



Metropolitan Planning Organization of Johnson County

MPOJC Urbanized Area Policy Board
Wednesday November 18, 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/tJlvduGrpzwPHdSQOnANwe-gHF80p1JPKie8>

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: 962 1839 7370.

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



Metropolitan Planning Organization of Johnson County

AGENDA

1. *Call to Order*

- a. Recognize alternates
- b. Consider approval of meeting minutes

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

3. *Administration*

- a. Consider approval of amendments to the adopted MPOJC Bylaws
- b. Confirm which entities will nominate Johnson County representatives to East Central Iowa Council of Governments (ECICOG) Board of Directors
- c. Appoint nominating committee for Calendar Year 2021 Urbanized Area Policy Board officers
- d. Preliminary discussion of FY22 MPOJC Budget

4. *Transportation Planning*

- a. Public Hearing and consideration of an amendment to the adopted FY2021-2024 MPOJC Transportation Improvement Program (TIP)
- b. Consider approval of safety targets and performance measures for the MPO as required by the Federal Highway Administration
- c. Consider approval of Surface Transportation Block Grant (STBG) and Transportation Alternative Program (TAP) scoring criteria for funds allocated by MPOJC
- d. Consider approval of several elements of the MPOJC Long Range Transportation Plan revision
 - a. Vision
 - b. Guiding Principals
 - c. Scoring Criteria
- e. Discussion regarding the pending 'Needs Assessment' required for the MPOJC Long Range Transportation Plan revision
- f. Update on the Metro Trail Count Program

5. *Other Business*

- a. Discuss the 'Severson Charity Challenge' for this holiday season

6. *Adjournment*

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

MINUTES
MPOJC URBANIZED AREA POLICY BOARD
WEDNESDAY, SEPTEMBER 23, 2020 - 4:30 PM
ZOOM MEETING PLATFORM

DRAFT

MEMBERS PRESENT: Coralville: Meghann Foster
Iowa City: Pauline Taylor, John Thomas, Laura Bergus,
Janice Weiner
Johnson County: 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

OTHERS PRESENT: Jeff Woods, Anthony Klauman, Amanda Martin, Kevin Boyd, Sara Helmer

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

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 made by Berner, Thomas seconded. **The motion carried unanimously.**

2. PUBLIC DISCUSSION OF ANY ITEM NOT ON THE AGENDA

None

3. Update on the Final CRANDIC Passenger Rail and Rails-to-Trails studies

Ralston explained that the third and final phase of the rails study was completed a few months ago. The study researched the ridership, revenue forecast, and financial strategy for a train that could be implemented between Penn Street in North Liberty and Gilbert Street in Iowa City. Ralston then introduced Jeff Woods from CRANDIC Railroad, Anthony Klauman from the Henningson, Durham and Richardson Architecture and Engineering Firm, and Amanda Martin from the Iowa DOT.

Woods presented on the broad Conceptual Feasibility of the Passenger Rail. Phase 3 was focused on "The End Game" of the project and analyzed the potential UI student travel market, the realities of operating the service, and a broad understanding of the rules and regulations. According to Phase 3, the existing infrastructure and CRANDIC partnership would make implementing the passenger rail relatively easy. A 30-minute one-way ride provided 7 days/week between 6am and 7pm would be most attractive to riders. The

planned equipment to be used is Diesel Multiple Unit Railcars which are self-propelled and eliminate train turns, although CRANDIC is still considering greener options. Stations would be designed for efficiency and functionality and would be ADA compliant. 1.4 million passengers are anticipated per year. The expected cost is \$55 million up front with \$4.8 million assumed annual costs for operations and maintenance, which is a bit higher than originally planned. Revenue is expected at \$2.1 million per year from a \$1.50 single trip fare. Social and economic benefits are also anticipated in many ways. Funding is expected from a federal grant and capital expenditure programs as well as private and public-private partnerships.

Martin added that CRANDIC is a great partner for regional railroad opportunities and wanted to move the project forward as much as possible. Martin emphasized the potential impacts of the project and said that it was a rare situation for a freight railroad to encourage passenger rail. The railroad corridor was originally developed for passenger rail, so the train does not have many at-grade crossings and would be a great attribute for the communities. Martin explained that there had been potential in Des Moines, Ankeny, and Ames for commuter lite rail, but dealing with their abandoned rail is not cheap or easy. Additionally, each system is unique, but economic development is typically prevalent surrounding these types of corridors.

Ralston added that the MPOJC functions as a consultant for the board and that they would not push for any action to be taken without the board's approval. Ralston also stated that the \$55 million may seem high, but is actually low relative to other transportation projects and that exploring the path of the anticipated rail line exemplifies the hearts of the communities being accessed. Green-Douglass asked for clarifications on some of the metrics and its relation to the Iowa City climate change plan. Thomas responded that the rail would be a great climate alternative to individual vehicles as well as providing urban development and therefore increasing the density of travel. The ride would also be interesting and potentially increase local tourism. Taylor indicated a potential high interest from healthcare workers but was concerned about the operation hours for early and late hour shifts and wanted to know if the currently scheduled times were flexible. Klauman responded that the times were potentially flexible depending on scheduling for multiple crews, so extended hours could be possible if future studies supported that idea. Green-Douglass added that there is a different transit study that was completed relating to second and third shift and Sunday transit services, so those needs may be there.

Donahue asked what the next steps in the study are. Ralston responded that the public will need to be involved at some point for this project to continue, but in order to make that happen, the Board needs to advocate for those necessities for their communities. Ralston added that the price is still high, but the MPOJC should be getting about \$8 million in federal funding to spend on these types of projects and board approval can help these things get done. Donahue encouraged internal discussions in the short term for understanding the project before outward discussion and requested the materials to do so. Ralston agreed to send the presentation to members and to post study information to the MPOJC website.

Hoffman agreed that public interest is vital to the project's survival and wanted more details to help inform their constituencies. Hoffman asked how the ridership count was calculated, believing it to be very high. Hoffman also wondered where else the money to fund this project would come from besides community budgets and how Centro freight and commuter rails would function together. Green-Douglass wondered if freight for Centro was currently being used since the line had been abandoned for some time. Hoffman argued that it was likely due to COVID-19. Woods said that freight rail was coming from the south and that 29% of North American rail freight is parked and added that Centro can still receive freight with commuter rail. Klauman explained that temporal separation splits freight and passenger

operations to ensure safety on the same railroad and follows federal regulations. Ralston explained that funding is difficult now with COVID-19, so the procedure can be thought out and slow for now, but not all the money would be required to come from community residents. Klauman responded again to say that Section 4 of the study explains a lot of the funding questions Hoffman has. Ralston said that the model used is similar to the MPOJC travel demand model.

Foster asked if there was information about bus ridership impacts. Ralston responded that some routes would be either diminished or eliminated and specifically the CAMBUS routes to Oakdale may not be necessary, although amidst COVID-19 ridership rates, it's hard to tell whether now is the right time to launch a passenger rail. Bergus asked if there would be a way to coordinate information so that funding could be adequately redistributed and considered as needed. Ralston responded that it's hard to decide details and that will take time, but bus services are aware of the potential for a commuter rail and should have enough time to reconsider their own services.

