



MPOJC Transportation Technical Advisory Committee
Tuesday September 15, 2020 – 10:30 a.m.

Electronic Meeting Notice
Zoom Meeting Platform

Electronic Meeting

(Pursuant to Iowa Code section 21.8)

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

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

<https://zoom.us/meeting/register/tJYrdemqrDsoE9SBs0OGQQtrtLFTQnNx7p0z>

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: 926 2022 0290.

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; recognize alternates; consider approval of meeting minutes
2. Public discussion of any item not on the agenda*
3. Consider a recommendation to the Urbanized Area Policy Board regarding an amendment to the adopted FY2021-2024 MPOJC Transportation Improvement Program (TIP) – modifying programming of Interstate 80/380 interchange construction funds
4. Discussion regarding Surface Transportation Block Grant (STBG) and Transportation Alternative Program (TAP) scoring criteria for funds allocated by MPOJC
5. Discussion regarding potential Federal Functional Classification changes for MPOJC Urbanized Area roadways
6. Update and initial discussion on the MPOJC Long Range Transportation Plan revision process
 - a. Vision
 - b. Guiding Principals
 - c. Performance Measures
 - d. Travel Demand Model Video
7. Discussion regarding data collection and extrapolation for local traffic studies to be completed by MPOJC
8. Update on the Final CRANDIC Passenger Rail study
9. Other Business
10. Adjournment

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.

MEMBERS PRESENT:

Coralville:	Kelly Hayworth, Dan Holderness, Vicky Robrock
Iowa City:	Jason Havel, Ron Knoche, Darian Nagle-Gamm, Mark Rummel, Scott Sovers
Johnson County:	Tom Brase, Greg Parker
North Liberty:	Ryan Rusnak
Tiffin:	None
University Heights:	None
University of Iowa:	Brian McClatchey
RTBC:	None
Iowa DOT:	Catherine Cutler
ECICOG:	None

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

OTHERS PRESENT: None

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

Neumann called the meeting to order at 10:30 AM. 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. Neumann indicated that votes would be cast verbally, per the voting system for in-person meetings.

There were no alternates present.

McClatchey moved to approve the minutes from the January meeting, with Knoche seconding. **The motion carried unanimously.**

2. PUBLIC DISCUSSION OF ANY ITEM NOT ON THE AGENDA

None.

3. CONSIDER A RECOMMENDATION TO THE URBANIZED AREA POLICY BOARD REGARDING PARTICIPATION IN THE 'FEDERAL-AID-SWAP' WHEREBY STATE FUNDING COULD REPLACE FEDERAL FUNDING FOR LOCAL ROAD/BRIDGE PROJECTS

Ralston explained that Iowa House File 203 was passed into law in 2018, permitting the Iowa Transportation Commission to participate 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 MPOJC TTAC has unanimously recommended opting-in to the 'Federal-Aid-Swap' for the past two years, while the MPOJC Urbanized Area Policy 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.

McClatchey inquired about whether projects not protected by Davis-Bacon Wages could disclose in the project specifications that workers must be payed the prevailing wage. Ralston and Knoche explained that the competitive bidding process under current State Code prevents the formulation of compensation agreements akin to ensuring prevailing wages for workers.

Knoche expressed that while there wasn't enough data to support a definitive opt-in or opt-out scenario, he supported opting-in to the 'Federal-Aid-Swap.' Ralston shared that the Iowa DOT has estimated a six-month reduction in project timeline for those opting-in, based on current projects funded through the program. Knoche indicated that this saving in temporal span of projects also has the anticipated benefit of reducing both front- and back-end fiscal expenditures surrounding projects.

McClatchey asked Knoche if a single year of opting-in to the 'Federal-Aid-Swap' would provide sufficient time to document the savings associated with the shortened project schedules. Knoche identified that whether or not cost and time savings could be documented would depend on the development timeline of a project and whether it was completed within either a single year of opting-in or continued opting-in for the project's full timeline to ensure holistic and continuous project data.

Knoche moved for a recommendation to the UAPB to opt-in to the 'Federal-Aid-Swap,' with Hayworth seconding. **The motion carried unanimously.**

4. CONSIDER A RECOMMENDATION TO THE URBANIZED AREA POLICY BOARD REGARDING 'CORONAVIRUS AID, RELIEF, AND ECONOMIC SECURITY' (CARES) ACT FUNDING ALLOCATIONS FOR LOCAL TRANSIT AGENCIES

Neumann indicated that the CARES Act, signed into law in this past March, allocated \$25 billion to Urbanized Areas currently receiving Section 53.07 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 53.07 funds. Following discussion with managers of transit agencies, it was agreed that the same apportionment guidelines as used in the previous Section 53.07 funds approved for distribution in January would be used to apportion CARES funds. Neumann shared that funds may be distributed by the end of the current fiscal year, pending Federal Transit Agency (FTA) approval.

