



Metropolitan Planning Organization of Johnson County

MPOJC Transportation Technical Advisory Committee
Tuesday May 19, 2020 – 10:30 a.m.

Electronic Meeting Notice
Zoom Meeting Platform

Electronic Meeting

(Pursuant to Iowa Code section 21.8)

An electronic meeting is being held because a meeting in person is impossible or impractical due to concerns for the health and safety of Commission members, staff and the public presented by COVID-19.

You can participate in the meeting and can comment on an agenda item by going to:

<https://zoom.us/meeting/register/tJMlcO6ggDgtH9z9b5xwuV-IGEMc72FxC4Qi>

via the internet to visit the Zoom meeting's registration page and submit the required information.

Once approved, you will receive an email message with a link to join the meeting. If you are asked for a meeting or webinar ID, enter the ID number found in the email. A meeting password may also be included in the email. Enter the password when prompted.

If you have no computer or smartphone, or a computer without a microphone, you may call in by telephone by dialing (312) 626-6799. When prompted, enter the meeting or webinar ID. The ID number for this meeting is: 978-7786-3758.

Once connected, you may dial *9 to "raise your hand," letting the meeting host know you would like to speak. Providing comments in person is not an option.



Metropolitan Planning Organization of Johnson County

AGENDA

1. Call to order; recognize alternates; consider approval of meeting minutes
2. Public discussion of any item not on the agenda*
3. Consider a recommendation to the Urbanized Area Policy Board regarding participation in the 'Federal-Aid-Swap' whereby State funding could replace Federal funding for local road/bridge projects
4. Consider a recommendation to the Urbanized Area Policy Board regarding 'Coronavirus Aid, Relief, and Economic Security' (CARES) Act funding allocations for local transit agencies
5. Consider a recommendation to the Urbanized Area Policy Board regarding the Draft MPOJC FY2021 Transportation Planning Work Program
6. Consider a recommendation to the Urbanized Area Policy Board regarding amendments to the adopted FY2020-2023 MPOJC Transportation Improvement Program (TIP)
7. Consider a recommendation to the Urbanized Area Policy Board regarding approval of Draft FY2021-2024 MPOJC Transportation Improvement Program (TIP) projects
8. Update on the MPOJC FY2021 Transit Program of Projects
9. Update on the MPOJC Long Range Transportation Plan revision process
10. Other Business
11. Adjournment

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

MPOJC TRANSPORTATION TECHNICAL ADVISORY COMMITTEE
TUESDAY, JANUARY 21, 2020 – 10:30 AM
EMMA HARVAT HALL, IOWA CITY, CITY HALL

DRAFT

MEMBERS PRESENT:

Coralville:	Dan Holderness, Vicky Robrock, Scott Larson (alternate)
Iowa City:	Simon Andrew, Jason Havel, Ron Knoche, Darian Nagle-Gamm, Mark Rummel
Johnson County:	Tom Brase, Greg Parker
North Liberty:	Ryan Rusnak
Tiffin:	Doug Boldt
University Heights:	Louise From
University of Iowa:	Brian McClatchey
RTBC:	None
Iowa DOT:	Catherine Cutler
ECICOG:	None

STAFF PRESENT: Kent Ralston, Emily Bothell, Brad Neumann, Sarah Walz, Frank Waisath, Nate Bauer, Ian Klopfenstein

OTHERS PRESENT:

1. CALL TO ORDER; RECOGNIZE ALTERNATES; CONSIDER APPROVAL OF MEETING MINUTES

Neumann called the meeting to order at 10:31 AM.

Scott Larson was recognized as an alternate for Kelly Hayworth (Coralville).

Holderness moved to approve the meeting minutes, Knoche seconded the motion. **The motion carried unanimously.**

2. PUBLIC DISCUSSION OF ANY ITEM NOT ON THE AGENDA

None.

3. CONSIDER A RECOMMENDATION TO THE MPOJC URBANIZED AREA POLICY BOARD REGARDING FEDERAL TRANSIT ADMINISTRATION SECTION 5307 TRANSIT OPERATING FORMULA FUNDING APPORTIONMENT FOR FY2020 AND TRANSIT STATISTICS FOR FY2019

Neumann indicated that the apportionment table reflects an approximate \$300,000 increase in federal funding from FY19 to \$2,856,872 for FY20. These funds are apportioned between Iowa City Transit, Coralville Transit, and CAMBUS using a board-approved formula considering the following factors: operating costs, locally-determined income, revenue miles, and fare revenues. The primary changes in formula output between fiscal years relates to increases in operating costs, and each transit agency has been apportioned a larger pool of funding for FY20 compared to FY19. The input numbers for determining the apportionment figures are approved by the Iowa Department of Transportation.

Neumann further indicated that the money being apportioned has been granted by the Federal Government in FY19 – effectively completing the apportionment schedule using previous years' funding. This serves the purpose of eliminating redundancies in funding applications in the case that Congressional apportionments are granted on a staggered schedule. Using funds from a completed FY cycle allows for the MPOJC apportionment process to operate using fully-available federal funds.

Nagle-Gamm moved to recommend approval of the MPOJC Urbanized Area Policy Board (UAPB) the Section 5307 Transit Operating Formula Funding Apportionment for FY2020 and Transit Statistics for FY2019. Brase seconded the motion. **The motion carried unanimously.**

4. CONSIDER A RECOMMENDATION TO THE MPOJC URBANIZED AREA POLICY BOARD REGARDING APPOINTMENT OF A REPRESENTATIVE TO THE STATEWIDE URBAN DESIGN AND SPECIFICATIONS (SUDAS) BOARD OF DIRECTORS

Ralston explained that the MPO is required to appoint a representative to the SUDAS Board of Directors biennially. Scott Larson of the City of Coralville has served as the MPOJC representative since 2005 and was recently elected as President of the SUDAS Board of Directors. Larson has indicated his willingness and desire to pursue another two-year term. Larson further fulfills the only requirement for the appointee, that they are a licensed engineer working for one of the MPO communities.

Knoche moved to recommend to the MPOJC UAPB that Scott Larson be appointed as the representative to the SUDAS Board of Directors. Holderness seconded the motion. **The motion carried unanimously.**

5. DISCUSSION OF CHANGES TO THE IOWA DOT PAVEMENT DATA COLLECTION PROGRAM

Bothell explained that the Iowa DOT has elected to change the funding of pavement management data collection to a four-year schedule. However, they will allow local agencies to 'opt-in' to purchase data on the current two-year cycle. A decision of 'opt-in' would require the expenditure of approximately \$40,000 of Surface Transportation Block Grant (STBG) funding or local funding from MPO entities. If the MPOJC Urbanized Area Policy Board decides to 'opt-out' of the 'Federal-Aid-Swap', as done in previous years, the Iowa DOT will still allow the use of STBG funds for this purpose.

Bothell indicated that no decision needs to be made until January 2023 and that the intent is to revisit this issue with the Committee at that time.

6. UPDATE ON THE MPOJC FY21 TRANSPORTATION PLANNING WORK PROGRAM & FY21-24 TRANSPORTATION IMPROVEMENT PROGRAM SCHEDULES

Neumann introduced the *Transportation Planning Work Program*, a document developed each year to identify projects which will be addressed by MPOJC in the coming fiscal year. The FY21 Work Program includes all the state- and federally-required planning processes, routine planning documents, as well as the ongoing and requested projects by member entities. MPOJC will begin soliciting for FY21 projects in February to prepare the draft Work Program for submission to the Iowa DOT, Federal Highway Administration (FHWA), and Federal Transit Administration (FTA) by April 1. The Urbanized Area Policy Board will approve the final Work Program in May.

Neumann went on to introduce the *Transportation Improvement Program* (TIP), the programming document for federally-funded transportation improvements within the Iowa City Urbanized Area across all modes of transportation. The TIP designates specific projects to receive funding as well as which fiscal year the funding is programmed. The Surface Transportation Block Grant (STBG) program and Transportation Alternatives Program (TAP) funding were programed in the previous year according to their biennial schedule, so no apportionments will be made this year. \$6.7 million in STBG funding and \$1.45 million in TAP funding were programmed in the previous year. Two projects previously receiving allocations were scheduled for FY24 and will be included in the coming FY21-24 TIP - Iowa City's Dodge Street Improvement Project (\$3,750,000 in STBG funding) and North Liberty's North Liberty Trail project (\$648,118 in TAP funding). The Urbanized Area Policy Board will consider adopting the FY21-24 TIP at their July meeting.

7. UPDATE ON CRANDIC PASSENGER RAIL STUDY

Neumann explained that the MPO has been waiting since December of 2018 for the completion of the Phase III Passenger Rail Study – focusing on ridership, revenue forecasts, financial strategies, benefits to the community, and conceptual station design. The delay has been caused by discrepancies between previously collected data and Federal Transit Administration requirements. HDR Consulting has completed a bus ridership survey which is a necessary data component for the ridership forecast and revenue models. Over 1,200 surveys have been administered along CAMBUS and Coralville Transit routes. The additional funding for the data collection came from the Iowa DOT and CRANDIC Railroad, incurring no additional cost to MPO member entities.

8. OTHER BUSINESS

Bothell updated the Committee on the MPO's role in the 2020 Census. The Iowa City Urbanized Area was invited to take part in the Participant Statistical Areas Program to review and clarify census tracts and block groups. This includes reviewing boundaries and verifying any proposed changes for enumeration units - used both for the Census as well as for the American Community Survey (ACS). The MPO's traffic analysis zones are nested within these boundaries to allow for the use of the most current demographic information in traffic forecasting models. Bothell indicated that the MPO plans to reach out to the Census Bureau to clarify how this process will affect each constituent community.

McClatchey indicated that the CAMBUS maintenance facility renovations have been completed.

From expressed that the bidding process for University Heights' Olive Court project has opened and that project will hopefully be scheduled for this coming spring. The project is scheduled to be completed before the new Courtyard by Marriott hotel which is slated to open on September 1st.

Knoche announced that the Iowa City Streets Department has joined the rest of the Public Works Departments at their new facility on South Gilbert Street. The Burlington Street/Madison Street intersection project is set to commence soon, including the installation of additional bike lanes on both streets to connect to the path along Riverside Avenue. The department is also set to accept bids for the McCollister Boulevard extension as well as for the Prentiss Street bridge replacement.

Larson indicated that Coralville has two upcoming road projects, including the East 9th Street project and the 7th Avenue reconstruction. The Iowa River Trail connection between Rocky Shore Road and Clear Creek is scheduled to be constructed this year as well.

Cutler shared that travel time signs have been posted along the I-80 and I-380 corridors to provide timing updates as construction progresses.

Nagle-Gamm announced that the transit agencies will be holding open houses to discuss the transit study in the coming weeks. The public is expected to provide input on three different transit system designs: a high-frequency scenario, a constant-interval scenario, and a scenario involving system-wide transit improvements.

Rummel expressed that Iowa City Transit will be conducting its triennial review in May.

9. ADJOURNMENT

Nagle-Gamm moved to adjourn, McClatchey seconded the motion. **The motion carried unanimously.**

Meeting adjourned by Neumann at 11:00 AM.



Metropolitan Planning Organization of Johnson County

Date: May 12, 2020
To: Transportation Technical Advisory Committee
From: Kent Ralston; Executive Director
Re: Agenda Item #3: Consider a recommendation to the Urbanized Area Policy Board regarding participation in the 'Federal-Aid-Swap' whereby State funding could replace Federal funding for local road/bridge projects

In 2018, House File 203 was signed into law permitting the Iowa Transportation Commission to allow what's commonly referred to as a "Federal-Aid-Swap". The swap (generally) is a process whereby road and bridge projects that would normally be funded with federal transportation dollars allocated by the MPO are instead 'swapped' for state funding – with the goal of minimizing federal regulations and streamlining local projects.

For the past two years, the Transportation Technical Advisory Committee (TTAC) has unanimously recommended participating in the swap. However, after lengthy discussions, the Urbanized Area Policy Board has voted to 'opt-out' each of those years. Of the Board's many concerns, Davis-Bacon wages, worker safety, and lack of data supporting the benefits of the swap were central to the discussions. MPOJC and Bi-State Regional Commission are currently the only MPO's in the state opting-out of the swap.

Similar to previous years, unless our MPO chooses to 'opt-out' of the swap program, the Iowa DOT will assume we wish to participate. Unfortunately, since the swap policy did not take effect until October 2018 and there are a limited number of swapped projects completed, the DOT is unable to quantify project cost savings at this time. The DOT has however indicated that the project development timeline has been reduced by as much as six months for most projects.

I have attached meeting minutes from the Policy Board's 2018 and 2019 meetings as well as the DOT's final swap policy language for your reference. Please review the attached information and be prepared to discuss your organizations' stance on this issue. The goal is to again have a discussion about the policy with the limited information available and make a recommendation to the Urbanized Area Policy Board. Please keep in mind that this policy would only affect Surface Transportation Block Grant (STBG) funding. Transportation Alternative Program (TAP) funding cannot be swapped at this time.

I will be at your May 19th meeting to answer any questions you may have.

February 13, 2018

Dear Counties and Cities,

The purpose of this note is to inform you of some very important information regarding the Federal-aid swap for state funds (Swap).

The Iowa Transportation Commission approved the Swap Policy at its February 13, 2018 meeting. That Swap Policy is attached. October 16, 2018 will be the first swap project letting.

The Iowa DOT worked with a wide variety of stakeholders in developing the Swap policy. This included cities, counties, planning agencies, the Federal Highway Administration (FHWA), other state agencies, and environmental groups. In cooperation with a lot of input from the representatives from the cities, counties and other Iowa DOT Offices, the Office of Local Systems has developed some additional guidelines below, to assist with implementing the Swap. More detailed guidance will be provided in the future, but this information is being provided now to help local agencies begin making plans for their future Swap project development.

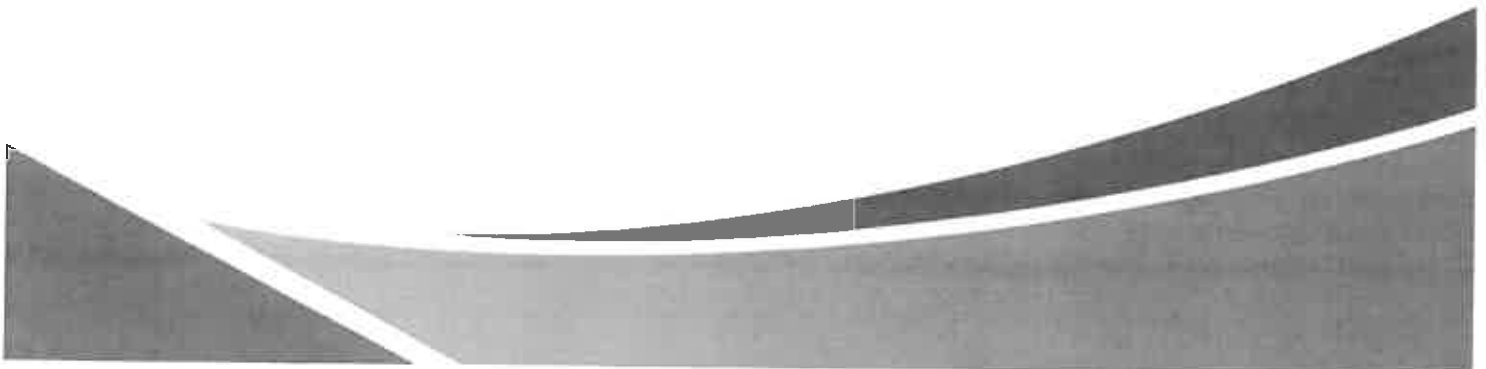
Swapped Programs

Surface Transportation Block Grant (STBG)

- Funding will be targeted to Regional Planning Affiliations (RPAs) and Metropolitan Planning Organizations (MPOs), per Fixing America's Surface Transportation (FAST) Act Implementation Policies.
- System Classification eligibility has been expanded to include Minor Collectors and Farm-to-Market roads, in addition to Major Collectors, which were included per the FAST Act.
- Eligible for 100% reimbursement, but subject to MPO and RPA match requirements.
- Bridge replacement or rehabilitation on any public road.