4. Public hearing and consideration of an amendment to the adopted FY2021-2024 MPOJC Transportation Improvement Program (TIP) - modifying programming of Interstate 80/380 interchange construction funds

Ralston explained that the TIP is a document submitted by the MPOJC to the Iowa DOT every year to document the status of local transportation projects using state and federal funds and projects must be included in the document to receive that funding. The Iowa DOT must include their projects in this document as well and they requested an amendment increasing the funding amount in federal FY21 for the I-80/380 project due to construction delays from summer to winter, which was approved at the July UAPB meeting. The total amount for FY21 is shifting from \$137 million to \$207 million to account for funding arriving in the correct fiscal year.

TTAC unanimously voted to approve this amendment, hence the public hearing. No public comments were made.

Motion to approve made by Thomas, Hoffman seconded. **The motion passed unanimously.**

5. Discussion regarding amendments to the adopted MPOJC Bylaws

Ralston explained that the MPOJC bylaws are to be reviewed at least every five years by a committee of five representatives: four from the Urbanized Area Policy Board (UAPB) and one from the Rural Policy Board (RPB). Amendments must be approved by 2/3 vote in the UAPB and by simple majority in the RPB. Members of the current committee are Terry Donahue, Louise From, Meghann Foster, Pat Heiden, and Chris Taylor. In addition to considering the bylaws in their entirety, the committee was specifically asked to look at how appointments are created in the East Central Iowa Council of Governments and whether the Rural Policy Board is necessary.

The committee decided that the Johnson County Board of Supervisors should have a citizen representative appointed by the county with no term limit. The Johnson County Board of Supervisors should also have one permanent representative on the ECICOG Board as well as two appointments on rotation from the five urbanized areas (Iowa City, Coralville, North Liberty, Tiffin, University Heights), meaning there would be no more rural representation on the board. Term limits for these appointments should increase from 1 to 2 years. Additionally, the Rural Policy Board should be eliminated and Johnson County should absorb the balance of the rural budget assessments starting in FY22, estimated at about

\$6500. MPOJC staff would continue to solicit for work program projects from these communities and provide the same services as before. The message from smaller communities will still have the same, if not better, say through Douglass-Green and Heiden.

If amendments are agreeable by the UAPB, Ralston will schedule a special meeting with the RPB. If the RPB approves the amendments, then Ralston will bring the changes back to UAPB for final approval and budget considerations, as they will change with the dissolution of the RPB.

Taylor wanted to note that Heiden's name was spelled incorrectly on the committee's document and agrees with the term change. Weiner also agreed with the term increase and asked if Chris Taylor had been consulted. Ralston said he had contacted Taylor but he has not had a special meeting with him, so that will have to occur before any decisions are officially made.

6. Discussion regarding Surface Transportation Block Grant (STBG) and Transportation Alternative Program (TAP) scoring criteria for funds allocated by MPOJC

Bothell explained that STBG and TAP funding would be available in February 2021 and staff is asking for any feedback on the current scoring criteria. The first version of the scoring criteria was approved in November 2018 and the function of the criteria remains the same. Bothell followed that TTAC supports the continued use of the criteria and opened the floor to board comments.

Thomas claimed that the Environment criteria is primarily focused on air quality instead of all environmental elements and wanted to add channels for housing density in respect to land and storm water management in respect to water to adequately cover all three aspects of environmental protection. Ralston responded that housing density is considered under quality of life, but because transportation rarely deals with storm water, they will have to consider how to include that in more depth. Thomas said Des Moines has water quality included in their plan and believes that land use is a downplayed part of transportation that should be included in the document. Ralston responded that adding a storm water management point as an environmental criterion would be relatively easy to add with the board's approval. Thomas agreed, adding that street trees could be part of that connection.

7. Discussion regarding potential Federal Functional Classification changes for MPOJC Urbanized Area roadways

Bothell mentioned that STBG and TAP grant applications will be due in February 2021 and funding can only be used on roadways classified as collector or higher. TTAC was asked to review the classification of their roadways by October 15th for the Iowa DOT to review and approve, although it is noted that roads without high connectivity or new roads not in the Capital Improvement Program for a community will not be approved. A 35% limit is put on the system and the MPO is currently at 32%, meaning 13.5 miles can still be classified. Once the Iowa DOT pre-approves the roadways, the issue will be brought back to board and committee for final approval before the scoring and funding allocation for next year.

8. Update and initial discussion on the MPOJC Long Range Transportation Plan revision process

Bothell explained that the new Long Range Plan is intended to emulate the last plan due to high user-friendliness. The new plan builds on the 2017 vision because most of the information is still relevant and applicable. The guiding principles are the foundation of the plan and connect with the scoring criteria discussed above. The performance measures are

required for the plan to compare with 2017 goals. All old measures will continue to be studied as well as new federal requirements since the last update. Ralston added that this version is more of an update than a full revision due to past success from 2017.

9. OTHER BUSINESS

None

10. ADJOURNMENT

Motion to adjourn made by Taylor, Hoffman seconded. **Meeting adjourned by Donahue at 5:48 PM.**



Metropolitan Planning Organization of Johnson County

Date: November 10, 2020
To: Urbanized Area Policy Board
From: Kent Ralston; Executive Director
Re: Agenda Item #3(a): Consider approval of amendments to the adopted MPOJC Bylaws

Per the adopted MPOJC Bylaws, the bylaws are to be reviewed every five years (at a minimum) by a committee of five representatives. At least one of the five representatives must be from the Rural Policy Board. Amendments to the bylaws must be approved by a 2/3 majority vote by the Urban Policy Board and by simple majority vote by the Rural Policy Board. Last winter the Urban and Rural Policy Board's appointed the following members to sit on the bylaws committee:

- Terry Donahue, North Liberty Mayor
- Louise From, University Heights Mayor
- Meghann Foster, Coralville City Council
- Pat Heiden, Johnson County Board of Supervisors
- Christopher Taylor, Swisher Mayor

The goal of the committee was to review the bylaws in their entirety and propose any recommended changes to the Urban Policy Board for consideration. The committee was also tasked to specifically review the bylaws stipulating how appointments are made to the East Central Iowa Council of Governments (ECICOG) Board of Directors. The intent of the request was to investigate whether current term limits are long enough for appointees to be effective, and to review whether the current appointment structure provides the best possible representation for Johnson County as a whole. The Committee was also asked to discuss the necessity of the MPOJC Rural Policy Board and whether or not rural Johnson County communities benefited from its continuance.

The Bylaws Committee met on June 29th, responded to staff communication, and developed the following recommendations. The Urbanized Area Policy Board initially supported the recommendations at your September 23rd meeting and the Rural Policy Board subsequently met on November 4th to formally consider the recommendations. The Rural Policy Board ultimately approved 1 of 4 proposed changes:

1. Recommendation: Johnson County Board of Supervisors should appoint the 'citizen representative' to the ECICOG Board with no term limit. The position would no longer be advertised by the MPO.

*The Rural Policy Board **approved** the recommendation 5-1. The general discussion was that allowing the Board of Supervisors to make a strategic appointment may yield more effective representation – with the idea that the individual could be selected for their knowledge of pertinent topics (housing, health, economic development, planning etc).*

2. Recommendation: Johnson County Board of Supervisors should have one permanent representative on the ECICOG Board with the remaining two appointments on rotation from the five urbanized area communities (Iowa City, Coralville, North Liberty, Tiffin, and University Heights). Rural Communities would no longer be part of the rotation.