Nagle-Gamm shared that Iowa City Transit is currently servicing 10-15% of normal ridership values and is operating with zero fares to encourage boarding from the back, and that the apportioned funds are beneficial for continuing service and rebuilding ridership moving forward. McClatchey identified the uncertainty of resuming ridership levels and shared that there will be an anticipated 25% decline in state transit assistance this coming year – compounding the importance of these apportioned funds.

Rusnak inquired as to whether North Liberty would receive any apportioned funds through their contract with Coralville Transit to provide service to the community. Robrock indicated that Coralville Transit had not yet had an opportunity to explore the financial status of the contract pertaining to CARES Act funding.

McClatchey provided clarification that the CARES Act funding provides reimbursements for operational expenses and is not a flat distribution of discretionary funds. However, operational expenditures normally covered by fare revenue is reimbursable through this framework. Ralston further indicated that the funding can be spread throughout the coming fiscal years and is not limited to the current fiscal cycle.

Nagle-Gamm moved for approval of a recommendation to the UAPB regarding CARES Act funding allocations, with McClatchey seconding. **The motion carried unanimously.**

5. CONSIDER A RECOMMENDATION TO THE URBANIZED AREA POLICY BOARD REGARDING 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 yielded 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.

Holderness moved for approval of a recommendation to the UAPB regarding the Draft MPOJC FY2021 Transportation Planning Work Program, with Nagle-Gamm seconding. **The motion carried unanimously.**

6. CONSIDER A RECOMMENDATION TO THE URBANIZED AREA POLICY BOARD REGARDING AMENDMENTS TO THE ADOPTED FY2020-2023 MPOJC TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Neumann shared that both the City of Iowa City and the City of Coralville requested amendments to the current FY2020-2023 TIP, which was approved last July by the UAPB. Iowa City's request is to update language surrounding the IWV Road Improvement Project, supporting the additional installation of a water main running between IWV Road and the Iowa City Landfill along Hebl Avenue. This project is programmed for FY2021 using STBG funding

and is a joint project between the City of Iowa City and Johnson County. The language change is necessary to finalize the contract with the Iowa DOT. Coralville's request is to update the language in the Iowa River Trail Project for the inclusion of trail lighting along the north side of the trail. The language change is also necessary to finalize the contract with the Iowa DOT. These amendments will allow the projects to accept the necessary funds and move forward with the anticipated project schedules.

Havel indicated that the proposed water main along Hebl Avenue is intended to support fire protection at the Iowa City landfill. The current water line scheme does not support efficient fire protection, particularly as the landfill faces annual fire incidents due to materials disposed at the site.

Knoche moved for approval of a recommendation to the UAPB regarding amendments to the adopted FY2020-2023 MPOJC TIP, with Holderness seconding. **The motion carried unanimously.**

7. CONSIDER A RECOMMENDATION TO THE URBANIZED AREA POLICY BOARD REGARDING APPROVAL OF DRAFT FY2021-2024 MPOJC TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PROJECTS

Neumann shared that the TIP project list includes all federal and state projects for both road 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 (\$648k in TAP funds programmed for FY2024). Numerous Iowa DOT projects surrounding the I-80/I-380 Interchange Project are also included along with North Liberty's Highway 965 Improvement Project. 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 during 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 amended language for the IWW Road and Iowa River Trail projects will be included in the TIP project list, pending UAPB approval.

Holderness indicated that updated cost estimates for the I-80/First Avenue Interchange project would be coming from the Iowa DOT District 6 office.

Holderness moved for approval of a recommendation to the UAPB regarding approval of the draft FY2021-2024 MPOJC TIP project list, with Knoche seconding. **The motion carried unanimously.**

8. UPDATE ON THE MPOJC FY2021 TRANSIT PROGRAM OF PROJECTS

Neumann enumerated that the Federal Transit Administration requires each agency receiving federal project funds to provide an annual updated program of projects. The program of projects is further incorporated into the consolidated transit funding application coordinated with the Iowa DOT, which includes an approval process separate from the MPOJC board structure. Iowa City's program of projects includes additional funding requirements for the acquisition of electric buses, anticipated to be met through a mixture of grant and public funding sources.