County Highway Bridge Program (HBP)

- 100% funding – no match is required.
- Current requirements - SD or FO, SR 80 or less, 25 or more ADT.



- Programming through RPA's is not necessary – projects will be extracted from CFYP and put into Transportation Improvement Plan (TIP) / Statewide Transportation Improvement Plan (STIP) or a "Swap Project List".

City Bridge Program

- This program will be 80% Swap funding. A 20% local match is still required.
- This program will remain as is, per the program guidance in I.M. 2.020, but will utilize Swap funds instead of Federal-aid.
- Further details will be forthcoming.

Highway Safety Improvement Program - Secondary (HSIP-S)

- Continue the program per program guidance.
- However, the program guidance is currently being reviewed to meet the needs and intent of the program with the swapped funding.

Federalized Projects - TPMS Programming and Development

"Federalizing" a project requires the project to remain Federal-aid, and follow all Federal regulations that apply. First, a determination will need to be made as to whether a project has been "Federalized".

A project is Federalized when any of the following activities have occurred:

- The project has been authorized by FHWA, or utilized Federal-aid for any phase of work, such as Preliminary Engineering, purchasing Right-of-Way, Utility work, Construction, etc.
- The project has received FHWA Environmental Concurrence (NEPA Clearance). However, if a project was given NEPA clearance as a Programmatic Categorical Exclusion (PCE), it has **NOT** been Federalized. An analysis on whether a project is assumed to be Federalized has been run; the analysis looked at whether TPMS Development showed a NEPA Clearance and whether that NEPA Clearance was granted under a PCE. The Federalization information can be found in TPMS Development, next to the map icon, stating the project is "Federalized". However, that is not an all encompassing list; there are likely projects that haven't been included in that analysis.
- The project has had a Planning Study, that has utilized Federal-aid, the project may be Federalized. If you've had or are considering a federally-funded planning study, contact your MPO/RPA and the Office of Systems Planning to discuss whether any subsequent work would make it Federalized.
- If the project has had an Interchange Justification Report, the project has likely been Federalized. Contact the Iowa DOT Administering Office for further guidance.

- Any other “Federal Action” by FHWA has been granted. If you believe your project has had a “Federal Action”, but are unsure if it has been Federalized, please contact Nicole Fox in Local Systems at 515.239.1506.

If the project has not had any of these activities happen, **then it most likely has not been Federalized**. If it has a project number, but hasn’t met any of the above criteria, it may be switched to a Swap project number.

Programming a project in the STIP, but not having any of the above activities happen, generally does **NOT** Federalize a project.

If a Concept Statement has been submitted, but the project has not yet received FHWA Environmental Concurrence, and the desire is to have the project be a Swap project, send an email to Deeann.Newell@iowadot.us to see if this is achievable.

Project Numbering

The Swap projects will get different project numbers than the normal Federal project numbers. In order to switch projects from a Federal project number to a Swap project number, or to program new projects with Swap funds, follow the attached Swap Project Numbering Guidelines. The project numbering information will also be in TPMS, to assist with programming of projects.

Project Development

The Swap project development process will be as follows:

- For counties, program projects County Five Year Plan (CFYP).
- For cities, work with the RPA or MPO to get swap projects programmed into the (TIP) or “Swap Projects List”.
- Activate the project in TPMS Development.
- The Iowa DOT Administering Office will send a Project Funding Agreement.
- Begin working on the Environmental Clearances, per the I.M.s in Section 3.1. These are in the process of being updated. See below for further information on the Environmental Process for Swap projects.
- Begin working on plans for the project.
- Follow I.M. 3.005 and I.M. 3.505 to submit “Check Plans”- Check Plans will be the first plan submittal for Swap projects. Also utilize I.M. 3.510 as appropriate, for Bridge or Culvert Plans.
- **THE FIRST LETTING FOR SWAP PROJECTS WILL BE OCTOBER 16, 2018.**

Environmental Process

Threatened and Endangered Species - I.M. 3.111

- The Endangered Species Act is a Federal Law that applies to all projects, regardless of funding. The United States Fish and Wildlife Service (USFWS) is the agency charged with enforcing this law.
- For Federal-aid projects, Section 7 of the Endangered Species Act applies. This allows the Iowa DOT to consult with USFWS, on behalf of the LPA.
- For Swap projects, Section 10 of the Endangered Species Act applies. This does not allow the Iowa DOT to consult; therefore, a LPA must consult with USFWS on their own, if affecting a Threatened or Endangered Species. However, the Iowa DOT can assist at the LPA's request.
- Fill out the Determination of Effect for Threatened and Endangered Species for Local Public Agencies (DOE) form (Form 760005).
 - If "No Effect", no consultation with USFWS is required.
 - If "May affect - not likely to adversely affect", consultation with USFWS is required, but see I.M. 3.111 for details. If the project needs a Corps Permit, the Corps will consult with USFWS on the LPA's behalf, and include provisions in the Corps Permit to ensure protection to the Threatened and Endangered Species affected by the project.
 - If "May affect - likely to adversely affect", consultation with USFWS is required. The LPA should initiate this process, but the Iowa DOT can assist if desired.
- It is recommended the DOE form be filled out for all locally funded projects. It is recommended the form be put in the project file, to ensure the LPA is following this Federal law.

Cultural Resource Regulations - I.M. 3.114

- Iowa Code has requirements governing cemeteries, burials, cultural resources and historic properties. The Iowa DOT also is charged with "taking action" to ensure that historical objects not be destroyed. Therefore, the following swap process has been developed:
 - If the project does not involve ground disturbance, then the LPA needs to work with a Historic Preservation Commission or Professional Historian to fill out the new Cultural Resources Assessment (CRA form), looking for historic bridges, districts, structures, sites, etc.
 - If the project does involve ground disturbance, then the LPA needs to work with a Secretary of Interior (SOI) Qualified Person to do a "desktop review", which may or may not recommend further action, like a Phase 1. Those of you familiar with the University of Iowa I-sites website and working with the Office of the State Archaeologist, the "desktop review" is the same thing. If a Phase 1 is recommended, then the LPA works with OLE to navigate this process.

404 Permit Process - I.M. 3.130

- The following changes are due to U.S. Army Corps of Engineers policy, and not due to Swap. However, they are worth mentioning here. The changes are now shown in I.M. 3.130.
 - The U.S. Army Corps of Engineers is encouraging LPAs to use the Nationwide Permits without sending a Pre-Construction Notice (PCN) to the Corps, if the project does not impact any special

aquatic sites (i.e. wetlands, riffle-pool complexes, etc) and places less than 0.1 acres of fill into a Water of the U.S. However, the Corps will require the LPA to do a wetlands delineation in order to automatically authorize a project under a Nationwide Permit (usually NWP 3, 13 or 14).

- The Corps is strongly recommending a wetlands delineation when submitting a PCN.
- If a PCN is required, submit the DOE form (Form 760005) with the Joint Application.
- If a PCN is required, submit any documentation found as part of the Cultural Resource Review.
- All these pieces of documentation will help the Corps to issue your permit in a timely manner.
- See I.M. 3.130 for further details.

Construction and Project Close-out

The construction and project close-out processes have not been fully defined and there are a lot of details to be worked out. The Project Development and Environmental processes occur before Construction, and therefore those processes are what we have focused more of our efforts on to date. The construction and project close-out processes will continue to be worked on and more communication on this subject will follow.

Here are a few things we know:

- LPAs shall continue to inspect construction projects, and follow all Materials Inspection requirements for the Project Engineer.
- There will be some sort of “systems approach” to DOT reviews on Swap projects.

Reimbursement for Swap Projects

- For projects paid through the County’s Farm-to-Market (FM) Account, the funds will continue to be paid through Contractor Pay at the Iowa DOT. Swap funds will then reimburse the county’s FM account.
- For projects not eligible to use the County’s FM Account, the LPA will make the initial payments and request periodic reimbursements. Final reimbursement request can be made after retainage is paid.

Federal-Aid Swap Policy

• Planning and Programming

- Participation in federal-aid swap - Each Regional Planning Affiliation (RPA) and Metropolitan Planning Organization (MPO) is assumed to be a participant in the swap program unless their policy board decides otherwise. If participating in swap, all eligible projects must be swapped. In rare circumstances, an exception may be considered.
- Federal funding will be swapped with Primary Road Funds on a dollar-for-dollar basis.
- Funding eligible to be swapped – eligible road and bridge projects from the following federal funding programs
 - Surface Transportation Block Grant (STBG)
 - Congestion Mitigation and Air Quality Improvement (CMAQ): Projects awarded to cities and counties through the Iowa's Clean Air Attainment Program (ICAAP)
 - Highway Safety Improvement Program (HSIP) - Secondary: County projects allocated through the HSIP – Secondary program
- Programming
 - STBG funds are allocated based on FAST Act Implementation Policies adopted by the Commission in September 2016.
 - With the exception of dedicated county and city bridge funds, RPAs and MPOs will continue to develop a program based on their available STBG funding. Programmed road and bridge projects will be swapped with Primary Road Funds and non-road/bridge projects will move forward as federal-aid projects.
 - Dedicated city and county bridge program funds will not be programmed by RPAs or MPOs. However, they will still need to be entered into the project tracking database (TPMS).
 - The full amount of accumulated STBG balances will not be fully available to be swapped in the first year due to Primary Road Fund cash flow constraints. It is expected the full draw down of those balances can be accomplished within four years of swap implementation. Therefore, the RPA/MPO development of their program of projects should take this into account. Iowa DOT will work with each RPA and MPO during the program development process to effectively drawdown the STBG balances. **In order to do this successfully, it is critical that the projects included in the first year of the program are expected to be developed and let in that year.**
- Match requirements
 - Unless specifically required by the grant program (see below), Iowa DOT will not require match and will reimburse funds at 100 percent up to the programmed amount.
 - For county Highway Bridge Program projects, the Iowa DOT will not require match and will reimburse funds at 100 percent up to the contract amount.
 - Match requirements for ICAAP, HSIP-Secondary, and city bridge program projects continue to apply based on program guidance.
 - Individual MPOs and RPAs can require match but Iowa DOT will not monitor those requirements.
- System Eligibility (STBG)
 - Road projects must be on roads with a federal functional classification of Minor Collector or higher in rural areas, all Farm-to-Market routes, and Collector or

higher in urban areas. Individual MPOs and RPAs can be more restrictive with system eligibility.

- Bridge project eligibility remains the same as exists today for federal-aid bridge projects. This is to assure consistency required for meeting the Off-System Bridge Waiver verification.
- Projects cannot already be “federalized” (e.g. any federal authorization, any environmental concurrence, any other federal action) and then swapped. Once a project is “federalized” it must continue to follow the federal-aid project development process. A project is typically not “federalized” just by having been included in a Statewide Transportation Improvement Program (STIP); however, in limited situations based on the level of federal involvement, a project could be federalized. This will be determined on a project-by-project basis as draft programs are developed.
- Implementation date – Swap will be implemented with the Federal Fiscal Year 2019 program year that begins October 1, 2018.

- **Environmental**

- Local public agencies participating in the Federal-Aid Swap shall continue to follow all necessary and applicable state and federal requirements, including but not limited to permitting and consultation as needed with the United States Army Corps of Engineers, United States Fish and Wildlife Service, Iowa Department of Natural Resources, Iowa Department of Cultural Affairs/State Historic Preservation Officer, Native Sovereign Tribes and Nations, and Office of the State Archaeologist. The Iowa DOT will continue to assist these local public agencies in achieving compliance or acquiring a permit, as staff and technical expertise are available.
- Environmental and cultural resource oversight shall be verified through the local public agency providing a project development certification and all applicable documentation to ensure that identification, evaluation, avoidance, and mitigation actions have been taken.

- **Project Development/Construction**

- All swapped projects will continue to be let through the Iowa DOT.
- Swap funds can only be used on road and bridge construction projects.
- Preliminary engineering and construction engineering are eligible for swap as part of a construction project. However, the use of swapped funds for these activities is not encouraged.
- Project funds will be provided to the local public agency on a reimbursement basis.
- The Iowa DOT will review contract documents for conformance to the Department standard for letting.
- The Iowa DOT reserves the right to review projects during construction.

MINUTES

APPROVED

MPOJC Urbanized Area Policy Board

Wednesday, April 3, 2019 - 4:30 PM

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

MEMBERS PRESENT:	Coralville:	Meghann Foster, Tom Gill
	Iowa City:	Susan Mims, Pauline Taylor, John Thomas, Bruce Teague, Mazahir Salih, Rockne Cole
	Johnson County:	Pat Heiden, Lisa Green-Douglass
	North Liberty:	Terry Donahue
	Tiffin:	Steve Berner
	University Heights:	Louise From
	University of Iowa:	Erin Shane
ICCSD:	Lori Roetlin	

OTHERS PRESENT: Bill Gerhard (President, Iowa State Building and Construction Trades Council)

STAFF PRESENT: Kent Ralston, Emily Bothell, Brad Neumann, Frank Waisath, Ian Klopfenstein

1. CALL TO ORDER

Meeting called to order at 4:30 PM by Berner.

a. Recognize alternates

No alternates recognized.

b. Consider approval of meeting minutes

Foster moved to approve; Donahue seconded. **The motion passed unanimously.**

c. Set next Board meeting date, time and location (May 29, tentatively in North Liberty)

The next meeting was scheduled for May 29th, hosted by North Liberty.

2. PUBLIC DISCUSSION OF ANY ITEM NOT ON THE AGENDA

There was no public discussion of any item not on the agenda.

3. ADMINISTRATION

a. Consider action regarding participation in the 'Federal-Aid-Swap' whereby State funding could replace Federal funding for local road/bridge projects

Ralston indicated that House File 203 was signed into law the previous year, allowing the Iowa Transportation Commission to participate in what is commonly referred to as the 'Federal-Aid-Swap', a process by which road and bridge projects which would have typically been funded through the MPO by federal funding are instead swapped for state

funding. The idea behind this legislation was to streamline projects and minimize costs. Ralston indicated that at this time last year, the Transportation Technical Advisory Committee (TTAC) unanimously recommended participation in the swap, but after lengthy discussion the UAPB decided to opt out of the swap with a vote of 11 affirmative and 4 against. The Board cited Davis-Bacon wages, worker safety, and lack of available data supporting the benefits of the swap as primary reasons for opting out. MPOJC is the only MPO in the state that has opted out of the swap and unless the Board decides to opt out again the Iowa DOT will assume that MPOJC is electing to participate. Ralston explained that as the swap did not begin until October 2018, there still is very little data to provide and had suggested at the January 2019 meeting that members consult their engineering staff. Ralston indicated that Surface Transportation Block Grant (STBG) funding is the only funding eligible for swap under the jurisdiction of the 'Federal-Aid-Swap' program, and specific language and qualifiers were attached for reference.

Ralston indicated that at their March 26th meeting, the TTAC voted unanimously to participate in the swap.

Green-Douglass expressed concerns over lack of data and the wide-ranging implications of bypassing Davis-Bacon wages, citing worker safety and local labor sourcing as specific issues. Green-Douglass expressed interest in seeing data for this coming construction season, but indicated that findings would have to be compelling for a reversal of her preference for opting out of participation.

Ralston explained that the question as to whether to opt in or out will be revisited annually, as it aligns with the timelines for allocating as well as programming funds through the Transportation Improvement Program (TIP) Timeline.