*The Rural Policy Board unanimously **opposed** the recommendation. The primary objection was the rural communities simply not wanting to relinquish their ability to participate on the ECICOG Board. The rural communities felt it was important that they continue to represent themselves, be present, and not rely on a Board of Supervisors' representative.*

3. Recommendation: Term limits for ECICOG Board appointments should be increased from one to two years.

*The Rural Policy Board unanimously **opposed** the recommendation. Since the rural communities opposed removing themselves from the rotation to send a representative to the ECICOG Board, this recommendation did not seem reasonable – given that it would create a situation where rural communities would only have the opportunity to serve every fourteen years.*

4. Recommendation: The MPOJC Rural Policy Board should be eliminated and Johnson County should absorb the balance of rural budget assessments starting in FY22 (estimated at \$6,500). Staff would continue to solicit for work program projects for rural communities and continue to provide the same services as currently offered.

The Rural Policy Board chose not to act on the recommendation. However, since the rural communities opposed removing themselves from the rotation to send a representative to the ECICOG Board, the MPO Rural Policy Board would still be needed to make the appointments. Further, the Board expressed concern that once gone, it could be difficult to re-establish a Rural Policy Board should one be needed in the future.

Given the Rural Policy Board's wishes and the Board of Supervisors' continued desire to have additional representation on the ECICOG Board, staff recommends the following alternative to Recommendation #2.

2. Alternative Recommendation: One elected official seat shall be filled by the Johnson County Board of Supervisors. One elected official seat shall be filled by the second through fifth largest population entities which will alternate annually (Iowa City, Coralville, North Liberty and Solon). One elected official seat shall be filled by the remaining entities which will alternate annually.

This alternative simply removes Iowa City from the current biennial rotation with Johnson County and places them in the rotation with Coralville, North Liberty and Solon. Thereby increasing the appointment timetable for Iowa City from two-to-four years and Coralville, North Liberty, and Solon from three-to-four years. The alternative keeps the remaining rural communities in the rotation, unchanged.

Please be prepared to discuss this item and consider approval of the draft bylaws reflecting Recommendation #1 (attached). Please also be prepared to discuss the alternative recommendation, as proposed, and provide staff with direction. If given support, draft bylaws reflecting the proposed change will be provided 30-days in advance of our January Board meeting where official action will be considered by both the Urban and Rural Policy Boards.

I will be available at your November 18th meeting to answer any questions you may have.

BYLAWS

of the Metropolitan Planning Organization of Johnson County, Iowa

**Adopted February 1, 2011
Adopted July 13, 2016**

ARTICLE I Organization

Section 1. Definition:

The name of this organization shall be the Metropolitan Planning Organization of Johnson County ('MPO'). The MPO shall operate in compliance with and according to the requirements of Title 23 of the United States Code and subsequent acts.

The MPO shall consist of two Boards, the Urbanized Area Policy Board and the Rural Policy Board, and any advisory committees established by either Board. Member entities are those general purpose local governments located within Johnson County, Iowa, which participate in the MPO according to the terms of these Bylaws and the University of Iowa.

Section 2. Purview:

The Urbanized Area Policy Board's focus is the transportation planning boundary established in the Long Range Transportation Plan most recently adopted by the Urbanized Area Policy Board; the Rural Policy Board's focus is that portion of Johnson County, Iowa, outside the urbanized area.

Section 3. Staff Support:

MPO staff are responsible for preparing meeting minutes, meeting information materials, required documents, studies, applications, correspondence, presentations and other activities at the direction of the Boards, and to fulfill state and federal requirements for metropolitan planning organizations.

ARTICLE II Urbanized Area Policy Board

Section 1. Definition:

The Urbanized Area Policy Board shall consist of all contiguous municipalities in and contiguous to the U.S. Census-defined Iowa City Urbanized Area which qualify and are approved to be part of the MPO according to Title 23 of the United States Code and subsequent acts and rules. It shall also consist of representatives of Johnson County and the University of Iowa.

Section 2. Purpose:

The purpose of the Urbanized Area Policy Board shall be:

To provide a structure for conducting the required transportation planning process according to Title 23 of the United States Code and subsequent acts and rules; to implement transportation planning programs in the Metropolitan Planning Organization transportation planning area; to conduct the planning and programming process necessary to produce Federally and State-required documents including the Transportation Improvement Program, the Transportation Planning Work Program, the Long Range Transportation Plan, the Traffic Model, the Passenger Transportation Plan, the Public Transit Capital Equipment Plan, and other documents as required; to conduct transportation planning studies and provide data and recommendations as requested by MPO member entities; to provide staff support to area human services agencies and to report on the use of local public funds distributed to human services agencies as requested by local governments; to be a forum for other metropolitan and/or countywide issues and topics.

Section 3. Powers and Duties:

- A. The duties of the Urbanized Area Policy Board shall include providing policy direction regarding MPO activities, adopting budgets and other financial instruments, developing work programs, submitting applications for grants, executing contracts, hiring consultants, employing staff, and establishing of advisory committees as needed in furtherance of the Purpose of the Board detailed in Article II, Section 2 herein and in accordance with these Bylaws.
- B. The Board shall have the power and duty to prepare appropriate studies necessary to determine various public services and facilities required to meet current and long-term urbanized area needs and to prepare development plans designed to meet these needs. Said plans shall serve to guide the development of the area and to promote the general welfare, convenience, safety and prosperity of its citizens.
- C. Plans of the area may include but shall not be limited to transportation plans, including major streets, trails, transit, railroads, airports; plans for human services; and such other plans covering current and impending issues as may affect the urbanized area.
- D. Upon recommendation by the Board, the plan or plans, in whole or in part, or amendments thereto, may be adopted by the governing bodies of the member entities represented on the Board.
- E. Copies of the plan or plans, and amendments or revisions of a plan or plans, prepared by the Board may be transmitted by the Board to the chief administrative officers of the member entities and may be distributed to others with or without charge.
- F. In addition to the specific powers and duties herein specified, the Board shall further have the responsibility for adoption of an annual work program, including consideration of approval of the annual budget according to Article IX herein. In addition, the Board shall have responsibilities for various administrative actions necessary to comply with federal and state agency requirements and other similar administrative actions.

Section 4. Membership:

- A. Voting membership in the MPO shall be open to all general purpose local governments within Johnson County which qualify and are approved to be part of the MPO according to Title 23 of the United States Code and subsequent acts and rules and to the University of Iowa.
- B. Associate non-voting membership on the Urbanized Area Policy Board shall be open to public and private entities within Johnson County, subject to Urbanized Area Policy Board approval by supermajority (2/3) vote of quorum.
- C. Prior to becoming a member entity, any governmental entity wishing to become a member shall first agree to comply with these Bylaws and commit the necessary financial resources according to the terms of Article IX herein.

Section 5. Officers/Duties:

- A. The Board shall, after the adoption of these Bylaws and thereafter at the first meeting of the calendar year, elect one of its members as chairperson who shall serve for one (1) year or until a successor is elected. The Board shall, after the adoption of these Bylaws and thereafter at the first meeting of the calendar year, also elect one of its members as a vice-chairperson who shall serve for one (1) year. No individual shall be chairperson or vice-chairperson for more than two (2) consecutive terms. Recommendations for officers shall be prepared by a nominating committee comprised of no less than three Board representatives appointed by the Board chairperson and ratified by the Board. The chairperson and vice-chairperson shall be elected by a simple majority of the full Board.
- B. The chairperson of the Board shall preside at all meetings of the Board. In the absence of the chairperson, the vice-chairperson shall assume all duties of the chair. Unless otherwise authorized by the Board, the chairperson or Director of the MPO staff shall sign all contracts.