9. 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 transportation funds. Each iteration of the Long-Range Transportation Plan takes around two years for completion and staff will be soliciting 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 modeling during later phases. The next iteration will likely be revisionary in nature as the previous MPOJC Long Range Transportation Plan was a significant update.

10. OTHER BUSINESS

None.

11. ADJOURNMENT

Knoche moved to adjourn, with Rusnak seconding. **The motion carried unanimously.**

The meeting was adjourned by Neumann at 11:10 AM.



Date: September 8, 2020

To: Transportation Technical Advisory Committee

From: Brad Neumann, Associate Transportation Planner

Re: Agenda item #3: Consider a recommendation to the Urbanized Area Policy Board regarding an amendment to the adopted FY2021-FY2024 MPOJC Transportation Improvement Program (TIP) - modifying programming of Interstate 80/380 interchange construction funds

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

The Iowa DOT has requested an amendment to the adopted MPOJC FY2021-2024 TIP increasing the funding amount in Federal Fiscal Year (FFY) 2021 for the I-80/I-380 interchange project. The change in funding is due to the Iowa DOT delaying a project letting from summer (FFY2020) to winter (FFY2021).

Amend the FY2021-2024 TIP to change a project funding amount:

Current project funding amount for I-80: I-380/US 218 Interchange near Iowa City.

FFY2021: \$137,755,000 Total

FFY2021: \$110,204,000 Federal Aid

New project funding amount for I-80: I-380/US 218 Interchange near Iowa City.

FFY2021: \$207,565,000 Total

FFY2021: \$176,430,250 Federal Aid

Please be prepared to make a recommendation to the Urbanized Area Policy Board regarding this TIP amendment. I will be available at the September 15 meeting to answer any questions you have.

cc: Kent Ralston



Date: September 8, 2020
To: Transportation Technical Advisory Committee
From: Emily Bothell, ^{EB} Sr. Associate Transportation Planner
Re: Agenda item #4: Discussion regarding Surface Transportation Block Grant (STBG) and Transportation Alternative Program (TAP) scoring criteria for funds allocated by MPOJC

MPOJC grant applications for Surface Transportation Block Grant (STBG) and Transportation Alternative Program (TAP) funding will be made available in February 2021. Prior to grant solicitation we wanted to provide the Committee an opportunity to review the attached STBG and TAP scoring criteria (revised and approved in November 2018). The scoring criteria are one tool to evaluate potential grant funded projects and the Policy Board is not required to award funding based solely on project scores. When reviewing the scoring criteria, recall it will also be used to score and rank projects to be included in the fiscally constrained projects list in the MPOJC Long Range Transportation Plan (LRTP) update.

Please be prepared to discuss the criteria and make a recommendation to the Urbanized Area Policy Board. If the Board directs staff to make changes to the scoring criteria, we will provide a draft for review at your November meeting.

I will be available at your September 15th meeting to answer any questions you may have.

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: _____

¹ Not used to score Transportation Alternatives Program projects

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



Date: September 8, 2020
To: Transportation Technical Advisory Committee
From: Emily Bothell, Sr. Associate Transportation Planner
Re: Agenda item #5: Discussion regarding potential Federal Functional Classification (FFC) changes for MPOJC Urbanized Area roadways

MPOJC grant applications for Surface Transportation Block Grant (STBG) and Transportation Alternative Program (TAP) funding will be made available in February 2021. These federal funds can only be spent on roadways functionally classified as collector, or higher, on the Federal Functional Classification (FFC) system. In advance of grant solicitation, staff is asking each community to review the current FFC map and submit any needed revisions by October 15th, 2020.

The functional classification system is a hierarchy of five roadway classes and identifies which roads are Federal Aid Routes. The classes, from highest to lowest, are interstates, principal arterials, minor arterials, collectors, and local streets. Roadways with higher classifications provide better mobility and provide less access to individual properties. Roadways with lower classifications provide better access to individual properties and provide less overall mobility.

Roadways must provide a high-level of transportation connectivity within your jurisdiction. Roadways that do not demonstrate a high-level of connectivity within the existing FFC system or new roadways that are not programmed in a community's Capital Improvement Program will not be approved by the Iowa DOT. Only 35% of the total road mileage within the urban area can be included in the Federal Functional Classification System.

Please review the current FFC map (link below) and identify roadways that you would like added to the system or those in which you would like revised (classification adjustment, removal of a roadway, etc.). Once staff has received any/all amendments, we will work with the Iowa DOT to get 'pre-approval'. Once 'pre-approved' by the DOT, staff will bring a recommendation back to the Committee and Urbanized Area Policy Board for final approval.

