



MPOJC Urbanized Area Policy Board
Wednesday July 8, 2020 – 4:30 PM
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/tJ0qceugrjliGdQs9rtYBBWrba4vPmNx_8D6

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: 997 6280 9830

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.



AGENDA

- 1. Call to Order**
 - a. Recognize alternates
 - b. Consider approval of meeting minutes
 - c. Set next Board meeting date, time and location (September 23rd, expected to be held remotely)
- 2. Public Discussion of any item not on the agenda***
- 3. Transportation Planning**
 - a. Public Hearing and consideration of resolutions of adoption and certification for the *FY21-24 MPOJC Transportation Improvement Program*
 - i. Staff presentation of the *FY21-24 MPOJC Transportation Improvement Program*
 - ii. Public Hearing
 - iii. Consider a resolution adopting the *FY21-24 Transportation Improvement Program* for the Iowa City Urbanized Area and authorizing the MPO Chairperson to sign associated documents contained therein
 - iv. Consider a resolution certifying compliance with federal requirements for conducting the urban transportation planning process in the Iowa City Urbanized Area
 - b. Update from DOT District 6 staff on I-380 & I-80 corridor projects
 - c. Update on the MPOJC Long Range Transportation Plan revision process
- 4. Other Business**
- 5. Adjournment**

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

To request any disability-related accommodations or language interpretation, please contact MPOJC staff at 356-5230 or Kent-Ralston@Iowa-City.org 48 hours prior to the meeting.

MPOJC URBANIZED AREA POLICY BOARD
WEDNESDAY, MAY 27, 2020 - 4:30 PM
ZOOM MEETING PLATFORM

DRAFT

MEMBERS PRESENT: Coralville: Meghann Foster
Iowa City: Susan Mims, Mazahir Salih, Pauline Taylor,
John Thomas, Laura Bergus, Janice Weiner
Johnson County: Pat Heiden, Lisa Green-Douglass
North Liberty: Terry Donahue, Chris Hoffman
Tiffin: Steve Berner
University Heights: Louise From
University of Iowa: Erin Shane
ICCSA: Ruthina Malone
Iowa DOT: Cathy Cutler

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

OTHERS PRESENT: Gerald Ruth

1. CALL TO ORDER

Donahue called the meeting to order at 4:30 PM. The meeting was held online through the Zoom meeting platform in accordance with Iowa Code Section 21.8 due to complications preventing in-person meetings during the COVID-19 pandemic

a. Recognize alternates

None

b. Consider approval of meeting minutes

Motion to approve was made by Heiden, Thomas seconded. **The motion carried unanimously.**

c. Set next Board meeting date, time and location (July 8, tentatively held in Coralville)

Meeting is planned for July 8, tentatively hosted by the City of Coralville or using the Zoom platform.

2. PUBLIC DISCUSSION OF ANY ITEM NOT ON THE AGENDA

None

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 explained that Iowa House File 203 was passed into law in 2018, permitting the Iowa Transportation Commission to allow participation in the 'Federal-Aid-Swap.' The

'Federal-Aid-Swap' is the general process by which road and bridge projects normally funded through federal transportation funding can be instead swapped for state funding. In years past, this has streamlined the completion timeline of local infrastructure projects.

Ralston indicated that the Transportation Technical Advisory Committee (TTAC) has unanimously recommended opting-in to the 'Federal-Aid-Swap' for the past two years, while the Board (UAPB) has voted to opt-out of the 'Federal-Aid-Swap' for the same two years. Central to the Board's decision to opt-out were concerns surrounding Davis-Bacon Wages and worker safety, along with a lack of data pertaining to benefits of the swap. Currently, only two MPOs in the state – MPOJC and the Bi-State Regional Commission in the Quad Cities have selected to opt-out. Ralston indicated that unless a planning agency expressed a desire to opt-out of the program, the Iowa DOT would assume participation in the 'Federal-Aid-Swap' by default. As many of the projects funded by the initial aid-swap years of 2018 and 2019 have not been completed statewide, comprehensive data surrounding possible cost savings for opting-in are not yet available. The 'Federal-Aid-Swap' would only affect Surface Transportation Block Grant (STBG) funding and would not affect Transportation Alternatives Program (TAP) funding.

Green-Douglass expressed that she remained confident in opting-out of the 'Federal-Aid-Swap' due to the bypassing of wage protections and safety regulations, while indicating that once more information is available a different outcome could be met. These sentiments were mirrored by Taylor and Thomas, citing specifically a desire for more data before pursuing an opt-in outcome.

Berner shared that Tiffin's city engineer shared with him that prevailing wages were competitive in either scenario. Further, the decrease in paperwork is associated with a decrease in overhead costs and staff resulting in his desire to opt-in. From further indicated her desire to opt-in, citing the importance of time savings for small communities like University Heights.

Salih moved to opt-out of the Swap, Hoffman seconded. **The motion to "opt-out" carried by majority rule.**

Votes to Opt-in: From, Berner

Votes to Opt-Out: Bergus, Foster, Donahue, Green-Douglass, Mims, Heiden, Weiner, Taylor, Thomas, Salih, Hoffman

Abstentions: Shane

b. Consider approval of 'Coronavirus Aid, Relief, and Economic Security' (CARES) Act funding allocations for local transit agencies

Neumann indicated that the CARES Act, signed into law in March, allocated \$25 billion to Urbanized Areas currently receiving Section 5307 funding, including the Iowa City Urbanized Area. The funding requires no local matching component and is used to support capital, operating, and other eligible expenses incurred after January 20th, 2020. Funds may be used to maintain transit services and personnel costs that may be otherwise affected due to decreased service.

The Iowa DOT received just under \$36 million of CARES Act funding, with just over \$8.3 million allocated to the Iowa City Urbanized Area. Allocated funding will be apportioned between Iowa City Transit, Coralville Transit, and Cambus and will be subject to the same guidelines as Section 5307 funds. Following discussions with the transit managers, it was agreed that the same apportionment formula used for the FY2020 Section 5307 funding be used for distribution of the CARES Act funds. Neumann shared that he was hopeful that the funds would be available by the end of the current fiscal year, pending Federal Transit Agency (FTA) approval. The Transportation Technical Advisory Committee unanimously recommended approval of the proposed funding allocations of \$5,109,870 to Iowa City Transit, \$1,902,975 to Cambus, and \$1,318,918 to Coralville Transit.

Shane inquired whether there was a specific timeline for spending funds. Neumann indicated that while there was no set deadline, the funding is meant to be spent within a relatively short time span. Ralston shared that transit agencies have expressed interest in spreading funds out over several years, while immediate expenditures can meet losses due to decreased ridership.

Motion to approve CARES Act funding allocations made by Weiner, with From seconding. **The motion carried unanimously.**

4. TRANSPORTATION PLANNING

a. Consider a resolution approving the Draft MPOJC FY2021 Transportation Planning Work Program

Ralston indicated that the Draft MPOJC FY2021 Transportation Planning Work Program includes all locally requested projects from member entities, as well as general projects and procedures required by the Iowa DOT, Federal Highway Administration, and Federal Transit Administration. Ralston further indicated that requests for additional projects would be considered throughout FY2021 as time allows. Continuing projects are included in the Work Program but are excluded from the list of new projects at the end of the Work Program document. The Transportation Technical Advisory Committee unanimously recommended approval of the Draft MPOJC FY2021 Work Program.

Motion to approve the Draft MPOJC FY2021 Work Program made by Berner, with Hoffman seconding. **The motion passed unanimously.**

b. Public hearing and consideration of amendments to the adopted FY2020-2023 MPOJC Transportation Improvement Program (TIP) – expanding project scope to include utilities

Neumann indicated that the annual Transportation Improvement Program is the MPO's 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. Neumann asked that the Board review the project list and let staff know if any updates are necessary. 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.

Neumann pointed out that the 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) was programmed in FY2024 and will be included in the FY2021-2024 TIP.

Neumann also stated that Federal Transit Administration (FTA) Program 5307 operating funds, which are apportioned by the Policy Board in January each year, were also included in the draft FY2021-2024 TIP as well as projects from the transit 'Program of Projects'.

I. Iowa City IWV Road construction project

There was no public discussion.

Salih moved for approval, with From seconding. **The motion passed unanimously.**

II. Coralville Iowa River Trail construction project

There was no public discussion.

Thomas moved for approval, with Heiden seconding. **The motion passed unanimously.**

c. Consider approval of the Draft FY2021-2024 MPOJC Transportation Improvement Program (TIP) projects

Neumann shared that the TIP project list includes all federal and state projects for road, trail, and transit projects. All projects programmed for FY2020 automatically carry over into FY2021, and any project currently under contract with the Iowa DOT will be removed. Two new projects are included in the draft FY2021-2024 TIP project list, including Iowa City's Dodge Street Improvement Project (\$3.7 million in STBG funds programmed for FY2024) and North Liberty's North Liberty Trail Project (\$648,000 in TAP funds programmed for FY2024). Numerous Iowa DOT projects associated with the I-80/I-380 Interchange Project are also included. An increase in cost of 4% will be adjusted to all projects carried over from FY2020, while funding programming is to remain the same.

The transit portion of the TIP includes all operating funds apportioned for FY2021, including bus and equipment replacement. The City of Iowa City has requested electric buses to replace existing buses and the Iowa DOT will be providing updated cost forecasts in the future. The Transportation Technical Advisory Committee unanimously recommended approval of the Draft FY2021-2024 MPOJC TIP projects.

Heiden moved for approval of the Draft FY2021-2024 MPOJC TIP projects, with Mims seconding. **The motion passed unanimously.**

d. Update on the MPOJC FY2021 Transit Program of Projects

Neumann indicated that the funding proposals are approved by each respective city council as well as the University of Iowa. Ralston indicated that there was no need for approval.

e. Update on the MPOJC Long Range Transportation Plan revision process

Bothell shared that the MPOJC Long Range Transportation Plan is designed to guide planning and funding for all modes of transportation spanning 28 years, between 2022 to 2050. Components of the plan include the MPO's arterial streets plan as well as future forecasted street deficiencies. The plan is required every five years by the United States DOT as a component of the FAST Act to maintain eligibility for dispersal of federal infrastructure funds. Each iteration of the Long-Range Transportation Plan takes about two years for completion and staff will be accepting input from member entities for transportation improvement projects to include in the plan. Ralston added that Phase One of the project concerns the identification of proposed transportation projects for travel demand modeling. The next iteration will likely be revisionary in nature as the previous MPOJC Long Range Transportation Plan was a significant update.

Staff will be soliciting input from local entities for major infrastructure projects to be included in the draft chapters.

5. OTHER BUSINESS

Walz discussed the uptick in bicycle ridership and trail usage due to the coronavirus. Updated metro trail maps will be distributed throughout each community during the coming weeks, while counts of trail usage are currently being collected to identify areas of intensified usage. MPOJC has published a one-page "Rules of the Road" brochure which has been translated into Arabic, Standard Chinese, French, Spanish, and Swahili to support use by non-native English speakers in accordance with equity goals included in the Bicycle Master Plan. Brochures are available as PDFs which can be printed or shared by all metro communities, schools, and groups engaged in bicycle education.

6. ADJOURNMENT

Taylor moved to adjourn, with Hoffman seconding. **Meeting adjourned by Donahue at 5:17 PM.**



Date: July 1, 2020

To: Urbanized Area Policy Board

From: Brad Neumann, Associate Transportation Planner

Re: Agenda Item #3(a): Public Hearing and consideration of resolutions of adoption and certification for the *FY2021-2024 MPOJC Transportation Improvement Program*

The annual Transportation Improvement Program (TIP) is our local programming document for federal and state surface transportation projects. You will notice some projects anticipated to be let in FY2020 are listed in FY2021 in the TIP (see attached). The software we use to develop the TIP does this automatically; they will be dropped from the project list if they are let in FY2021.

The TIP has been updated to reflect the recent programming of projects through federal FY2024. Since the document was published for public comment, the Iowa DOT has submitted a few non-substantive changes that have been incorporated. To date, we have received no public comment on the projects in the FY2021-2024 TIP.