Section 6. Meetings:

The Board shall meet at the call of the chairperson at such time and place as determined by the Board or the chairperson. At least ten days notice shall be given announcing the date, time and place of each meeting, and all meetings shall be conducted in accordance with the Open Meetings Law. There will be no less than five meetings per year. Meeting sites will be hosted by the member entities represented on the Board.

Section 7. Quorum - Voting Requirements:

- A. A quorum shall consist of a majority of the total representatives of the Board. If there is a majority of the representatives of the Board present at the meeting, the meeting may proceed and the Board may transact all business before the Board and take such action as is required by a simple majority of the representatives present.

Section 8. Representation:

- A. Every voting member entity will have a minimum of one representative, except for Johnson County which shall have two representatives. A voting representative is an individual appointed by the member entity to serve on the Board.
- B. Each voting representative will have one vote.
- C. There will be a total of 15 representatives (this number will be reevaluated when new entities are added).
- D. Additional representation will be granted based on distributing proportional representative seats based on the population within each municipality of the urbanized area. The total population of the urbanized cities shall be divided by the number of open seats to determine proportional representation.
- E. No one entity may have more than a 49% share of Board representation, with the remaining seats divided proportionally by the population of each member municipality.
- F. Board representation will be reevaluated after the results of each federally certified census are published; any changes in Board representation will take effect the following January after the results of the census are published.

Section 9. Committees:

- A. Standing advisory committees may be established by the Board to advise and provide recommendations to the Board. The Transportation Technical Advisory Committee (TTAC) is a permanent standing committee which shall provide policy and funding recommendations to the Board on transportation and transportation planning-related issues. The TTAC will also serve as a body to share and disseminate information on transportation and transportation-related topics. TTAC membership is included in the annual Transportation Planning Work Program.
- B. Functional committees may be established to provide information and recommendations on specific topics, and/or to share information amongst MPO entities. Functional committees may be established for transportation mode-specific issues, or for non-transportation-related topics including but not limited to affordable housing, watershed management, air quality and other regional issues. Membership shall generally include one representative of each MPO entity, and may include other non-MPO representatives as determined by the Board. Small functional committees may be established with fewer representatives, as determined by the Board.

ARTICLE III
Rural Policy Board

Section 1. Definition:

This Board shall consist of Johnson County government and municipalities within the County which are not on the Urbanized Policy Board.

Section 2. Powers and Duties

The Rural Policy Board shall have powers and duties pertaining to issues affecting rural areas in Johnson County and small communities outside of the urbanized area. These powers and duties shall include the preparation and adoption of policies and procedures for the conduct of its business, to prepare and adopt goals and objectives related to transportation planning and other topics as determined by the Board.

Section 3. Officers:

The chairperson shall be elected at the first meeting of the new calendar year. The chairperson shall be nominated by members of the Rural Policy Board and elected by a majority vote of members present and voting. The chairperson shall serve for a period of one full calendar year. The vice-chairperson shall be nominated by members of the Rural Policy Board and elected by majority vote of the members present and voting. The vice-chairperson shall serve for a period of one full calendar year. The Rural Policy Board shall fill vacancies among its officers for the remainder of an unexpired term. A member of the staff shall serve as secretary and keep minutes.

Section 4. Number of Meetings:

There will be an annual meeting during the first month of the calendar year; additional meetings may be held as needed determined either by the chairperson or three members of the Board.

Section 5. Quorum:

A quorum shall consist of a majority of the total representatives of the Board. If a quorum is established, the meeting may proceed and the Board may transact all business before the Board and take such action as is required by a simple majority vote.

Section 6. Representation:

- A. Each Johnson County municipality not on the Urbanized Policy Board will have one representative.
- B. Johnson County will have two representatives on this Board.

ARTICLE IV Legal Authority

Section 1. Powers:

The MPO shall have all the powers for joint or cooperative action by public agencies now and hereafter provided by Chapter 28E of the Code of Iowa.

Section 2. Powers of Member Entities:

Nothing in this agreement shall be construed to remove or limit the powers of the member entities.

Section 3. Delegated Authority:

The MPO, acting through the votes of its representatives at its meetings, is solely responsible for official actions of the MPO. No member entity, MPO representative, committee of the MPO, or staff member can act in the name of the MPO without duly delegated authority.

ARTICLE V
Selection of Representatives

Section 1. Selection:

Each member entity shall select its representative(s) and alternates according to the requirements herein.

Section 2. Representatives:

Representatives and Alternates to the Urbanized Area Policy Board and the Rural Policy Board shall be elected officials of their respective entities, or, in the case of the University of Iowa, shall be an official appointed by its president.

Section 3. Term of Appointment:

All representatives shall serve so long as they remain an eligible representative as defined in Article V herein, or until a successive representative is designated by the member entity.

Section 4. Alternates:

Each member entity may appoint elected official alternates for each of its voting representatives in accordance with this Section. In those cases where there is an insufficient number of elected officials to fill all alternate positions, employees directly responsible to the representative may be appointed.

Alternates shall have full voting rights at Board meetings whenever a member entity's regular representative is absent.

Section 5. Non-Voting Members:

Associate non-voting members of either Board may participate in programs and activities of the MPO in a non-voting advisory capacity, subject to procedures and policies which may be established by the Urbanized Area Policy Board and/or the Rural Policy Board.

ARTICLE VI
Parliamentary Authority

The rules contained in the current edition of Robert's Rules of Order, Newly Revised shall govern in all cases to which they are applicable and in which they are not inconsistent with these bylaws and any special rules of order which either Board may adopt.

ARTICLE VII Amendment of Bylaws

The Bylaws may be amended at any time. At a minimum, they shall be reviewed every five years by a subcommittee of five representatives, which shall receive recommendations for amendments from each Board. At least one of the members on this subcommittee shall be from the Rural Policy Board. The subcommittee may be established by an affirmative vote of each Board. Changes to the Bylaws shall be provided to each voting representative 30 days prior to the meeting at which the proposed amendments will be considered. The Urbanized Area Policy Board shall approve any and all Bylaw amendments by a super majority (2/3) vote. The Rural Policy Board shall approve any and all Bylaw amendments by a simple majority vote.

ARTICLE VIII Collection of dues to the East Central Iowa Council of Governments (ECICOG)

Section 1. Role of the MPO:

The MPO shall collect ECICOG dues on behalf of Johnson County entities, and forward said dues to ECICOG.

Section 2. Basis of ECICOG Assessment:

The ECICOG dues assessed to each Johnson County local government shall be the per capita share of the total ECICOG assessment, with Johnson County government funding the per capita share for the unincorporated population.

Section 3. Accounting of ECICOG Dues:

The ECICOG dues and billing shall be considered and accounted for separately from the MPO budget.

ARTICLE IX Financial Support

Section 1. Preparation of Budget Materials:

Staff shall prepare the budget materials, which shall include the MPO Budget for both the urbanized area and the rural area, ECICOG Dues Budget, and two year funding forecast annually no later than January 31st.

Section 2. Adoption of Budget Materials:

The Urbanized Area Policy Board shall consider approval of the JCCOG Budget and Financial Forecast, and the ECICOG Assessment Budget, by January 31st of each year. The Rural Policy Board shall consider approval of the rural area assessments in the JCCOG Budget and Financial Forecast, and the rural community assessments of the ECICOG Assessment Budget, by January 31st of each year.

Section 3. Adoption of Budget Commitment by Member Entities:

By March 15th of each year, member entities shall include their MPO and ECICOG Dues in their respective budgets, including a commitment to contribute the requested assessment for the two succeeding fiscal years.

