffic control measures, such as six-laning and hard shoulder paving, to avoid expansion to eight lanes on I-380. This study also explores possible interchange types for the Penn St/I-380 and Wright Brothers Boulevard/I-380 interchanges to make those more accommodating. There is another forthcoming project pertaining to the widening of I-80 from east of Iowa City through West Branch to six lanes. Right-of-way acquisition will occur this year and the project is programmed for State FY21-24. Another project will continue the widening through the Cedar County/Scott County area. The Highway 6/Riverside Drive overlay is set to be complete by the end of the week. Governor Street resurfacing has been

completed and the DOT hopes to finish the bridge reconstruction over Ralston Creek before the University of Iowa fall semester begins.

- c. Update from Johnson County Citizen representative to the East Central Iowa Council of Governments (ECICOG)

None.

4. OTHER BUSINESS

None.


5. ADJOURNMENT

Motion to adjourn made by Green-Douglass. Cole seconded. **The motion was approved unanimously.**

Meeting adjourned by Berner at 4:57 PM.



Metropolitan Planning Organization of Johnson County

Date: November 6, 2019
To: Urbanized Area Policy Board
From: Kent Ralston; Executive Director 
Re: Agenda Item #3(a): Appoint nominating committee for calendar year 2020
Urbanized Area Policy Board officers

At your January meeting, you will elect a Chairperson and Vice Chairperson for the calendar year 2020 Urbanized Area Policy Board. The Chairperson is responsible for presiding over all meetings of the Board. The Chairperson and/or Director are also responsible for signing contracts and other federally-required documents.

As Director, it has been my practice to discuss agenda items and major work program activities with the Chair prior to each Board meeting. The Vice Chairperson assumes the duties of the Chair when he/she is not available.

Please consider appointing a three-person nominating committee for the Chair and Vice Chair for the 2020 Urbanized Area Policy Board – past practice has not included the Director in these discussions. The nominating committee will report at the January meeting where the Chair and Vice Chair will be elected.

Currently the Chair is Steve Berner (Mayor, City of Tiffin) and the Vice Chair is Terry Donahue (Mayor, City of North Liberty). Both the Chair and Vice Chair have served for two years; there is a two-year consecutive maximum term for these posts. A list of past Board Chairpersons is attached for your reference.

I will be available at your November 13th meeting to answer any questions you may have.

MPOJC Urbanized Area Policy Board Chairpersons


<u>Year</u>	<u>Chairperson</u>	<u>Organization</u>
2019	Berner	Tiffin
2018	Berner	Tiffin
2017	Mims	Iowa City
2016	Mims	Iowa City
2015	Gill	Coralville
2014	Gill	Coralville
2013	Neuzil	Johnson County
2012	Kuhl	North Liberty
2011	Kuhl	North Liberty
2010	From	University Heights
2009	From	University Heights
2008	Ricketts	University of Iowa
2007	Bailey	Iowa City
2006	Bailey	Iowa City
2005	Stutsman	Johnson County
2004	Weihe	Coralville
2003	Champion	Iowa City
2002	Dorst	North Liberty
2001	O'Donnell	Iowa City
2000	Herwig	Coralville
1999	Hippee	North Liberty
1998	Stutsman	Johnson County
1997	Lacina	Johnson County
1996	Kubby	Iowa City
1995	Axeen	Coralville
1994	Novick	Iowa City
1993	Ambrisco	Iowa City
1992	Duffy	Johnson County
1991	Courtney	Iowa City
1990	Courtney	Iowa City
1989	Schottelius	University Heights
1988	Roberts	North Liberty
1987	Ambrisco	Iowa City
1986	Donnelly	Johnson County
1985	Dvorsky	Coralville
1984	Sehr	Johnson County
1983	Balmer	Iowa City
1982	Kattchee	Coralville
1981	Kattchee	Coralville



Metropolitan Planning Organization of Johnson County

Date: November 6, 2019

To: Urbanized Area Policy Board

From: Kent Ralston, Executive Director 

Re: Agenda Item #3(b): Confirm entities that will nominate Johnson County representatives to the East Central Iowa Council of Governments (ECICOG) Board of Directors

Under the MPOJC Bylaws, each January the Urbanized Area Policy Board shall submit/appoint three elected official representatives to the ECICOG Board of Directors, as well as one citizen representative. The citizen representative may be any Johnson County resident who is not an elected official. The appointments are made according to the following rotation, which is based on population size:

- A. One elected official seat will be filled by the two largest entities, which will alternate every other year. The two largest entities are Johnson County and Iowa City, with the current representative being from Johnson County.

The 2020 representative is scheduled to be designated by Iowa City.

- B. One elected official seat will be filled by the third through fifth largest entities who will alternate annually. The current seat is held by the fifth largest entity, the City of Solon. It was held by the fourth largest entity (North Liberty) in 2018. The third largest entity as of the 2010 Census is the City of Coralville.

The 2020 representative is scheduled to be designated by the City of Coralville.

- C. One elected official seat will be an elected official from the remaining entities, who will alternate annually. The current seat is held by the City of Lone Tree.

The 2020 representative is scheduled to be designated by the City of Tiffin.

- D. One citizen representative. The current seat is held by Randy Laubscher who resides within Johnson County. Mr. Laubscher has held the seat for two years; there is no term limit specified for the citizen representative.

Options: Contact Mr. Laubscher to determine if he is interested in another term, or advertise for citizen applicants for this seat. Please be prepared to direct staff at our November 13th meeting.

I intend to contact Iowa City, Coralville and Tiffin and request that they designate an elected official representative to the ECICOG Board of Directors. The designees will be recognized/approved by the MPOJC Policy Board at our January meeting. I will also ask each entity to designate alternates and encourage them to send alternates to ECICOG Board meetings when the designee cannot attend.

I will be available at your November 13th meeting to answer any questions you may have.



Date: November 6, 2019

To: Urbanized Area Policy Board

From: Kent Ralston, Executive Director *KR*

Re: Agenda Item #3(c): Preliminary discussion of the FY21 MPOJC Budget

Prior to the preparation of the MPO budget for your consideration in January, it has been my practice to discuss any proposed changes to the MPO scope of services or operations with the Board. Administratively MPOJC is part of the City of Iowa City and follows Iowa City budgeting procedures. Pages from the current year (FY20) budget are attached for reference.

The focus and purpose of the MPO remains to:

- Fulfill state and federal requirements necessary for local communities to receive state and federal transportation capital and operations funds.
- To produce professional studies to support transportation-related decisions and capital project selection/funding
- To coordinate transit planning and transit reporting consistent with state and federal regulations for Iowa City Transit, Coralville Transit, and the University of Iowa Campus system.
- To assist local entities with review of development proposals.
- To serve as a forum for other regional issues/discussions outside of our transportation planning focus.

Capital expenses for FY21 are expected to be very similar to recent years; including a replacement schedule for our traffic counting equipment, traffic model and traffic signal software maintenance, and mapping software maintenance. In FY19, the Board approved a 0.5 FTE increase in total staffing. I am not proposing any additional changes in the level of MPO staffing for FY21 and anticipate an approximate 6.5% increase in the total MPO budget – primarily due to annual increases in staff salaries and health benefit costs.

An increase in the use of Iowa Department of Transportation 'Planning Funds' from \$200,000 to \$230,000 was implemented in FY20 and will continue in FY21. The increase in use of Iowa DOT funds ensures an appropriate balance of funds per DOT guidelines and defrays local funding necessary for MPO operations. I also anticipate utilizing more internal reserves to ensure an appropriate balance of funds per internal guidelines and minimize increases in assessments.