- i. Staff presentation of FY2021-2024 MPOJC Transportation Improvement Program**
- ii. Public Hearing**
- iii. Consider a resolution adopting the FY2021-2024 Transportation Improvement Program for the Iowa City Urbanized Area, and authorizing the MPOJC Chairperson to sign associated documents contained therein**

Please be prepared to consider approval of the TIP, including the resolution of adoption (attached).
- iv. Consider a resolution certifying compliance with federal requirements for conducting the urban transportation planning process in the Iowa City Urbanized Area**

Please be prepared to consider the resolution of compliance (attached).

I will be at your July 8th meeting to present this item and answer questions.

Attached: The *FY2021-2024 Transportation Improvement Program* (includes resolutions and certifications)

cc: Kent Ralston



**Metropolitan Planning Organization of Johnson County
Fiscal Year 2021-2024**



**TRANSPORTATION IMPROVEMENT
PROGRAM
Iowa City Urbanized Area**



**DRAFT
Adopted July 8, 2020**

**Metropolitan Planning Organization of Johnson County
Fiscal Years 2021-2024**

**TRANSPORTATION IMPROVEMENT
PROGRAM**

For the Iowa City Urbanized Area

**Adopted by the MPO Urbanized Area Policy Board
July 8, 2020**

MPO Transportation Planning Division Staff

Kent Ralston, Director/Transportation Planner
Emily Bothell, Senior Associate Transportation Engineering Planner
Brad Neumann, Associate Transportation Planner
Sarah Walz, Associate Transportation Planner
Frank Waisath, Associate Transportation Planner

Disclaimer: The MPO prepared this report with funding from the U.S. Department of Transportation's Federal Highway Administration and Federal Transit Administration, and in part through local matching funds of the MPO member entities. These contents are the responsibility of the MPOJC. The US Government and its agencies assume no liability for the contents of this report or for the use of its contents. Please call (319)356-5230 to obtain permission of use.

**Metropolitan Planning Organization of Johnson County
Urbanized Area Policy Board**

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

Transportation Technical Advisory Committee

Kelly Hayworth	City Administrator, Coralville
Dan Holderness	City Engineer, Coralville
Vicky Robrock	Manager, Coralville Transit
Darian Nagle-Gamm	Director, Trans. Services, Iowa City
Mark Rummel	Asst. Dir. Trans. Services, Iowa City
Ron Knoche	Director, Public Works, Iowa City
Jason Havel	City Engineer, Iowa City
Scott Sovers	Asst. City Engineer, Iowa City
Ryan Rusnak	Planning Director, North Liberty
Louise From	Mayor, University Heights
Doug Boldt	City Administrator, 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	MPOJC Regional Trails & Bicycling Comm.
Cathy Cutler (ex-officio)	Transportation 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

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Prepared by: Brad Neumann, Asst. Transp. Planner, 410 E. Washington St., Iowa City, IA 52240 (319) 356-5235

RESOLUTION NO. 2020-_____

RESOLUTION ADOPTING THE FY2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE IOWA CITY URBANIZED AREA AND AUTHORIZING THE MPO CHAIRPERSON TO SIGN ASSOCIATED DOCUMENTATION CONTAINED THEREIN

WHEREAS, governmental bodies in the Iowa City Urbanized Area have established the Metropolitan Planning Organization of Johnson County; and

WHEREAS, the Governor of the State of Iowa has designated the Metropolitan Planning Organization of Johnson County as the metropolitan planning organization for the Iowa City Urbanized Area; and

WHEREAS, the Metropolitan Planning Organization of Johnson County Transportation Planning Division has developed the FY2021-2024 Transportation Improvement Program (TIP) in conjunction with the 3-C transportation planning process; and

WHEREAS, the Federal Highway Administration and the Federal Transit Administration make grant funds available for the purposes of carrying out projects contained in the TIP.

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

1. To adopt the FY2021-2024 MPO Transportation Improvement Program for the Iowa City Urbanized Area subject to review comments from the United States Department of Transportation (FHWA and FTA) and Iowa Department of Transportation.
2. To authorize the MPO Chairperson to sign all related documents contained within the TIP.

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

Considered on this 8th day of July 2020.

Chairperson
MPOJC Urbanized Area Policy Board



Prepared by: Brad Neumann, Asst. Transp. Planner, 410 E. Washington St., Iowa City, IA 52240 (319) 356-5235

RESOLUTION NO. 2020-_____

RESOLUTION CERTIFYING COMPLIANCE WITH FEDERAL REQUIREMENTS FOR CONDUCTING THE URBAN TRANSPORTATION PLANNING PROCESS IN THE IOWA CITY URBANIZED AREA

WHEREAS, regulations published jointly by the Federal Highway Administration and the Federal Transit Administration allow states and metropolitan planning organizations to certify that the urban transportation planning process complies with federal laws and regulations; and

WHEREAS, the Iowa City Urbanized Area has been established by the United States Department of Commerce, Bureau of the Census, to have a population in excess of 50,000; and

WHEREAS, the Metropolitan Planning Organization of Johnson County has been officially designated as the Metropolitan Planning Organization for the Iowa City Urbanized Area by the Governor of the State of Iowa.

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

In compliance with 23-CFR 450.334(a), this resolution certifies that the planning process addressed the major issues facing the area and was conducted in accordance with all applicable requirements of: (1) Section 134 of title 23, U.S.C., section 8 of the Federal Transit Act (49 U.S.C. app. 1607) and this part; (2) Sections 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c) and (d)); (3) Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794; (4) Section 1003(b) of the Intermodal Surface Transportation Efficiency Act of 1991 (Pub. L. 102240) regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded planning projects (sec. 105(f), Pub. L. 97424, 96 Stat. 2100; 49 CFR part 23); and (5) The provisions of the Americans with Disabilities Act of 1990 (Pub.L. 101336, 104 Stat. 327, as amended) and U.S. DOT regulations Transportation for Individuals with Disabilities (49 CFR parts 27, 37, and 38).

It was moved by _____ and seconded by _____ the resolution be adopted. The motion passed on a vote of ___ affirmative and ___ negative.

Considered on this 8th day of July 2020.

Chairperson
MPOJC Urbanized Area Policy Board



FTA Financial Capacity Analysis Statement

In accordance with the requirements of FTA Circular 7008.1, an assessment has been made of the financial capacity of Coralville Transit, Iowa City Transit, and University of Iowa Cambus to undertake the projects programmed in the FY2021-2024 Transportation Improvement Program (TIP) for the Iowa City Urbanized Area. The above-mentioned transit systems share the financial capacity to undertake the projects listed in the TIP. The following summary establishes the financial capacity for these systems.

Chairperson
MPOJC Urbanized Area Policy Board

Date



CERTIFICATE OF COMPLIANCE WITH PRIVATE ENTERPRISE REQUIREMENTS

1. The preparation of the FY2021-2024 Transportation Improvement Program (TIP) for the Iowa City Urbanized Area has been completed in compliance with the MPO Public Participation Policy for the Iowa City Urbanized Area.
2. No proposals were received from private business enterprises.
3. Private business enterprises have indicated no impediments to competitive bidding of any services contained in the FY2021-2024 TIP for the Iowa City Urbanized Area.
4. No complaints have been received from private business enterprises.

Chairperson
MPOJC Urbanized Area Policy Board

Date

Introduction

The MPO of Johnson County Transportation Improvement Program (TIP) is the programming document for federally funded surface transportation improvements within the Iowa City Urbanized Area. This document includes transportation projects for all modes of surface transportation, including street and highway, transit, bicycle, and pedestrian projects. Transportation projects receiving federal funds are programmed in the Transportation Improvement Program.

The following organizations have contributed to the preparation of this planning document:

- **City of Coralville**
- **City of Iowa City**
- **City of North Liberty**
- **City of Tiffin**
- **City of University Heights**
- **Iowa Department of Transportation**
- **Johnson County**
- **University of Iowa**

Project Status Reports

Program	TPMS	ROAD AND BRIDGE		in \$1,000s		Status
		Location	Awarded	Total		
ILL	18429	Coralville, 1st Ave over I80 bridge widening	\$ -	\$ 38,705	Rolled over to FY21	
TAP	21066	Coralville, On Deer Creek Road, from Deer Creek NW 1.8 Miles to Interstate 380	\$ 619	\$ 1,735	Completed in FY20	
TAP	33926	Coralville, Iowa River Trail replacement, from Clear Creek to Rocky Shore Drive	\$ 614	\$ 924	Rolled over to FY21	
STBG	33922	Iowa City, On American Legion Road, from Scott Blvd to Taft Avenue	\$ 3,608	\$ 9,152	Rolled over to FY21	
TAP	33924	Iowa City, Hwy 1 Trail from Mormon Trek Blvd to Sunset St	\$ 500	\$ 650	Completed in FY20	
HBP	39434	Iowa City, Gilbert Street bridge over Ralston Creek	\$ 1,000	\$ 1,664	Rolled over to FY21	
STP	25398	Iowa City, Burlington St median: Capitol St to Riverside Dr	\$ 1,011	\$ 1,433	Construction	
HBP	39427	Iowa City, 2nd Avenue bridge over Ralston Creek	\$ 444	\$ 577	Under design	
BP	35404	Iowa City, Prentiss Street bridge replacement	\$ 820	\$ 1,456	Construction	
TAP	16472	Johnson County, ped/bike trail from North Liberty CL to USACE Mehaffy Bridge boat ramp	\$ 177	\$ 2,650	Completed FY20	
TAP	33925	Tiffin, Clear Creek Trail Phase 6	\$ 102	\$ 228	Rolled over to FY21	
CMAQ	36670	Tiffin Highway 6 and Park road roundabout	\$ 500	\$ 2,058	Construction	
STP	25400	Tiffin, Roberts Ferry Road: From US 6 to Goldfinch Dr	\$ 314	\$ 858	Completed in FY20	
PRF	36809	DOT, I-80 1.0 mile east of US 151 to west of I-380	\$ -	\$ 930	Completed in FY20	
PRF	34103	DOT, I-80 to US 30	\$ -	\$ 1,539	Completed in FY20	
PRF	36822	DOT, US 6, Clear Creek in Coralville to Iowa City	\$ -	\$ 1,110	Completed in FY20	
PRF	36823	DOT, US 6, Coralville to south junction IA 1 in Iowa City	\$ -	\$ 1,790	Completed in FY20	
PRF	35560	DOT, I-80, .1 mile east of Iowa County to .1 mile west of Cedar County	\$ -	\$ 1,316	Completed in FY20	
PRF	37854	DOT, Hwy 1 Ralston Creek bridge replacement	\$ -	\$ 718	Completed in FY20	
PRF	38068	DOT, I-80/I-380 interchange project	\$ -	\$ 188,547	Construction	
PRF	38069	DOT, I-380/Forevergreen Road interchange project	\$ -	\$ 3,357	Construction	
PRF	38234	DOT, Hwy 1, Capitol St to Riverside Dr	\$ -	\$ 250	Completed in FY20	