I will be available at your September 15th meeting to answer any questions you may have.

Link to the Highway Network Interactive Map:

<https://iowadot.maps.arcgis.com/apps/MapSeries/index.html?appid=ee5e09b37329492587f8dd4dca4f8e75>



Date: September 8, 2020
To: Transportation Technical Advisory Committee
From: Emily Bothell, ^{EB} Senior Associate Transportation Planner
Re: Agenda Item #6: Update and Initial Discussion 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 regional vision of the future transportation network.

To keep the Committee apprised of our long-range planning undertakings, I detailed a list of items for discussion and general concurrence. This plan builds on the previous plan's vision, guiding principles, and performance measures with some minor modifications to ensure the Plan is comprehensive, cooperative, and continuing.

Transportation Vision

To ensure the strategic use of public investments and policies for the creation of a safe, efficient, and equitable transportation network that enhances economic opportunity and growth while preserving our environment and quality of life.

Guiding Principles – We'll be asking the Committee to approve the guiding principles at your November meeting.

- 1) *Economic Opportunity* – supports growth, innovation, job creation, and productivity.
- 2) *Environment* – preserves and protects our natural resources, including land, water, and air quality.
- 3) *Quality of Life* – enhances livability and creates vibrant and appealing places that serve residents throughout their lives.
- 4) *System Preservation* – maintain the existing facilities in good and reliable condition.
- 5) *Choice* – offer multi-modal transportation options that are affordable and accessible.
- 6) *Safety* – transportation network designed and maintained to enhance safety and security of all users.
- 7) *Efficiency* – builds a well-connected transportation network with coordinated land use patterns to reduce travel demand and delay, miles travelled, and energy consumption.
- 8) *Health* – invites and enhances healthy and active lifestyles.
- 9) *Equity* – provide access and opportunity for all people and all neighborhoods.

Performance Measures – The latest federal transportation bill, the FAST Act (Fixing America's Surface Transportation) requires that long-range plans include performance measures. Attached is a list of performance measures, some of which are new, that will allow for us to evaluate how well the regional system is performing relative to our baseline goals included in the 2017 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 months, MPO staff will be contacting MPOJC entities for assistance in developing a picture of growth for the urbanized area for the Plan horizon year of 2050. It is that growth, plus the anticipated transportation network of the future, which drives future traffic projections.

I will be available at your September 15th meeting to answer any questions you may have.