Berner opened the floor for public discussion for individuals who came to speak on the item. Bill Gerhard, President of the Iowa State Building and Construction Trades Council, addressed the Board. Gerhard thanked the Board for opting out of the program for the previous fiscal year. Gerhard indicated that other MPOs across the state were now looking at opting out as well, following the Board's lead. Gerhard expressed his concerns over the bypassing of worker wage protections as well as domestic product sourcing as incentivized in the 'Buy American Act'. Without Davis-Bacon wages, the only wage protection is the minimum wage. Furthermore, there is often negligible per-diem allotted to workers on major highway projects even as they are either relocated or required to commute. Gerhard reiterated his thanks to the Board for opting out for the previous year and asked them to do the same for the current year.

Donahue indicated that he had spoken with his city engineer regarding the issue, and the city engineer shared that federal aid funding increases engineering costs for both the design and construction phases of a road project. Costs range from 7-8% greater for federally-funded roadway projects.

From added that University Heights' city engineer indicated that there is a substantial amount of work involved in the weekly reviews of payroll reports, having to be submitted by a supervisor for every employee involved in working on a project – one of the factors contributing to the increased cost of federal-aid projects. From further indicated that University Heights' city engineer expressed that the Iowa DOT post-project audit process for federal-aid projects is very thorough and would require a substantial amount of time and effort to prepare for and complete. As federally-funded projects tend to have an

increased timeline of 3-6 months, From indicated that the small city of University Heights may be unable to complete a project due to the increase in time. Considering this information, From expressed her desire to opt in to the 'Federal-Aid-Swap' program.

Cole expressed his continued support for opting out of the swap. He explained that the role of the increased amount of paperwork was to ensure worker protections and fair compensation, especially as most efficiency measures for roadway projects come at the expense of worker salaries. Cole further expressed his opinion that this policy is a part of an ongoing union-busting effort as it sacrifices worker protections for efficiency. Considering this, Cole expressed his opposition to opting in to the swap program. He reiterated Green-Douglass' position regarding the lack of data present to support any kind of change in current funding processes.

Gill revisited his vote from the previous year to opt in, and cited a lack of compelling evidence to support taking the same position as his justification for opting out for the coming fiscal year.

Taylor expressed her opinion to support opting out, citing lack of supporting data and lack of discernable benefits. With the rushing of jobs, outsourcing of cheaper materials, and that saving time does not provide adequate long-run benefits for vital, long-lasting infrastructure projects.

Salih agreed to opt out, expressing that concerns from the previous year had not been adequately resolved to make a different decision.

Foster also agreed with Green-Douglass and Cole, specifically regarding reduction of oversight of worker safety and compensation – particularly due to the strenuous and heightened risk associated with these construction sites. Particularly following a severe winter, worker protections are particularly pertinent and for this reason Foster supported opting out of the aid swap.

Donahue drew attention to the fact that all projects are subjected to the same OSHA (Occupational Safety and Hazard Administration) rules.

Green-Douglass responded by reiterating concerns over union-busting. Green-Douglass explained that union projects have safer standards, fewer accidents, fewer change orders, and more timely completion standards. Local cases have illustrated the dangers of worker misclassification due to oversight on non-union projects, issues that apply to contracted workers and compensation.

Donahue expressed concern over the lack of documentation from either side. Cole responded by citing peer-reviewed literature exploring the safety differences between union and non-union projects, as union projects provide similar worker protections as those provided by Davis-Bacon wages. Donahue cited issues surrounding the front-loading of projects facilitated using federal funds and stated his opinion that this part of the project should be the Board's focus. Donahue advocated for local enforcement and implementation of Davis-Bacon wages instead of it being federally-mandated. Gill rebutted by citing the significance of direct experience when dealing with differing requirements, specifically using Gerhard as a reference. Gill reiterated his opinion that the Board should wait another year before deciding to opt in, to allow for more data to become available.

MINUTES

MPOJC Urbanized Area Policy Board
Wednesday, March 28th, 2018 – 4:30 PM
City of Coralville – Council Chambers
1512 7th Street, Coralville, IA

APPROVED

MEMBERS PRESENT: Coralville: Tom Gill, Meghann Foster
Iowa City: Susan Mims, Mazahir Salih, Pauline Taylor,
Rockne Cole, Kingsley Botchway II, John Thomas
Johnson County: Lisa Green-Douglass, Mike Carberry
North Liberty: Terry Donahue, Chris Hoffman
Tiffin: Steve Berner
University Heights: Louise From
University of Iowa: Jim Sayre
ICCSD: Lori Roetlin

STAFF PRESENT: Kent Ralston, Brad Neumann, Emily Bothell, Sarah Walz, Kelly Brockway

OTHERS PRESENT: Stuart Anderson (Iowa DOT), Cathy Cutler (DOT District 6), Dan Holderness (City of Coralville)

1. CALL TO ORDER

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

a. Recognize alternates

All members were present.

b. Consider approval of meeting minutes

Motion to approve was made by **Donahue**; **Gill** seconded. **The motion was unanimously approved.**

c. Set date of next meeting

The next meeting was set for Wednesday, May 30th, hosted by Iowa City.

2. PUBLIC DISCUSSION OF ANY ITEM NOT ON THE AGENDA*

No public comment was presented.

3. TRANSPORTATION PLANNING

a. DOT staff presentation and consider action on whether to participate in the Federal-Aid-Swap whereby State funding could replace Federal funding for local road/bridge projects

Ralston stated that for several months staff has been updating both the Transportation Technical Advisory Committee (TTAC) and the Board regarding the pending swap. It was highly encouraged after the last meeting for members to have discussions with their respective city staff to gain a stronger understanding of how the swap might affect their respective entities. Unless the Board specifically chooses to opt-out of the swap program, the MPO will automatically participating in the Federal-Aid-Swap.

Ralston introduced Stuart Anderson from the Iowa DOT (Director of Programming, Planning, and Modal Division), to provide the Board with a presentation with an overview and to answer questions about the swap.

a. Presentation

Anderson stated that many other states, Midwest included, have already implemented Federal-Aid-Swap programs. The swap helps small local jurisdictions, with smaller staffs, complete projects faster by minimizing the additional regulations and requirements attached to Federal funding. The concept of the swap is to have the same amount of federal funding exchanged for state funding at the DOT level. The reduced project development requirements in this swap process can reduce the project development cycle by at least six months for local projects.

Anderson addressed that in previous discussions others did express concern about the swap bypassing federal aid requirements. The swap will not change the amount of funding for projects nor the number of upcoming projects in the state of Iowa. Anderson proceeded to open the floor to any questions of concerns from the Board members.

Douglass asked for clarification on which federal regulations the swap would circumvent. Anderson mentioned State requirements would replace the federal requirements. Anderson stressed the time savings component of the project development process. Federal oversight requirements that would be replaced include the review of material certification, Davis-Bacon, financial record oversight, and By-American certification.

Salih asked for clarification of the employment requirements under swap projects. Anderson stated while Davis-Bacon would not be required, that the leading process would remain the same.

Carberry asked for more information regarding environmental review. Anderson mentioned that most federal and state requirements apply to projects regardless the funding source. The shift in the National Environmental Policy Act (NEPA) documentation process will allow other Federal organizations besides the DOT to take the lead in documentation, such as the Corps of Engineers. Otherwise environmental review will not change.

Cole asked what the new wage standard the State will apply to projects, if the Davis-Bacon is not applied. Cole also asked what the expectation for wages will be on these swapped projects. Anderson stated that swap projects would have the same wage requirements associated with state and local funding the current projects have. At this time, there is not a prediction for an increase or decrease in future wages.

Donahue asked if the Board could set their own wage requirement. Anderson stated that wages would defer to the local council requirements.

Gill expressed his concern about growth potential for Coralville and the potential that wages could increase with the increased number of projects within the area.

Botchway II asked how many projects, statewide, would qualify for the swap within the next year. Anderson stated that at this moment there could not be a definite answer until the final programs from each RPA and MPO are submitted. Typically, this MPO averages one federal aid project a year. Ralston clarified that there has been at least one project a year for the past 5 -10 years. A draft of the Transportation Improvement Document (TIP), which programs all federal and state funding for projects within the

urbanized area, will be presented to the Board at the next meeting.

Taylor also expressed concerns about safety requirements, such as OSHA, and how speeding up projects could bypass safety requirements on these projects. Anderson stated that safety requirements have not been an expressed concern. OSHA and jobsite requirements will still exist on all projects within the state, regardless of the funding source. There are strict design standards and guidance for all projects that are development.

Ralston clarified that the Board could not set their own prevailing wage requirement for MPO projects within the area. This determination came from a supreme court case with Polk County.

Douglass expressed concerns about missed classification and subcontractors oversight when regulations are taken away. Anderson stated that most projects are currently developed with state and city funding. The swap allows the county/city to administer a federal project in this way. The DOT has not heard concerns of local administration on state funded projects.

Carberry asked for a quantifiable number of savings the swap would save on federal projects. Hoffman stated that staff would save time, which saves tax payer dollars. The unemployment rate is very low in Johnson County and the State of Iowa, which helps hold contractors accountable to complete projects by the expected deadline. Hoffman asked if there is any evidence to show the difference in wage rates between what would happen under Davis-Bacon and the current prevailing wage.

Salih asked Anderson how much time would be saved on the federal projects. Anderson responded that the project development process has shortened by six months for swapped projects.

Berner asked if there were any statistics on whether other MPOs or RPAs have opted-in or opted-out. Anderson responded there the DOT does not have statistics for other states; but in the 27 organizations in Iowa, this is the only MPO that discussing opting-out.

Gill asked Anderson if the opting-in or -out process was annual. Anderson responded that the swap process would be an annual renewal program for each organization. The DOT is intending to quantify and track cost savings, benefits, and any issues of the swap program.

Sayre asked for clarification in which every federal dollar that comes to the state, the same amount will be subject to the Davis-Bacon act even if we do not participate in the swap. Anderson responded with yes.

Ralston did clarify that all the other MPOs and RPAs in Iowa were planning on opting-in to the swap program. The TTAC committee had unanimously recommended that the Board participate in the swap.

Thomas stated the Davis-Bacon has been in place since 1931.

Berner asked if there were any public comment regards to this agenda item. There were three public comments.

Bill Gilhart stated that without Davis-Bacon, the only other form of wage protection workers have is minimum wage regulations. Contractors are also required to have a certified payroll under Davis-Bacon that stops misclassification of workers and wage

theft. Gilhart presented the Board with two documents. The first of the prevailing wage literature what is included in projects with Davis-Bacon. He stated that the fringe benefits can be used only for health insurance, retirement, and training. The second document included information pertaining to the results of states removing their individual state Davis-Bacon laws.

Douglass asked Gilhart to further explain what misclassification means and how it happens. Gilhart stated that misclassification is when a worker is titled as an independent contractor and not an employee. The original contractor is not obligated to pay social security, workers compensation, or unemployment.

Cole pointed out on page 3, from the second document from Gilhart, the fatality rate and wage labor laws correlation. Cole asked Gilhart if his organization had any numerical statistics for safety rates without the prevailing wage standard within Iowa. Gilhart did not have a numerical prediction on safety implications of the swap in Iowa.

Eric Schmidt presented his support for the Board to opt-out of the swap process. The swap is avoiding federal environmental regulations for secondary roads and bridges, Davis-Bacon, and the By-American act.

Dale Ballsinger expressed his support for keeping Davis-Bacon and By-American regulations for future projects within the area.

b. Board action

Berner closed public comment. Motion to opt-out of the Federal-Aid-Swap was made by **Carberry**; **Douglass** seconded. Sayre accused himself from the vote.

From stated she supports the TTAC and University Heights' staff recommendation and for opting-in to the program.

Hoffman expressed his concern between the time savings for his city staff and the consequences for removing the federal requirements.

Cole stated that there has not been any imperial data on the savings presented to the Board about the swap, health and safety standards, or wage standards. While changes to safety and lower wages might not be seen immediately, over time these built up standards can become reduced. Also, the Board cannot set project wage agreements or standards.

Botchway II expressed his support in opting-out for one year to see the data from the rest of the state before we make the decision to join as well. While city staff stress the time savings the swap would produce, there is typically only one eligible project a year.

Carberry stated his support in opting-out due to concerns of the safety and wages for the construction workers. Carberry did mention that his county engineers and staff had shown support for opting-in to the swap.

From and Berner expressed their support in opting-in to the swap for the benefits smaller communities would experience. The swap would save significant time on projects, reduce costs for city staff, and save tax payer dollars. Both communities' city staff supported opting-in to the swap as well.

Gill stated his support for opting-in due to the reduction in time for major projects, faster completion, and minimizing the safety hazards for dangerous projects. The reduction in time would significantly increase public safety on I-80, I-380, and HWY 965.

Taylor expressed concerns about expediting major projects and allowing them to be under local and state regulations.

Cole asked Ralston if the MPO had an estimate of delay on projects if the Board chooses to opt-out of the swap. Ralston stated that the MPO does not at this moment. The TIP document is currently being drafted. However, any project that has already been deemed federalized by the DOT, would not be eligible for the swap, like the current I-80/I-380 project. But, the associated auxiliary projects, that will be in upcoming TIP, could qualify for the swap.

Salih stated her support in opting-out due to worker implications. This included current conditions of misclassification and treatment of workers and the consequences of removing the federal requirements of future projects.

Mims asked Anderson if the DOT was planning on consolidating the federally funding into a few larger projects across the state under the swap program.

Anderson responded that the federal funding would still be spread across the state to multiple regions and projects. The swap would allow some small and medium sized projects, like bridge replacements, to now be funded with federal funds.

Mims asked Anderson how the DOT plans to allocate the federal funding under the swap process. Anderson stated that decision will be at the individual MPO and RPA level. The road and bridge projects that are included within each developed TIP program would be considered eligible. The transit projects, that receive federal funding, would not be eligible for the swap program because the state does not have allocated funds for transit projects.

Cole asked Ralston if the swap would be applicable and speed up the 6-lane expansion of I-80 and I-380. Ralston stated those projects have already been federalized and would remain under the federal requirements and processes.

Donahue asked the public union representatives if they could provide an estimate of how many union workers identify as a minority. Gilhart estimated that out of the 16 unions, minorities make up approximately 20% of the union labor force. Donahue expressed his concern on the conflict of supporting unions against providing ample opportunities for minorities to advance as well.

Gilhart stated under the Davis-Bacon, the workers do not have to be union to receive the livable wage requirement. When Davis-Bacon is applied to a project, it includes all workers on the project. In Iowa, the heavy highway industry market share of union construction is approximately 15-20%. The bulk of Iowa construction workers that are receiving the benefit of the Davis-Bacon wage requirement are open shop contractors and open shop workers.

Mims stated her support for opting-out of the swap to gain a better understanding of the rules, savings, and implications the swap. Mims acknowledged the complexity of this agenda item and indicated her decision between following staff recommendations and considering the removal of federal requirements. The repercussions of cost savings, local wage impacts, safety, and quality of constructions are all unknown.

Foster stated her support for opting-out for one year to make sure this economic impact is beneficial to everyone involved on projects, to see the impact of overall safety, if other areas are still supporting livable wages, and environmental regulations are still in place.

Thomas expressed his support in opting-out. Reasons included that a majority of other states do not have a swap program, Davis-Bacon legislation has been around for over 87 years, and opting-out will provide more comparative data about the swap for Iowa.

Donahue called for the vote on the previous motion made by **Carberry**. Ralston clarified that the motion was to opt-out of Federal-Aid-Swap. **The motion was approved with four descending votes made by Berner, Form, Donahue, and Gill and one accused vote by Sayre.**

b. Consider approval of the Locally Determined Projects list for the FY2019 MPOJC Transportation Planning Work Program

Ralston stated that MPOJC compiles a list of projects for the upcoming fiscal year each spring in the Transportation Planning Work Program. This is required by the Federal Highway Administration and the Iowa DOT. We utilize the program to schedule and plan ahead for data collection and research necessary to complete the projects. Attached in the agenda packet is the list of work program projects that have been received to date from TTAC members and other respective staff.