Sponsor	TPMS	TRANSIT Project Type	FTA/STA		Status
			Request	Total	
Cambus	110	General operations/maintenance/administration/planning	\$ 1,527,248	\$ 3,976,924	Completed in FY20
Cambus	5531	In-ground hoist	\$ 96,000	\$ 120,000	Rolled over to FY21
Cambus	5532	Associated capital bus maintenance (spare parts)	\$ 160,000	\$ 200,000	Completed in FY20
Cambus	5533	6 replacement bus shelters	\$ 48,000	\$ 60,000	Rolled over to FY21
Cambus	5534	Forklift for maintenance	\$ 48,000	\$ 60,000	Rolled over to FY21
Cambus	5535	Mobile hoist system	\$ 38,400	\$ 48,000	Completed in FY20
Cambus	5536	Expansion and upgrade of maintenance facility	\$ 4,200,000	\$ 5,250,000	Rolled over to FY21
Cambus	5537	Heavy-duty 30' replacement bus (#11)	\$ 392,530	\$ 461,800	Rolled over to FY21
Cambus	5538	Heavy-duty 30' replacement bus (#13)	\$ 392,530	\$ 461,800	Completed in FY20
Cambus	5539	Heavy-duty 30' replacement bus (#12)	\$ 392,530	\$ 461,800	Rolled over to FY21
Coralville	1098	General operations/maintenance/administration/planning	\$ 732,322	\$ 2,029,942	Completed in FY20
Coralville	5516	Contract service for persons with special needs	\$ 32,875	\$ 331,095	Completed in FY20
Coralville	5517	Associated capital bus maintenance (spare parts)	\$ 60,000	\$ 75,000	Completed in FY20
Coralville	5518	Design and construct Intermodal Transportation Center/Phase II	\$ 8,400,000	\$ 10,500,000	Rolled over to FY21
Coralville	5519	Construct new Transit Facility/Phase II	\$ 1,200,000	\$ 1,500,000	Rolled over to FY21
Coralville	5520	Replacement passenger shelters and associated improvements	\$ 11,200	\$ 14,000	Rolled over to FY21
Coralville	5521	Expansion passenger shelters and associated improvements	\$ 16,800	\$ 21,000	Rolled over to FY21
Coralville	5522	Shop equipment for for transit maintenance	\$ 60,000	\$ 75,000	Rolled over to FY21
Coralville	5523	Heavy-duty 40' expansion bus	\$ 419,305	\$ 493,300	Rolled over to FY21
Coralville	5524	Heavy-duty 40' expansion bus	\$ 419,305	\$ 493,300	Rolled over to FY21
Coralville	5525	Heavy-duty 40' expansion bus	\$ 419,305	\$ 493,300	Rolled over to FY21
Coralville	5526	Light-duty 176" expansion bus	\$ 82,025	\$ 96,500	Rolled over to FY21
Coralville	5527	Light-duty 176" expansion bus	\$ 82,025	\$ 96,500	Rolled over to FY21
Coralville	5528	Light-duty 176" expansion bus	\$ 82,025	\$ 96,500	Rolled over to FY21
Coralville	5529	Light-duty 176" expansion bus	\$ 82,025	\$ 96,500	Rolled over to FY21
Coralville	5530	Light-duty 176" replacement bus (10225)	\$ 82,025	\$ 96,500	Completed in FY20
Iowa City	1119	General operations/maintenance/administration/planning	\$ 2,280,844	\$ 7,667,519	Completed in FY20
Iowa City	5507	Contract service for persons with special needs	\$ 116,315	\$ 1,203,867	Completed in FY20
Iowa City	5508	Replacement passenger shelters and associated improvements	\$ 40,000	\$ 50,000	Rolled over to FY21
Iowa City	5509	Associated capital bus maintenance (spare parts)	\$ 175,700	\$ 219,625	Completed in FY20
Iowa City	5510	New Transit Maintenance/Bus Storage Facility	\$ 16,000,000	\$ 20,000,000	Rolled over to FY21
Iowa City	5511	Light-duty 176' expansion bus	\$ 82,025	\$ 96,500	Rolled over to FY21
Iowa City	5512	Light-duty 176' expansion bus	\$ 82,025	\$ 96,500	Rolled over to FY21
Iowa City	5513	Heavy-duty 40' replacement bus (637U)	\$ 419,305	\$ 493,300	Rolled over to FY21
Iowa City	5514	Heavy-duty 40' replacement bus (638U)	\$ 419,305	\$ 493,300	Rolled over to FY21
Iowa City	5515	Light-duty 176' replacement bus	\$ 82,025	\$ 96,500	Rolled over to FY21
Iowa City	5659	Heavy-duty 40' replacement bus (657)	\$ 419,305	\$ 493,300	Rolled over to FY21
Iowa City	5660	Heavy-duty 40' replacement bus (659)	\$ 419,305	\$ 493,300	Rolled over to FY21

Each of the three fixed route transit providers in the metropolitan area use different mechanisms to produce the local funding to match FTA/STA funds for local projects. Coralville Transit uses general fund, transit levy dollars, and income from their intermodal facility to cover the local match for projects, Iowa City Transit uses transit levy funds and intermodal facility income, and University of Iowa Campus uses student and parking fees. All transit projects listed in the TIP include local funding.

Regionally Significant Projects

Regionally Significant Projects are submitted in the TIP to ensure environmental review throughout the project development process. Inclusion of a project in the TIP does not guarantee federal-aid eligibility or funding. Eligibility is determined on a case-by-case basis when project authorization is requested from the FHWA and the FTA. The following projects and cost estimates represent regionally significant projects:

Coralville

- I-80/1st Avenue Interchange: \$38.7 million

Iowa City

- Dodge Street (Governor Street to Burlington Street): \$6.2 million
- McCollister Boulevard extension east of Gilbert Street: \$17.7 million
- American Legion Road improvements east of Scott Boulevard: \$8.8 million

Tiffin

- Park Road (Hwy 6 to Forevergreen Road): \$8.7 million

North Liberty

- Highway 965 Corridor (Forevergreen Road to Penn Street): \$8.5 million
- Forevergreen Road/I-380 interchange: \$20.4 million

Iowa DOT

- I-80/I-380 Interchange: \$348 million

University Heights

- Melrose Avenue improvements from Sunset Street to east city limits: \$1.4 million

2021 Statewide Transportation Improvement Program

MPO 28 / MPOJC

PL

Project ID	Project Number	Approval Level		2021	2022	2023	2024	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
39689	RGPL-JCCOG(RTP)--PL-52	Draft TIP	Total	\$440,000	\$220,000	\$220,000	\$220,000	\$1,100,000
MPO 28 /	JCCOG: METROPOLITAN	Approved	Federal Aid	\$352,000	\$176,000	\$176,000	\$176,000	\$880,000
MPOJC	PLANNING PL FUNDS		Regional					
	9514 - Trans Planning		Swap					

PRF

Project ID	Project Number	Approval Level		2021	2022	2023	2024	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
39272	IMN-800--0E-52	Draft TIP	Total			\$320,000		\$320,000
Iowa Department	I-80: PRAIRIE DU CHIEN RD NE 1.3	Approved	Federal Aid					
of Transportation	MI W OF IA 1		Regional					
	2522 - Bridge Deck Overlay		Swap					

STBG

Project ID	Project Number	Approval Level		2021	2022	2023	2024	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
38310	STP-U-5557(622)--70-52	Draft TIP	Total	\$6,697,600				\$6,697,600
North Liberty	In the city of North Liberty, On Ranshaw Way, from Zeller Street south to Hawkeye Drive	Approved	Federal Aid	\$2,576,000				\$2,576,000
		2/16/2021	Regional	\$2,576,000				\$2,576,000
	1505 - Pavement Rehab/Widen, 5021 - Lighting, 9510 - Ped/Bike Structures		Swap					
DOT Note: Project has been approved for the use of Advance Construction. Reimbursement can begin in FFY 2022.								
36668	STP-U-3715(669)--70-52	Draft TIP	Total	\$2,872,480				\$2,872,480
Iowa City	In the city of Iowa City, On Benton Street, from Mormon Trek Boulevard East to Greenwood Drive	Approved	Federal Aid	\$1,316,000				\$1,316,000
		2/16/2021	Regional	\$1,316,000				\$1,316,000
	1509 - Pavement Rehab		Swap					
33922	STP-U-3715(666)--70-52	Draft TIP	Total	\$9,152,000				\$9,152,000
Iowa City	In the city of Iowa City, On American Legion Road, from Scott Boulevard east 1.1 Miles to Taft Avenue	Approved	Federal Aid	\$3,608,000				\$3,608,000
		10/20/2020	Regional	\$3,608,000				\$3,608,000
	1001 - Grade and Pave		Swap					
PA Note: Project #33923 funding in FFY20 moved back to FY21.								
25398	NHSX-001-5(120)--3H-52	Draft TIP	Total	\$1,433,120				\$1,433,120
Iowa City	In the City of Iowa City, 1: From Capitol St to Riverside Drive	Approved	Federal Aid	\$1,011,000				\$1,011,000
		12/17/2019	Regional	\$1,011,000				\$1,011,000
	1505 - Pavement Rehab/Widen, 9511 - Ped/Bike Miscellaneous		Swap					
33923	STP-U-3715(668)--70-52	Draft TIP	Total	\$3,517,280				\$3,517,280
Iowa City	In the city of Iowa City, On IWW Road, from Hebl Ave east 1.5 Miles to Hwy 218	Approved	Federal Aid	\$930,000				\$930,000
		12/15/2020	Regional	\$930,000				\$930,000
	1001 - Grade and Pave		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.								

STBG

Project ID	Project Number	Approval Level		2021	2022	2023	2024	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
38309	STP-U-7855()--70-52	Draft TIP Approved	Total		\$1,518,400			\$1,518,400
University Heights	In the city of University Heights, On Melrose Avenue, from Sunset Street east to east city limits		Federal Aid		\$730,000			\$730,000
	1509 - Pavement Rehab, 5021 - Lighting, 5051 - Pavement Markings		Regional		\$730,000			\$730,000
			Swap					
39151	STP-U-1557()--70-52	Draft TIP Approved	Total			\$2,971,280		\$2,971,280
Coralville	In the city of Coralville, On 5th St, from just west of 12th Ave west through 20th Ave intersection		Federal Aid			\$1,650,000		\$1,650,000
	1505 - Pavement Rehab/Widen, 4531 - Landscaping, 9508 - Ped/Bike Paving		Regional			\$1,650,000		\$1,650,000
			Swap					
39152	STP-U-7662()--70-52	Draft TIP Approved	Total			\$5,490,160		\$5,490,160
Tiffin	In the city of Tiffin, On North Park Rd, from Hwy 6 north 2,000 Feet		Federal Aid			\$1,200,000		\$1,200,000
	1505 - Pavement Rehab/Widen, 9509 - Ped/Bike Grade & Pave, 9511 - Ped/Bike Miscellaneous		Regional			\$1,200,000		\$1,200,000
			Swap					
45232	STP-U-3715()--70-52	Draft TIP Approved	Total				\$13,780,000	\$13,780,000
Iowa City	In the City of Iowa City, on Dodge Street, from Burlington Street north to Governor Street.		Federal Aid				\$3,750,000	\$3,750,000
	1509 - Pavement Rehab		Regional				\$3,750,000	\$3,750,000
			Swap					

STBG-TAP

Project ID	Project Number	Approval Level		2021	2022	2023	2024	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
39149	TAP-T-3715()–8V-52	Draft TIP	Total	\$569,920				\$569,920
Iowa City	In the city of Iowa City, On Hwy 6 Trail, from Fairmeadows Blvd east to Heinz Rd	Approved	Federal Aid	\$438,000				\$438,000
	9509 - Ped/Bike Grade & Pave		Regional	\$438,000				\$438,000
			Swap					
33926	TAP-U-1557(646)–8I-52	Draft TIP	Total	\$924,560				\$924,560
Coralville	In the city of Coralville, On Coralville Iowa River Trail, from Rocky Shore Drive northwest .5 Miles to Clear Creek	Approved	Federal Aid	\$613,000				\$613,000
	8/18/2020		Regional	\$613,000				\$613,000
	9509 - Ped/Bike Grade & Pave		Swap					
DOT Note: Project eligible for FHWA TAP funding								
33925	TAP-U-7662(614)–8I-52	Draft TIP	Total	\$228,800				\$228,800
Tiffin	In the city of Tiffin, On Tiffin Clear Creek trail Phase 6, from Kimberlite Street south .1 Miles to Brown Street	Approved	Federal Aid	\$102,000				\$102,000
	10/20/2020		Regional	\$102,000				\$102,000
	9509 - Ped/Bike Grade & Pave		Swap					
DOT Note: Project eligible for FHWA TAP funding								
39150	TAP-U-1557()–8I-52	Draft TIP	Total		\$501,280			\$501,280
Coralville	On Clear Creek Trail on east side of Camp Cardinal Blvd, from Hwy 6 south to Tom Harkin Trailhead	Approved	Federal Aid		\$212,519			\$212,519
	9509 - Ped/Bike Grade & Pave		Regional		\$212,519			\$212,519
			Swap					
45234	TAP-U-5557()–8I-52	Draft TIP	Total				\$1,125,280	\$1,125,280
North Liberty	In the City of North Liberty, on North Liberty Trail, from north of Abraham Drive, north-northwest to Front Street.	Approved	Federal Aid				\$648,118	\$648,118
	1005 - Pave		Regional				\$648,118	\$648,118
			Swap					