MEASURE	DEFINITION	TREND	MPO BASELINE DATA**
Economic Opportunity			
Travel time to work	Average travel time to work	Decrease ↓	18.5 minutes
Transit access to employment	Percent of metro employees within 1/4 mile of transit route	Increase ↑	93%
Environment			
VMT	Metro Area vehicle miles traveled	Decrease ↓	660,194 (1000's of miles)
Housing density	Metro area housing units per acre	Increase ↑	1.4
Air quality	Annual average concentration of PM 2.5 in Johnson County	Decrease ↓	9.3-9.6 (EPA annual standard = 12)
Quality of Life			
Travel delay to work	Annual hours of delay per auto commuter	Decrease ↓	6 hrs / yr
Trail access	Percentage of metro area within 1/4 mile of trail system	Increase ↑	80%
System Preservation			
Bridges	Percent of bridges (IDOT, County, & City) in Johnson County rated as being deficient	Decrease ↓	20.0% (2015)
	Percent of NHS bridges classified as being in Good condition*		New Measure
	Percentage of NHS bridges classified as being in Poor condition*		New Measure
Pavement Condition	Percent of pavement measured at fair or better condition	Increase ↑	93% (2014) State/Federal (2013) Local Rev. Plan Data
	Percent of Interstate pavements in Good condition*		New Measure
	Percent of Interstate pavements in Poor condition*		New Measure
	Percent of non-Interstate NHS pavements in Good condition*		New Measure
	Percent of non-Interstate NHS pavements in Poor condition*		New Measure
Transit	Percent of non-revenue vehicles met or exceeded Useful Life*		New Measure
	Percent of revenue vehicles met or exceeded Useful Life*		New Measure
	Percent of track segments with performance restrictions*		New Measure
	Percent of assets with condition rating below 3.0 on FTA TERM Scale*		New Measure
Choice			
Mode Split	Percentage of workers commuting via walking, biking, transit, or rideshare	Increase ↑	14.9% (2015)
Facilities	Miles of roadway that include bike lanes	Increase ↑	6.2 miles
	Percentage of roadway miles that do not include sidewalks	Decrease ↓	13 miles
Safety			
Fatalities	Total number of traffic fatalities* (5-year total)	Decrease ↓	24 (local) / 342 (state-wide)
	Rate of fatalities per 100 million vehicle miles traveled (VMT)*	Decrease ↓	0.761 (local) / 1.019 (state-wide)
Serious Injuries	Number of serious injury accidents* (5-year total)	Decrease ↓	127 (local) / 1,420 (state-wide)
	Rate of serious injury accidents per 100 million VMT*	Decrease ↓	4.023 (local) / 4.230 (state-wide)
Nonmotorized Fatalities/Injuries	Number of non-motorized fatalities/injuries* (5-year total)	Decrease ↓	32 (local) / 132.6 (state-wide)
Bicycle Collisions	Rate of non-motorized fatalities and serious injuries per 100 million VMT	Decrease ↓	1.016
Pedestrian Collisions	Total Collisions	Decrease ↓	170
Transit Safety	Total Collisions	Decrease ↓	154
	Total number of reportable fatalities and rate per total vehicle revenue miles by mode*		New Measure
	Total number of reportable injuries and rate per total vehicle revenue miles by mode*		New Measure
	Total number of reportable events and rate per total vehicle revenue miles by mode*		New Measure
	Mean distance between major mechanical failures by mode*		New Measure
Efficiency			
Congestion	Percentage of major road mileage at Level of Service C or better at peak hours	Increase ↑	97.90%
Travel Time Reliability	Percent of the person-miles traveled on the Interstate that are reliable*		New Measure
	Percent of the person-miles traveled on the non-Interstate NHS that are reliable*		New Measure
Vehicle Miles Travelled	Truck Travel Time Reliability (TTR) Index*		New Measure
	Local VMT per capita (annual, 1000's of miles)	Decrease ↓	5,709 (2015)
Health			
Physical activity	Percent of adults in Johnson County who are physically active	Increase ↑	17.6% (2013)
Seat belt use	Percent of adults reporting to always use seat belts	Increase ↑	86% (2013)
Equity			
Housing & transportation costs	Average proportion of household income devoted to housing and transportation costs	Decrease ↓	49% metro average

*Federally required performance measurement.

** Baseline data was obtained from multiple sources. Data ranges from years 2013 - 2015.

Date: September 8, 2020

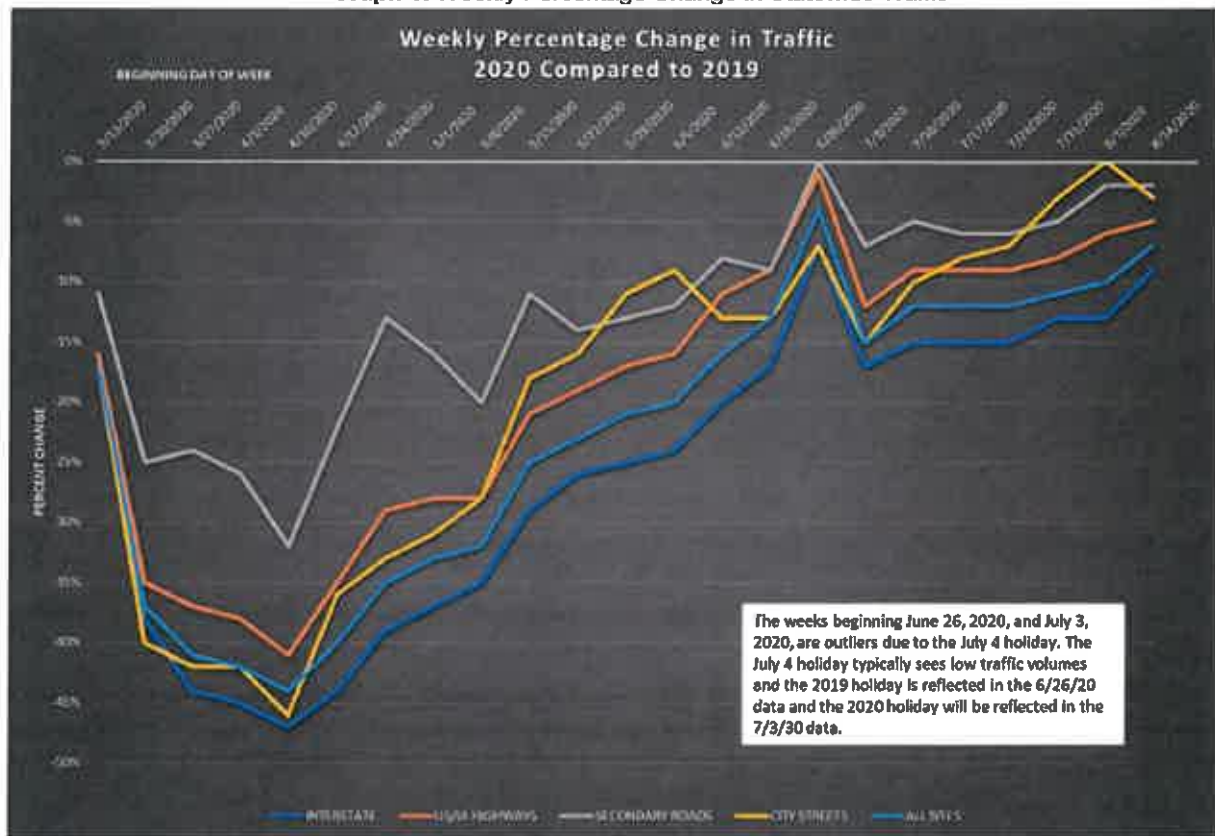
To: Transportation Technical Advisory Committee