I will be available at your November 13th meeting to answer any questions you may have. The formal budget will be provided to the Board for consideration at our January meeting.



MPOJC Budget FY20 – FY22

Expenditures	FY19 Budgeted	FY20 Proposed	FY21 Forecast¹	FY22 Forecast¹
Salaries and Benefits	\$573,745	\$593,909	\$611,726	\$630,078
Technical and Professional Services & Maintenance, Travel and Education	\$62,205	\$64,461	\$66,395	\$68,387
Operating Costs; including office supplies, traffic counting and mapping equipment/software	\$9,665	\$17,050	\$17,562	\$18,088
Subtotal	\$645,615	\$675,420	\$695,683	\$716,553
University of Iowa Student Interns ²	\$23,817	\$23,817	\$23,817	\$23,817
TOTAL	\$669,432	\$699,237	\$719,500	\$740,370

MPOJC is designated by the Governor of the State of Iowa as the Metropolitan Planning Organization (MPO) for the Iowa City Urbanized Area. The MPOJC Transportation Planning Division must fulfill the state and federal requirements of the 3-C transportation planning process. This process is required of all urbanized areas to maintain eligibility for grant programs and transportation operations funds of the United States Department of Transportation and the Iowa Department of Transportation.

The Administration Division consists of a half-time Executive Director, and a .2 FTE Administrative Secretary. The Administration Division provides oversight and support to the staff of MPOJC. The Executive Director supervises all MPOJC personnel. The Executive Director coordinates the budget process and the preparation of division work programs.

As MPOJC staff also serve the City of Iowa City Neighborhood and Development Services Department, this budget reflects Iowa City specific funding for 0.5 FTE Administration and 1.0 FTE Transportation Planning specifically for Iowa City duties.

¹Forecasts assume a 3% increase

²Student interns are funded entirely by the University of Iowa

Summary of FY20 Assessments

Urban Communities

Iowa City	\$118,170
Johnson County	\$37,331
Coralville	\$32,923
North Liberty	\$31,865
Tiffin	\$3,390
University Heights	\$1,830

SubTotal **\$225,509**

Rural Communities

Solon	\$736
Lone Tree	\$470
Swisher	\$318
Oxford	\$292
Hills	\$254
Shueyville	\$209

SubTotal **\$2,278**

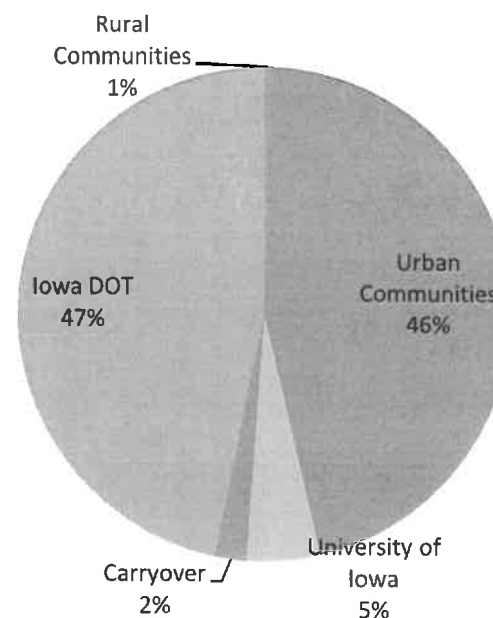
Other Sources

Iowa DOT	\$230,000
Carryover	\$10,000
University of Iowa	\$23,817

SubTotal **\$263,817**

Total **\$491,604**

Percentage of MPO Budget by Source



Note: Figures do not include specific funding for Iowa City Neighborhood & Development Services, equivalent to 0.5 Administration Budget (\$77,556) and 1.0 FTE Transportation Planning (\$130,077).

MPOJC Assessment Explanation



Urban Entity	Population	Population % Urban Board	Total Assessment ⁴	% of Total MPO Budget	% of Total Assessments
Iowa City	67,862	52.40%	\$118,170	24.0%	51.9%
Johnson County	21,438	16.55%	\$37,331	7.6%	16.4%
Coralville	18,907	14.60%	\$32,923	6.7%	14.5%
North Liberty	18,299	14.13%	\$31,865	6.5%	14.0%
Tiffin	1,947	1.50%	\$3,390	0.7%	1.5%
U-Heights	1,051	0.81%	\$1,830	0.4%	0.8%
Subtotal	129,504	100.0%	\$225,509	45.9%	99.0%
Rural Entity ¹	Population	Population % Rural Board	Total Assessment ⁴	% of Total MPO Budget	% of Total Assessments
Solon	2,037	32.32%	\$736	0.1%	0.3%
Lone Tree	1,300	20.63%	\$470	0.1%	0.2%
Swisher	879	13.95%	\$318	0.1%	0.1%
Oxford	807	12.80%	\$292	0.1%	0.1%
Hills	703	11.15%	\$254	0.1%	0.1%
Shueyville	577	9.15%	\$209	0.0%	0.1%
Subtotal	6,303	100.0%	\$2,278	0.5%	1.0%
Total	135,807	100.0%	\$227,787	46.3%	100.0%
Other Funding Sources					
Iowa DOT			\$230,000	46.8%	
Carryover			\$10,000	2.0%	
University of Iowa			\$23,817	4.8%	
		MPO Total	\$491,604	100.00%	
		50% Admin for Iowa City NDS ²	\$77,556		
		1.0 FTE for Iowa City NDS ²	\$130,077		
		Total Budget³	\$699,237		

1. Assessment for Rural entities is 1% of the overall MPO assessment. Rural Board communities utilize MPO planning services but are not eligible for MPO grant funds.

2. 0.5 FTE of Administration Division and 1.0 FTE of Transportation Planning Division are for Iowa City related functions and are not reflected in assessments to other communities.

3. This budget does not include East Central Iowa Council of Governments (ECICOG) assessments.

4. Assessment figures may not reflect exact population percentages shown due to rounding.



Metropolitan Planning Organization of Johnson County

Date: November 6, 2019
To: Urbanized Area Policy Board
From: Kent Ralston; Executive Director *KWR*
Re: Agenda Item #4(a): Consider action regarding safety target setting for the MPO as required by the Federal Highway Administration

As you may recall, the Federal Highway Administration (FHWA) now requires that MPO's set targets for five safety performance measures as part of the Highway Safety Improvement Program and report them to the State DOT by February 27th each year. For each measure, we will need to choose one of the following options: 1) support the State's 2020 targets (below) by agreeing to plan and program projects so that they contribute to the accomplishment of the State's target for each performance measure, or 2) set our own quantifiable target for each measure within our metropolitan area.

Performance Measure	Five-year rolling averages	
	2014-2018 Baseline	2016-2020 Target
Number of Fatalities	337.4	345.8
Fatality Rate*	1.046	1.011
Number of Serious Injuries	1,499.1	1,396.2
Serious Injury Rate*	4.497	4.083
Non-Motorized Fatalities and Serious Injuries	134.2	138.1

**Rates are per 100 million vehicle miles traveled (VMT)*

In either event, we are required to state how our annual projects programmed in our Transportation Improvement Program show progress towards meeting the adopted safety targets and we will also be required to provide similar information about how projects are satisfying the performance measures in our next required update to the Long Range Transportation Plan in 2022.

While MPO targets will not be formally evaluated to measure annual progress toward meeting adopted targets, the State's targets will be assessed by the FHWA annually. In addition, while there are no current penalties or restrictions on how MPO funding can be spent on projects not supporting established targets, this may change in the future.