STBG-HBP

Project ID	Project Number	Approval Level		2021	2022	2023	2024	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
39434	BRM-3715()-8N-52	Draft TIP	Total	\$1,664,000				\$1,664,000
Iowa City	In the city of Iowa City, Gilbert Street bridge, Gilbert Street bridge over RALSTON CREEK.	Approved	Federal Aid	\$1,000,000				\$1,000,000
	2021 - Bridge Replacement	6/15/2021	Regional					
			Swap					
39427	BROS-3715(664)-8J-52	Draft TIP	Total	\$577,200				\$577,200
Iowa City	In City of Iowa City, 2nd Avenue bridge, 2nd Avenue bridge over Ralston Creek	Approved	Federal Aid	\$444,000				\$444,000
	2021 - Bridge Replacement	4/20/2021	Regional					
			Swap					
35404	BROS-3715(663)-8J-52	Draft TIP	Total	\$1,456,000				\$1,456,000
Iowa City	In the city of Iowa City, Prentiss Street Bridge, Prentiss Street Bridge over Ralston Creek	Approved	Federal Aid	\$820,000				\$820,000
	2021 - Bridge Replacement	4/21/2020	Regional					
			Swap					

CMAQ

Project ID	Project Number	Approval Level		2021	2022	2023	2024	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
36670	STP-A-7662()-22-52	Draft TIP	Total	\$2,140,320				\$2,140,320
Tiffin	In the city of Tiffin, On Highway 6 and Park Road, roundabout	Approved	Federal Aid	\$500,000				\$500,000
	1001 - Grade and Pave	2/19/2019	Regional					
			Swap					

NHPP

Project ID	Project Number	Approval Level		2021	2022	2023	2024	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
38068	NHS-80)--19-52	Draft TIP	Total	\$137,755,000	\$60,061,000	\$14,029,000	\$4,629,000	\$216,474,000
Iowa Department of Transportation	I-80: I-380/US 218 INTERCHANGE NEAR IOWA CITY (STATE SHARE)	Approved	Federal Aid	\$110,204,000	\$48,048,800	\$11,223,200	\$3,703,200	\$173,179,200
	1001 - Grade and Pave, 2011 - Bridge New, 2021 - Bridge Replacement		Regional Swap					
38069	IM-380)--13-52	Draft TIP	Total	\$400,000				\$400,000
Iowa Department of Transportation	I-380: W FOREVERGREEN RD INTERCHANGE 2.0 MI N OF I-80 IN TIFFIN (STATE SHARE)	Approved	Federal Aid	\$360,000				\$360,000
	5041 - Traffic Signals		Regional Swap					
39270	NHSX-10)--3H-52	Draft TIP	Total			\$3,100,000		\$3,100,000
Iowa Department of Transportation	IA1: E BURLINGTON ST TO N GOVERNOR ST IN IOWA CITY (SB) STATE SHARE	Approved	Federal Aid			\$2,480,000		\$2,480,000
	1001 - Grade and Pave		Regional Swap					
45303	IM-80)--13-52	Draft TIP	Total				\$23,123,000	\$23,123,000
Iowa Department of Transportation	I-80: 1ST AVE INTERCHANGE IN CORALVILLE (STATE SHARE)	Approved	Federal Aid				\$20,810,700	\$20,810,700
	1001 - Grade and Pave, 2021 - Bridge Replacement, 3021 - Culvert Replacement		Regional Swap					

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)

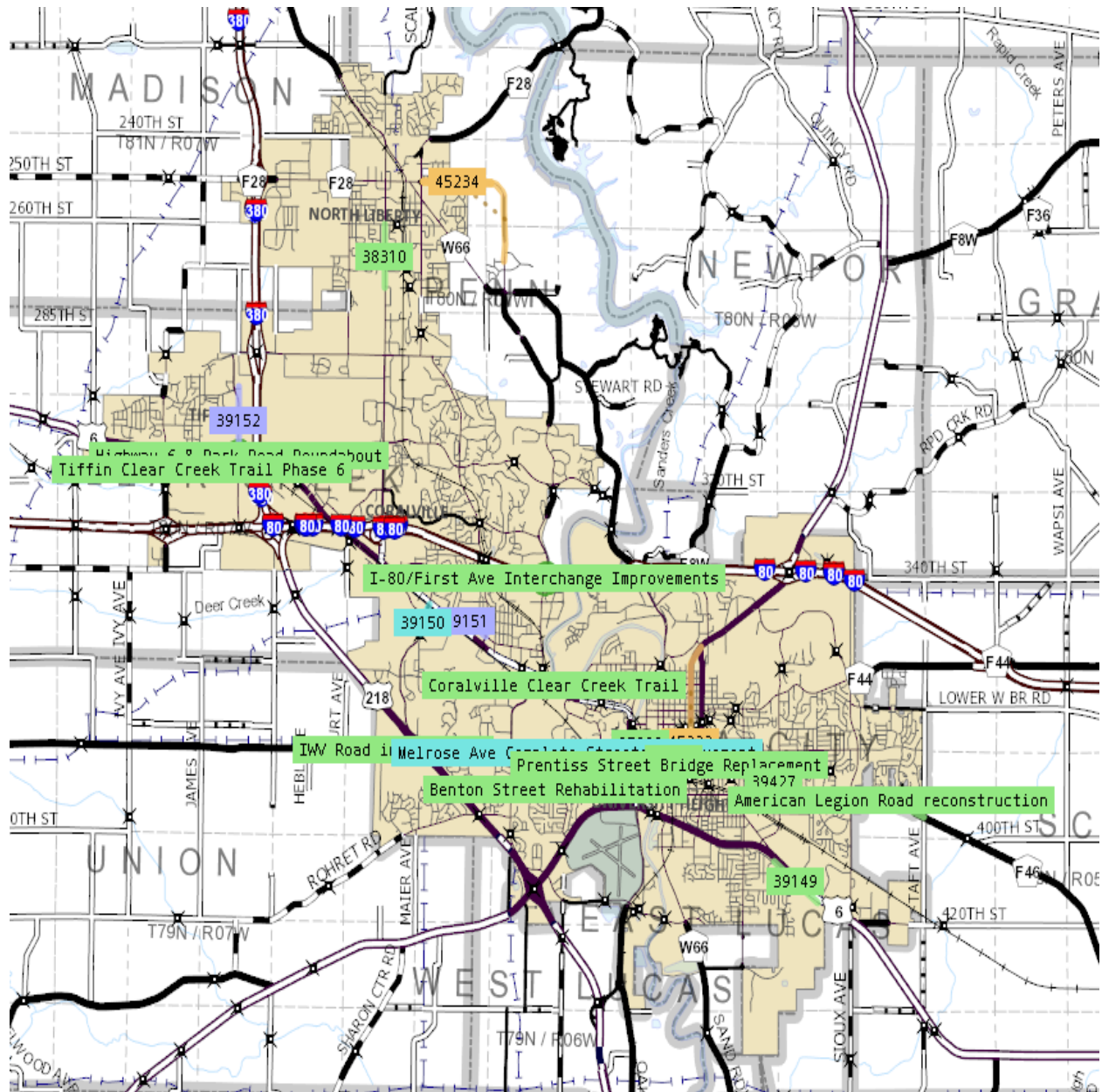
Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY21	FY22	FY23	FY24
5339	Coralville	5914 Capital Expansion	Shop equipment for transit maintenance (armature lathe, misc.)	Total	75,000			
				FA	60,000			
				SA				
5339	Coralville	5935 Capital Expansion	Light Duty Bus (176" 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	1,107,238			
				FA	833,095			
				SA				
5339	Iowa City	5947 Capital Replacement	Heavy Duty Bus (40-42 ft.) UFRC, VSS, Low Floor Unit #: 638U	Total	1,107,238			
				FA	833,095			
				SA				
5339	Iowa City	5948 Capital Replacement	Heavy Duty Bus (40-42 ft.) UFRC, VSS, Low Floor Unit #: 657	Total	1,107,238			
				FA	833,095			
				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	1,107,238			
				FA	833,095			
				SA				
5339	Iowa City	5950 Capital Replacement	Heavy Duty Bus (40-42 ft.) UFRC, VSS, Low Floor Unit #: 656	Total	1,107,238			
				FA	941,152			
				SA				
5339	Iowa City	5951 Capital Replacement	Heavy Duty Bus (40-42 ft.) UFRC, VSS, Low Floor Unit #: 658	Total	1,107,238			
				FA	941,152			
				SA				
5339	Iowa City	5952 Capital Replacement	Heavy Duty Bus (40-42 ft.) UFRC, VSS, Low Floor Unit #: 660	Total	1,107,238			
				FA	941,152			
				SA				
STA, 5307	Iowa City	5926 Operations Misc	General Operations/Maintenance/Administration/Planning	Total	8,050,895			
				FA	1,900,000			
				SA	516,813			
5310	Iowa City	5927 Operations Misc	Contracted services for persons with special needs	Total	1,800,000			
				FA	233,124			
				SA				
5339	Iowa City	5928 Capital Replacement	Passenger shelters and associated improvements	Total	50,000			
				FA	40,000			
				SA				
5339	Iowa City	5929 Capital Replacement	Associated capital bus maintenance (spare parts)	Total	338,000			
				FA	270,400			
				SA				
5339	Iowa City	5930 Capital Replacement	New transit maintenance/bus storage facility	Total	20,000,000			
				FA	16,000,000			
				SA				
5339	Iowa City	5934 Capital Replacement	Light Duty Bus (176" wb) VSS, Low Floor Unit #: 810	Total	99,197			
				FA	84,318			
				SA				

TIP Project Locations

The following map shows the general project locations for all Iowa DOT projects and projects funded with regional STBG, and TAP funds in the Iowa City Urbanized Area.



(Map produced by Iowa Department of Transportation/TPMS)

Revising the Approved TIP

Revisions are defined as any changes to the TIP that occur outside of the annual updating process. There are two types of changes that occur under the umbrella of revision. The first is a major revision or “Amendment.” The second is a minor revision or “Administrative Modification.” The MPO uses the following definitions and thresholds when determining an amendment vs. an administrative modification.

Amendments: An amendment is a revision to the TIP that involves a major change to a project included in the TIP, the creation of a new project, a major change in design concept, or a change in scope or project cost.

The following criteria define the need for an amendment:

- **Project Cost:** Projects in which the recalculated project costs increase federal aid by more than 30% or increase total federal aid by more than \$2 million from the original amount.
- **Schedule Changes:** Projects added or deleted from the TIP.
- **Funding Sources:** Adding an additional federal funding source.
- **Scope Changes:** Changing the project termini, project alignment, the amount of through lanes, type of work from an overlay to reconstruction, or a change to include widening of the roadway.

Procedural Requirements for an Amendment: Amendments are considered major revisions and therefore have additional procedural requirements. When the TIP is amended, MPOJC is required to conduct our adopted amendment process, including public review and comment, re-demonstration of fiscal constraint or a conformity determination (non-exempt projects in nonattainment and maintenance areas), review by the Transportation Technical Advisory Committee (TTAC), and Policy Board approval. Notices announcing TIP amendments are published in the Iowa City Press-Citizen a minimum of 15 days prior to an Urbanized Area Policy Board meeting.

Iowa DOT sponsored projects located within the MPO planning boundary must also use the MPO’s public participation process. Illustrative projects that are found to be regionally significant must also be revised using the MPOJC adopted amendment process.

Administrative Modifications: A minor revision to a TIP is known as an administrative modification. Administrative modifications include minor changes to project costs, minor changes to funding sources, and minor changes to project phase initiation dates. Administrative modifications are subject to re-demonstration of fiscal constraint of the TIP.