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

Re: Agenda Item #7: Discussion regarding data collection and extrapolation for local traffic studies to be completed by MPOJC

The onset of COVID-19 has impacted travel patterns and mode choice in the Iowa City Urbanized Area since March, though recent data suggests traffic patterns are normalizing. The Iowa Department of Transportation (DOT) recorded sharp decreases in traffic counts at their more than 120 automatic traffic recorders (ATR) across the state as compared with that equivalent week in 2019. The Iowa DOT reported the most significant drop being in mid-April with traffic counts increasing thereafter. Total traffic remained approximately 15% below 2019 numbers from mid-June through most of July. Following this time, traffic on city streets has nearly returned to 2019 levels as shown in **Graph 1**.

Graph 1: Weekly Percentage Change in Statewide Traffic

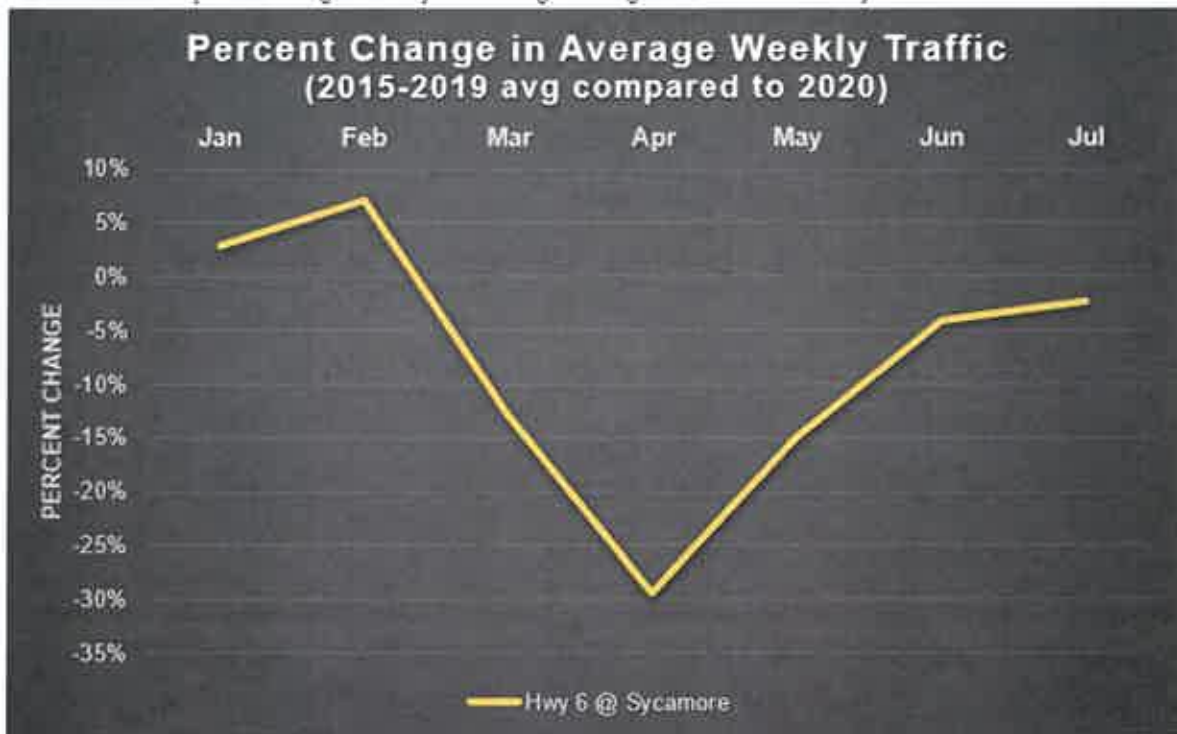


*Source: Iowa DOT. COVID-19 Impacts on Highway/Road/Street Funding – August Update.