Similar to past years, I recommend that we (again) adopt the State's targets. If at any time we feel that creating our own local targets would provide an additional benefit, we will have an opportunity to do so prior to February 27th of each year. Currently, staff does not see a clear benefit to adopting our own criteria.

I have attached supporting information from the DOT for your reference. The Transportation Technical Advisory Committee unanimously recommended adopting the State's targets at their November 5, 2019 meeting. Please be prepared to consider this item and provide staff with direction.

I will be at your November 13th meeting to answer any questions you may have.

Iowa DOT FHWA 2020 Safety Targets

August 2019

In January 2019, the Iowa DOT began the process of reviewing data to set performance targets for the five safety performance measures required by FHWA in 23 CFR 490 (also referred to as "PM1"). For the safety area, these targets are required to be five-year rolling averages and must be set annually. The five required measures are:

1. Number of fatalities
2. Rate of fatalities per 100 million vehicle miles traveled (VMT)
3. Number of serious injuries
4. Rate of serious injuries per 100 million VMT
5. Number of non-motorized fatalities and non-motorized serious injuries

These targets must be set as five-year rolling averages for 2016-2020, and are submitted as part of the State's Highway Safety Improvement Program (HSIP) annual report, due August 31, 2019. The first round of target setting for these measures occurred in 2017, and the same approach was used again in 2018 and 2019. Because of the relatively short-term nature of the targets, the methodology being utilized focuses on historical information and creates a forecast based on trends. The approach relies on the use of prediction intervals around the trend model forecast to inform a "risk-based" target setting method.

A prediction interval is defined as: "In statistical inference, specifically predictive inference, a prediction interval is an estimate of an interval in which future observations will fall, with a certain probability, given what has already been observed."¹ A prediction interval approach enables a focus on the acceptable risk of meeting, or failing to meet a target, which allows stakeholders at all levels of the organization to understand the targets in better context. Since 2017, the safety targets working group has annually evaluated several prediction intervals and continued to recommend a prediction interval of 75%, meaning that there would be 75% confidence that the actual number of fatalities and injuries would be lower than the targets. Management agreed with the use of a 75% confidence level, and it is being used again in 2019 for target setting.

For each measure, a time-series model was developed. An integrated moving average (IMA) model has been used since 2017. The following pages show the model's output and predictions at various confidence levels for each measure. This helps illustrate the level of risk associated with various confidence levels, as well as the fact that higher confidence levels lead to more conservative targets. The final page shows the 2016-2020 safety targets.

The safety data used in the forecast can be obtained from the Iowa Crash Analysis Tool (ICAT) and Motor Vehicle Division daily fatality count from the following websites.

ICAT: <https://icat.iowadot.gov/>

Fatality Report: <https://www.iowadot.gov/mvd/stats/daily.pdf>

¹ https://en.wikipedia.org/wiki/Prediction_interval, 2019-May-02

Measure 1: Number of fatalities

Figure 1 shows the historical series (black line), the integrated moving average (IMA) model (red line), the model's forecast values (black dots), and a set of prediction interval (PI) bounds (blue lines). The blue lines shown in this figure correspond to the 75% confidence level used for targets. Table 1 shows the model's forecast of fatalities for 2019 and 2020 and the upper prediction interval value at different confidence levels.

Figure 1: IMA model and forecast for annual fatalities

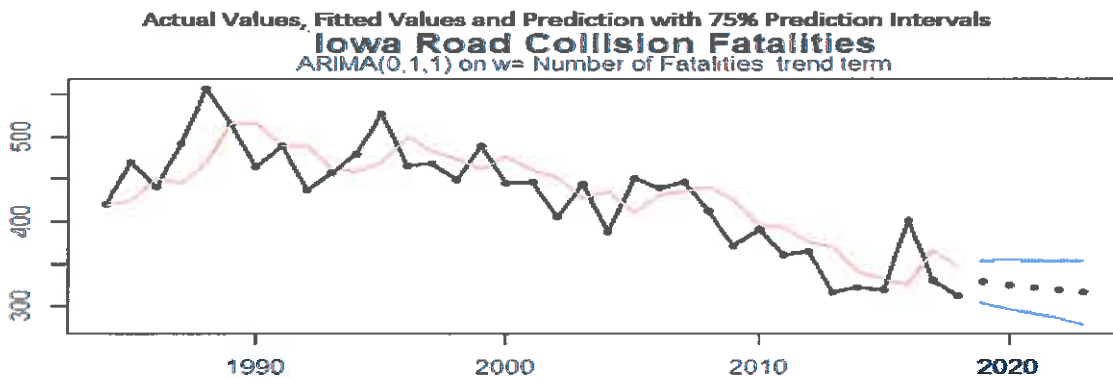
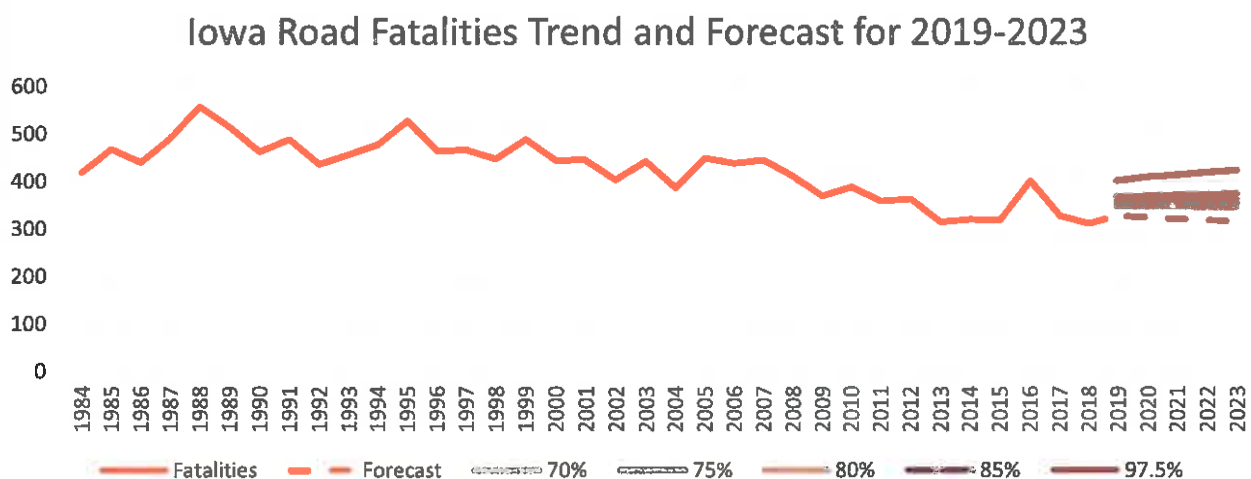


Table 1: Forecast road fatalities and upper prediction values at selected probability levels

Year	Forecast	70%	75%	80%	85%	97.5%
2019	329	349	354	360	368	403
2020	326	348	355	361	370	410

Figure 2: Fatalities trend and forecast, including prediction interval bounds



To be 75% confident of the 2020 target value, the five-year rolling average target for 2016-2020 would be set by averaging the forecast value of 329 fatalities for 2019 and the 75% PI value of 355 as the 2020 value along with the actual fatalities for 2016, 2017, and 2018. The five-year rolling average target for fatalities is presented in Table 7.

Measure 2: Fatalities per hundred million vehicle miles traveled

This measure is a rate conversion, using the forecast developed for Measure 1 and the estimated VMT for the forecast period. The forecast values of VMT were provided by the Systems Planning Bureau using their preferred methodology, linear ETS, which is an exponential smoothing approach. The linear ETS method provides the most reasonable results and adjusts for seasonality or fluctuations in the data. The annual VMT forecast by this method for 2020 is expected to be 35.1 billion (35,097,598,000).