The following criteria define the need for an administrative modification:

- **Project Costs:** Projects in which the recalculated project costs do not increase federal aid by more than 30% or do not increase total federal aid by more than \$2 million from the original amount.
- **Schedule Changes:** Changes in schedules to projects included in the first four years of the TIP.
- **Funding Sources:** Changing funding from one source to another.
- **Scope changes:** All changes to a project's scope will require an amendment.

Procedural Requirements for an Administrative Modification: Administrative modifications have simplified procedures which allow more flexibility when processing changes. Public participation procedures are not required for administrative modifications (both local and DOT projects).

MPO Public Input Process

Providing opportunities for public input during planning processes ensures that future development is informed by the interests of the community. As a result, residents of MPOJC entities are routinely encouraged to participate in local planning processes. The following MPOJC Public Participation Plan, in accordance with the Code of Federal Regulations section §450.316 “*Interested parties, participation, and consultation*”, documents a process for providing citizens and stakeholders with reasonable opportunities to be involved in the planning process.

The core public involvement opportunities for MPOJC work products include the development and adoption of the Long Range Multi-modal Transportation Plan, the Transportation Improvement Program, the Passenger Transportation Plan, the Transportation Planning Work Program, and apportionment of Surface Transportation Block Grant Program and Transportation Alternatives Program funds. Similarly, the entities of Coralville, Iowa City, North Liberty, Tiffin, University Heights, Johnson County, and the University of Iowa each follow their own public involvement processes when developing or updating local plans. The University of Iowa uses the MPO’s Public Participation Plan process to satisfy the public participation requirements for its annual Program of Projects for transit. The Transportation Improvement Program (TIP) public notice of public involvement activities and time established for public review and comment on the TIP will satisfy the Transit Program of Projects requirements of the FTA Section 5307 Program.

Core Public Involvement Opportunities

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

Public Comment Period

MPOJC staff initiates a formal public comment period lasting 30 days prior to the adoption and/or amendment of the Long-Range Transportation Plan, the Transportation Improvement Program (15 days minimum prior for TIP amendments), and the Passenger Transportation Plan. During public comment periods, residents are encouraged to submit written comments on the given topic. MPOJC staff then forwards these comments to the MPOJC Urbanized Area Policy Board for consideration during the decision-making process. Written public input may be submitted to:

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

Urbanized Area Policy Board Public Meetings

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

Staff typically provides a brief presentation followed by a period for formal public comment. Anyone wishing to provide input is given an opportunity. All comments become part of the public record and are provided to the Urbanized Area Policy Board in full prior to action by the Urbanized Area Policy Board. Public meetings of the Urbanized Area Policy Board are open to the public and are subject to the Iowa's Open Meetings Law.

MPO member entities may request a special meeting of the Urbanized Area Policy Board to consider time sensitive amendments to the adopted Transportation Improvement Program. This capability is intended to prevent costly delays in the project letting process.

Public Workshops/Open Houses

Public workshops are informal and open to all residents. The purpose of the workshop is to provide information to the public and to solicit public comment. An attendance record is kept and attendees are given the opportunity to sign up for the MPOJC mailing list. MPOJC staff typically provides a brief presentation, share information using displays and handouts, and interact with the public to answer questions. Public workshops are frequently used for key MPOJC work products.

Accommodations for Special Populations

All meeting rooms are accessible by ADA standards. Additionally, any MPO documents can be made available in alternative formats upon request. Individuals with disabilities may request special accommodations by contacting MPOJC staff at (319) 356-5230.

Getting the Word Out About Upcoming Public Involvement Events

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

- Residents may sign-up to receive email notices of public input opportunities by visiting www.icgov.org/e-subscriptions and completing the subscription form.
- Notices of public input opportunities are published in the Iowa City Press Citizen.
- The MPOJC website (www.MPOJC.org) lists upcoming meeting information.
- Posters are displayed Iowa City, Coralville, and University of Iowa Campus buses regarding TIP approval.
- Notices are sent to the following MPOJC Public Input Organizations:
 - ❖ Access 2 Independence
 - ❖ Allen Lund Company
 - ❖ Bicyclists of Iowa City

- ❖ Chamber of Commerce
- ❖ Citizens for Sensible Development
- ❖ Clear Creek Amana School District
- ❖ Iowa City Area Assoc. of Realtors
- ❖ Iowa City Area Development Group
- ❖ Iowa City Historic Preservation Commission
- ❖ Iowa City/Johnson County Senior Center
- ❖ Iowa City Neighborhood Services Office
- ❖ Iowa City Parks and Recreation
- ❖ Iowa City Sierra Club
- ❖ Iowa City School Board
- ❖ Iowa City Transit
- ❖ Iowa Department of Transportation
- ❖ Iowa City Downtown Association
- ❖ Iowa Interstate Railroad
- ❖ MPOJC Regional Trails and Bicycling Committee
- ❖ Johnson County Historic Preservation Commission
- ❖ Johnson Co. Historical Society
- ❖ Johnson County Secondary Roads
- ❖ Coralville Parks & Recreation Commission
- ❖ CRANDIC Railroad
- ❖ Environmental Advocates
- ❖ FAIR!
- ❖ Friends of the Iowa River Scenic Trail
- ❖ Friends of Historic Preservation
- ❖ Goodwill of the Heartland
- ❖ Iowa Bicycle Coalition
- ❖ Johnson Co. Planning and Zoning Commission
- ❖ Johnson Co. SEATS
- ❖ League of Women Voters of Johnson County
- ❖ North Liberty Parks & Recreation Commission
- ❖ North Liberty Community Center
- ❖ Project GREEN
- ❖ Soil & Water Conservation Service
- ❖ Systems Unlimited
- ❖ Think Bicycles of Iowa City
- ❖ Tiffin Planning and Zoning Commission
- ❖ University of Iowa Parking and Transportation

To request being added to the MPOJC Public Input Organization list, please contact MPOJC staff at (319) 356-5230.

Summary of Public Participation Procedures

SUMMARY OF PUBLIC PARTICIPATION PROCEDURES			TYPE OF PUBLIC INPUT NOTICE				PUBLIC INPUT OPPORTUNITIES	
MPO PROGRAM	DESCRIPTION	REQUIREMENTS	Public Notice/Public Comment	Bus Notice/Poster	Notice to Interested Parties	Web Notice	Public Input/Mtg	Open House
Public Participation Plan	Public input process for transportation planning	Updated as necessary	(45 days)		YES	YES	YES	
Long Range Transportation Plan	20-year long range plan including policies and projects	Adopted every 5-years by MPOJC Urbanized Area Policy Board	(30 days)		YES	YES	YES	YES
Amending the LRTP	Changes to projects and financial constraints	Adopted as necessary	(30 days)		YES	YES	YES	YES
Transportation Improvement Program	4-year schedule of projects	Adopted annually by MPOJC Urbanized Area Policy Board	(30 days)	YES	YES	YES	YES	
Awarding STBG/TAP funding	Local process to award federal funding	Awarded by MPOJC Urbanized Area Policy Board			YES	YES	YES	
Amending the TIP	Changes to programmed projects	Adopted as necessary	(15 days min)		YES	YES	YES	
Passenger Transportation Program	Coordinated transit planning	Adopted every 5-years by MPOJC Urbanized Area Policy Board	(30 days)		YES	YES	YES	
Transportation Planning Work Program	Annual Work Program	Adopted annually by MPOJC Urbanized Area Policy Board			YES	YES		



Prepared by: Brad Neumann, Asst. Transp. Planner, 410 E. Washington St., Iowa City, IA 52240 (319) 356-5235

RESOLUTION NO. 2017-05

RESOLUTION ADOPTING THE METROPOLITAN PLANNING ORGANIZATION OF JOHNSON COUNTY PUBLIC PARTICIPATION PLAN

WHEREAS, governmental bodies in the Iowa City Urbanized Area have established the Metropolitan Planning Organization of Johnson County; and

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

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

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

1. To adopt the Public Participation Plan for the Metropolitan Planning Organization of Johnson County.
2. To authorize the MPOJC chairperson to sign the adopted resolution.

It was moved by Boichuk and seconded by Flem the Resolution be adopted. The motion passed on a vote of 13 affirmative and 0 negative.

Considered on this 20th day of September, 2017.

Susan Mjems
Chairperson
MPOJC Urbanized Area Policy Board

AVISO DE REUNION PUBLICA

The Metropolitan Planning Organization of Johnson County mantendra una reunion publica por el FY2021-2024 Transportation Improvement Program (TIP) para The Iowa City Urbanized Area.

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

La audiencia pública se llevará a cabo el 8 de Julio a las 4:30p.m. Esta sesión sera electrónica. Para mas informacion sobre esta sesión electronica, la audiencia pública o el TIP contactar con MPOJC al 319-326-5235 o por correo electrónico a brad-neumann@iowa-city.org

NOTICE

PUBLIC HEARING

The Metropolitan Planning Organization of Johnson County (MPOJC) will be holding a PUBLIC HEARING on the FY2021-2024 Transportation Improvement Program (TIP) for the Iowa City Urbanized Area.

The TIP is the programming document for all surface transportation projects that receive State or Federal funds, including: street & highway, bicycle, transit, and pedestrian projects.

The hearing will be held on July 8, 2020 at 4:30 p.m. This meeting will be a remote/electronic meeting. For information on the electronic meeting, public hearing, or the TIP contact MPOJC at (319) 356-5235 or email brad-neumann@iowa-city.org.

Official Publication

Iowa City Press-Citizen, June 8, 2020

NOTICE OF PUBLIC HEARING

The Metropolitan Planning Organization of Johnson County will be holding a public hearing on the "FY2021-2024 Transportation Improvement Program" (TIP) for the Iowa City Urbanized Area. The TIP is the programming document for all surface transportation and transit projects that receive state or federal funds, including: street & highway, transit, rail, bicycle, and pedestrian projects in the Iowa City urbanized area. The public notice of public participation activities and time established for public review of and comments on the TIP will satisfy the transit Section 5307 Program of Projects requirements.

The public hearing will be held on July 8th, 2020 at 4:30 pm in the Coralville City Hall Council Chambers, 1512 7th Street, Coralville, Iowa. This meeting may be a remote/electronic meeting if Coralville City Hall remains closed to the public. For information on whether it will be an electronic meeting, contact MPOJC at 319-356-5235 or email brad-neumann@iowa-city.org.

Information about the proposed TIP can be found at www.MPOJC.org. Interested persons are encouraged to attend or forward written comments by 5:00 pm, July 7th, 2020 to Brad Neumann, Assistant Transportation Planner, MPOJC, 410 E. Washington St., Iowa City, Iowa 52240; or by email at brad-neumann@iowa-city.org. If you require disability related accommodations for this event, please contact Brad Neumann at least 48 hours prior to the event so that we can accommodate your needs.



CITY CLERK
CITY OF IOWA CITY
ICPD
410 E WASHINGTON ST
IOWA CITY IA 522401825

This is not an invoice
of Affidavits 1

AFFIDAVIT OF PUBLICATION

State of Wisconsin

County of Brown, ss.:

The undersigned, being first duly sworn on oath, states that the Iowa City Press Citizen, a corporation duly organized and existing under the laws of the State of Iowa, with its principal place of business in Iowa City, Iowa, the publisher of

Iowa City Press Citizen

newspaper of general circulation printed and published in the City of Iowa City, Johnson County, Iowa, and the an advertisement, a printed copy of which is attached as Exhibit "A" and made part of this affidavit, was printed and published in Iowa City Press Citizen on the following dates:

Ad No.	Start Date:	Run Dates:	Cost:
0004224608	6/10/20	06/10/2020	\$25.65

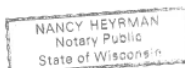
Copy of Advertisement
Exhibit "A"

Kathleen Allen
Subscribed and sworn to before me by said affiant this

10 day of June, 2020

Nancy Heyrman
Notary Public

5-15-23
Commission expires



NOTICE OF PUBLIC HEARING

The Metropolitan Planning Organization of Johnson County will be holding a public hearing on the "FY2021-2024 Transportation Improvement Program" (TIP) for the Iowa City Urbanized Area. The TIP is the programming document for all surface transportation and transit projects that receive state or federal funds, including: street & highway, transit, rail, bicycle, and pedestrian projects in the Iowa City urbanized area. The public notice of public participation activities and time established for public review of and comments on the TIP will satisfy the transit Section 5307 Program of Projects requirements.