Section 4. Additional Support:

In addition to the obligation for funding in Article IX, Section 2, member entities may annually approve additional support as they deem appropriate to meet individual needs and/or may contract for additional services.

ARTICLE X Participation in East Central Iowa Council of Governments (ECICOG)

Section 1. Appointments to the ECICOG Board:

Each January, the Urbanized Policy Board shall appoint ~~three~~two elected official member representatives to the ECICOG Board after receiving nominations from the respective member entities according to the schedule below. The Johnson County Board of Supervisors shall appoint one elected official member representative, and one citizen representative who is not an elected official and who meets the ECICOG requirements for a citizen representative, according to the following process:

- A. One elected official seat will be filled by ~~the two largest population entities, which will alternate every other year.~~the Johnson County Board of Supervisors.
- B. One elected official seat will be filled by the ~~third~~second through fifth largest population entities which will alternate annually.
- C. One elected official seat will be filled by the remaining entities which will alternate annually.
- D. The citizen representative shall live in Johnson County and not be an elected official or directly responsible to an elected body.

Section 2. Term Limit:

The ~~three~~ elected official appointments shall each serve one year and may not succeed themselves in a subsequent year, not including the appointment made by the Johnson County Board of Supervisors.

Section 3. Representatives:

The representative must be a Johnson County entity elected official, but not necessarily an elected official of that entity.

ARTICLE XI
Lawsuits

All expenses incurred by MPO for attorney fees and other costs caused by and related to any lawsuit brought forth by a member entity against the MPO shall be the responsibility of the plaintiff when 1) the suit is terminated by the plaintiff or 2) the ruling is in favor of the MPO. It shall be the obligation of the member entity to pay and save MPO harmless from such expenses.

ARTICLE XII
Termination of Membership or Dissolution of the MPO

Section 1.

Member entities may terminate their membership by filing written notice with the MPO no later than March 15th of any year, to take effect on July 1 of the following calendar year (15 months advance notice).

Section 2.

Member entities filing notice to terminate membership shall remain obligated for budgeted financial support through the full term of their membership.

Section 3.

In the event that the MPO is dissolved, the assets and liabilities, if any, of the MPO shall be distributed to or liquidated by the member entities in proportion to their respective assessments for the two-year period preceding dissolution.



Metropolitan Planning Organization of Johnson County

Date: November 10, 2020

To: Urbanized Area Policy Board

From: Kent Ralston, ^{KR}Executive Director

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

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

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

The 2021 representative is scheduled to be designated by Johnson County.

- B. One elected official seat will be filled by the third through fifth largest entities who will alternate annually. The current seat is held by the third largest entity, the City of Coralville. It was held by the fifth largest entity (Solon) in 2019. The fourth largest entity as of the 2010 Census is the City of North Liberty.

The 2021 representative is scheduled to be designated by the City of North Liberty.

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

The 2021 representative is scheduled to be designated by the City of University Heights.

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

In recent bylaws discussions, both the Rural Policy Board and the Urban Policy Board have supported a change to provide the Johnson County Board of Supervisors the authority to designate a representative for this position rather than advertise for the position as has been past practice. This action was formally approved by the Rural Policy Board on October 28th and was initially supported by the Urban Policy Board at your September 23rd meeting.

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

I will be available at your November 18th meeting to answer any questions you may have.



Date: November 10, 2020
To: Urbanized Area Policy Board
From: Kent Ralston, ^{K.R.}Executive Director
Re: Agenda Item #3(c): Appoint nominating committee for calendar year 2021
Urbanized Area Policy Board officers

At your January meeting, you will elect a Chairperson and Vice Chairperson for the calendar year 2021 Urbanized Area Policy Board. The Chairperson is responsible for presiding over all meetings of the Board. The Chairperson and/or Director are also responsible for signing contracts and other federally-required documents.

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

Please consider appointing a three-person nominating committee for the Chair and Vice Chair for the 2021 Urbanized Area Policy Board – past practice has not included the Director in these discussions. The nominating committee will report at the January meeting where the Chair and Vice Chair will be elected.

Currently the Chair is Terry Donahue (Mayor, City of North Liberty) and the Vice-Chair is John Thomas (Iowa City, City Council). Both the Chair and Vice-Chair have served for one year; there is a two-year maximum term for these posts. A list of past Board Chairpersons is attached for your reference.

I will be available at your November 18th meeting to answer any questions you may have.

MPOJC Urbanized Area Policy Board Chairpersons

<u>Year</u>	<u>Chairperson</u>	<u>Organization</u>
2020	Donahue	North Liberty
2019	Berner	Tiffin
2018	Berner	Tiffin
2017	Mims	Iowa City
2016	Mims	Iowa City
2015	Gill	Coralville
2014	Gill	Coralville
2013	Neuzil	Johnson County
2012	Kuhl	North Liberty
2011	Kuhl	North Liberty
2010	From	University Heights
2009	From	University Heights
2008	Ricketts	University of Iowa
2007	Bailey	Iowa City
2006	Bailey	Iowa City
2005	Stutsman	Johnson County
2004	Weihe	Coralville
2003	Champion	Iowa City
2002	Dorst	North Liberty
2001	O'Donnell	Iowa City
2000	Herwig	Coralville
1999	Hippee	North Liberty
1998	Stutsman	Johnson County
1997	Lacina	Johnson County
1996	Kubby	Iowa City
1995	Axeen	Coralville
1994	Novick	Iowa City
1993	Ambrisco	Iowa City
1992	Duffy	Johnson County
1991	Courtney	Iowa City
1990	Courtney	Iowa City
1989	Schottelius	University Heights
1988	Roberts	North Liberty
1987	Ambrisco	Iowa City
1986	Donnelly	Johnson County
1985	Dvorsky	Coralville
1984	Sehr	Johnson County
1983	Balmer	Iowa City
1982	Kattchee	Coralville
1981	Kattchee	Coralville



Date: November 10, 2020

To: Urbanized Area Policy Board

From: Kent Ralston, ^{KJR} Executive Director

Re: Agenda Item #3(d): Preliminary discussion of the FY22 MPOJC Budget

Prior to the preparation of the MPO budget for your consideration in January, it has been my practice to discuss any proposed changes to the MPO scope of services or operations with the Board. Administratively MPOJC is part of the City of Iowa City and follows Iowa City budgeting procedures. Pages from the current year (FY21) budget are attached for reference.

The focus and purpose of the MPO remains to:

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

Capital expenses for FY22 are expected to be very similar to recent years; including a replacement schedule for our traffic counting equipment, traffic model and traffic signal software maintenance, and mapping software maintenance. I am not proposing any additional changes in the level of MPO staffing for FY22 and anticipate an approximate 3.9% increase in the total MPO budget – primarily due to annual increases in staff salaries and health benefit costs.

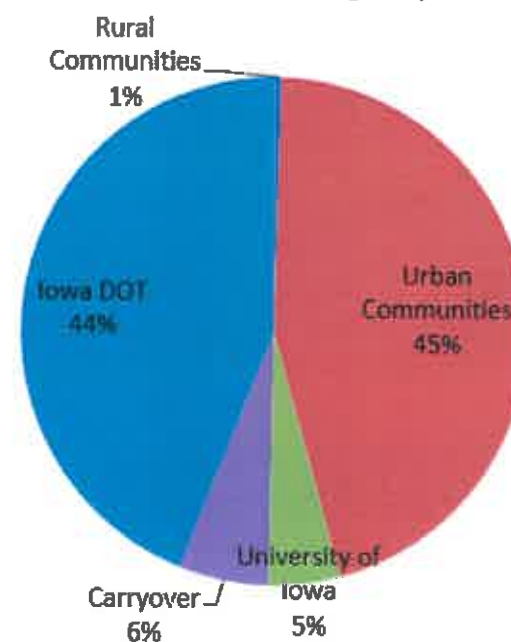
I anticipate using \$230,000 of Iowa Department of Transportation 'Planning Funds' in FY22 as was done in FY21. This ensures an appropriate balance of funds per DOT guidelines and defrays local funding necessary for MPO operations. I also anticipate utilizing \$30,000 of internal reserves to ensure an appropriate balance of funds per internal guidelines and minimize increases in assessments.