The MPO is aware that other projects and data collection needs come up during the year. While the MPO usually is able to fit smaller unscheduled projects into our work program. More significant projects proposed during the year may not be able to be completed and would be brought to the Board at the time.

Ralston asked the Board to review the list of the attached projects. TTAC had unanimously recommended approval of the projects list at their March 20th meeting. The full work program will be presented to the Board at the next meeting for consideration.

Motion to approve was made by **Botchway II**; **Form** seconded. **The motion was approved unanimously.**

c. Consider approval of FY2019 MPOJC Transit Program of Projects

Neumann informed the Board that Coralville Transit, Iowa City Transit, and University of Iowa Campus have programmed projects for Federal Transit Administration (FTA) funds in FY2019. The Transit Program of Projects includes all the anticipated federally funded projects for all three transit systems, and is a federal requirement. Not every project will be funded. In order to be eligible for funding, projects must be included in the Program of Projects. The MPO has published a public notice regarding the FY2019 Transit Program of Projects and is requesting public comment from the community.

The FY2019-2022 TIP will include the FY2019 Iowa DOT's Consolidated Transit Funding applications, for each transit system, in the Transit Program of Projects. This information is being distributed to the Board for review. It will be included in the draft FY2019-2022 MPOJC TIP in May. The final TIP will be prepared for Board approval in late June or early July. Neumann stated TTAC had unanimously recommended approval of the FY2019 MPOJC Federal Transit Program of Projects.

Motion to approve was made by **Gill**; **Cole** seconded. **The motion was approved unanimously.**

d. Update on CRANDIC passenger rail study

Neumann provided the Board with the previously requested IOWA DOT methodology for forecasting autonomous vehicle and passenger rail ridership along the I-380 corridor.



Date: May 12, 2020

To: Transportation Technical Advisory Committee

From: Brad Neumann, Associate Transportation Planner

Re: Agenda item #4: Consider a recommendation to the Urbanized Area Policy Board regarding 'Coronavirus Aid, Relief, and Economic Security' (CARES) Act funding allocations for local transit agencies

The Coronavirus Aid, Relief, and Economic Security (CARES) Act was signed into law on March 27, 2020. As part of the CARES Act, the Federal Transit Administration (FTA) allocated \$25 billion to recipients of urbanized area (Section 5307 funding) and rural area formula funds, with \$22.7 billion for large and small urban areas and \$2.2 billion for rural areas. Funding will be provided at a 100-percent federal share, with no local match required, and will be available to support capital, operating, and other expenses eligible under those programs to prevent, prepare for, and respond to COVID-19.

Operating expenses incurred beginning on January 20, 2020 are eligible, including expenses to maintain transit services as well as paying for administrative leave for transit personnel due to reduced operations.

Iowa DOT has indicated that the State of Iowa has received \$35,898,003 in CARES Act funding. This amount includes \$8,331,763 for the Iowa City Urbanized Area to be apportioned to Iowa City Transit, Coralville Transit, and University of Iowa Campus. The CARES Act states that 'Designated Recipients' like MPOJC, shall continue to sub-allocate funds based on a locally determined process consistent with Section 5307 statutory requirements. After discussions, the three transit managers recommend that the CARES Act funding be apportioned similar to the Section 5307 funds that were apportioned last January. The Section 5307 funding apportionment is based on the MPO's approved formula of 25% operating/maintenance costs, 25% locally determined income (LDI), 25% revenue miles, and 25% fare revenue.

The following tables show the FY2020 apportionment, including the multiplier used for each transit agency, and the proposed CARES Act apportionment using the FY2020 multiplier. If the Board approves the apportionment, MPOJC will provide the apportioned amounts to the FTA and apply for the funding on behalf of the transit agencies.

Please be prepared to make a recommendation to the Urbanized Area Policy Board regarding the CARES Act funding apportionment.

If you have any questions or comments regarding this information, please contact me at 356-5235 or by e-mail at brad-neumann@iowa-city.org.

FY2020 Section 5307 Operating Apportionment

System	Total Operating Cost	Locally Determined Income*	Revenue Miles	Fare Revenue	FY2020** Multiplier	FY2020 Apportionment
Coralville	\$1,850,999 [.1387]	\$1,155,536 [.1261]	271,809 [.1325]	\$417,982 [.2357]	.1583	\$452,243
Iowa City	\$7,720,438 [.5787]	\$5,573,858 [.6083]	1,029,923 [.5020]	\$1,355,399 [.7643]	.6133	\$1,752,119
CAMBUS	\$3,770,329 [.2826]	\$2,433,108 [.2656]	749,902 [.3655]	\$0.00 [0.0000]	.2284	\$652,510
TOTAL	\$13,341,766 [1.000]	\$9,162,502 [1.000]	2,051,634 [1.000]	\$1,773,381 [1.000]	1.0000	\$2,856,872

*Locally Determined Income is Total Operating Cost minus FTA and STA funding

**Multiplier is an average of the percentages of the total operating costs, locally determined income, revenue miles, and fare revenue.

Proposed CARES Act Apportionment

System	FY2020 Multiplier	CARES Act Apportionment
Coralville	.1583	\$1,318,918
Iowa City	.6133	\$5,109,870
CAMBUS	.2284	\$1,902,975
TOTAL	1.0000	\$8,331,763



Metropolitan Planning Organization of Johnson County

Date: May 12, 2020

To: Transportation Technical Advisory Committee

From: Kent Ralston; Executive Director

Re: Agenda Item #5: Consider a recommendation to the Urbanized Area Policy Board regarding approval of the FY21 MPOJC Transportation Planning Work Program

Attached is a draft copy of the MPOJC FY21 Transportation Planning Work Program (TPWP) for your review. The Work Program includes all locally-requested projects we received from member-entities and general projects and procedures as required by the Iowa DOT, Federal Highway Administration (FHWA), and Federal Transit Administration (FTA).

The format used for the TPWP is the general format required for submittal to our federal partners. Please review the projects list and let staff know if you would like to see any modifications before staff forwards the document to the Urbanized Area Policy Board for final approval. Also included in the Work Program are estimated project completion times. Please let us know if you have internal deadlines for projects which may impact completion times as noted as we use this schedule to organize our data collection and workload. We will also continue to take requests for additional projects which come up throughout the year and complete those projects as time permits.

Please be prepared to consider a recommendation to the Urbanized Area Policy Board on the FY21 Transportation Planning Work Program.

I will be available at your May 19th meeting to answer any questions you may have.

DRAFT

FY2021 Transportation Planning Work Program

Metropolitan Planning Organization of Johnson County



Approved May XX, 2020
Last updated May 7, 2020

FY2021 Transportation Planning Work Program

Metropolitan Planning Organization of Johnson County
410 East Washington Street, Iowa City, IA 52240

Kent Ralston, Executive Director
Emily Bothell, Sr. Associate Transportation Planner
Brad Neumann, Associate Transportation Planner
Sarah Walz, Associate Transportation Planner
Frank Waisath, Associate Transportation Planner

Adopted by the MPO Urbanized Area Policy Board May XX, 2020

Preparation of this report was financed in part through a grant by the Federal Transit Administration under Section 5303 of the Federal Transit Act, as amended, and in part through a grant by the Federal Highway Administration under the provision of the 1962 Federal Aid Highway Act, as amended.

Table of Contents

1	MPO Organization
3	Development of FY2021 Transportation Planning Work Program
4	Planning Priorities of FY2021 Transportation Planning Work Program
5	Revisions to the Transportation Planning Work Program
7	Resolution
8	Policy Board, Technical Committee, and Staff Listing
10	Summary of Projects
18	Purchasing of Equipment
19	FY2021 Budget Summary
20	Federal Fund Distribution and Employee Hours
21	Statement Regarding Direct and Indirect Cost Allocations
22	Certification of Procurement and Consultant Selection Procedures
23	Performance Management Agreement between Iowa DOT and MPOJC
25	Listing of requested FY21 Work Program projects

The Iowa City Urbanized Area Metropolitan Planning Organization

Transportation planning in the Iowa City Urbanized Area is conducted by the Metropolitan Planning Organization of Johnson County (MPOJC). On January 12, 1982 the governor of Iowa designated 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 City Community School District is represented by a non-voting member. The following 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 representatives
City of Tiffin:	1 representative
City of University Heights:	1 representative
University of Iowa:	1 representative
<hr/>	
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.

The **MPO** consists of a part-time Director who oversees four full-time transportation planners. Augmenting the staff are two to three planning interns. Additional staff is shared with the City of Iowa City in the areas of administrative assistance, accounting, and legal services.

In addition to the Urbanized Area Policy Board, the MPO 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 MPO staff in identifying/addressing transportation issues and makes recommendations to the Urbanized Area Policy Board.

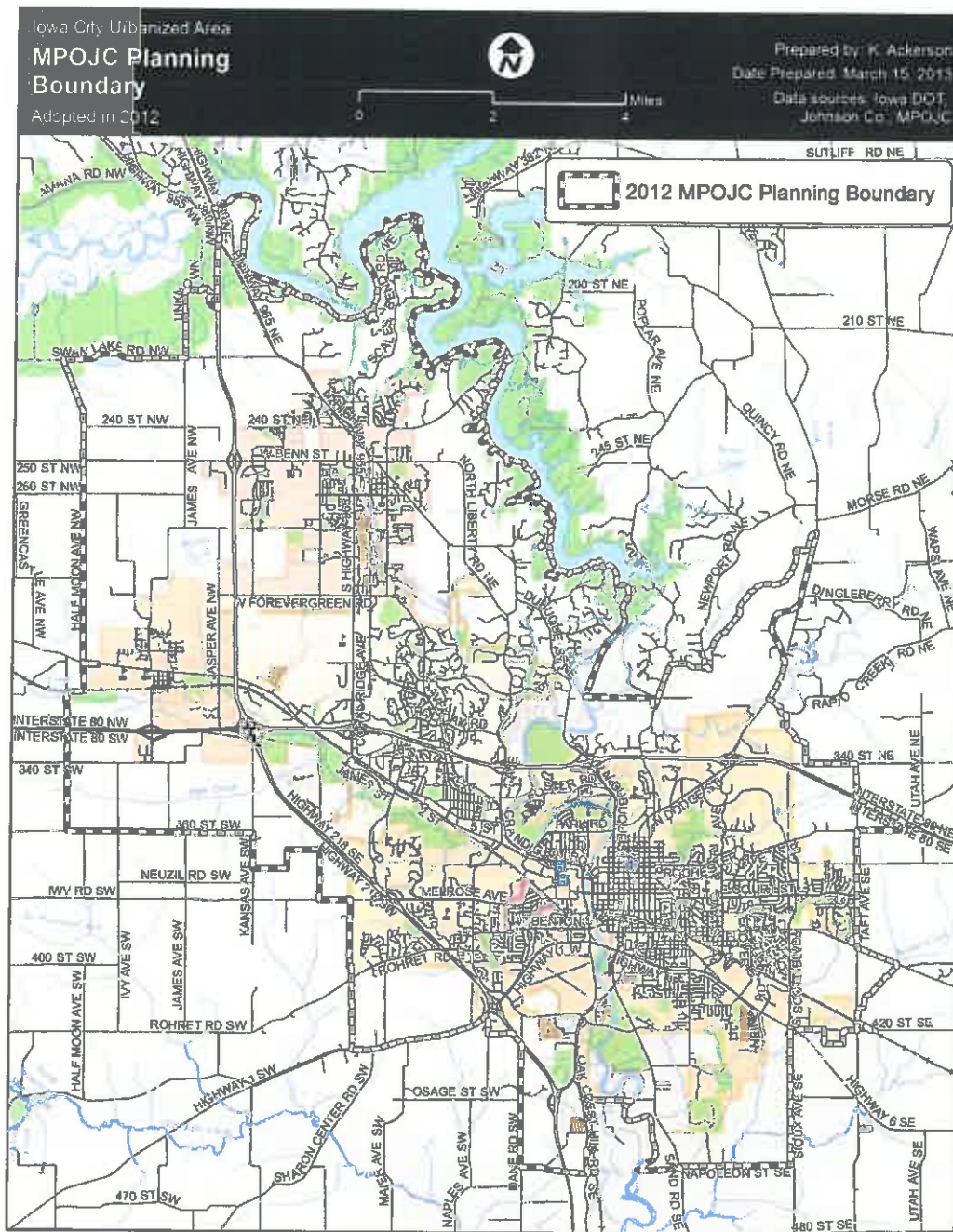
The **Regional Trails and Bicycling Committee** has been established to assist with discussion of pedestrian and bicycle-related issues and provides recommendations on pedestrian and bicycling issues to the Urbanized Area Policy Board.

Additional ad hoc committees are formed on an as-needed basis.

Long-Range Planning Area

The following map shows the MPO long-range transportation planning boundary. This boundary was amended by the Urbanized Area Policy Board in 2012. This area includes the census-designated Iowa City Urbanized Area as well as the adopted long-range growth areas for each city.

Transportation Planning Boundary for the Iowa City Urbanized Area



Development of FY2021 MPOJC Transportation Planning Work Program

The Transportation Planning Work Program is developed each year in a coordinated effort involving the MPOJC Regional Trails and Bicycling Committee, the Transportation Technical Advisory Committee, and the Urbanized Area Policy Board. A draft work program is assembled by MPOJC staff which includes special requested projects; ongoing and routinely occurring projects; projects required by the Federal Highway Administration, the Federal Transit Administration, and the Iowa Department of Transportation; and carry-over projects from the preceding fiscal year.

A process is conducted in January and February of each year whereby all members of the Transportation Technical Advisory Committee (including a representative from the Regional Trails and Bicycling Committee) are asked for projects for the following year's transportation planning work program – each requested project is included in the appropriate section of this document starting on Page 10, a list of all projects requested is on Page 25.

There is also a public participation element of the preparation of the annual Transportation Planning Work Program. It has been the policy of the MPO to have transportation planning projects requested by the “public” to be sponsored by one of the entities that belong to the MPO.

The projects requested by the Transportation Technical Advisory Committee and specific work program items requested by Iowa DOT are forwarded to MPOJC public participation organizations as part of the Work Program development and notification process. Notice of the development of the Work Program is also posted on the MPOJC website. The draft Work Program is then forwarded to the Federal Highway Administration, the Federal Transit Administration, and the Iowa Department of Transportation for review. Following the receipt of comments, the final MPOJC Transportation Planning Work Program is prepared. This document is then submitted to the MPOJC Urbanized Area Policy Board for final approval.

Planning Priorities of FY2021 MPOJC Transportation Planning Work Program

In general, the Work Program is oriented toward projects which 1) carry out the projects and procedures required due to our designation as a Metropolitan Planning Organization; 2) continue to address transportation needs and issues due to MPOJC being part of a growing and dynamic community; and 3) continuing our efforts to maintain and improve our multi-modal transportation network. A significant number of our work program projects are related to our growing population and changing traffic patterns, and to our continued emphasis on bicycle, pedestrian, and transit modes.

A priority for much of the urbanized area includes providing a solid transportation network for a rapidly growing population – the Iowa City metro area had the greatest growth in the state (7.7%) between 2010-2014 (U.S. Census Bureau). This population increase places demands on existing transportation infrastructure and also generates demands for new and expanded transportation facilities as indicated by many of this year's work program projects. Ensuring these demands are met with limited and uncertain transportation funding available to our region will no doubt be one of the biggest challenges the community faces in the coming years.

Another priority for the community is the construction of new schools and numerous school expansion projects in the urbanized area. The MPO has and will continue to provide traffic forecasts and conduct site plan reviews for these projects and make recommendations for necessary transportation infrastructure over the next several years.