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MPO Project Selection Procedures

Funding Allocation Process for Surface Transportation Block Grant (STBG) Program and Transportation Alternatives Program (TAP) funds

1. Application forms for the MPO Surface Transportation Block Grant (STBG) Program and Transportation Alternatives Program (TAP) funds are distributed to members of the MPO Transportation Technical Advisory Committee. Project sponsors must describe the project, the modes of transportation affected, and terrain and right-of-way needs and the funding request.
2. Summaries of projects and funding requests are distributed to the MPO transportation planning public input process organizations, and the MPO website.
3. MPO staff evaluates and assigns scores and rankings to the projects, according to the MPO-adopted scoring criteria.
4. MPO staff evaluates the applications to ensure the proposed projects conform with the *MPO Long Range Multi-modal Transportation Plan* and that the projects are federal-aid eligible.
5. Project applications and rankings are forwarded to the MPO Transportation Technical Advisory Committee (TTAC) that considers the applications at a public meeting. In considering a recommendation on project funding, the TTAC consider project scores and rankings, public input, application materials and discussion from applicants. The TTAC makes a recommendation to the MPO Urbanized Area Policy Board on project funding.
6. A summary of the applications, project scores and rankings, public input and the TTAC funding recommendation are forwarded to the MPO Urbanized Area Policy Board for review and ultimately a vote on project funding. The Board will also hold a public hearing to provide additional opportunity for public input.
7. The last step is revising the MPO Transportation Improvement Program to add projects and funding levels consistent with the MPO Board's decision. The Transportation Improvement Program is approved by the Board each July.

FY23-24 SURFACE TRANSPORTATION BLOCK GRANT & TRANSPORTATION ALTERNATIVES PROGRAM - SCORING CRITERIA

MPOJC Policy Board Approved November 14, 2018

1: Economic Opportunity – Supports metro area growth, innovation, job creation, and productivity

- A. Project improves/provides direct access to planned growth area, existing jobs, or retail **+5**
- B. Project involves more than one MPO jurisdiction **+1 each (Points Possible: 7)**

Total Points Possible: 12 (14%)

Score: _____

2: Environment¹ – Preserves and protects our natural resources, including land, water and air quality

- A. Project promotes air quality improvements via congestion reduction through one or more of the following: Geometric improvements (physical improvements that improve motorist operations), ITS/signalization improvements, Reduction of Vehicle Miles Traveled (VMT), Improvement to turning movements **+1 each (Points Possible: 4)**

Total Points Possible: 4 (4%)

Score: _____

3: Quality of Life – Enhances livability and creates vibrant and appealing places that serve residents throughout their lives

- A. Project directly enhances safe route(s) to school, or improves transportation choices for locations specifically serving multi-family developments or elderly populations **+5**

Total Points Possible: 5 (6%)

Score: _____

4: System Preservation – Maintained in good and reliable condition

- A. Maintenance or improvement to existing facility/infrastructure **+5**

Total Points Possible: 5 (6%)

Score: _____

5: Efficiency – Builds a well-connected transportation network and coordinating land use patterns to reduce travel demand, miles travelled, and fossil fuel consumption

- A. Project in a corridor with existing congestion (defined as having LOS E or F during peak hours according to the adopted MPO Travel Demand Model) **+7**
- B. Project in a corridor with forecasted future congestion (defined as having LOS E or F during peak hours according to adopted MPO Travel Demand Model, LOS map is attached) **+7**

Total Points Possible: 14 (16%)

Score: _____

6: Choice – Offers multi-modal transportation options that are affordable and accessible

- A. Project is on existing bus route (bus route map is attached) **+3**
- B. Separated trail or wide sidewalk (8' or wider) **+3**
- C. Project reduces modal conflict (pedestrian hybrid beacons, grade separation, dedicated bicycle lanes or sharrows, bus pull-off, etc) **+3**

Total Points Possible: 9 (10%)

Score: _____

7: Safety – *Designed and maintained to enhance the safety and security of all users*

- A. History involving two or more documented bicycle or pedestrian collisions in the last five years (collision maps are attached) **+7**
- B. Top 25 highest MPO accident locations or top 10 highest accident mid-blocks in last three years (accident tables are attached) **+7**

OR

- C. Sight distance or related safety issue documented by an expert (planner/engineer) **+7**

Total Points Possible for A&B: 14 (16%)

OR

Total Points Possible for C: 7

Score: _____

8: Health – *Invites and enhances healthy and active lifestyles*

- A. Project extends regional trail network (map is attached) **+3**
- B. Project addresses critical gap in the regional trail network **+5**

Total Points Possible: 8 (9%)

Score: _____

9: Equity² – *Provides access and opportunity for all people and neighborhoods*

- A. Project improves transportation network in lower-income neighborhoods **+5**
- B. Focus of the project is to correct ADA non-compliance **+3**

Total Points Possible: 8 (9%)

Score: _____

10: Local Commitment – *Gauges local commitment to the project including local and/or state funds pledged*

- A. Local match 20.1% - 30% **+1**
- B. Local match 30.1% - 40% **+3**
- C. Local match 40.1% - 50% **+5**
- D. Local match 50.1% - 60% **+7**
- E. Local match 60.1% - or more **+9**

Total Points Possible: 9 (10%)

Score: _____

Total Score: _____

¹Not used to score Transportation Alternatives Program projects

²Lower-income neighborhoods are defined as being at or below 80% of Area Median Income (AMI) by block group. Source: American Community Survey 5-Year Estimate (2012-2016)

MPO Project Selection - STBG Swap

In the spring of 2019 the MPO Urbanized Area Policy Board approved apportionments of the regional Surface Transportation Block Grant (STBG) Program funds through FY2024. The Transportation Alternatives Program (TAP) funds were last apportioned in 2015 and programmed from FY2021 through FY 2024.

At their May 2020 meeting the MPO Urbanized Area Policy Board voted to “opt out” of the available federal-aid-swap offered by the Iowa DOT. This program would allow federal dollars to be swapped for state funding. Due to this decision, all MPO funded projects will continue to follow the federal-aid project development process.

The regional STBG and TAP funds apportioned by the MPO Urbanized Area Policy Board are federal funds allocated to the MPO by the Iowa Department of Transportation. The MPO programs a minimum of four years of regional STBG and TAP funds following a grant application and public input process.

Fiscal constraint of the TIP

Operations and Maintenance

To ensure the entities that comprise the MPO are capable of maintaining and operating their transportation system, the following spreadsheets show that annual operations and maintenance costs are less than forecasted revenues from non-federal-aid sources.

Year of Expenditure

In 2008, MPOJC began tracking projects using cost estimates in Year of Expenditure to reflect inflated expenses when projects are postponed. In this way, the MPO TIP is fiscally constrained because cost estimates increase over time. The rate of inflation used is 4%.

STBG and TAP Funds Allocated

The following spreadsheets summarize the allocations of regional Surface Transportation Block Grant Program and Transportation Alternatives Program funds allocated to MPO communities by the MPO Urbanized Area Policy Board. The MPO Board uses Iowa DOT funding targets to apportion regional STBG and TAP funds.

As funding targets are adjusted and the 'final allocation' of regional STBG and TAP funds for current funding years are issued by Iowa DOT, the running total of funds granted to the MPO are adjusted. For example, if the final allocation of STBG funds issued by Iowa DOT was larger than the total amount of funding allocation, a surplus of funds is carried forward.

While there are fluctuations in the year-to-year comparison of programmed funds vs. funding targets, for the four-year term of the MPO TIP the regional STBG and TAP funds allocated by the MPO Board are always equal to or less than the funding targets issued by Iowa DOT. In this way, the MPO TIP is fiscally constrained for project funding under the control of the MPO Board.

For Iowa DOT and earmark projects, the MPO TIP includes only those projects programmed by Iowa DOT that have been allocated federal funds. In this way, the MPO TIP is fiscally constrained for other federal aid projects that occur within the MPO transportation planning boundary.

Forecasts of Available Revenue

Each year prior to development of the Iowa DOT's Five-Year Program and the Statewide Transportation Improvement Program both state and federal revenue forecasts are completed to determine the amount of funding available for programming. These forecasts are a critical component in the development of the Five-Year Program and as such are reviewed with the Iowa Transportation Commission. The primary sources of state funding to the DOT are the Primary Road Fund and TIME-21 Fund. These state funds are used for the operation, maintenance and construction of the Primary Road System. The amount of funding available for operations and

maintenance are determined by legislative appropriations. Additional funding is set aside for statewide activities including engineering costs. The remaining funding is available for right of way and construction activities associated with the highway program.

Along with the state funds, the highway program utilizes a portion of the federal funds that are allocated to the state. A federal funding forecast is prepared each year based on the latest apportionment information available. This forecast includes the various federal programs and identifies which funds are allocated to the Iowa DOT for programming and which funds are directed to locals through the MPO/RPA planning process, Highway Bridge Program and various grant programs. Implementation of a federal aid swap will increase the amount of federal funds that are utilized by the Iowa DOT.

For more information regarding Iowa DOT projects programmed in the MPOJC FY2020-2023 TIP, please refer to the Iowa DOT's Office of Program Management's Five-Year Program webpage: https://iowadot.gov/program_management/five-year-program

Summary of Operations and Maintenance Costs-MPOJC*



	2021	2022	2023	2024
City Operations				
CORALVILLE	\$179,241	\$186,411	\$193,867	\$201,622
IOWA CITY	\$857,218	\$891,507	\$927,167	\$964,254
NORTH LIBERTY	\$67,440	\$70,138	\$72,943	\$75,861
TIFFIN	\$17,411	\$18,107	\$18,832	\$19,585
UNIVERSITY HEIGHTS	\$14,043	\$14,605	\$15,189	\$15,796
<i>Subtotal</i>	<i>\$1,135,353</i>	<i>\$1,180,767</i>	<i>\$1,227,998</i>	<i>\$1,277,118</i>
City Maintenance				
CORALVILLE	\$483,806	\$503,158	\$523,285	\$544,216
IOWA CITY	\$4,975,887	\$5,174,922	\$5,381,919	\$5,597,196
NORTH LIBERTY	\$264,280	\$274,851	\$285,845	\$297,279
TIFFIN	\$35,442	\$36,860	\$38,334	\$39,867
UNIVERSITY HEIGHTS	\$0	\$0	\$0	\$0
<i>Subtotal</i>	<i>\$5,759,415</i>	<i>\$5,989,792</i>	<i>\$6,229,383</i>	<i>\$6,478,559</i>
Total Operations and Maintenance	\$6,894,768	\$7,170,559	\$7,457,381	\$7,755,676

Estimated Iowa DOT Operations and Maintenance Costs-MPOJC*

	2021	2022	2023	2024
MPOJC	\$1,798,379	\$1,856,556	\$1,916,264	\$1,974,951

Summary of Non-Federal-aid Revenues-MPOJC*

	2021	2022	2023	2024
CORALVILLE	\$17,125,251	\$17,810,261	\$18,522,671	\$19,263,578
IOWA CITY	\$23,812,103	\$24,764,587	\$25,755,171	\$26,785,377
NORTH LIBERTY	\$12,810,611	\$13,323,035	\$13,855,957	\$14,410,195
TIFFIN	\$2,092,547	\$2,176,249	\$2,263,299	\$2,353,831
UNIVERSITY HEIGHTS	\$273,894	\$284,850	\$296,244	\$308,094
Total	\$56,114,406	\$58,358,982	\$60,693,342	\$63,121,075

Iowa DOT Five Year Program Funding*
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	2021	2022	2023	2024
Revenues				
PRIMARY ROAD FUND	\$708.60	\$719.00	\$721.20	\$725.80
TIME-21	\$135.00	\$135.00	\$135.00	\$135.00
MISCELLANEOUS	\$25.00	\$25.00	\$25.00	\$25.00
FEDERAL AID	\$393.80	\$365.70	\$365.70	\$365.70
<i>Total</i>	\$1,262.40	\$1,244.70	\$1,246.90	\$1,251.50
Statewide Allocations				
OPERATIONS & MAINTENANCE	\$352.40	\$363.80	\$375.50	\$387.00
CONSULTANT SERVICES	\$85.00	\$85.00	\$85.00	\$85.00
CONTRACT MAINTENANCE	\$35.40	\$35.40	\$35.40	\$35.40
RAILROAD CROSSING PROTECT.	\$5.00	\$5.00	\$5.00	\$5.00
MISCELLANEOUS PROGRAMS	\$45.30	\$45.30	\$45.30	\$45.30
<i>Total</i>	\$523.10	\$534.50	\$546.20	\$557.70
Funds Available for ROW/Const.	\$739.30	\$710.20	\$700.70	\$693.80

*Data source: Iowa DOT, 2019. Forecasts assume an annual rate of increase of 4%.
 These tables are estimated costs of operating and maintaining the federal aid system.
 All \$ are in millions.