Table 2: Fatality rate forecast at selected probability levels

Year	VMT forecast (x100M)	Forecast fatality rate	70%	75%	80%	85%	97.5%
2019	34,653.33	0.9494	1.0071	1.0215	1.0388	1.0619	1.1629
2020	35,097.59	0.9288	0.9915	1.0114	1.0285	1.0542	1.1681

To be 75% confident of the 2020 target value, the five-year rolling average target for 2016-2020 would be set by averaging the forecast value of 0.9494 fatalities per hundred million VMT for 2019 and the 75% PI value of 1.0114 for 2020 along with the actual fatality rates for 2016, 2017, and 2018. The five-year rolling average target for fatality rate is presented in Table 7.

Measure 3: Number of serious injuries

The figure below shows the historical series (black line), the model (red line), the model's forecast values (black dots), and a set of prediction interval bounds (blue lines) for the number of serious injuries resulting from collisions. In this case, due to a discontinuity between 2000 and 2001, the model is constructed using only data from 2001 and later.

Figure 3: IMA model and forecast for serious injuries

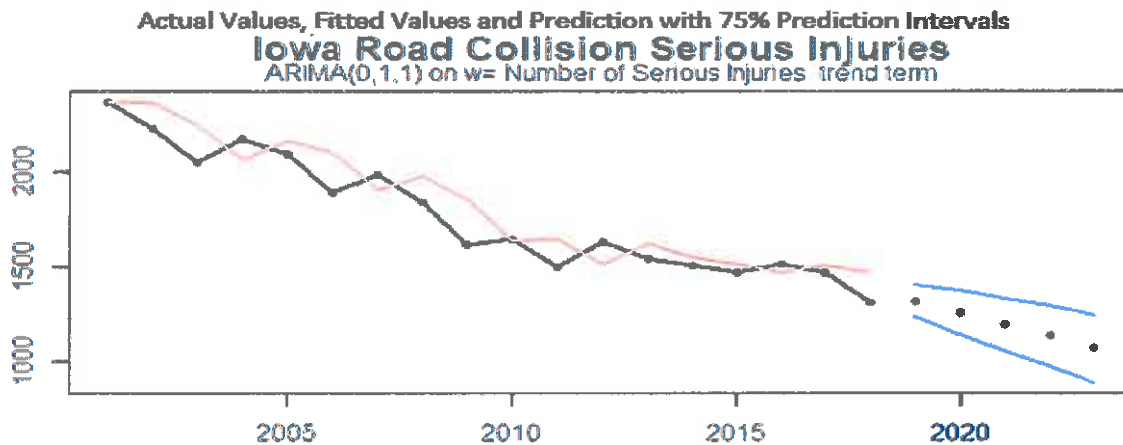
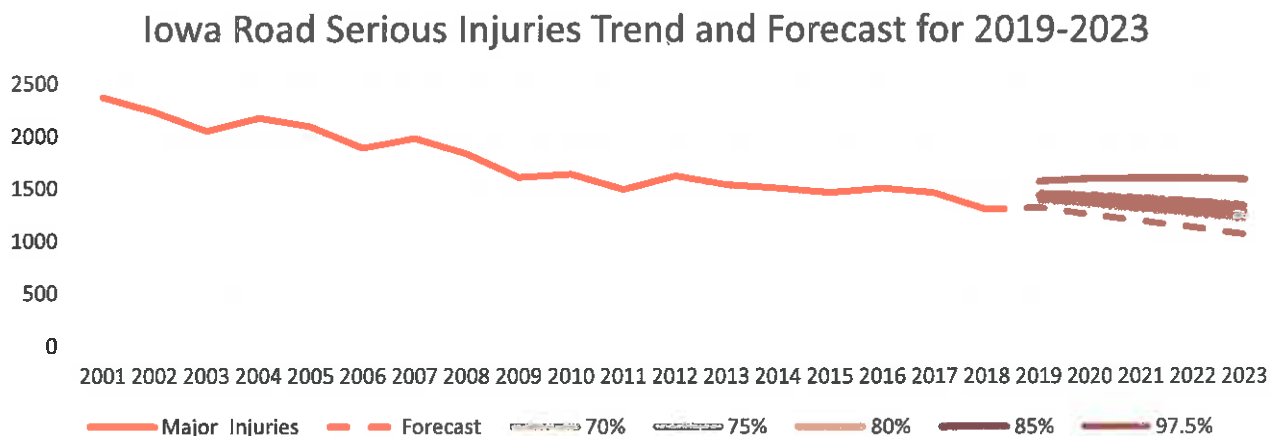


Table 3: Forecast road serious injuries and upper prediction values at selected probability levels

Year	Forecast	70%	75%	80%	85%	97.5%
2019	1,322	1,387	1,406	1,427	1,451	1,567
2020	1,258	1,348	1,374	1,402	1,436	1,593

Figure 4: Serious injuries trend and forecast, including prediction interval bounds



To be 75% confident of the 2020 target value, the five-year rolling average target for 2016-2020 would be set by using the forecast value of 1,322 for 2019 and the 75% PI value of 1,374 for 2020 along with the actual serious injuries for 2016, 2017, and 2018. The five-year rolling average target for serious injuries is presented in Table 7.

Measure 4: Serious injury rate per hundred million vehicle miles traveled

This measure is a rate conversion, using the forecast developed for Measure 3 and the estimated VMT for the forecast period. The forecast values of VMT were provided by the Systems Planning Bureau using their preferred methodology, linear ETS, which is an exponential smoothing approach. The linear ETS method provides the most reasonable results and adjusts for seasonality or fluctuations in the data. The annual VMT forecast by this method for 2020 is expected to be 35.1 billion (35,097,598,000).

Table 4: Serious injury rate forecast at selected probability levels

Year	VMT forecast (x100M)	Forecast serious injury rate	70%	75%	80%	85%	97.5%
2019	34,653.33	3.8149	4.0025	4.0573	4.1179	4.1871	4.5219
2020	35,097.59	3.5842	3.8407	3.9147	3.9945	4.0914	4.5387

To be 75% confident of the 2020 target value, the five-year rolling average target for 2016-2020 would be set by averaging the forecast value of 3.8149 serious injuries per hundred million VMT for 2019 and the 75% PI value of 3.9147 for 2020 along with the actual serious injury rates for 2016, 2017, and 2018. The five-year rolling average target for serious injury rate is presented in Table 7.

Measure 5: Number of non-motorized fatalities & serious injuries

The figure below shows the historical series (black line), the model (red line), the model's forecast values (black dots), and a set of prediction interval bounds (blue lines) for the number of non-motorized fatalities and serious injuries resulting from collisions with a vehicle. The model is constructed using all available data from 2009 and later.