I will be available at your November 18th meeting to answer any questions you may have. The formal budget will be provided to the Board for consideration at our January meeting.

Summary of FY21 Assessments

Urban Communities	
Iowa City	\$124,291
Johnson County	\$39,264
Coralville	\$34,629
North Liberty	\$33,515
Tiffin	\$3,566
University Heights	\$1,925
SubTotal	\$237,190
Rural Communities	
Solon	\$774
Lone Tree	\$494
Swisher	\$334
Oxford	\$307
Hills	\$267
Shueyville	\$219
SubTotal	\$2,396
Other Sources	
Iowa DOT	\$230,000
Carryover	\$30,000
University of Iowa	\$23,817
SubTotal	\$283,817
Total	\$523,403

Percentage of MPO Budget by Source



Note: Figures do not include specific funding for Iowa City Neighborhood & Development Services, equivalent to 0.5 Administration Budget (\$81,836) and 1.0 FTE Transportation Planning (\$139,250).

MPOJC Assessment Explanation



Urban Entity	Population	Population % Urban Board	Total Assessment ⁴	% of Total MPO Budget	% of Total Assessments ⁴
Iowa City	67,862	52.40%	\$124,291	23.7%	51.9%
Johnson County	21,438	16.55%	\$39,264	7.5%	16.4%
Coralville	18,907	14.60%	\$34,629	6.6%	14.5%
North Liberty	18,299	14.13%	\$33,515	6.4%	14.0%
Tiffin	1,947	1.50%	\$3,566	0.7%	1.5%
U-Heights	1,051	0.81%	\$1,925	0.4%	0.8%
Subtotal	129,504	100.0%	\$237,190	45.3%	99.0%
Rural Entity ¹	Population	Population % Rural Board	Total Assessment ⁴	% of Total MPO Budget	% of Total Assessments ⁴
Solon	2,037	32.32%	\$774	0.1%	0.3%
Lone Tree	1,300	20.63%	\$494	0.1%	0.2%
Swisher	879	13.95%	\$334	0.1%	0.1%
Oxford	807	12.80%	\$307	0.1%	0.1%
Hills	703	11.15%	\$267	0.1%	0.1%
Shueyville	577	9.15%	\$219	0.0%	0.1%
Subtotal	6,303	100.0%	\$2,396	0.5%	1.0%
Total	135,807	100.0%	\$239,586	45.8%	100.0%
Other Funding Sources					
Iowa DOT			\$230,000	43.9%	
Carryover			\$30,000	5.7%	
University of Iowa			\$23,817	4.6%	
		MPO Total	\$523,403	100.00%	
		50% Admin for Iowa City NDS ²	\$81,836		
		1.0 FTE for Iowa City NDS ²	\$139,250		
		Total Budget³	\$744,489		

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

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

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

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



Date: November 10, 2020

To: Urbanized Area Policy Board

From: Brad Neumann, Associate Transportation Planner

Re: Agenda item #4(a): Public hearing and consideration of an amendment to the adopted FY2021-FY2024 MPOJC Transportation Improvement Program (TIP)

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

The amendment under consideration was originally approved by the Urbanized Area Policy Board at your May 27, 2020 meeting in the MPOJC FY2020-2023 TIP. Unfortunately, TIP amendments do not automatically carry over to the following fiscal year in the Iowa DOT's new tracking system. The only way to correct this issue is for MPOJC to amend the project in the FY2021-2024 TIP.

The City of Iowa City has requested an amendment to the adopted MPOJC FY2021-2024 TIP adding language to the IWV Road improvement project programmed for FY2021. The proposed amendment includes the following:

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

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

The change in the description is necessary due to the addition of a water main to the project from IWV Road to the Iowa City Landfill. The language change is necessary to finalize the contract with the Iowa Department of Transportation.

Staff is requesting approval of the proposed amendment. The Transportation Technical Advisory Committee unanimously recommended approval of the proposed amendments at their November 10 meeting.

cc: Kent Ralston



Metropolitan Planning Organization of Johnson County

Date: November 10, 2020

To: Urbanized Area Policy Board

From: Kent Ralston; Executive Director

Re: Agenda Item #4(b): Consider approval of safety targets and performance measures for the MPO as required by the Federal Highway Administration

As you may recall, the Federal Highway Administration (FHWA) now requires that MPO's set targets for five safety performance measures as part of the Highway Safety Improvement Program and report them to the State DOT by February 27th each year. For each measure, we will need to choose one of the following options: 1) support the State's 2021 targets (below) by agreeing to plan and program projects so that they contribute to the accomplishment of the State's target for each performance measure, or 2) set our own quantifiable target for each measure within our metropolitan area.

Performance Measure	Five-year Rolling Averages	
	2015-2019 Baseline	2017-2021 Target
Number of Fatalities	342.0	336.8
Fatality Rate*	1.019	0.983
Number of Serious Injuries	1,420.0	1,370.8
Serious Injury Rate*	4.230	4.002
Non-Motorized Fatalities and Serious Injuries	132.6	131.0

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

Similar to the safety target setting, the FHWA also requires that MPO's set targets for pavement and bridge, and system reliability performance measures as part of the Highway Safety Improvement Program and report them to the State DOT every two-years. In 2018, the MPO unanimously chose to support the State's two and four-year targets (below). Since that time, and as part of the State's two-year review and update to the FHWA, the DOT revised two of the adopted four-year performance measures.

Performance measure	2017 Baseline	2-year target	2-year performance	Original 4-year target	Adjusted 4-year target
Interstate pavements in Good condition*	N/A	N/A	66.4%	49.4%	
Interstate pavements in Poor condition*	N/A	N/A	0.4%	2.7%	
Non-Interstate NHS pavements in Good condition	50.9%	48.8%	55.4%	46.9%	
Non-Interstate NHS pavements in Poor condition	10.6%	13.2%	9.3%	14.5%	
NHS bridges classified as in Good condition	48.9%	45.7%	48.7%	44.6%	
NHS bridges classified as in Poor condition	2.3%	3.7%	2.2%	3.2%	
Person-miles traveled on the Interstate that are reliable	100.0%	99.5%	99.3%	99.5%	98.5%
Person-miles traveled on the non-Interstate NHS that are reliable*	N/A	N/A	96.3%	95.0%	
Truck Travel Time Reliability (TTTR) Index	1.12	1.14	1.19	1.14	1.21

*2-year target not required for the first performance period

Subsequently, for each of the adjusted four-year targets, we will also need to choose one of the following options: 1) support the State's adjusted four-year targets by agreeing to plan and program projects so that they contribute to the accomplishment of the State's adjusted targets for the performance measure, or 2) set our own quantifiable target for each measure within our metropolitan area.

In either event, we are required to state how our annual projects programmed in our Transportation Improvement Program show progress towards meeting the adopted targets and provide similar information about how projects are satisfying the performance measures in our next required update to the Long Range Transportation Plan in 2022. While MPO targets will not be formally evaluated to measure annual progress toward meeting adopted targets, the State's targets will be assessed by the FHWA.