**Regional Surface Transportation Block Grant Program
Summary of costs and federal aid**

		Federal Fiscal Year	FY21	FY22	FY23	FY24
		STBG Funding Target	\$2,963,000	\$2,963,000	\$2,963,000	\$2,963,000
		STBG TAP Flex Target	\$0	\$0	\$0	\$0
		Carry-Over from prior year	\$5,017,541	(\$1,461,479)	\$771,521	\$884,521
Sub-total			\$7,980,541	\$1,501,521	\$3,734,521	\$3,847,521
Projects						
#25398, low a City, Burlington Street: Capitol Street to Riverside Drive	Project total		(\$1,433,120)			
	Regional STBG Aid		(\$1,011,360)			
#33922, low a City, American Legion Rd reconstruction: Scott Boulevard to Taft Avenue	Project total		(\$9,152,000)			
	Regional STBG Aid		(\$3,608,800)			
#33923, low a City, MVV Road Improvements: Hebl Avenue to Hwy 218	Project total		(\$3,517,280)			
	Regional STBG Aid		(\$930,000)			
#36668, low a City, Benton Street: Mormon Trek Boulevard to Greenwood Drive	Project total		(\$2,872,480)			
	Regional STBG Aid		(\$1,315,860)			
#38309, University Heights, Melrose Avenue Complete Streets	Project total			(\$1,518,400)		
	Regional STBG Aid			(\$730,000)		
#38310, North Liberty, Ranshaw Way: Zeller Street to Hawkeye Drive	Project total		(\$6,697,600)			
	Regional STBG Aid		(\$2,576,000)			
#39151, Coralville, 5th Street: west of 12th Avenue through 20th Avenue intersection	Project total				(\$2,971,280)	
	Regional STBG Aid				(\$1,650,000)	
#39152, Tiffin, North Park Road: Hwy 6 north 2,000 feet	Project total				(\$5,490,160)	
	Regional STBG Aid				(\$1,200,000)	
#45232, low a City, Dodge Street Improvement Project	Project total					(\$13,780,000)
	Regional STBG Aid					(\$3,750,000)
Running total per year regional STBG			(\$1,461,479)	\$771,521	\$884,521	\$97,521

**Iowa Transportation Alternative Program
Summary of costs and federal aid**

		Federal Fiscal Year	FY21	FY22	FY23	FY24
		Iowa TAP Funding Target	\$151,819	\$152,000	\$152,000	\$152,000
		Iowa TAP Flex Funding Target	\$472,224	\$116,000	\$116,000	\$116,000
		Iowa TAP Flex transferred to STBG	\$0	\$0	\$0	\$0
		Carry-Over from prior year	\$602,667	\$72,993	\$128,993	\$396,993
Sub-total			\$1,226,710	\$340,993	\$396,993	\$664,993
Projects						
#33925, Tiffin, Clear Creek Trail: Phase 6	Project total		(\$228,800)			
	Regional TAP		(\$102,000)			
#33926, Coralville, low a River Trail segment	Project total		(\$924,560)			
	Regional TAP		(\$613,717)			
#39149, low a City, Hwy 6 Trail: Fairmeadows Boulevard to Heinz Road	Project total		(\$569,920)			
	Regional TAP		(\$438,000)			
#39150, Coralville, Clear Creek Trail: Hwy 6 to Tom Harkin Trailhead	Project total			(\$501,280)		
	Regional TAP			(\$212,000)		
#45234, North Liberty, North Liberty Road Trail	Project total					(\$1,125,280)
	Regional TAP					(\$648,118)
Running total per year regional TAP			\$72,993	\$128,993	\$396,993	\$16,875

Federal Funding By Program and Year

PGM	2021			2022			2023			2024			PROJECT TOTAL
	PROJECT TOTAL	FA	RGNL FA	PROJECT TOTAL	FA	RGNL FA	PROJECT TOTAL	FA	RGNL FA	PROJECT TOTAL	FA	RGNL FA	
CMAQ	\$2,140	\$500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,140
NHPP	\$138,155	\$110,564	\$0	\$60,061	\$48,048	\$0	\$17,129	\$13,703	\$0	\$27,752	\$24,513	\$0	\$439,925
PL	\$440	\$352	\$0	\$220	\$176	\$0	\$220	\$176	\$0	\$220	\$176	\$0	\$1,980
PRF	\$0	\$0	\$0	\$0	\$0	\$0	\$320	\$0	\$0	\$0	\$0	\$0	\$320
STBG	\$23,671	\$9,441	\$9,441	\$1,518	\$730	\$730	\$8,461	\$2,850	\$2,850	\$13,780	\$3,750	\$3,750	\$80,972
STBG-HBP	\$3,697	\$2,264	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,961
STBG-TAP	\$1,721	\$1,153	\$1,153	\$501	\$212	\$212	\$0	\$0	\$0	\$1,125	\$648	\$648	\$7,373
Total	\$169,824	\$124,274	\$10,594	\$62,300	\$49,166	\$942	\$26,130	\$16,729	\$2,850	\$42,877	\$29,087	\$4,398	\$539,171

TRANSIT REVENUE AND OPERATING COSTS (FY2021-2024)

Iowa City Transit

	2021	2022	2023	2024
State Transit Assistance	\$ 516,813	\$ 537,486	\$ 558,985	\$ 581,344
Urbanized Area Formula (5307)	\$ 1,822,204	\$ 1,895,092	\$ 1,970,896	\$ 2,049,732
Special Needs Formula (5310)	\$ 233,124	\$ 242,449	\$ 252,147	\$ 262,233
Local Tax/Transit Levy	\$ 4,042,021	\$ 4,203,702	\$ 4,371,850	\$ 4,546,724
Fare Revenue	\$ 1,465,999	\$ 1,524,639	\$ 1,585,624	\$ 1,649,049
Contracts/Other	\$ 1,548,476	\$ 1,610,415	\$ 1,674,831	\$ 1,741,825
Total Revenue	\$ 9,628,637	\$ 10,013,783	\$ 10,414,334	\$ 10,830,907
Total Operating	\$ 8,350,426	\$ 8,684,443	\$ 9,031,821	\$ 9,393,093

Coralville Transit

	2021	2022	2023	2024
State Transit Assistance	\$ 283,235	\$ 294,564	\$ 306,347	\$ 318,601
Urbanized Area Formula (5307)	\$ 470,333	\$ 489,146	\$ 508,712	\$ 529,061
Special Needs Formula (5310)	\$ 63,889	\$ 66,445	\$ 69,102	\$ 71,866
Local Tax/Transit Levy	\$ 560,166	\$ 582,573	\$ 605,876	\$ 630,111
Fare Revenue	\$ 452,089	\$ 470,173	\$ 488,979	\$ 508,539
Contracts/Other	\$ 237,572	\$ 247,075	\$ 256,958	\$ 267,236
Total Revenue	\$ 2,067,284	\$ 2,149,975	\$ 2,235,974	\$ 2,325,413
Total Operating	\$ 2,002,040	\$ 2,082,122	\$ 2,165,406	\$ 2,252,023

University of Iowa Campus

	2021	2022	2023	2024
State Transit Assistance	\$ 750,359	\$ 780,373	\$ 811,588	\$ 844,052
Urbanized Area Formula (5307)	\$ 678,610	\$ 705,754	\$ 733,985	\$ 763,343
Special Needs Formula (5310)	\$ 315,941	\$ 328,579	\$ 341,722	\$ 355,391
Local Tax/Transit Levy	\$ 2,602,243	\$ 2,706,333	\$ 2,814,586	\$ 2,927,169
Fare Revenue	\$ -	\$ -	\$ -	\$ -
Contracts/Other	\$ 29,406	\$ 30,582	\$ 31,806	\$ 33,078
Total Revenue	\$ 4,377,559	\$ 4,552,661	\$ 4,734,768	\$ 4,924,158
Total Operating	\$ 4,077,988	\$ 4,241,108	\$ 4,410,752	\$ 4,587,182

4% increase/year

FTA Financial Analysis

FTA Circular 7008.1, Federal Transit Administration Financial Capacity Policy, requires that all recipients of FTA funding prepare an annual assessment of their financial condition and financial capability. FTA has developed a set of guidelines that are used to assess the financial condition and capability of the three fixed route transit systems in the Iowa City Urbanized Area. The main factors covered in the assessment are trends in ridership, fare levels and revenues, non-fare revenues, and unit costs. The analysis is a two-step process with the first step examining the current financial condition of the transit system using historical data. The second step looks at the likelihood that trends will continue to meet future operating and capital needs.

Indicators of current financial condition

1. Farebox revenue trends

Coralville Transit: The average passenger fare increased by 3.5% between FY2018 and FY2019 to \$0.89. The average fare is expected to follow a similar trend and remain at this level or increase slightly during the period FY2021-2024. Ridership decreased by just over 4% between FY2018 and FY2019. Ridership has decreased in each of the last six years since peaking in FY2013. Low fuel prices, area road construction detours, and alternative transportation options may contribute to the decrease in ridership. Quarterly numbers indicate that ridership will continue to decrease again in FY2020.

Iowa City Transit: The average passenger fare remained at \$.79 from FY2018 to FY2019. The average fare is expected to remain at this level or increase slightly during the period FY2021-2024. Ridership decreased by less than 1% in FY2019. As with Coralville Transit; low fuel prices, area road construction detours, and alternative transportation options may have contributed to the decrease in ridership. Iowa City Transit's Ridership is expected to decrease again in FY2020, continuing the downward trend in ridership of the past six years.

University of Iowa Cambus: University of Iowa Cambus operates a no-fare system so revenue from the farebox is not a factor. Ridership decreased by over 6% in FY2019 due to cut backs in service and alternative transportation options. Ridership is expected to continue to decline in FY2020.

2. Non-farebox revenue trends

Coralville Transit: Coralville Transit saw an increase of 11% in FTA operating funding in FY2020. The apportionment of 5307 FTA funding is based on an approved MPOJC formula. Coralville Transit's increase in funding coincides with their increase in locally determined income. Coralville Transit expects funding levels to remain similar or increase slightly in FY2021-FY2024. State Transit Assistance increased by about 2.5% from FY2020-FY2021. Funding levels are expected to decrease for the period FY2021-2024.

Local tax/transit levy revenue will continue to provide about 28% of Coralville Transit's operating funding during the period FY2021-2024.

Iowa City Transit: Iowa City Transit saw an increase of about 10% in FTA operating funding in FY2020. The apportionment of 5307 FTA funding is based on an approved MPOJC formula. Iowa City Transit expects funding levels to remain similar to the FY20 funding amount in FY2021-FY2024. State Transit Assistance increased by about 3.5% from FY2020-FY2021. This funding level is expected to decrease for the period FY2021-2024. The local transit levy revenue will continue to provide about 48% of Iowa City Transit's operating funding during the period FY2021-2024.