Figure 5: IMA model and forecast for annual non-motorized fatalities and serious injuries

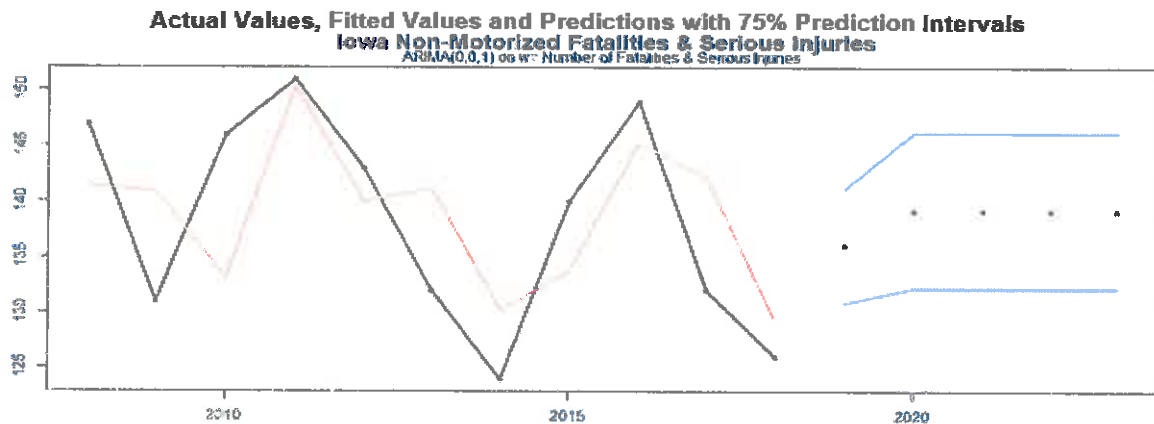
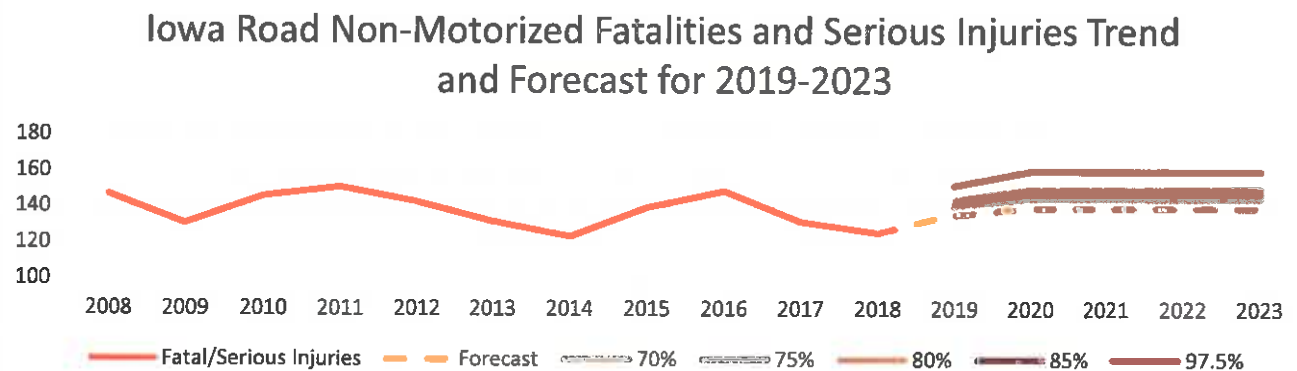


Table 5: Forecast non-motorized fatalities and serious injuries, and upper prediction values at selected probability levels

Year	Forecast	70%	75%	80%	85%	97.5%
2019	136	140	142	143	144	152
2020	140	145	147	148	150	160

Figure 6: Non-motorized fatalities and serious injuries trend and forecast, including prediction interval bounds



To be 75% confident of the 2020 target value, the five-year rolling average target for 2016-2020 would be set by using the forecast value of 136 for 2019 and the 75% PI value of 147 for 2020 along with the actual non-motorized fatalities and serious injuries for 2016, 2017, and 2018. The five-year rolling average target for non-motorized fatalities and serious injuries is presented in Table 7.

Iowa DOT 2016-2020 safety targets

While the preceding forecasts were developed for each year, the targets are required to be set as five-year rolling averages, as crashes are subject to significant year-to-year variability. The following table gives the actual numbers of fatalities, serious injuries, non-motorized injuries and fatalities, and the vehicle miles traveled (VMT, in millions) for each respective year, which are the basis for the five-year rolling averages presented in Table 7.

Table 6: Annual data summary

Year	Fatalities	Serious injuries	Non-motorized injuries and fatalities	VMT (millions)
2011	360	1,501	151	31,411
2012	365	1,629	143	31,581
2013	317	1,545	132	31,542
2014	322	1,509	124	32,332
2015	320	1,470	140	33,109
2016	402	1,510	149	33,263
2017	328	1,458	132	33,751
2018	313	1,308	126	34,209

Table 7 shows the historical and predicted five-year rolling averages for the five targets. The highlighted numbers represent Iowa's 2016-2020 safety targets.

Table 7: 5-year rolling average actuals and 2020 targets

Five-Year Rolling Averages					
Year	Fatalities	Serious injuries	Non-motorized injuries and fatalities	Fatalities per hundred million VMT	Serious injuries per hundred million VMT
2004-08	427.1	1,995.2	Data not available	Data not available	Data not available
2005-09	423.6	1,883.4			
2006-10	411.6	1,794.2			
2007-11	395.8	1,716.6			
2008-12	379.6	1,646.1	143.6	Data not available	Data not available
2009-13	360.6	1,586.8	140.6		
2010-14	350.8	1,565.6	139.2		
2011-15	336.8	1,530.8	138.1	1.053	4.785
2012-16	345.2	1,532.6	137.6	1.067	4.735
2013-17	338.2	1,498.4	135.4	1.027	4.568
2014-18	337.4	1,499.1	134.2	1.046	4.497
Forecast 75% prediction interval value					
2015-19	343.8	1,432.2	137.8	1.017	4.237
2016-20 targets	345.8	1,396.2	138.1	1.011	4.083



Metropolitan Planning Organization of Johnson County

Date: November 6, 2019

To: Urbanized Area Policy Board

From: Sarah Walz, Associate Transportation Planner

Re: Agenda Item #4b: Update on the Metro Area Bike Master Plan *SW*

MPO staff are working with the Regional Trails and Bicycling Committee (RTBC) on the final draft of the new Metro Area Bicycle Plan. The new plan builds upon the previous Metro Bike Plan, adopted in 2009, and focuses on Coralville, North Liberty, Tiffin, and University Heights.

Community input was taken through the following processes:

- An online survey, open from November-December 2018 (469 responses).
- A youth/junior high survey, made available through the Iowa City Area Community School District and the Clear Creek Amana School District (435 responses).
- Additional information was drawn from the bicycle and general transportation surveys that were part of the MPO's Future Forward: 2045 Long-Range Transportation Plan.
- Public workshops, held in Coralville (February 12) and in North Liberty (February 19).

RTBC representatives received a draft plan in early September to review with local staff. A draft for public review will be made available through the MPO website later this month. A public open house is planned for Wednesday, November 20 at Van Allen Elementary in North Liberty.

Similar to the 2009 Plan, the update follows the League of American Bicyclists' 5 E's framework and offers a menu of opportunities for expanding bicycling and improving bicycle safety under Education, Encouragement, Evaluation, Enforcement, and Engineering. The plan maps each community's planned and/or recommended bicycle facilities and provides a set of recommendations for local programs and policies that support bicycling as a viable form of transportation.

Finally, the plan looks forward to a new phase of bicycling in the Metro as the system of off-street trails connecting all our Metro communities becomes fully realized. Within the next five years the Clear Creek Trail between Coralville and Tiffin is planned for completion along with the trail extension west to Kent Park. Outside the Metro boundaries, Johnson County will finish the final trail segments linking the Iowa River Trail and Hoover Trail to Linn County. The completion of these projects is reason for celebration and will open up exciting opportunities for bicycle tourism.