Similar to past years, I recommend that we (again) adopt the State's targets. If at any time we feel that creating our own local targets would provide an additional benefit, we will have an opportunity to do so each year.

I have attached supporting information from the DOT for your reference. At their November 10th meeting the Transportation Technical Advisory Committee unanimously recommended approval of supporting the State's targets. Please be prepared to consider this item.

I will be at your November 18th meeting to answer any questions you may have.

2021 Iowa DOT FHWA Safety Targets

August 2020

In February 2020, the Iowa DOT began the process of reviewing data to set performance targets for the five safety performance measures required by FHWA in 23 CFR 490 (also referred to as "PM1"). For the safety area, these targets are required to be five-year rolling averages and must be set annually. The five required measures are:

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

These targets must be set as five-year rolling averages for 2017-2021 and will be submitted as part of the State's Highway Safety Improvement Program (HSIP) annual report, due August 31, 2020. The first round of target setting for these measures occurred in 2017, and the same approach was used again in 2018 and 2019. Because of the relatively short-term nature of the targets, the methodology being utilized focuses on historical information and creates a forecast based on trends. The approach relies on the use of prediction intervals around the trend model forecast to inform a "risk-based" target setting method.

A prediction interval is defined as: "In statistical inference, specifically predictive inference, a prediction interval is an estimate of an interval in which future observations will fall, with a certain probability, given what has already been observed."¹ A prediction interval approach enables a focus on the acceptable risk of meeting, or failing to meet a target, which allows stakeholders at all levels of the organization to understand the targets in better context. Since 2017, the safety targets working group has annually evaluated several prediction intervals and continued to recommend a prediction interval of 75%, meaning that there would be 75% confidence that the actual number of fatalities and injuries would be lower than the targets. Management agreed with the use of a 75% confidence level, and it is being used again in 2020 for target setting.

For each measure, a time-series model was developed. An integrated moving average (IMA) model has been used since 2017. The following pages show the model's output and predictions at various confidence levels for each measure. This helps illustrate the level of risk associated with various confidence levels, as well as the fact that higher confidence levels lead to more conservative targets. The final page shows the 2017-2021 safety targets.

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

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

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

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

Measure 1: Number of fatalities

Figure 1 shows the historical series (black line), the integrated moving average (IMA) model (red line), the model's forecast values (black dots), and a set of prediction interval (PI) bounds (blue lines). The blue lines shown in this figure correspond to the 75% confidence level used for targets. Table 1 shows the model's forecast of fatalities for 2020 and 2021 and the upper prediction interval value at different confidence levels.

Figure 1: IMA model and forecast for annual fatalities

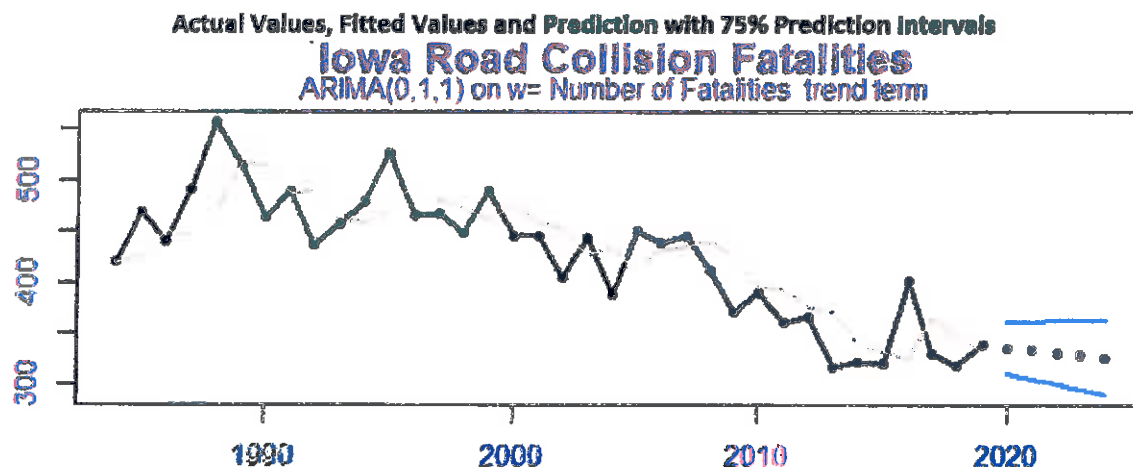


Table 1: Forecast road fatalities and upper prediction values at selected probability levels

Year	Forecast	70%	75%	80%	85%	97.5%
2020	335	355	360	366	374	408
2021	333	355	361	368	376	415

To be 75% confident of the 2021 target value, the five-year rolling average target for 2017-2021 would be set by averaging the forecast value of 335 fatalities for 2020 and the 75% PI value of 361 as the 2021 value along with the actual fatalities for 2017, 2018, and 2019. The five-year rolling average target for fatalities is presented in Table 7.

Measure 2: Fatalities per hundred million vehicle miles traveled

This measure is a rate conversion, using the forecast developed for Measure 1 and the estimated VMT for the forecast period. The forecast values of VMT were provided by the Systems Planning Bureau using their preferred methodology, linear ETS, which is an exponential smoothing approach. The linear ETS method provides the most reasonable results and adjusts for seasonality or fluctuations in the data. The annual VMT forecast by this method for 2021 is expected to be 35.1 billion (35,059,220,000).

Table 2: Fatality rate forecast at selected probability levels

Year	VMT forecast (x100M)	Forecast fatality rate	70%	75%	80%	85%	97.5%
2020	34,685.59	0.9658	1.0234	1.0378	1.0551	1.0782	1.1762
2021	35,059.22	0.9498	1.0125	1.0296	1.0496	1.0724	1.1837

To be 75% confident of the 2021 target value, the five-year rolling average target for 2017-2021 would be set by averaging the forecast value of 0.9658 fatalities per hundred million VMT for 2020 and the 75% PI value of 1.0296 for 2021 along with the actual fatality rates for 2017, 2018, and 2019. The five-year rolling average target for fatality rate is presented in Table 7.

Measure 3: Number of serious injuries

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

Figure 3: IMA model and forecast for serious injuries

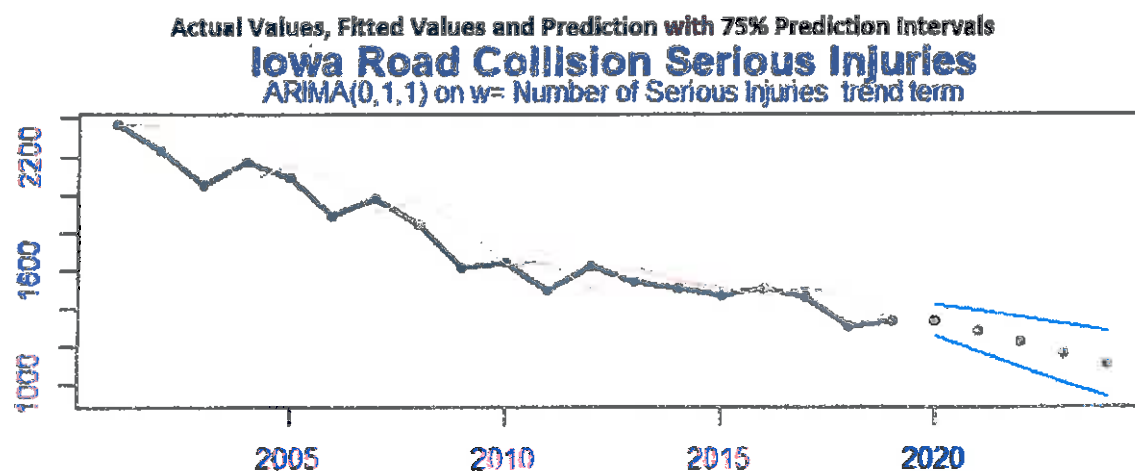


Table 3: Forecast road serious injuries and upper prediction values at selected probability levels

Year	Forecast	70%	75%	80%	85%	97.5%
2020	1,340	1,403	1,422	1,442	1,466	1,578
2021	1,283	1,369	1,394	1,421	1,453	1,605

To be 75% confident of the 2021 target value, the five-year rolling average target for 2017-2021 would be set by using the forecast value of 1,340 for 2020 and the 75% PI value of 1,394 for 2021 along with the actual serious injuries for 2017, 2018, and 2019. The five-year rolling average target for serious injuries is presented in Table 7.