University of Iowa Cambus: University of Iowa Cambus experienced an increase of about 9% in FTA operating funding in FY2020. The apportionment of 5307 FTA funding is based on an approved MPOJC formula. University of Iowa Cambus expects FTA funding levels to remain similar to the FY20 funding amount in FY2021-FY2024. State Transit Assistance increased by about 2.4% from FY2020-FY2021. Slight decreases are expected for the period FY2021-2024. About 64% of Cambus funding comes from student fees that are paid each semester by University of Iowa students and from transfers from the University parking fund and other university departments.

3. Cost trends

Coralville Transit, Iowa City Transit and University of Iowa Cambus all experienced increases in their operating costs from FY2018 to FY2019. Coralville Transit and Iowa City Transit each increased by about 6% while the Cambus operating budget increased by about 3%. The increases are attributed to rising wages and benefits. Operating costs are expected to remain steady or increase slightly for all three systems during the FY2021-2024 period.

4. Cost effectiveness trends

Coralville Transit, Iowa City Transit, University of Iowa Cambus: Between FY2018 and FY2019 as measured by cost per mile, Coralville Transit increased by 7% from \$7.01 to \$7.51; Iowa City Transit cost per mile increased by 14% from \$6.93 to \$7.92; and University of Iowa Cambus' increase by 7% from \$4.73 to \$5.05.

The cost per hour for Coralville Transit increased from \$84.79 to \$90.80; Iowa City Transit's cost per hour increased from \$98.57 to \$103.15; and University of Iowa Cambus cost per hour increased from \$45.94 to \$49.18.

The cost per ride on Coralville Transit increased slightly from \$3.00 in FY2018 to \$3.31 in FY2019. Iowa City Transit increased from \$3.55 to \$3.74, and University of Iowa Cambus increased from \$.82 to \$1.02.

All of the above trends vary from year to year depending on fluctuations in ridership and operating costs. Significant changes are expected during the period FY2021-2024 due to

the Coronavirus pandemic. However, as measured by these performance factors, Coralville Transit, Iowa City Transit, and UI Cambus remain three of the most efficient transit systems in the state of Iowa along with Ames CyRide.

5. Likelihood of trends continuing

Based on the examination of each system’s revenue forecast and projected operating expenses, Coralville Transit, Iowa City Transit, and University of Iowa Cambus will have the financial capacity to maintain adequate levels of funding for the period covered by the FY2021-2024 MPOJC Transportation Improvement Program. Local funding support is expected to continue. FTA Small Transit Intensive Communities program funding will enhance federal funding of each system. Iowa City Transit and Coralville Transit will continue to see additional revenue enhancement due to their intermodal transportation facilities.

CARES Act funding

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. The State of Iowa received \$35,898,003 in CARES Act funding which included \$8,331,763 for the Iowa City Urbanized Area to be apportioned to Iowa City Transit, Coralville Transit, and University of Iowa Cambus for operating expenses incurred beginning on January 20, 2020.

The CARES Act apportionment was approved by the MPOJC Urbanized Area Policy Board on May 27, 2020.

Iowa City Transit:	\$5,109,870
Coralville Transit:	\$1,318,918
University of Iowa Cambus:	\$1,902,975

Eligible expenses will be used to maintain current transit services as well as pay for administrative leave for transit personnel due to reduced operations.

Performance Based Planning

Highway Safety Improvement Program (PM I)

Rather than setting its own safety targets, MPOJC has chosen to support the Iowa DOT's safety targets as published in the most recent Iowa Highway Safety Improvement Program Annual Report. The MPO supports those targets by reviewing and programming all Highway Safety Improvement Program (HSIP) projects within the MPO boundary that are included in the DOT's Transportation Improvement Program.

Any Iowa DOT sponsored HSIP projects within the MPO area were selected based on the strategies included in the Strategic Highway Safety Plan and safety performance measures and were approved by the Iowa Transportation Commission. The Iowa DOT conferred with numerous stakeholder groups, including MPOJC, as part of its target setting process. Working in partnership with local agencies, Iowa DOT safety investments were identified and programmed which will construct effective countermeasures to reduce traffic fatalities and serious injuries. The Iowa DOT projects chosen for HSIP investment are based on crash history, roadway characteristics, and the existence of infrastructure countermeasure that can address the types of crashes present. The Iowa DOT continues to utilize a systemic safety improvement process rather than relying on "hot spot" safety improvements.

Pavement and Bridge (PM II)

Rather than setting its own pavement and bridge targets, MPOJC has chosen to support the Iowa DOT's pavement and bridge targets as submitted in the most recent baseline period performance report. The MPO supports those targets by reviewing and programming all Interstate and National Highway System projects within the MPO boundary that are included in the DOT's Transportation Improvement Program.

Any Iowa DOT sponsored pavement and bridge projects within the MPO area were determined in alignment with the Iowa Transportation Asset Management Plan (TAMP) and the pavement and bridge performance measures. The TAMP connects Iowa in Motion 2045 and system/modal plans to Iowa DOT's Five-Year Program and the STIP. Iowa in Motion 2045 defines a vision for the transportation system over the next 20 years, while the Five-Year Program and STIP identify specific investments over the next four to five years. The TAMP has a 10-year planning horizon and helps ensure that investments in the Five-Year Program and STIP are consistent with Iowa DOT's longer-term vision. Starting in 2019, the TAMP also integrated the pavement and bridge performance targets.

The Iowa DOT conferred with numerous stakeholder groups, including MPOJC and local owners of NHS assets, as part of its target setting process. The methodology used to set targets used current and historical data on condition and funding to forecast future condition. Asset management focuses on performing the right treatment at the right time to optimize investments and outcomes. Management systems are utilized to predict bridge and pavement needs and help

determine the amount of funding needed for stewardship of the system. The TAMP discusses the major investment categories that the Iowa DOT Commission allocates funding through. Once the Iowa DOT Commission approves the funding for these categories, Iowa DOT recommends the allocation of the funds to specific projects using the processes described in the TAMP. Pavement and bridge projects are programmed to help meet the desired program outcomes documented in the TAMP.

System and Freight Reliability (PM III)

Rather than setting its own system and freight reliability targets, MPOJC has chosen to support the Iowa DOT's system and freight reliability targets as submitted in the most recent baseline period performance report. The MPO supports those targets by reviewing and programming all Interstate and National Highway System projects within the MPO boundary that are included in the DOT's Transportation Improvement Program.

The Iowa DOT conferred with numerous stakeholder groups, including MPOJC, as part of its target setting process. Variability within the existing travel time dataset was used to forecast future condition. Projects focused on improving pavement and bridge condition also often help improve system reliability and freight movement. Additional projects focused specifically on improving these areas of system performance are developed in alignment with the target-setting process for related performance measures, and the freight improvement strategies and freight investment plan included in the State Freight Plan. This plan includes a detailed analysis and prioritization of freight bottlenecks, which are locations that should be considered for further study and possibly for future improvements. The process also involved extensive input from State, MPO, RPA, and industry representatives. State projects identified in the freight investment plan and programmed in the STIP were highly-ranked freight bottlenecks.

Transit Asset Management Performance Based Planning

Public transit capital projects included in the STIP align with the transit asset management (TAM) planning and target setting processes undertaken by the Iowa DOT, transit agencies, and MPOs. The Iowa DOT establishes a group TAM plan and group targets for all small urban and rural providers while large urban providers establish their own TAM plans and targets. Investments are made in alignment with TAM plans with the intent of keeping the state's public transit vehicles and facilities in a state of good repair and meeting transit asset management targets. The Iowa DOT allocates funding for transit rollingstock in accordance with the Public Transit Management System process. In addition, the Iowa DOT awards public transit infrastructure grants in accordance with the project priorities established in Iowa Code chapter 924. Additional state and federal funding sources that can be used by transit agencies for vehicle and facility improvements are outlined in the funding chapter of the Transit Manager's Handbook. Individual transit agencies determine the use of these sources for capital and operating expenses based on their local needs.

As part of the development of the TAM Plan, Iowa City Transit, Coralville Transit, and University of Iowa Cambus established performance measure targets for rolling stock, equipment, and facilities. The targets used "useful life" and "condition" benchmarks to measure performance annually. The performance targets included:

- **Equipment** (non-revenue service vehicles over \$50,000 in acquisition value) State of Good Repair Target - Percentage of Vehicles (maintenance trucks/maintenance equipment) that have met or exceeded their Useful Life Benchmark.
- **Facilities** State of Good Repair Target with an asset class rated below 3.0 (5 being excellent) on the TERM (Transit Economic Requirements Model) Scale.
- **Rolling Stock** State of Good Repair Target - Percentage of Revenue Vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark.
- **Infrastructure** Is not applicable.

MPOJC adopted the local transit agency performance targets at the September 2017 Urbanized Area Policy Board meeting. MPOJC will be required to reflect the adopted performance measures and targets in all Long-Range Transportation Plans and Transportation Improvement Programs and report on progress toward those targets. The Urbanized Area Policy Board assures that the MPO will work cooperatively with the State of Iowa and the respective targets for regional transit asset management and will work cooperatively with Iowa City Transit, Coralville Transit, and University of Iowa Cambus to support the local fixed route systems' respective targets through the comprehensive, continuing and cooperative metropolitan transportation planning process, including activities related to collection of data, tracking, and reporting toward attainment of critical outcomes in the Iowa City Metropolitan Planning Area.



Date: June 30, 2020
To: MPOJC Urbanized Area Policy Board
From: Emily Bothell; ^{EB} Senior Associate Transportation Planner
Re: Agenda Item #3(c): Update on the MPOJC Long Range Transportation Plan revision process

As mentioned at your May meeting, we're in the process of updating the MPO's Long Range Transportation Plan. The Plan will be the culmination of a multi-year planning process in which residents, municipal staff, and elected officials in the metro area are engaged to help create a vision of the future transportation network.

To keep the board apprised of our long-range planning undertakings, I detailed a list of items Staff will be prepared to share with the Policy Board for comment this fall.

Refined Vision and Guiding Principles – We have started giving thought to the Plan's overall vision and guiding principles. We'll begin researching other Long Range Plans, thinking of past/present local planning efforts, and considering Federal Highway Administration and the Department of Transportation directives.

Updated Performance Measures - The latest federal transportation bill, the FAST Act (Fixing America's Surface Transportation) requires that long-range plans include performance measures to assess how the transportation network is performing. The current Plan includes 21 performance measures that Staff will reexamine and update.

Needs Assessment / Project Selection - Staff will be conducting a needs assessment asking MPO entities to submit capital transportation infrastructure needs (projects) to be considered for inclusion in the Plan.

Refined Scoring Criteria - Scoring criteria for road and bike/pedestrian projects have been used to help prioritize capital infrastructure projects and create a fiscally constrained list of projects to be included in the Plan. This is required by the FHWA as there is a limited amount of federal transportation funding expected to be available for the 'life' of the plan. Staff will review and refine the current scoring criteria based on national long-range planning trends and Federal Highway Administration planning factors.

Updated Arterial Streets Plan - Included within the Plan is the Arterial Streets Plan. This map is intended to reflect existing arterial streets and *generally* identify future arterial corridors in the metro area. Staff will ask each municipality to identify any changes to the plan.

Travel Demand Model – Coincident with the update of the Long-Range Plan is the update of the MPOJC Travel Demand Model. The model is used to help understand how vehicular traffic patterns may change in response to land-use changes and to provide forecasted traffic volumes. The model update is a considerable undertaking requiring MPO staff and a dedicated staff member at the Iowa Department of Transportation approximately 18 months to complete. In the upcoming weeks, MPO staff will be contacting MPOJC entities for assistance in developing a picture of growth for the urbanized area in the Plan horizon year of 2050. It is that growth, plus the anticipated transportation network of the future, which drives future traffic projections.

As a planning document, there should be adequate opportunity for input and understanding of the provisions included in the MPOJC Long Range Transportation Plan. If you or your organization would like to know more about the revision process, or more detail about what the Plan includes, staff would be happy to give a short presentation to any committees or commissions which are a part of your organization. To request a staff presentation, please contact me at 319-356-5250 or emily-bothell@iowa-city.org