Date: November 6, 2019

To: Urbanized Area Policy Board

From: Sarah Walz; Associate Transportation Planner *SW*

Re: Agenda Item #4c: Update on MPO Trail Count Program

Between May and October each year, the MPO collects bicycle and pedestrian counts along the regional network of trails and sidepaths (wide sidewalks) and other off-street facilities. Data is collected using an infrared device; the device does not differentiate between bicycles and pedestrians. Each count lasts one week.

Count locations are based on requests from the RTBC representatives. Because we have more locations than we can count in a single year, we rotate locations to ensure that points are measured every 2nd or 3rd year.

A number of factors influence the counts: the month or week the count was taken, weather, nearby trail or road construction or closures, the opening of additional trail access points, or increased development in the area. These variables make it difficult to draw conclusions based on year-over-year comparisons, though it may be possible to see trends over longer periods of time. All counts represent daily averages based on weeklong counts.

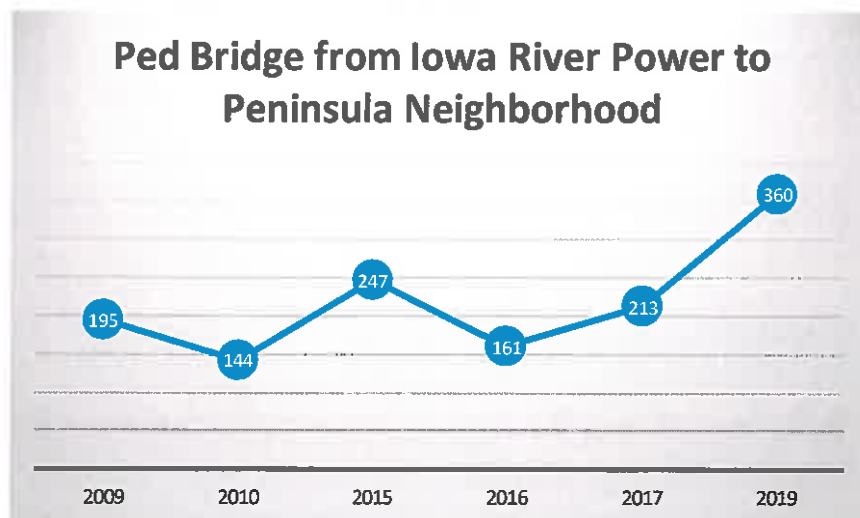
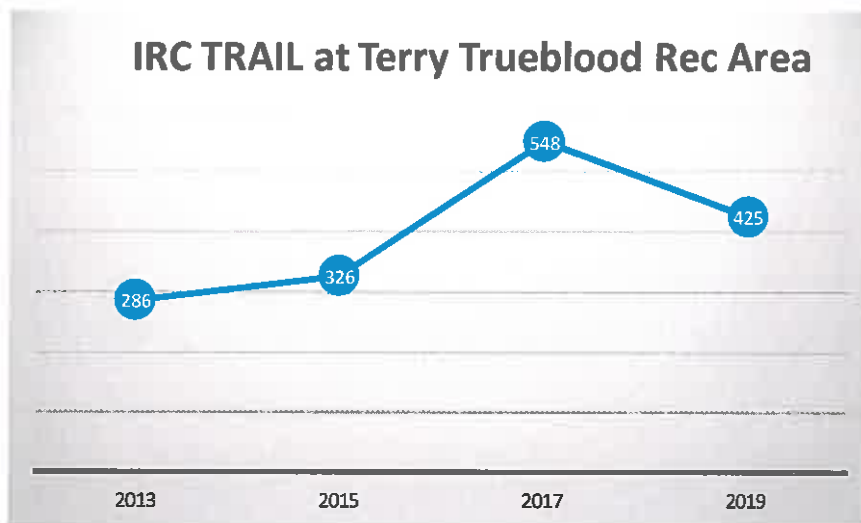
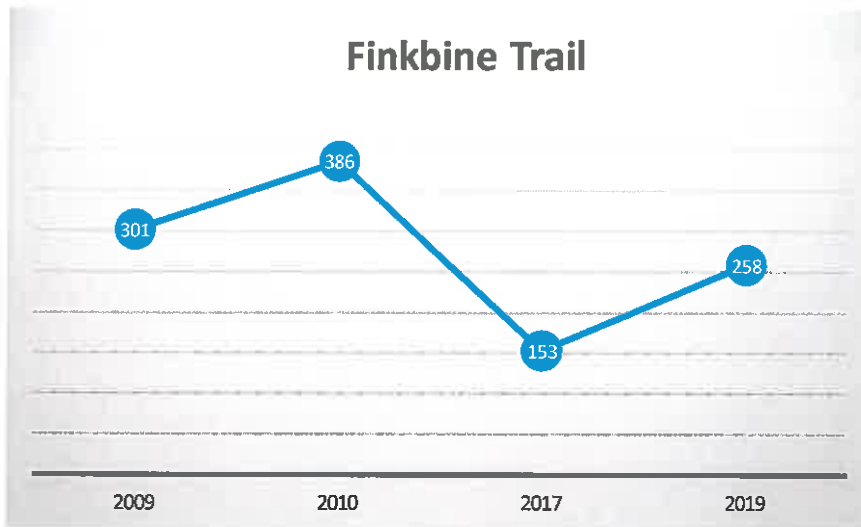
First-time counts were taken at the following locations:

- Woodpecker Single Track Course in Coralville— 54
- IRC Trail near the I-80 Pedestrian Bridge on North Dubuque St.— 89

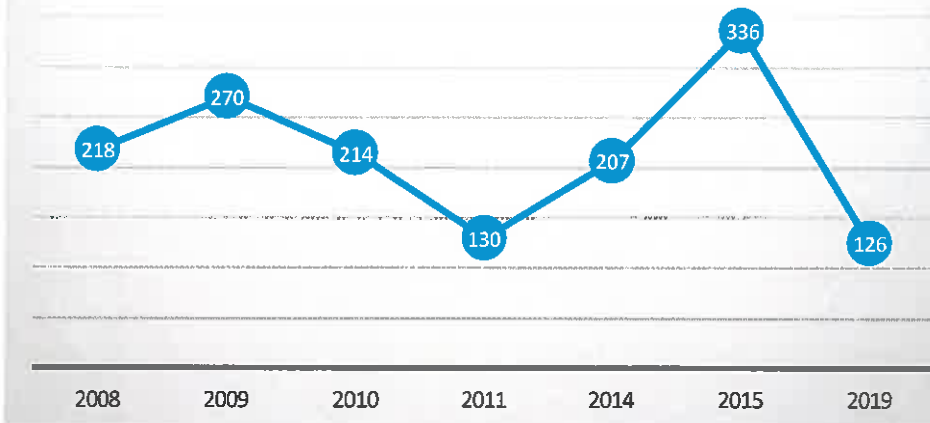
Second year counts were taken at the following locations:

- Clear Creek Trail at the railroad underpass to Hwy 6 in Coralville 94 (2016); 101 (2019)
- IRC Trail near Liberty High School 130 (2017); 155 (2019)
- The North Ridge Trail at Holiday Road, east of Park Ridge Dr. 83 (2015); 61 (2019)
- Court Hill Trail, east of Scott Blvd. 81 (2016); 225 (2019)

The following charts show data for those locations that have more than 2 years of data:

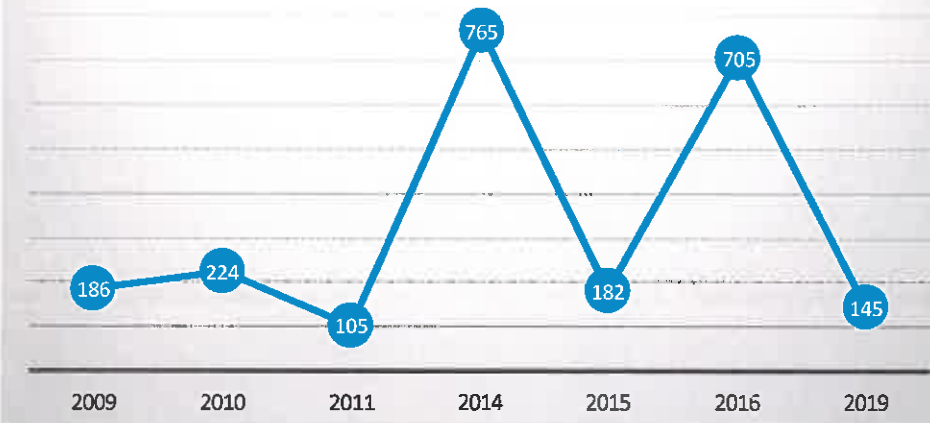


IRC TRAIL near Hancher/Park Rd

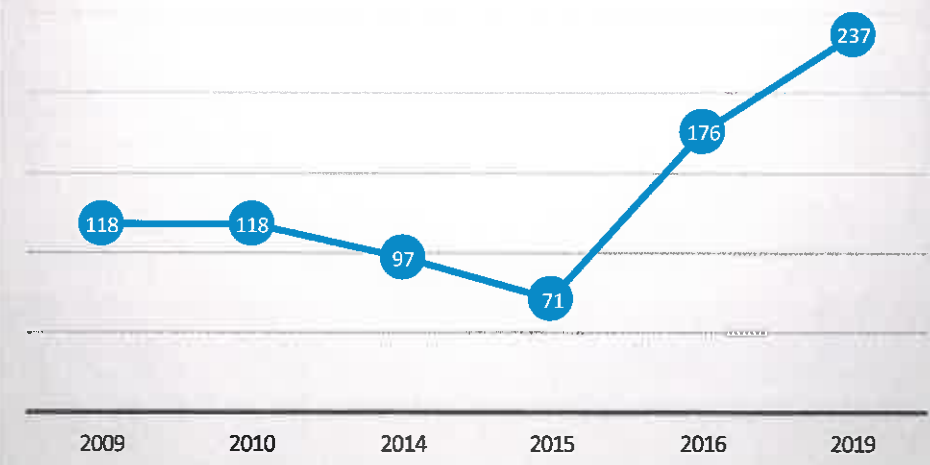


Some variation in activity along areas of the IRC Trail may be attributed to construction along North Dubuque Street and Park Road as part of the Gateway project.