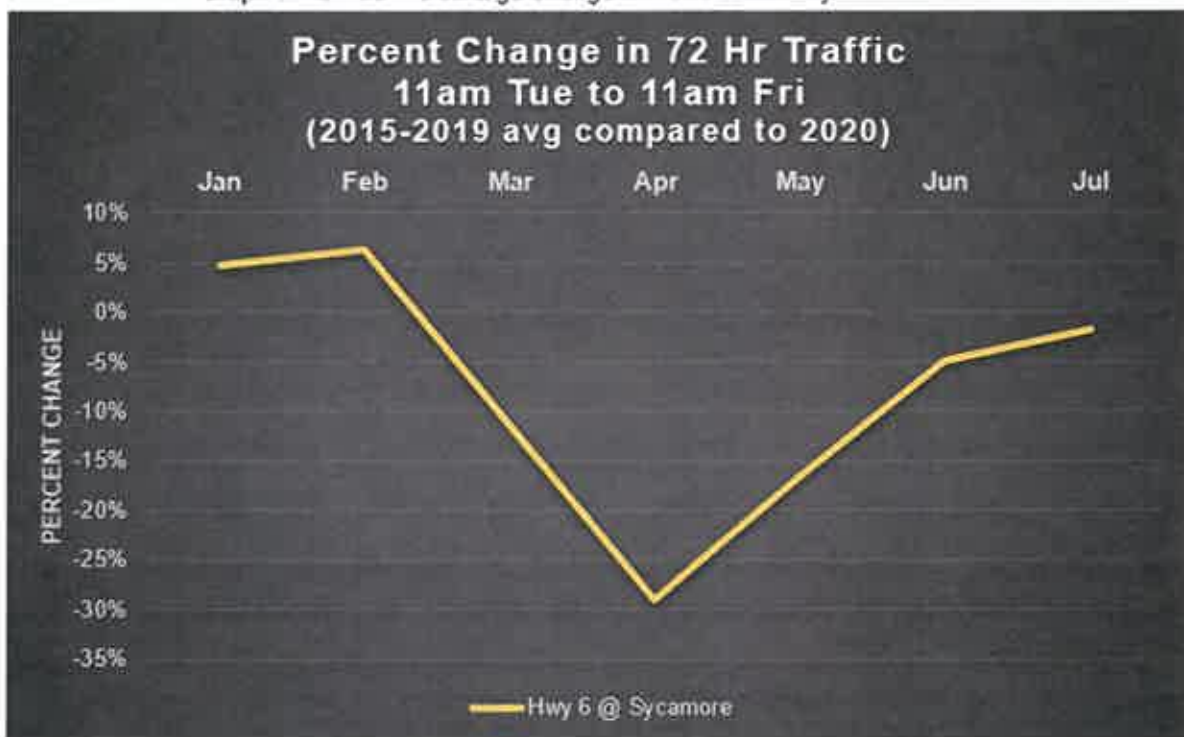
The MPO compared our local ATR data to that of the more than 120 ATR sites across the state and our traffic counts show a consistent trend. We also compared our 2020 ATR data to the historical 5-year average (2015-2019) at the same site and found our traffic counts to be nearing this average with the 2020 data being 4 percent lower in June and 2 percent lower in July (**Graph 2**). Moreover, we compared our historical 5-year average of 72-hour traffic data (**Graph 3**) to that

of 2020 and found the percent change to be 5 percent in June and 2 percent in July which is trending near the local average weekly counts and the statewide weekly counts.

Graph 2: Average Weekly Percentage Change in Traffic at the Hwy 6 ATR Location



Graph 3: 72-Hour Percentage Change in Traffic at the Hwy 6 ATR Location



In order to complete the attached list of studies (as requested by member entities) we need reliable peak hour and Average Daily Traffic (ADT) data. We intend to capture traffic counts from August through December and compare that to the 5-year average (2015-2019) from the same month and week. If the data is shown to be reliable and valid, we're recommending we apply this percentage change to data collected this fall in order to resume data collection and begin drafting studies.