The Iowa DOT is also currently planning and constructing several very large capital infrastructure projects in the urbanized area – including the reconstruction of the Interstate 80/380 and Interstate 80/1st Avenue interchanges and the construction of a new Forevergreen Road/Interstate 380 interchange. MPOJC will continue to provide staff support for these projects and programing for these projects necessary to satisfy Federal Highway Administration requirements. MPOJC will also continue to work with the DOT, the East Central Iowa Council of Governments (ECICOG), and local partners on the express bus service operating between the Iowa City and Cedar Rapids metro areas to reduce congestion on Interstate 380 and to provide transportation choice within the corridor.

Revisions to the Transportation Planning Work Program

Overview

2 CFR 200 describes the uniform administrative rules for Federal grants and cooperative agreements and sub-awards to State, local and Indian tribal governments. These requirements apply to metropolitan planning (PL) and State Planning and Research (SPR) grants. The Federal Transit Administration (FTA) has similar requirements documented in FTA Circular 5010.1C, which apply to FTA metropolitan planning grants. The State of Iowa uses a Consolidated Planning Grant where Federal Highway Administration (FHWA) and FTA planning funds are combined into a single fund managed through FTA's TrAMS system. The uses of these funds are documented in the work programs of the Iowa DOT, MPOs, and RPAs.

Waiver of approvals

All work program changes require prior written Federal approval, unless waived by the awarding agency. 2 CFR 200.308 outlines different types of revisions for budget and program plans, and the following summarizes revisions that require prior Federal approval, as well as other miscellaneous actions and allowable costs that require prior Federal approval. More information can be found on the FHWA website (www.fhwa.dot.gov/planning/priorapprovals.cfm).

Types of Work Program revisions that require Federal approval include, but are not limited to, the following:

- Request for additional Federal funding.
- Transfers of funds between categories, projects, functions, or activities which exceed 10% of the total work program budget when the Federal share of the budget exceeds \$150,000.
- Revision of the scope or objectives of activities.
- Transferring substantive programmatic work to a third party (consultant).
- Capital expenditures, including the purchasing of equipment.
- Transfer of funds allotted for training allowances.

Types of revisions that require Iowa DOT approval include:

- Transfers of funds between categories, projects, functions, or activities which do not exceed 10% of the total work program budget, or when the Federal share of the budget is less than \$150,000.

Types of revisions that require MPO/RPA approval include:

- Revisions related to work that does not involve federal funding.

Revision and Approval Procedures

- All revision requests from MPOs and RPAs should be submitted electronically to the Iowa DOT Office of Systems Planning. Four hard copies of the revision shall also be sent to Systems Planning, which will be forwarded to the DOT District, FHWA, and FTA for review and any necessary approvals.
 - Revision requests shall, at a minimum, include:
 - A resolution or meeting minutes showing the revision's approval.
 - Budget summary table with changes highlighted/noted.
 - Modified section(s) of the plan's work elements with changes highlighted/noted.

- Revisions where FHWA/FTA is the designated approving agency shall require written approval by FHWA/FTA prior to commencement of activity, purchasing of equipment, or request for reimbursement.
- Revisions where the Iowa DOT Office of Systems Planning is the designated approving agency shall require written approval by the Iowa DOT Office of Systems Planning prior to commencement of activity or request for reimbursement.
- Revisions where the MPO or RPA is the approving agency shall be approved by the Policy Board.
- Notification by the approving agency will be in writing.

NOTE: All necessary Work Program approvals shall be in place prior to the commencement of activity, purchasing of equipment, or request for reimbursement. More specifically in regards to the procurement of equipment and services, there should be no notification of award, signed contract, placement of an order, or agreement with a contractor prior to receiving the necessary approvals.

<Resolution to be inserted here>

MPOJC Urbanized Area Policy Board

Tom Gill	Coralville City Council
Meghann Foster	Coralville City Council
Janice Weiner	Iowa City City Council
Mazahir Salih	Iowa City City Council
John Thomas (Vice-Chair)	Iowa City City Council
Susan Mims	Iowa City City Council
Pauline Taylor	Iowa City City Council
Laura Bergus	Iowa City City Council
Lisa Green-Douglass	Johnson County Board of Supervisors
Pat Heiden	Johnson County Board of Supervisors
Terry Donahue (Chair)	Mayor, North Liberty
Chris Hoffman	North Liberty City Council
Steve Berner	Mayor, Tiffin
Erin Shane	University of Iowa
Louise From	Mayor, University Heights
Ruthina Malone (non-voting)	Iowa City School Board

MPOJC Transportation Technical Advisory Committee

Vicky Robrock	Manager, Coralville Transit
Dan Holderness	City Engineer, City of Coralville
Kelly Hayworth	City Administrator, City of Coralville
Darian Nagle-Gamm	Director, Trans. Services, City of Iowa City
Ron Knoche	Director, Public Works, City of Iowa City
Jason Havel	City Engineer, City of Iowa City
Mark Rummel	Asst. Director, Trans. Services, Iowa City
Scott Sovers	Asst. City Engineer, City of Iowa City
Ryan Rusnack	Planning Director, City of North Liberty
Louise From	Mayor, City of University Heights
Doug Boldt	City Administrator, City of Tiffin
Greg Parker	Johnson County Engineer
Tom Brase	Director, Johnson County SEATS
Brian McClatchey	Manager, University of Iowa Campus
David Kieft	Business Manager, University of Iowa
Sadie Greiner	Facilities Management, University of Iowa
Bob Oppliger	MPO Regional Trails & Bicycling Committee
Cathy Cutler (ex-officio)	Planner, Iowa DOT
Darla Hugaboom (ex-officio)	Federal Highway Administration, Ames
Brock Grenis (ex-officio)	East Central Iowa Council of Governments
Daniel Nguyen (ex-officio)	Federal Transit Administration, Kansas City

*The Transportation Technical Advisory Committee is chaired by MPOJC staff.

MPOJC Regional Trails and Bicycling Committee

Louise From	City of University Heights
Bob Oppliger	Bicyclists of Iowa City
Doug Boldt	City of Tiffin
Becky Soglin	Johnson County
Sherri Proud	City of Coralville
Michelle Ribble	University of Iowa
Shelly Simpson	City of North Liberty
Juli Seydell Johnson	City of Iowa City
Liz Hubing	Think Bicycles Coalition

*The Regional Trails and Bicycling Committee is a subcommittee of the MPOJC Transportation Technical Advisory Committee.

MPOJC Transportation Planning Staff

Kent Ralston, Executive Director
Emily Bothell, Sr. Associate Planner
Brad Neumann, Associate Transportation Planner
Sarah Walz, Associate Transportation Planner
Frank Waisath, Associate Transportation Planner

Summary of Projects

The following sections identify projects that the MPO routinely completes as required by the Federal Highway Administration, Federal Transit Administration, and Department of Transportation, new and ongoing projects that have been requested by MPO member entities, and past projects that staff completed in FY20. Projects are categorized by Administration, Comprehensive Planning, Short-Range Planning, Long-Range Planning, Traffic Engineering Planning, Transportation Improvement Program, and Purchasing of Equipment.

Administration

Task Objective: Administration of MPO staff, including required transportation planning and programming documents, contracts, grant applications, agendas and information packets. The Administration work element also includes work items not traditionally associated with transportation planning. Staff coordination, hiring and training is also conducted under Administration. Administration projects are coordinated by the Executive Director with assistance from all MPOJC staff.

Project Description (general work items):

1. Develop and administer elements of the annual Transportation Planning Work Program (TPWP)
2. Administer the adopted Public Participation Plan (PPP), and update as necessary
3. Develop the annual Transportation Improvement Program (TIP), and amend as necessary
4. Amend the Long Range Multi-Modal Transportation Plan as necessary, full update adopted in May 2017
5. Consider 5310 amendments to the Passenger Transportation Plan (PTP) - holding no less than two Committee meetings
6. Assist with triennial and quadrennial reviews as required
7. Assist with updates of Federal Transit Administration documents
8. Contract renewals, including paratransit contracts with municipalities and contracts between municipalities
9. Prepare materials for policy board and technical committee meetings
10. Coordinate with the East Central Iowa Council of Governments, FTA, Iowa DOT, and U.S. DOT
11. Administer FAST Act grant programs and regulations
12. Assist local transit agencies with completing required Disadvantaged Business Enterprise (DBE) documents and reporting
13. Administer regional Surface Transportation Block Grant Program and Transportation Alternatives Program Funds
14. Administer paratransit appeals process for Iowa City Transit and Coralville Transit

FY21 Final Work Products and estimated time of completion:

1. Coordinate ad hoc committees as required [ongoing]
2. FY21 Passenger Transportation Plan coordination [3Q]
3. FY21 Transportation Planning Division budget [2Q & 3Q]
4. FY21 Transportation Planning Work Program [3Q & 4Q]
5. Consolidated transit grant applications – three systems [3Q & 4Q]

Previous Work in FY20:

1. Assisted with Disadvantaged Business Enterprise reports for Coralville Intermodal Center (Coralville) [ongoing]
2. Developed FY20 Policy Board and technical committee meeting materials
3. Completed FY21 Transportation Planning Work Program
4. Completed Consolidated transit grant applications – three systems

5. Assisted with Paratransit service contract documents
6. Assisted with contracts for fixed route service
7. Assisted with a variety of grant applications for metropolitan area transportation capital improvement projects (all MPOJC entities)
8. Reviewed Public Participation Plan

Comprehensive Planning

Task Objective: Integrate transportation planning and land use planning for MPO member agencies. The goal of this task is to incorporate land use planning, best practices of site design, environmental sustainability, and economic development with transportation planning. MPO staff will typically work as part of a team with municipal staff on Comprehensive Planning-related projects. An Associate Transportation Planner is assigned to Comprehensive Plan-related projects.

Project Description (general work items):

1. Assist with arterial street planning issues as required
2. Assist with review of development projects
3. Assist with analyses related to economic development activities
4. Travel demand modeling activities
5. Assist with comprehensive planning as requested by member agencies
6. Update urbanized area arterial street plan as required
7. Assist with Land use, urban design, housing, human services, environmental, solid waste management, recreation, open space, and utilities planning activities affecting transportation planning
8. Assist with neighborhood transportation studies as requested
9. Assist with monitoring local air quality as it relates to transportation planning and funding

FY21 Final Work Products and Estimated Time of Completion

1. Assist with transportation analyses related to comprehensive planning (Ralston, Iowa City)
2. Assist Economic Development Division as needed (Ralston, Iowa City)
3. Assist with GIS mapping including maintaining zoning map (Ralston, Iowa City)
4. Review of development studies as needed (Boldt, Tiffin)
5. Review of development studies as needed (Holderness, Coralville)
6. Review of development studies as needed (From, University Heights)
7. Review of development studies as needed (Rusnak, North Liberty)
8. Develop downtown/near-downtown GIS curb inventory (Nagle-Gamm, Iowa City) [Q1]
9. Recommendation for bicycle rack ordinance for new developments (Holderness, Coralville) [Q3]

Previous Work in FY20:

1. Provided GIS support and analysis for various projects (Ralston, Iowa City) [ongoing]
2. Update of Metro Area Bike Plan (Holderness, Coralville) [ongoing]
3. Facilitated revisions to comprehensive plan including correspondence, online survey, and community meeting (From, University Heights) [ongoing]

Short-Range Planning

Task Objective: Conduct planning activities for MPO member agencies focusing on the 0-10 year planning horizon. Short-range planning items are completed by an Associate Transportation Planner.

Project Description (general work items):

1. Update Transit Capital Equipment Replacement Plan and Program of Projects – including capital equipment financial planning
2. Quarterly and year-end transit statistical summaries
3. Transit on-time performance studies as requested
4. Short-range trail, bicycle and pedestrian planning activities
5. Assist with development of Surface Transportation Program Block Grant and Transportation Alternatives Program projects
6. Conduct Federal Environmental Justice evaluations as needed
7. Activities related to the Americans with Disabilities Act, including complementary paratransit plan monitoring and curb ramp inventory/improvement planning
8. Assist member entities with meeting livability planning principles related to EPA, HUD, and DOT policies
9. Assist member entities with applications for FHWA, FTA, DOT, EPA, and HUD grant funds as opportunities arise
10. Review FAST Act implementation circulars and provide regional input when necessary
11. Transit Route Planning as requested

FY21 Final Work Products and Estimated Time of Completion:

1. Assist MPO entities with Bicycle Friendly Community applications upon request (Ralston, MPOJC) [ongoing]
2. Assist with transportation funding grant applications (TSIP, BUILD, RISE) (Knoche, Iowa City) [ongoing]
3. Assist with transit route study and implementation (Nagle-Gamm, Iowa City) [Q1]
4. Assist with implementation of bike share program (Nagle-Gamm, Iowa City) [Q1]
5. Adopt 2017-2021 roadway safety targets required by DOT/FHWA (Ralston, MPO) [Q2]
6. Evaluate adaptive signal technology and potential corridors for implementation (Havel, Iowa City) [Q1]

Previous Work in FY20:

1. Pedestrian/bicycle counts at various locations on trail system (Holderness, Coralville)
2. Continued assistance with 4-lane to 3-lane conversions (Knoche, Iowa City) [ongoing]
3. Provide GIS mapping needs and training as City Staff develop understanding of GIS (Knoche, Iowa City) [ongoing]
4. Bike master plan implementation & evaluation to achieve a gold Bike Friendly Community designation (Knoche, Iowa City) [ongoing]
5. Participation on local MDST and TIM committees during the construction of the I-80 / 380 interchange (Cutler, DOT) [ongoing]
6. Gilbert Street concept plan (Fruin, Iowa City) [ongoing]
7. Assist as needed with CRANDIC corridor studies (Cutler, DOT) [ongoing]
8. Assist with Dodge Street concept plan between Burlington and Governor Streets (Havel, Iowa City) [ongoing]
9. Evaluation of Dodge Street two-way traffic flow (Burlington to Bowery) & a 4-3 lane conversion (Bowery to Kirkwood) (Ralston, Iowa City) [ongoing]
10. Update of Metro Area Bike Master Plan (Holderness, Coralville) [Q1]
11. Adopted 2016-2020 DOT safety targets.

Long-Range Planning

Task Objective: Conduct planning activities for member agencies focusing on the 10-25 year planning horizon. While there is often some overlap between short-range planning and long-range planning, projects in long-range planning are oriented toward projects beyond the 10-year time frame. Long-range planning items are assigned to an Associate Transportation Planner.

Project Description (general work items):

1. Update urbanized area long-range transit planning documents as required
2. Assist with urbanized area and Johnson County trail planning as required
3. Long Range Transportation Plan amendments as needed; current Plan adopted in May 2017

FY21 Final Work Products and Estimated Time of Completion:

1. Update traffic model forecast for McCollister Boulevard (Knoche, Iowa City) [Q2]
2. Assist with the reevaluation of the Oakdale Boulevard alignment east of Hwy 1 (Knoche, Iowa City) [ongoing]

Previous Work in FY20:

1. Assist as needed with study of I-80 widening from east of Iowa City to the MPO eastern boundary (Cutler, DOT) [ongoing]
2. Assist as needed with study of I-380 widening from the Penn Street interchange to the northern MPO boundary – Including Penn Street interchange design (Cutler, DOT) [ongoing]
3. Assist with the studies to pursue federal funding for relocation of transit facility (Knoche, Iowa City) [ongoing]
4. Evaluate traffic and transit flow impact of a new west campus parking ramp (Shane, U of I) [Q2]
5. Evaluate traffic and transit flow impact of a new east campus parking ramp (Shane, U of I) [Q2]
6. Assist with CRANDIC corridor studies as needed (Cutler, DOT)

Traffic Engineering Planning

Task Objective: Conduct traffic engineering planning studies. Traffic engineering has become a very important component of the MPO's overall work program, both for the traffic studies and the information they provide, but also for the support traffic engineering brings to the other tasks within the overall work program.