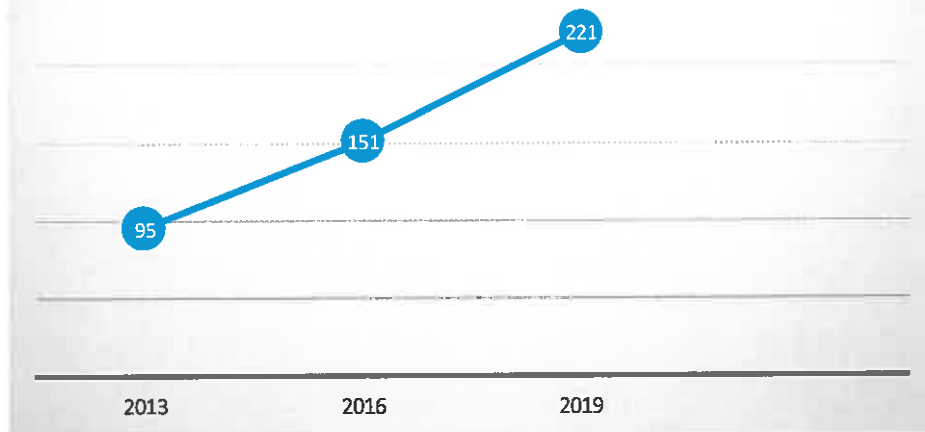
IRC TRAIL near Taft Speedway



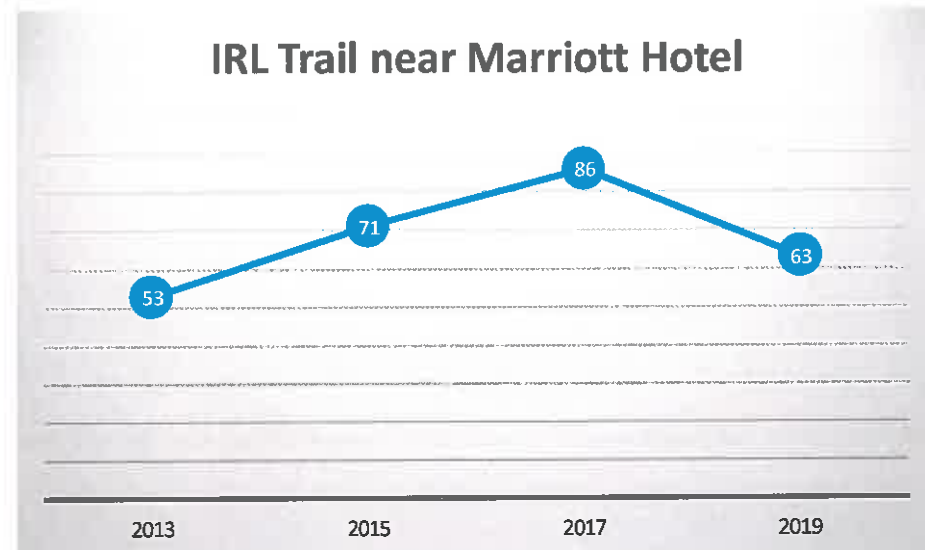
IRC TRAIL near West Overlook



IRC Trail at Penn Meadows

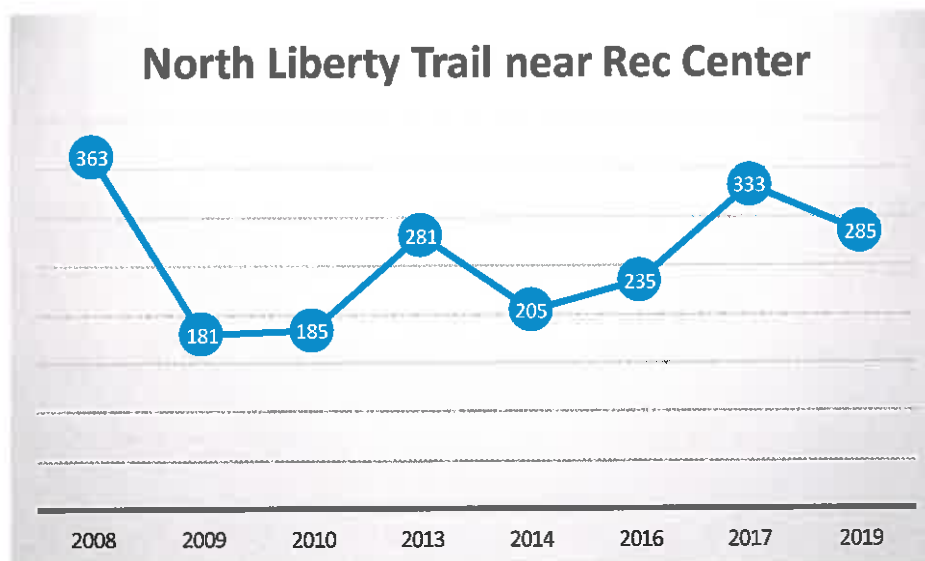


IRL Trail near Marriott Hotel

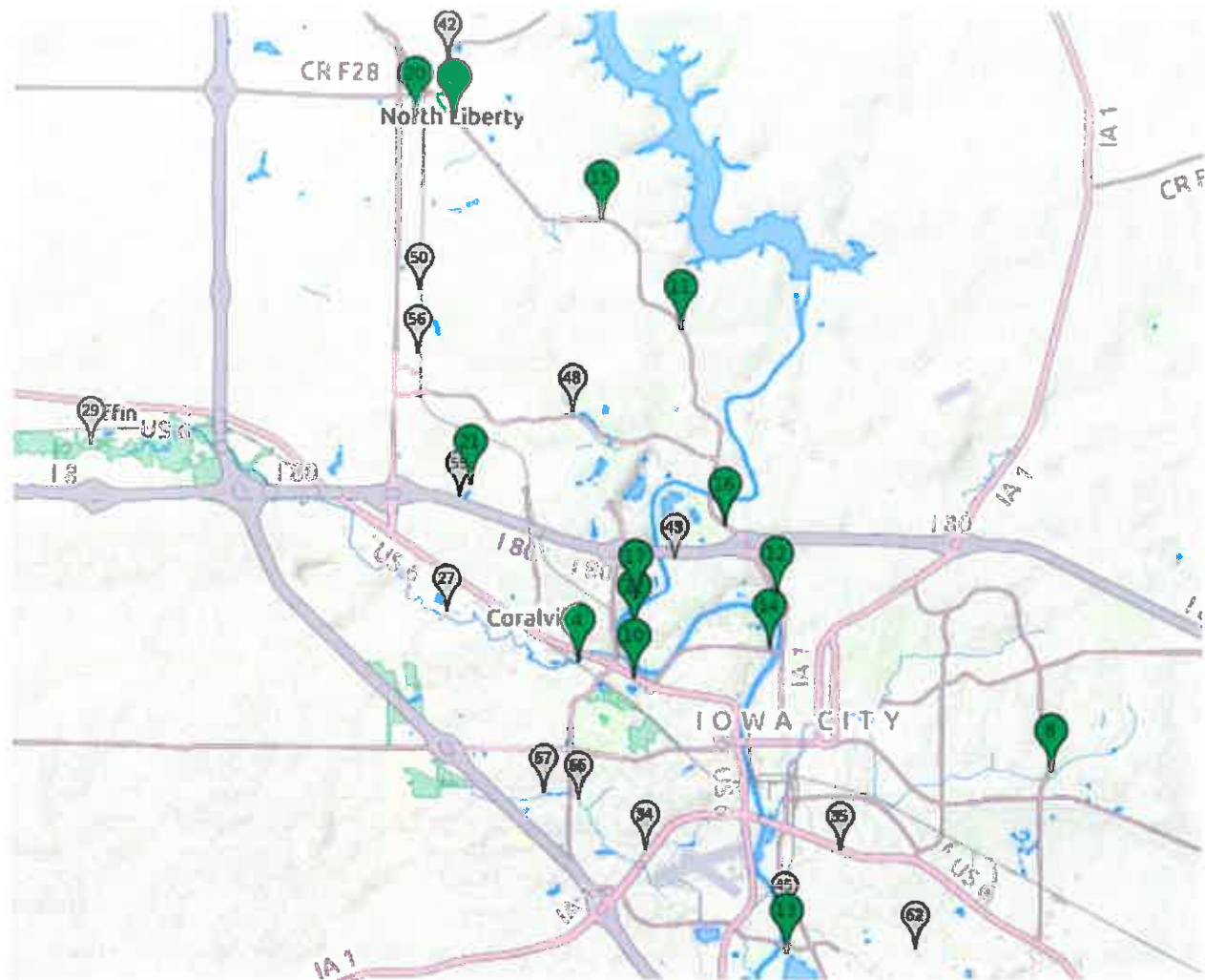


Usage of the trail may be affected by ongoing construction projects in the area and the lack of a trail connection across Clear Creek. We anticipate use to increase after reconstruction of the bridge in 2020 and with continued residential development along 1st Avenue and 5th Street.

North Liberty Trail near Rec Center



Map of 2019 Count Locations





Date: November 6, 2019

To: Urbanized Area Policy Board

From: Brad Neumann, Associate Transportation Planner

Re: Agenda Item #4(d): Update on the CRANDIC Phase III Passenger Rail Study

After working with the Iowa DOT, CRANDIC Railroad, and HDR Consulting to resolve differences with the Federal Transit Administration (FTA) regarding the proposed ridership model and methodology to be used in the Iowa City-North Liberty Commuter Rail Study, the study is proceeding. The Phase III study was originally scheduled to be completed by December of 2018. The intent of the Phase III study is to focus on ridership, revenue forecasts, financial strategies, benefits to the community, and conceptual station design.

To prepare ridership forecasts for the proposed Iowa City-North Liberty Commuter Rail line, the FTA has recommended a special onboard survey of local bus routes that serve the University of Iowa. The purpose of this survey is to obtain origin-destination (OD) and other travel information for university students riding transit to and from campus. The FTA recommended that all CAMBUS, Iowa City Transit, and Coralville Transit bus routes serving the campus be surveyed. Special attention will be paid to the CAMBUS Research Park route, the Coralville Transit 10th Street route, the Coralville Transit Express route, and the Coralville Transit Lantern Park route. FTA recognized that these four routes are important because they serve the same travel market as the proposed commuter rail.

At the request of Iowa DOT and CRANDIC, HDR has partnered with the ETC Institute to conduct this onboard survey, tentatively planned to occur in October and November. The goal of the survey is to collect approximately 1,280 OD surveys on the routes serving the University of Iowa campus. ETC will use GPS-enabled tablets to conduct five-minute interviews. The intent of the surveys is to collect a minimum 5 percent sample with a 10 percent or greater sample on the four key routes.

The additional funding required to complete the survey comes from the Iowa DOT and CRANDIC Railroad. The Phase III Study, not including the survey, will be funded by City of Iowa City, the City of Coralville, Johnson County, the University of Iowa, CRANDIC Railroad, and the Iowa DOT.

I will be at your November 13th meeting to answer any questions.

cc: Kent Ralston



Date: November 5, 2018
To: MPOJC Urbanized Area Policy Board
From: Sarah Walz; Assistant Transportation Planner *SW*
Re: Agenda Item #5(b) Discuss the Severson Charity Challenge for this holiday season

For the past eight years, The MPO has sponsored the "Severson Charity Challenge" in honor of Linda Severson who served as the MPO's Human Services Coordinator from 1994 until her death in 2011. This annual charity drive was inspired by just one of the many acts of generosity and compassion for which Linda was known: each year she coordinated the City of Iowa City's holiday donation drive, collecting essential items for those in need.

The Severson Challenge invites each participating government entity to select a local charity they wish to support. Overall, 2018 contributions were up 14% over 2017. Community donations were directed to all three area food pantries in Coralville, North Liberty, and Iowa City in addition to the Joan Buxton Children's Aid Fund, and Valley View Lodge (a Shelter House Fair Weather Lodge). North Liberty was awarded the 2018 Severson Challenge as their staff more than tripled their previous contribution to the North Liberty Food Pantry.

At your November 13th meeting the Board will choose whether to continue with the friendly competition. If the Board chooses to continue the challenge, the event would run from December 2nd through January 3rd.

I will be present at your meeting to answer any questions you may have.