Please be prepared to discuss this at your September 15th meeting and provide direction to staff. It will be important that each community agree to this methodology prior to staff moving forward.

IOWA CITY	
STUDY	DATA
Jefferson and Market Streets - Evaluate two-way conversion	TBD
Assist with Gilbert Street 4-3 lane Conversion	TBD
Dodge and Governor Streets - Evaluate potential 2-way conversion	TBD
Russell Dr and Burns Ave - AWSC	Peak Hour
Dubuque St and Prentiss St - AWSC	Peak Hour
Governor St and Kimball Rd - AWSC	Peak Hour
Melrose Ave and Hawkeye Park Rd - Intersection Analysis	Peak Hour
Foster Rd and Dubuque St - NRTOR & FYA Analysis	ADT / SPEED
1st Ave & Hickory Trl - LOS Analysis	Peak Hour
CORALVILLE	
STUDY	DATA
12th Ave & 7th St - All-way stop control / Signal warrant analysis	Peak Hour & ADT
12th Ave & 8th St - All-way stop control / Signal warrant analysis	Peak Hour & ADT
12th Ave & 10th St - All-way stop control / Signal warrant analysis	Peak Hour & ADT
1st Ave - Complete traffic counts and coordinate timings	Peak Hour
Coral Ridge Ave - Complete traffic counts to compare with adaptive signals	ADT or Peak Hour
Forevergreen Rd & Front St - Complete signal/roundabout analysis	PEAK HOUR & ADT
Update Hwy 6 Traffic Counts	ADT or Peak Hour
Coralville Roundabouts – Traffic Counts	Peak Hour & ADT
Oakdale Blvd and Crosspark Rd - Reevaluate Signal Warrant Analysis	Peak Hour & ADT
UNIVERSITY HEIGHTS	
STUDY	DATA
Olive Ct & Melrose Ave - Evaluate need for pedestrian crosswalk	Peak Hour
Marriott driveway & Melrose Ave - Traffic Counts	ADT or Peak Hour
Melrose Ave (Koser - E City Limits) - Traffic counts	ADT or Peak Hour
Koser Ave & Melrose Ave - Intersection Analysis	ADT or Peak Hour
SOLON	
STUDY	DATA
5th St (Racine - Iowa) - Signage suggestions for school areas	N/A
5th St & Windsor - Traffic counts	ADT
Cedar St & Main St - Traffic counts	ADT
TIFFIN	
STUDY	DATA
Ireland & Hwy 6 - Assist with traffic evaluations	ADT or Peak Hour
NORTH LIBERTY	
STUDY	DATA
Forevergreen Rd and Jones Blvd - All-way stop control / Signal warrant analysis / Roundabout	Peak Hour & ADT
KANSAS AVE (ST. ANDREWS DR – FOREVERGREEN RD) - SPEED STUDY	SEPTEMBER 2020 / ADT
FOREVERGREEN RD (JASPER AVE - JONES BLVD) - SPEED STUDY	



Date: September 8, 2020

To: Transportation Technical Advisory Committee

From: Brad Neumann, Associate Transportation Planner

Re: Agenda Item #8: Update on the Final CRANDIC Phase III Passenger Rail Study

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

A remote stakeholder presentation was held on July 17, 2020 with representatives from the CRANDIC Railroad, Iowa Department of Transportation, the University of Iowa, urbanized area communities, and other interested parties invited to attend the remote presentation.

Some of the highlights from the study include:

- A 9.1-mile service from Gilbert Street in Iowa City to Penn Street in North Liberty
- Service every 30 minutes/6am to 7pm, seven days a week
- Six new self-propelled (push-pull configuration) railcars seating 75-85 people per railcar including ADA accommodations and bicycle storage (four railcars in-service and two spares)
- Ridership forecast of 1.4 million passengers per year/1.79 million passengers per year by 2027
 - Eastern Iowa Airport served 1.3 million passengers in 2019
 - Iowa City Transit served 1.4 million passengers in 2019
- \$55 million up front capital expenditure
- \$4.8 million annual operating and maintenance costs
- \$2.1 million in fare revenue (\$1.50/fare)
- \$2.7 million in additional funding needed annually
- Social and economic benefits

A representative from the CRANDIC Railroad will be at the September 23 Urbanized Area Policy Board meeting to present the study's findings. I will be at your September 15th meeting to answer any questions.

cc: Kent Ralston