Project Description (general work items):

1. Traffic counts
2. Traffic signal warrant studies
3. Traffic signal operation studies
4. On-street parking evaluations
5. Traffic control signage evaluations
6. Lane marking evaluations
7. Street light evaluations
8. Traffic collision data analysis
9. Street alignment and traffic signal concept design
10. Preparation of ordinance legislation
11. Respond to individual and neighborhood group requests for traffic control measures
12. Administer Iowa City Traffic Calming Program
13. Traffic modeling & maintenance of adopted MPO traffic model

FY21 Final Work Products and Estimated Time of Completion:

1. Traffic counts and evaluations as related to development proposals (Ralston, Iowa City)
2. Traffic counts and analysis of intersection warrant studies for capital projects (Knoche, Iowa City)
3. Assist with review of traffic calming projects (Knoche, Iowa City)
4. Assist with traffic counts as requested by MPO entities (Ralston, MPO)
5. Assist with traffic evaluations / volumes at the new Ireland / Hwy 6 signal (Boldt, Tiffin) [Q2]
6. Evaluate potential two-way conversion of Dodge Street and Governor Street (Havel, Iowa City) [Q2]
7. Complete 1st Avenue traffic counts and coordination timings (Holderness, Coralville) [Q4]
8. Traffic counts on Coral Ridge Avenue to compare with adaptive signal timings (Holderness, Coralville) [Q4]
9. Complete signal/roundabout analysis at Forevergreen Road / Front Street (Holderness, Coralville) [Q2]
10. Update Hwy 6 traffic counts (Holderness, Coralville) [Q4]
11. Provide updated traffic model forecast for Highway 6 (Boldt, Tiffin) [Q2]
12. Provide traffic counts at Marriott driveway on Melrose Avenue (Bilskemper, University Heights) [Q1]
13. Provide traffic counts on Melrose Avenue between Koser Avenue and east city limits (Bilskemper, University Heights) [Q1]
14. Perform full intersection analysis at Koser Avenue / Melrose Avenue intersection (Bilskemper, University Heights) [Q1]

Previous Work in FY20:

1. Evaluate a two-way conversion of Jefferson and Market Streets (Havel, Iowa City) [Q3]
2. Turn lane evaluation at 5th Street / new school entrance (Rasmussen, Solon) [ongoing]
3. Assist with Gilbert Street 4-3 lane conversion (Havel, Iowa City) [Q1]
4. Assist with First Ave/Scott Blvd intersection analysis, including Scott Blvd intersections

- with Dubuque Rd. and Dodge St. (Havel, Iowa City) [Q2]
5. All-way stop / signal warrant at 12th Ave 7th Street (Holderness, Coralville) [Q2]
 6. All-way stop / signal warrant at 12th Ave 8th Street (Holderness, Coralville) [Q2]
 7. All-way stop / signal warrant at 12th Ave 10th Street (Holderness, Coralville) [Q2]
 8. Update Hwy 6 traffic counts (Holderness, Coralville) [ongoing]
 9. Assist with traffic evaluations / volumes related to the Forevergreen Road interchange and its effect on Park Road and Hwy 6 – including direction of travel at Hwy 6 (Boldt, Tiffin) [Q1]
 10. Evaluate need for a pedestrian crosswalk at Olive Ct / Melrose (From, University Heights) [Q1]
 11. Evaluate need for a permanent traffic signal at Evashevski and Melrose Avenue (Shane, U of I) [Q2]
 12. 5th Street - Racine to Iowa St - traffic counts and signage suggestions for school areas (Rasmussen, Solon) [Q3]
 13. Traffic counts at 5th / Windsor (Rasmussen, Solon) [Q3]
 14. Traffic counts at Stinocher Street and Solon City Shop (Rasmussen, Solon) [Q3]
 15. Traffic counts at Cedar Street / Main Street (Rasmussen, Solon) [Q3]
 16. Traffic counts at 2nd St / Summit Ave; 3rd St / Swisher View Dr; 3rd St / Central Ave (Kakacek, Swisher) [Q3]

Transportation Improvement Program (TIP)

Task Objective: State and federal project programming for member agencies. The TIP is assigned to an Associate Transportation Planner.

Project Description (general work items):

1. Amend current TIP as required
2. Coordinate with Iowa DOT on the State TIP

FY21 Final Work Products and Estimated Time of Completion:

1. Transit financial planning documentation for TIP (FTA) [3Q]
2. Amend the FY21-24 MPOJC TIP as needed
3. Complete the FY22-25 MPOJC TIP [3Q-4Q]

Previous Work in FY20:

1. Completed the FY21-24 MPOJC TIP

Purchasing of Equipment

Task Objective: To acquire equipment for the purpose of collecting data to complete tasks/projects identified in this Work Program. The following equipment will be purchased utilizing local Surface Transportation Block Grant funds. Those funds will be transferred to the FTA and will be included in the Consolidated Planning Grant.

Equipment Description:

1. No anticipated equipment purchases

FY21 Final Work Products and Estimated Time of Completion:

1. n/a

Previous Work in FY20:

1. No equipment purchased

FY2021 MPOJC Transportation Planning Work Program Budget Summary

Federal Transit Administration and Federal Highway Administration funds will be used for staff salaries which will support the MPOJC Transportation Planning Work Program.

Funding Sources

Agency	FY2021 Assessment	Percentage
Iowa City*	\$345,377	46.4%
U.S. DOT	\$230,000	30.9%
Johnson County	\$39,264	5.3%
University of Iowa	\$23,817	3.2%
Coralville	\$34,629	4.7%
North Liberty	\$33,515	4.5%
Tiffin	\$3,566	0.5%
Other MPO Entities	\$4,321	0.6%
FY20 internal carryover	\$30,000	4.0%
Total MPO Budget	\$744,489	100%

*Includes funding for Neighborhood and Development Services Department-specific services, equivalent to 0.5 Administration Budget (\$81,836) and 1.0 FTE Transportation Planning (\$139,250).

Percentages are rounded. More detail on FY21 assessments is provided in the FY21 MPOJC Budget.

Summary of Federal FY21 Funds & Anticipated FY21 Carryover

New FTA 5305d	\$48,464
FTA Carryover	\$0
New FHWA PL	\$179,761
FHWA PL Carryover	\$66,998
FHWA STBG Carryover	\$0
Subtotal	\$295,223
Anticipated use in FY21	\$230,000

Estimate of Federal Fund Distribution and Employee Hours

	Percentage	Employee Hours	Federal Fund Expenditure
Administration	20%	1,248	\$46,000
Comprehensive planning	10%	624	\$23,000
Long-range planning	15%	936	\$34,500
Short-range planning	25%	1,560	\$57,500
Traffic engineering planning	27%	1,685	\$62,100
Transportation Improvement Program	3%	187	\$6,900
Total	100%	6,240	\$230,000

Budget Summary of Federal Fund Distribution

Activity/work element	FTA 5305d Carryover	FTA 5305d New	FHWA PL Carryover	FHWA PL New	STBG Carryover	20% Local Match	Total
Administration	\$0	\$9,693	\$13,400	\$22,908	\$0	\$11,500	\$57,501
Comprehensive Planning	\$0	\$4,846	\$6,700	\$11,454	\$0	\$5,750	\$28,750
Long Range Planning	\$0	\$7,270	\$10,050	\$17,181	\$0	8,625	\$43,126
Short Range Planning	\$0	\$12,116	\$16,749	\$28,635	\$0	\$14,375	\$71,875
Traffic Eng. Planning	\$0	\$13,085	\$18,089	\$30,925	\$0	\$15,525	\$77,624
TIP	\$0	\$1,454	\$2,010	\$3,436	\$0	\$1,725	\$8,625
Equipment	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$48,464	\$66,998	\$114,538	\$0	\$57,500	\$287,500

*Totals may not equal actual figures due to rounding

*As required, FTA 5305d, FHWA PL, and STBG carryovers are budgeted to be drawn down first



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

Statement Regarding Direct and Indirect Cost Allocations

The Metropolitan Planning Organization of Johnson County (MPOJC) does not intend to charge any indirect costs associated with the transportation planning program to federal grants. Because only direct personnel expenses will be charged to the federal grants, we do not prepare a cost allocation plan. By use of the system of accounts employed by the City of Iowa City, these expenses can be directly attributed to the appropriate funding source.

A handwritten signature in blue ink, appearing to read "Kent Ralston".

Kent Ralston; Executive Director

Statement Regarding Disadvantaged Business Enterprise Goals

The Metropolitan Planning Organization of Johnson County (MPOJC) does not intend to charge any indirect costs to federal grants. Only direct personnel expenses for permanent staff will be charged to the federal grants; therefore MPOJC does not have a DBE goal.

A handwritten signature in blue ink, appearing to read "Kent Ralston".

Kent Ralston; Executive Director



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

MPO/RPA Self-Certification of Procurement and Consultant Selection Procedures

This is to certify that I have reviewed the Iowa DOT Purchasing Rules (Iowa Administrative Code 761, Chapter 20) and will ensure procurements or the selection of consultant firms for projects to be reimbursed with federal transportation planning funds will follow the policies and procedures outlined in the above-referenced purchasing rules.

Further, I certify that the following requirements will be adhered to for procurements and consultant services to be reimbursed with federal transportation planning funds.

- Capital expenditures, including the purchase of equipment, will be a separate line item in an approved Transportation Planning Work Program (TPWP) if the anticipated total cost exceeds \$5,000.
- An approved TPWP will specify that a project will involve consultant services prior to initiating the consultant selection process.
- Our agency will document the procedures utilized for the procurement or consultant selection, and will retain this documentation on file for a minimum of three years.
- When reimbursement is requested for capital expenditures or consultant services, we will provide our District Planner and the Office of Systems Planning, through email or hard copy, invoices documenting the expenditure(s) at the time the associated reimbursement request is submitted.

I declare to the best of my knowledge and ability that we will adhere to the above requirements.

A handwritten signature in blue ink, appearing to read "Kent Ralston", written over a horizontal line.

(Signature)

Kent Ralston

(Please Print Name)

Executive Director

(Title)

Metropolitan Planning Org of Johnson County

(Name of Organization)

3/28/19

(Date Signed)

(Signed by the official having the authority to initiate procurements or consultant selection for the organization or by a higher level official.)

Performance management agreement between Metropolitan Planning Organization of Johnson county and Iowa DOT

On May 27, 2016, the final rule for statewide and metropolitan transportation planning was published, based on 2012's Moving Ahead for Progress in the 21st Century (MAP-21) Act and 2015's Fixing America's Transportation System (FAST) Act. As part of this final rule, [23 CFR 450.314 \(h\)](#) was amended to state:

(h)(1) The MPO(s), State(s), and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (see §450.306(d)), and the collection of data for the State asset management plan for the NHS for each of the following circumstances:

- (i) When one MPO serves an urbanized area;
- (ii) When more than one MPO serves an urbanized area; and
- (iii) When an urbanized area that has been designated as a TMA overlaps into an adjacent MPA serving an urbanized area that is not a TMA.

(2) These provisions shall be documented either:

- (i) As part of the metropolitan planning agreements required under paragraphs (a), (e), and (g) of this section; or
- (ii) Documented in some other means outside of the metropolitan planning agreements as determined cooperatively by the MPO(s), State(s), and providers of public transportation.

In 2017, the following three-pronged approach was cooperatively developed to address 23 CFR 450.314 (h). This approach provides a regular opportunity to review and update coordination methods as performance management activities occur, which offers an adaptable framework as performance-based planning and programming evolves.

- Agreement between the Iowa DOT and MPOs on applicable provisions through documentation included in each MPO's TPWP.
- Agreement between the Iowa DOT and relevant public transit agencies on applicable provisions through documentation included in each public transit agency's consolidated funding application.
- Agreement between each MPO and relevant public transit agencies on applicable provisions through documentation included in the appropriate cooperative agreement(s) between the MPO and relevant public transit agencies.

Inclusion of the following language in an MPO's TPWP, and that TPWP's subsequent approval by Iowa DOT, constitutes agreement on these items.

The Iowa DOT and the Metropolitan Planning Organization of Johnson County agree to the following provisions. The communication outlined in these provisions between the MPO and Iowa DOT will generally be through the statewide planning coordinator in the Office of Systems Planning.

1) Transportation performance data

- a. The Iowa DOT will provide MPOs with the statewide performance data used in developing statewide targets, and, when applicable, will also provide MPOs with subsets of the statewide data, based on their planning area boundaries.
- b. If MPOs choose to develop their own target for any measure, they will provide the Iowa DOT with any supplemental data they utilize in the target-setting process.

- 2) Selection of performance targets
 - a. The Iowa DOT will develop draft statewide performance targets for FHWA measures in coordination with MPOs. Coordination may include in-person meetings, web meetings, conference calls, and/or email communication. MPOs shall be given an opportunity to provide comments on statewide targets and methodology before final statewide targets are adopted.
 - b. If an MPO chooses to adopt their own target for any measure, they will develop draft MPO performance targets in coordination with the Iowa DOT. Coordination methods will be at the discretion of the MPO, but the Iowa DOT shall be provided an opportunity to provide comments on draft MPO performance targets and methodology prior to final approval.
- 3) Reporting of performance targets
 - a. Iowa DOT performance targets will be reported to FHWA and FTA, as applicable. MPOs will be notified when Iowa DOT has reported final statewide targets.
 - b. MPO performance targets will be reported to the Iowa DOT.
 - i. For each target, the MPO will provide the following information no later than 180 days after the date the Iowa DOT or relevant provider of public transportation establishes performance targets, or the date specified by federal code.
 1. A determination of whether the MPO is 1) agreeing to plan and program projects so that they contribute toward the accomplishment of the Iowa DOT or relevant provider of public transportation performance target, or 2) setting a quantifiable target for that performance measure for the MPO's planning area.
 2. If a quantifiable target is set for the MPO planning area, the MPO will provide any supplemental data used in determining any such target.
 3. Documentation of the MPO's target or support of the statewide or relevant public transportation provider target will be provided in the form of a resolution or meeting minutes.
 - c. The Iowa DOT will include information outlined in [23 CFR 450.216 \(f\)](#) in any statewide transportation plan amended or adopted after May 27, 2018, and information outlined in [23 CFR 450.218 \(q\)](#) in any statewide transportation improvement program amended or adopted after May 27, 2018.
 - d. MPOs will include information outlined in [23 CFR 450.324 \(f\) \(3-4\)](#) in any metropolitan transportation plan amended or adopted after May 27, 2018, and information outlined in [23 CFR 450.326 \(d\)](#) in any transportation improvement program amended or adopted after May 27, 2018.
 - e. Reporting of targets and performance by the Iowa DOT and MPOs shall conform to [23 CFR 490](#), [49 CFR 625](#), and 49 CFR 673.
- 4) Reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO
 - a. The Iowa DOT will provide MPOs with the statewide performance data used in developing statewide targets, and, when applicable, will also provide MPOs with subsets of the statewide data, based on their planning area boundaries.
- 5) The collection of data for the State asset management plans for the NHS
 - a. The Iowa DOT will be responsible for collecting bridge and pavement condition data for the State asset management plan for the NHS.

Requested FY21 Work Program projects

The following is a summary of projects requested by MPO member entities for the FY21 Work Program. The summary includes 'new' projects for which requests were made, but may not include generally reoccurring projects or on-going projects for which work has begun but has not been finalized.

#	Project	Requestor	Entity
1	Evaluate a two-way conversion of Jefferson and Market Streets	Havel	Iowa City
2	Assist with Gilbert Street 4-3 lane conversion	Havel	Iowa City
3	Assist with Dodge Street concept plan between Burlington and Governor Streets	Havel	Iowa City
4	Evaluate potential two-way conversion of Dodge Street and Governor Street	Havel	Iowa City
5	Evaluate adaptive signal technology and potential corridors for implementation	Havel	Iowa City
6	Complete signal warrants and intersection analyses as needed	Havel	Iowa City
7	Bike master plan implementation to achieve a gold Bike Friendly Community designation	Ralston	Iowa City
8	Assist Economic Development Division as needed	Ralston	Iowa City
9	Assist with GIS mapping and maintenance of zoning map	Ralston	Iowa City
10	Review of development proposals as needed	Ralston	Iowa City
11	Assist with Iowa City area transit route study and implementation	Nagle-Gamm	Iowa City
12	Assist with implementation of bike share program	Nagle-Gamm	Iowa City
13	Develop downtown/near-downtown GIS curb inventory	Nagle-Gamm	Iowa City
14	Complete 1st Avenue traffic counts and coordination timings	Holderness	Coralville
15	Recommendation for bicycle rack ordinance for new developments	Holderness	Coralville
16	Traffic counts on Coral Ridge Avenue to compare with adaptive signal timings	Holderness	Coralville
17	Complete signal/roundabout analysis at Forevergreen Road / Front Street	Holderness	Coralville
18	Update Hwy 6 traffic counts	Holderness	Coralville
19	Review of development proposals as needed	Holderness	Coralville
20	Pedestrian / bicycle counts at various locations on the trail system	Holderness	Coralville
21	ADT & peak hour traffic counts at roundabouts (repeat every 2-3 years)	Holderness	Coralville
22	Review of development proposals as needed	Rushak	North Liberty
23	Conduct ADA sidewalk and curb ramp inventory	Rushak	North Liberty
24	Review of development proposals as needed	Boldt	Tiffin
25	Assist with traffic evaluations at the Ireland / Hwy 6 signal	Boldt	Tiffin
26	Provide updated traffic model forecast for Highway 6	Boldt	Tiffin
27	Provide traffic counts at Marriott driveway on Melrose Avenue	Bliskemper	University Heights
28	Provide traffic counts on Melrose Avenue between Koser Avenue and east city limits	Bliskemper	University Heights
29	Perform full intersection analysis at Koser Avenue / Melrose Avenue intersection	Bliskemper	University Heights
30	Assist with study of I-80 widening from east of Iowa City to the MPO eastern boundary as needed	Cutler	DOT
31	Assist with study of I-380 widening from the Penn Street interchange to the northern MPO boundary – including Penn interchange design	Cutler	DOT
32	Assist with CRANDIC corridor studies as needed	Cutler	DOT
33	Participate on local MDST and TIM committees during the construction of the I-80 /380 interchange	Cutler	DOT



Date: April 28, 2020

To: Transportation Technical Advisory Committee

From: Brad Neumann, Assistant Transportation Planner

Re: Agenda item #6: Consider a recommendation to the Urbanized Area Policy Board regarding amendments to the adopted FY2020-FY2023 MPOJC Transportation Improvement Program (TIP)

The *Transportation Improvement Program* (TIP) is the programming document for all surface transportation projects that receive state or federal funds, including street and highway, transit, rail, bicycle, and pedestrian projects in the Iowa City urbanized area. MPOJC submits the TIP annually to the Iowa Department of Transportation (Iowa DOT) to document the status of local transportation projects using state and federal funds. To utilize these funds, projects must be included in the TIP with an accurate scope and identified funding sources.

The City of Iowa City has requested an amendment to the adopted MPOJC FY2020-2023 TIP adding language to the IWW Road improvement project programmed for FY2021. The proposed amendment includes the following:

Current project description: In the City of Iowa City, on IWW Road, from Hebl Avenue east 1.5 miles to Highway 218.

New project description (allows for the installation of a water main between IWW Road and the Iowa City Landfill on Hebl Avenue): In the City of Iowa City, on IWW Road, from Hebl Avenue east 1.5 miles to Highway 218, and on Hebl Avenue from the Iowa City Landfill to IWW Road.

The change in the description is necessary due to the addition of a water main to the project from IWW Road to the Iowa City Landfill. The language change is necessary to finalize the contract with the Iowa Department of Transportation. The project will not include any of the Surface Transportation Block Grant funding MPOJC provided to Iowa City for the road improvement portion of the project.

The City of Coralville has requested an amendment to the adopted MPOJC FY2020-2023 TIP changing the project description to the Iowa River Trail reconstruction project programmed for FY2020. The proposed amendment includes the following:

Current project description: In the City of Coralville, on Coralville Iowa River Trail, from Rocky Shore Drive northwest, .5 miles to Clear Creek.

New project description (allows for the installation of trail lighting): In the City of Coralville, on Iowa River Trail, from 170 feet north of Clear Creek, southeast approximately .3 miles, see note for trail lighting.

The change in the description is necessary due to the addition of trail lighting on the northern section of the project. The addition of the trail lighting will not include any of the Transportation Alternatives Program funding MPOJC provided to Coralville for the trail improvement portion of the project.

Please be prepared to make a recommendation to the Urbanized Area Policy Board on these TIP amendments. I will be available at the May 19 meeting to answer any questions you have.

cc: Kent Ralston



Metropolitan Planning Organization of Johnson County

Date: May 12, 2020

To: Transportation Technical Advisory Committee

From: Brad Neumann, Associate Transportation Planner

Re: Agenda Item #7: Consider a recommendation to the Urbanized Area Policy Board regarding draft *MPOJC FY2021-2024 Transportation Improvement Program (TIP) Projects*

The annual *Transportation Improvement Program (TIP)* is our local programming document for federal and state surface transportation and transit projects. Project pages from the draft FY2021-2024 TIP for both surface transportation and transit projects are attached. Please review your respective projects and let staff know if any updates are necessary. You will notice some projects anticipated to be let in FY2020 are listed in FY2021 in the draft TIP. The DOT's software used to develop the TIP does this automatically; projects will be dropped from the FY2021 list if they are let in FY2020. The DOT has indicated that they will be closely monitoring all STBG and TAP carryover balances and strongly encourage communities to spend the funding when programmed. Starting in 2020 the DOT implemented a policy to limit the amount of funding that can be carried from one year to the next.

Last year, the Urbanized Area Policy Board awarded \$6.6 million in Surface Transportation Block Grant Program (STBG) funds to three new projects to be programmed in FY2023-2024. Two of the STBG projects were programmed in last year's FY2020-2023 TIP. Iowa City's 'Dodge Street improvement project' (\$3,750,000 in STBG funding) will be programmed in FY2024 and will be included in the FY2021-2024 TIP.

The Urbanized Area Policy Board also awarded \$1,450,000 in Transportation Alternatives Program (TAP) funding to four new projects to be programmed in FY2021-2024. Three of the TAP projects were included in last year's FY2020-2023 TIP. North Liberty's 'North Liberty trail project' (\$648,118 in TAP funding) will be programmed in FY2024 and will be included in the FY2021-2024 TIP.

Federal Transit Administration (FTA) Program 5307 operating funds, which are apportioned by the Policy Board in January each year, are also included in the draft FY2021-2024 TIP. The TIP also includes projects from the transit 'Program of Projects', which will be approved by the Policy Board at their May 27 meeting.

Please note that at their May 27 meeting the Urbanized Area Policy Board will also discuss participation in the available federal-aid-swap whereby federal dollars could be swapped for state funding for STBG projects. If the Board decides to "opt out" all MPO funded projects must continue to follow the federal-aid project development process.

Please be prepared to recommend approval of the draft TIP list of projects to the Policy Board. Upon approval staff will start our 30-day public comment period and submit the draft TIP to our public input organization mailing list, the Iowa Department of Transportation, Federal Highway Administration, and Federal Transit Administration. Upon review by these stakeholders, staff will present a final draft of the TIP for Policy Board approval in July.

I will be at your May 19 meeting to present this item and answer questions.

cc: Kent Ralston

Draft 2021 Transit Program

(Filtered)

MPO-28 / MPOJC (40 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY21	FY22	FY23	FY24
STA, 5307, 5310	CAMBUS	5965 Operations Other	General operations/maintenance/administration/planning	Total	4,175,770			
				FA	990,941			
				SA	750,359			
5339	CAMBUS	5966 Capital Expansion	In-ground hoist system	Total	120,000			
				FA	96,000			
				SA				
5339	CAMBUS	5967 Capital Replacement	Associated capital bus maintenance (spare parts)	Total	200,000			
				FA	160,000			
				SA				
5339	CAMBUS	5968 Capital Replacement	6 replacement passenger shelters	Total	90,000			
				FA	72,000			
				SA				
5339	CAMBUS	5969 Capital Replacement	Forklift for maintenance	Total	60,000			
				FA	48,000			
				SA				
5339	CAMBUS	5970 Capital Replacement	Expansion and upgrade of maintenance facility	Total	5,250,000			
				FA	4,200,000			
				SA				
5339	CAMBUS	5971 Capital Replacement	Heavy Duty Bus (30-34 ft.) Diesel, UFRC, VSS, Low Floor Unit #: 11	Total	475,267			
				FA	403,977			
				SA				
5339, 5310	CAMBUS	5972 Capital Replacement	Heavy Duty Bus (30-34 ft.) Diesel, UFRC, VSS, Low Floor Unit #: 12	Total	475,267			
				FA	403,977			
				SA				
STA, 5307	Coralville	5907 Operations Other	General Operations/Maintenance/Administrative/Planning	Total	2,131,439			
				FA	550,000			
				SA	283,235			
5310	Coralville	5908 Operations Other	Contract servicesfor persons with special needs	Total	334,800			
				FA	63,889			
				SA				
5339	Coralville	5909 Capital Misc	Associated capital bus maintenance (spare parts)	Total	75,000			
				FA	60,000			
				SA				
5339	Coralville	5910 Capital Expansion	Design and construct Intermodal Transportation Center/Phase II	Total	10,500,000			
				FA	8,400,000			
				SA				
5339	Coralville	5911 Capital Expansion	Construct new transit facility (Phase II)	Total	1,500,000			
				FA	1,200,000			
				SA				
5339	Coralville	5912 Capital Replacement	Two passenger shelters and associated improvements	Total	14,000			
				FA	11,200			
				SA				
5339	Coralville	5913 Capital Expansion	Three passenger shelters and associated improvements	Total	21,000			
				FA	16,800			
				SA				

MPO-28 / MPOJC (40 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY21	FY22	FY23	FY24
5339	Coralville	5914 Capital Expansion	Shop equipment for transit maintenance (armature lathe, misc.)	Total	75,000			
				FA	60,000			
				SA				
5339	Coralville	5935 Capital Expansion	Light Duty Bus (176" wb) VSS, Low Floor	Total	99,197			
				FA	84,318			
				SA				
5339	Coralville	5936 Capital Expansion	Light Duty Bus (176" wb) VSS, Low Floor	Total	99,197			
				FA	84,318			
				SA				
5339	Coralville	5937 Capital Expansion	Light Duty Bus (176" wb) VSS, Low Floor	Total	99,197			
				FA	84,318			
				SA				
5339	Coralville	5938 Capital Expansion	Light Duty Bus (176" wb) VSS, Low Floor	Total	99,197			
				FA	84,318			
				SA				
5339	Coralville	5939 Capital Expansion	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor	Total	507,706			
				FA	431,550			
				SA				
5339	Coralville	5940 Capital Expansion	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor	Total	507,706			
				FA	431,550			
				SA				
5339	Coralville	5941 Capital Expansion	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor	Total	507,706			
				FA	431,550			
				SA				
5339	Coralville	5942 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor Unit #: 108	Total	507,706			
				FA	431,550			
				SA				
	Iowa City	5943 Operations Other	New Project	Total				
				FA				
				SA				
5339	Iowa City	5944 Capital Expansion	Light Duty Bus (176" wb) VSS, Low Floor	Total	99,197			
				FA	84,318			
				SA				
5339	Iowa City	5945 Capital Expansion	Light Duty Bus (176" wb) VSS, Low Floor	Total	99,197			
				FA	84,318			
				SA				
5339	Iowa City	5946 Capital Replacement	Heavy Duty Bus (40-42 ft.) UFRC, VSS, Low Floor Unit #: 637U	Total	507,706			
				FA	431,550			
				SA				
5339	Iowa City	5947 Capital Replacement	Heavy Duty Bus (40-42 ft.) UFRC, VSS, Low Floor Unit #: 638U	Total	507,706			
				FA	431,550			
				SA				
5339	Iowa City	5948 Capital Replacement	Heavy Duty Bus (40-42 ft.) UFRC, VSS, Low Floor Unit #: 657	Total	507,706			
				FA	431,550			
				SA				

MPO-28 / MPOJC (40 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY21	FY22	FY23	FY24
5339	Iowa City	5949 Capital Replacement	Heavy Duty Bus (40-42 ft.) UFRC, VSS, Low Floor Unit #: 659	Total FA SA	507,706 431,550			
5339	Iowa City	5950 Capital Replacement	Heavy Duty Bus (40-42 ft.) UFRC, VSS, Low Floor Unit #: 656	Total FA SA	507,706 431,550			
5339	Iowa City	5951 Capital Replacement	Heavy Duty Bus (40-42 ft.) UFRC, VSS, Low Floor Unit #: 658	Total FA SA	507,706 431,550			
5339	Iowa City	5952 Capital Replacement	Heavy Duty Bus (40-42 ft.) UFRC, VSS, Low Floor Unit #: 660	Total FA SA	507,706 431,550			
STA, 5307	Iowa City	5926 Operations Misc	General Operations/Maintenance/Administration/Planning	Total FA SA	8,050,895 1,900,000 516,813			
5310	Iowa City	5927 Operations Misc	Contracted services for persons with special needs	Total FA SA	1,800,000 233,124			
5339	Iowa City	5928 Capital Replacement	Passenger shelters and associated improvements	Total FA SA	50,000 40,000			
5339	Iowa City	5929 Capital Replacement	Associated capital bus maintenance (spare parts)	Total FA SA	338,000 270,400			
5339	Iowa City	5930 Capital Replacement	New transit maintenance/bus storage facility	Total FA SA	20,000,000 16,000,000			
5339	Iowa City	5934 Capital Replacement	Light Duty Bus (176" wb) VSS, Low Floor Unit #: 810	Total FA SA	99,197 84,318			

2021 Statewide Transportation Improvement Program

ILL

Project ID	Project Number	Approval Level		2021	2022	2023	2024	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
18429	ILL-15570--93-52	In Prep	Total	\$25,303,000				\$25,303,000
Coralville	In the City of Coralville, First Ave: Over I-80		Federal Aid					
	1505 - Pavement Rehab/Widen, 2512 - Bridge Widening		Regional Swap					

PA Note: Preliminary design work funded through Primary Road Funds. The study cost is \$568,726, split evenly between DOT and the City of Coralville (\$284,363/\$284,363).

NHPP

Project ID Sponsor STIP ID	Project Number Location Work Codes	Approval Level Letting Date		2021	2022	2023	2024	Totals
25398 Iowa City	NHSX-001-5(120)--3H-52 In the City of Iowa City, 1: From Capitol St to Riverside Drive 1505 - Pavement Rehab/Widen, 9511 - Ped/Bike Miscellaneous	In Prep 12/17/2019	Total Federal Aid Regional Swap	\$1,378,000 \$1,011,000 \$1,011,000				\$1,378,000 \$1,011,000 \$1,011,000
38068 Iowa Department of Transportation	IM-800-13-52 I-80: I-380/US 218 INTERCHANGE NEAR IOWA CITY (STATE SHARE) 1001 - Grade and Pave, 2011 - Bridge New, 2021 - Bridge Replacement	In Prep	Total Federal Aid Regional Swap	\$193,103,000 \$173,792,000	\$4,510,000 \$4,059,000	\$2,839,000 \$2,555,000		\$200,452,000 \$180,406,000
DOT Note: Project includes 2020 National Highway Freight Program funding. Project awarded INFRA grant award of \$50,000,000. INFRA funds to be used on 080-6(372), 380-6(326), 080-6(358), and 080-6(360). Maximum INFRA participation rate of 60 percent.								
38234 Iowa Department of Transportation	NHSX-10-3H-52 IA 1: CAPITOL ST TO RIVERSIDE DR IN IOWA CITY (STATE SHARE) 1509 - Pavement Rehab	In Prep	Total Federal Aid Regional Swap	\$250,000 \$200,000				\$250,000 \$200,000
DOT Note: Project includes MPO funding as programmed in TPMS 25398								
39270 Iowa Department of Transportation	NHSX-10-3H-52 IA 1: E BURLINGTON ST TO N GOVERNOR ST IN IOWA CITY (SB) STATE SHARE 1001 - Grade and Pave	In Prep	Total Federal Aid Regional Swap			\$3,100,000 \$2,480,000		\$3,100,000 \$2,480,000

STBG

[illegible]

STBG

Project ID Sponsor STIP ID	Project Number Location Work Codes	Approval Level Letting Date		2021	2022	2023	2024	Totals
38309 University Heights	STP-U-78550--70-52 In the city of University Heights, On Melrose Avenue, from Sunset Street east to east city limits 1509 - Pavement Rehab, 5021 - Lighting, 5051 - Pavement Markings	In Prep	Total Federal Aid Regional Swap		\$1,460,000 \$730,000 \$730,000			\$1,460,000 \$730,000 \$730,000
39151 Coralville	STP-U-15570--70-52 In the city of Coralville, On 5th St, from just west of 12th Ave west through 20th Ave Intersection 1505 - Pavement Rehab/Widen, 4531 - Landscaping, 9508 - Ped/Bike Paving	In Prep	Total Federal Aid Regional Swap			\$2,857,000 \$1,650,000 \$1,650,000		\$2,857,000 \$1,650,000 \$1,650,000
39152 Tiffin	STP-U-76620--70-52 In the city of Tiffin, On North Park Rd, from Hwy 6 north 2,000 Feet 1505 - Pavement Rehab/Widen, 9509 - Ped/Bike Grade & Pave, 9511 - Ped/Bike Miscellaneous	In Prep	Total Federal Aid Regional Swap			\$5,279,000 \$1,200,000 \$1,200,000		\$5,279,000 \$1,200,000 \$1,200,000
45232 Iowa City	STP-U-37150--70-52 In the City of Iowa City, on Dodge Street, from Burlington Street north to Governor Street. 1509 - Pavement Rehab	In Prep	Total Federal Aid Regional Swap				\$13,250,000 \$3,750,000 \$3,750,000	\$13,250,000 \$3,750,000 \$3,750,000

STP

Project ID Sponsor STIP ID	Project Number Location Work Codes	Approval Level Letting Date		2021	2022	2023	2024	Totals
33923 Iowa City	STP-U-3715(668)--70-52 In the city of Iowa City, On IWW Road, from Hebl Ave east 1.5 Miles to Hwy 218 1001 - Grade and Pave	In Prep 12/15/2020	Total	\$3,382,000				\$3,382,000
			Federal Aid	\$930,000				\$930,000
			Regional	\$930,000				\$930,000
			Swap					
PA Note: Awarded \$930,000 in STP funds. These funds will be used in the MPOJC eligible segment between Hwy 218 and Hurt Road. Project funding was moved from FY20 to FY21 to allow funding in project #33922 to move up to FY20.								
36668 Iowa City	STP-U-3715(669)--70-52 In the city of Iowa City, On Berton Street, from Mormon Trek Boulevard East to Greenwood Drive 1509 - Pavement Rehab	In Prep 2/16/2021	Total	\$2,762,000				\$2,762,000
			Federal Aid	\$1,316,000				\$1,316,000
			Regional	\$1,316,000				\$1,316,000
			Swap					

STBG-TAP

Project ID Sponsor STIP ID	Project Number Location Work Codes	Approval Level Letting Date		2021	2022	2023	2024	Totals
33925 Tiffin	TAP-U-7662(614)-8I-52 In the city of Tiffin, On Tiffin Clear Creek trail Phase 6, from Kimberlite Street south .1 Miles to Brown Street 9509 - Ped/Bike Grade & Pave	In Prep 10/20/2020	Total Federal Aid Regional Swap	\$220,000 \$102,000 \$102,000				\$220,000 \$102,000 \$102,000
DOT Note: Project eligible for FHWA TAP funding								
39149 Iowa City	TAP-T-3715()-8V-52 In the city of Iowa City, On Hwy 6 Trail, from Fairmeadows Blvd east to Heinz Rd 9509 - Ped/Bike Grade & Pave	In Prep	Total Federal Aid Regional Swap	\$548,000 \$438,000 \$438,000				\$548,000 \$438,000 \$438,000
PA Note: Awarded \$438,000 in TAP funding in FY19.								
39150 Coralville	TAP-U-1557()-8I-52 On Clear Creek Trail on east side of Camp Cardinal Blvd, from Hwy 6 south to Tom Harkin Trailhead 9509 - Ped/Bike Grade & Pave	In Prep	Total Federal Aid Regional Swap		\$482,000 \$212,000 \$212,000			\$482,000 \$212,000 \$212,000
PA Note: Project was awarded \$212,519 in FY19.								
45234 North Liberty	TAP-U-5557()-8I-52 In the City of North Liberty, on North Liberty Trail, from north of Abraham Drive, north-northwest to Front Street. 1005 - Pave	In Prep	Total Federal Aid Regional Swap				\$1,082,000 \$648,118	\$1,082,000 \$648,118

STBG-HBP

Project ID Sponsor STIP ID	Project Number Location Work Codes	Approval Level Letting Date		2021	2022	2023	2024	Totals
35404 Iowa City	BROS-3715(663)--8J-52 In the city of Iowa City, Prentiss Street Bridge, Prentiss Street Bridge over Ralston Creek 2021 - Bridge Replacement	In Prep 4/21/2020	Total Federal Aid Regional Swap	\$1,400,000 \$820,000				\$1,400,000 \$820,000
39434 Iowa City	BRM-3715(667)--8N-52 In the city of Iowa City, Gilbert Street bridge, Gilbert Street bridge over RALSTON CREEK. 2021 - Bridge Replacement	In Prep 6/15/2021	Total Federal Aid Regional Swap	\$1,600,000 \$1,000,000				\$1,600,000 \$1,000,000

CMAQ

Project ID Sponsor STIP ID	Project Number Location Work Codes	Approval Level Letting Date		2021	2022	2023	2024	Totals
36670 Tiffin	STP-A-006-7(90)--22-52 In the city of Tiffin, On Highway 6 and Park Road, roundabout 1001 - Grade and Pave	In Prep 2/19/2019	Total Federal Aid Regional Swap	\$2,058,000 \$500,000				\$2,058,000 \$500,000

PRF

Project ID Sponsor STIP ID	Project Number Location Work Codes	Approval Level Letting Date		2021	2022	2023	2024	Totals
38069 Iowa Department of Transportation	IMN-3800--OE-52 I-380: W FOREVERGREEN RD INTERCHANGE 2.0 MI N OF I-80 IN TIFFIN (STATE SHARE) 5041 - Traffic Signals	In Prep	Total Federal Aid Regional Swap	\$400,000				\$400,000
39272 Iowa Department of Transportation	IMN-800--OE-52 I-80: PRAIRIE DU CHIEN RD NE 1.3 MI W OF IA 1 2521 - Bridge Deck Overlay	In Prep	Total Federal Aid Regional Swap			\$320,000		\$320,000

HBP

Project ID Sponsor STIP ID	Project Number Location Work Codes	Approval Level Letting Date		2021	2022	2023	2024	Totals
39427 Iowa City	BROS-3715(664)--8J-52 In City of Iowa City, 2nd Avenue bridge, 2nd Avenue bridge over Ralston Creek 2021 - Bridge Replacement	In Prep 4/20/2021	Total Federal Aid Regional Swap	\$555,000 \$444,000				\$555,000 \$444,000

PL

Project ID Sponsor STIP ID	Project Number Location Work Codes	Approval Level Letting Date		2021	2022	2023	2024	Totals
39689 MPO 28 / MPOJC	RGPL-JCCOG(RTP)--PL-52 JCCOG: METROPOLITAN PLANNING PL FUNDS 9514 - Trans Planning	In Prep	Total Federal Aid Regional Swap	\$440,000 \$352,000	\$220,000 \$176,000	\$220,000 \$176,000		\$880,000 \$704,000



Metropolitan Planning Organization of Johnson County

Date: April 28, 2020

To: Technical Advisory Committee

From: Brad Neumann, Assistant Transportation Planner

Re: Agenda Item #8: Update on the MPOJC FY2021 Transit Program of Projects

Coralville Transit, Iowa City Transit, and University of Iowa Cambus have programmed the projects on the attached tables for Federal Transit Administration (FTA) funds in FY2021. The projects will be included in the FY2021 Iowa Department of Transportation's Consolidated Transit Funding applications MPOJC completes for each transit system and in the FY2021-2024 Transportation Improvement Program (TIP). Not every project in the attached lists will be funded; however, to be eligible for federal funding projects must be included in the Program of Projects.

This information is being distributed to you for your review and will be included in the draft FY2021-2024 MPOJC TIP which will also be presented to you at your May meeting. The final TIP will be prepared for your approval in July. All three transit agencies have held public hearings and have approved their Program of Projects as part of their Consolidated Funding Applications.

Please contact me at brad-neumann@iowa-city.org or at 356-5235 if you have any questions or comments.

cc: Kent Ralston

FY2021 Federal Transit Administration Program of Projects - Coralville Transit

<u>Project</u>	Total	FTA
1 Operating Assistance		\$550,000 (est)
2 Contracted services for persons with special needs (5310)	\$334,800	\$63,889 (est)
3 Associated capital bus maintenance (spare parts)	\$75,000	\$60,000
4 Design and construction of Intermodal Transportation Center Phase II	\$10,500,000	\$8,400,000
5 Purchase 3 - 40' heavy-duty buses w/cameras (8) and fixed route configuration for service expansion	\$1,523,121	\$1,294,653
6 Purchase 1 - 40' heavy-duty bus (108) w/cameras (8) and fixed route configuration for replacement	\$507,707	\$431,551
7 Purchase 4 - 176" light-duty expansion buses w/cameras (6)	\$396,792	\$337,272
8 Construct new transit facility (Phase II)	\$1,500,000	\$1,200,000
9 Replace 2 passenger shelters and associated improvements	\$14,000	\$11,200
10 Purchase 3 passenger shelters	\$21,000	\$16,800
<u>11 Purchase shop equipment (armature lathe, misc.)</u>	<u>\$75,000</u>	<u>\$60,000</u>
Total Capital Funds:	\$14,947,420	
FTA Capital Funds:		\$11,811,476
FTA Operating Funds:		\$613,889

FY2021 Federal Transit Administration Program of Projects - Iowa City Transit

<u>Project</u>	Total	FTA
1 Operating Assistance		\$1,900,000 (est)
2 Contracted services for persons with special needs (5310)	\$1,800,000	\$233,124 (est)
3 Purchase bus shelters	\$50,000	\$40,000
4 Associated capital bus maintenance (spare parts)	\$338,000	\$270,400
5 Transit Storage and Maintenance Facility	\$20,000,000	\$16,000,000
6 Purchase 2 - 176" light-duty expansion buses w/cameras (6)	\$198,396	\$168,636
7 Purchase 1 - 40' heavy-duty battery-electric replacement bus (637U) w/cameras (8), low floor, fixed route configuration, and charging equipment	\$1,107,238	\$833,095
8 Purchase 1 - 40' heavy-duty battery-electric replacement bus (638U) w/cameras (8), low floor, fixed route configuration, and charging equipment	\$1,107,238	\$833,095
9 Purchase 1 - 40' heavy-duty battery-electric replacement bus (657) w/cameras (8), low floor, fixed route configuration, and charging equipment	\$1,107,238	\$833,095
10 Purchase 1 - 40' heavy-duty battery-electric replacement bus (659) w/cameras (8), low floor, fixed route configuration, and charging equipment	\$1,107,238	\$833,095
11 Purchase 1 - 40' heavy-duty battery-electric replacement bus (656) w/cameras (8), low floor, fixed route configuration, and charging equipment	\$1,107,238	\$941,152

12 Purchase 1 - 40' heavy-duty battery-electric replacement bus (658) w/cameras (8), low floor, fixed route configuration, and charging equipment	\$1,107,238	\$941,152
13 Purchase 1 - 40' heavy-duty battery-electric replacement bus (660) w/cameras (8), low floor, fixed route configuration, and charging equipment	\$1,107,238	\$941,152
<u>14 Purchase 1 - 176" light-duty replacement bus (810 w/cameras (6)</u>	<u>\$99,198</u>	<u>\$84,318</u>
Total Capital Funds:	\$28,436,260	
FTA Capital Funds:		\$22,719,190
FTA Operating Funds:		\$2,133,124

FY2021 Federal Transit Administration Program of Projects - University of Iowa Campus

<u>Project</u>	Total	FTA
1 Operating Assistance		\$750,000 (est)
2 Contracted services for persons with special needs (5310)	\$334,800	\$142,174 (est)
3 Purchase in ground hoist system	\$120,000	\$96,000
4 Associated capital bus maintenance (spare parts)	\$200,000	\$160,000
5 Purchase 6 replacement passenger shelters	\$90,000	\$72,000
6 Purchase replacement forklift for maintenance	\$60,000	\$48,000
7 Expansion and upgrade (includes mechanical and hoists) of maintenance facility	\$5,250,000	\$4,200,000
8 Purchase 1 - 30' heavy-duty replacement bus (11) w/cameras (8) low floors, and fixed route configuration	\$475,268	\$403,977
9 Purchase 1 - 30' heavy-duty replacement bus (12*) w/cameras (8) <u>low floors, and fixed route configuration</u>	<u>\$475,268</u>	<u>\$403,977</u>
Total Capital Funds:	\$6,670,536	
FTA Capital Funds:		\$5,383,954
FTA Operating Funds:		\$892,174

***Includes 5310 funds of \$173,767**



Metropolitan Planning Organization of Johnson County

Date: May 11, 2020

To: Transportation Technical Advisory Committee

From: Emily Bothell; ^{EB} Senior Associate Transportation Planner

Re: Agenda Item #9: Update on the MPOJC Long Range Transportation Plan revision process

The MPOJC Long Range Transportation Plan (LRTP) is a transportation planning document designed to help guide decision making about transportation improvements and transportation funding into the future. The LRTP 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). It includes elements such as community transit and bike/pedestrian plans, the MPOJC arterial streets plan, population projections, historic transportation perspectives and background, a summary of community transportation visions, existing and forecasted arterial street deficiencies, and a fiscally constrained list of future transportation projects.

The LRTP is required by the U.S. Department of Transportation (DOT) for all urbanized areas in order to receive federal funding under the Fixing America's Surface Transportation Act (FAST Act). Every five years the plan is updated through a planning process that takes approximately two years to complete. This May we're kicking off the LRTP update and will be seeking input and guidance as we move through the process (timeline below).

General Timeline

May – October 2020: —————> LRTP kick-off including project solicitation, review of scoring criteria, and evaluation of guiding principles.

October – December 2020: —————> Public comment on proposed infrastructure projects and guiding principles.

January - August 2021: —————> Preparation of draft document and presentations to interested groups/public.

September 2021 - May 2022: —————> Public comment and document adoption process.

In the coming months, I will be contacting each community for a list of capital transportation infrastructure needs/projects for the years 2022-2050 to be considered for inclusion in the plan.

The current LRTP can be viewed at www.mpojc.org.

Please let me know if you have any questions in advance of your May 19th meeting.