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

This measure is a rate conversion, using the forecast developed for Measure 3 and the estimated VMT for the forecast period. The forecast values of VMT were provided by the Systems Planning Bureau using their preferred methodology, linear ETS, which is an exponential smoothing approach. The linear ETS method provides the most reasonable results and adjusts for seasonality or fluctuations in the data. The annual VMT forecast by this method for 2021 is expected to be 35.1 billion (35,059,220,000).

Table 4: Serious Injury rate forecast at selected probability levels

Year	VMT forecast (x100M)	Forecast serious injury rate	70%	75%	80%	85%	97.5%
2020	34,685.59	3.8632	4.0449	4.0996	4.1573	4.2265	4.5494
2021	35,059.22	3.6595	3.9048	3.9761	4.0531	4.1444	4.5779

To be 75% confident of the 2021 target value, the five-year rolling average target for 2017-2021 would be set by averaging the forecast value of 3.8632 serious injuries per hundred million VMT for 2020 and the 75% PI value of 3.9761 for 2021 along with the actual serious injury rates for 2017, 2018, and 2019. The five-year rolling average target for serious injury rate is presented in Table 7.

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

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

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

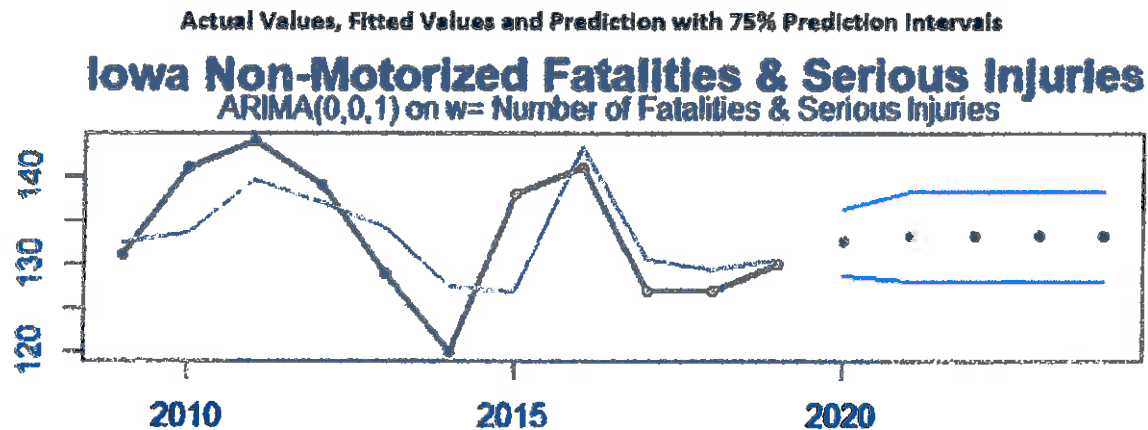


Table 5: Forecast non-motorized fatalities and serious injuries, and upper prediction values at selected probability levels

Year	Forecast	70%	75%	80%	85%	97.5%
2020	133	135	136	137	138	143
2021	133	137	138	140	141	148

To be 75% confident of the 2021 target value, the five-year rolling average target for 2017-2021 would be set by using the forecast value of 133 for 2020 and the 75% PI value of 138 for 2021 along with the actual non-motorized fatalities and serious injuries for 2017, 2018, and 2019. The five-year rolling average target for non-motorized fatalities and serious injuries is presented in Table 7.

Iowa DOT 2017-2021 safety targets

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

Table 6: Annual data summary

Year	Fatalities	Fatality rate	Serious injuries	Serious injuries rate	Non-motorized injuries and fatalities	VMT (millions)
2012	365	1.156	1,629	5.158	139	31,581
2013	317	1.005	1,545	4.898	129	31,542
2014	322	0.996	1,509	4.667	120	32,332
2015	320	0.987	1,470	4.440	138	33,109
2016	402	1.209	1,510	4.540	141	33,263
2017	331	0.981	1,467	4.347	127	33,751
2018	319	0.952	1,312	3.916	127	33,507
2019	338	0.985	1,341	3.908	130	34,312

Table 7 shows the historical and predicted five-year rolling averages for the five targets. The highlighted numbers represent Iowa's 2017-2021 safety targets.

Table 7: 5-year rolling average actuals and 2021 targets

Five-Year Rolling Averages					
Year	Fatalities	Serious injuries	Non-motorized injuries and fatalities	Fatalities per hundred million VMT	Serious injuries per hundred million VMT
2008-12	379.6	1,646.0	Data not available	1.211	5.250
2009-13	360.6	1,586.8	136.8	1.146	5.040
2010-14	350.8	1,565.6	134.6	1.108	4.942
2011-15	336.8	1,530.8	134.0	1.054	4.788
2012-16	345.2	1,532.6	133.4	1.066	4.741
2013-17	338.4	1,500.2	131.0	1.131	4.578
2014-18	338.8	1,453.6	130.6	1.021	4.382
2015-19	342.0	1,420.0	132.6	1.019	4.230
Forecast 75% prediction interval value					
2016-20	350.0	1,410.4	132.2	1.033	4.162
2017-21 targets	336.8	1,370.8	131.0	0.982	4.002

Iowa DOT System Performance and Freight Measures - Mid Performance Period Progress Review Update

September 2020

Performance measures

Through the Moving Ahead for Progress in the 21st Century (MAP-21) Act, Congress required the establishment of measures to assess performance in several areas, including performance of the Interstate and non-Interstate National Highway System (NHS), now codified in 23 CFR 490.507, and freight movement on the Interstate System, now codified in 23 CFR 490.607. The State Departments of Transportation (DOTs), as well as metropolitan planning organizations (MPOs) with applicable roadways within their metropolitan planning areas, were required to set targets for the following performance measures, known as "PM3"¹.

1. Percent of the person-miles traveled on the Interstate that are reliable (referred to as the Interstate Travel Time Reliability measure)
2. Percent of person-miles traveled on the non-Interstate NHS that are reliable (referred to as the Non-Interstate Travel Time Reliability measure).
3. Freight movement on the Interstate System - the Truck Travel Time Reliability (TTTR) Index (referred to as the Freight Reliability measure)

States were required to set 2- and 4-year targets for these measures by May 20, 2018, and reported them to FHWA as part of the submittal of State baseline performance period reports on October 1, 2018. States are required to submit a mid-performance period progress report by October 1, 2020. This update corresponds to the middle of the first 4-year performance reporting period, at a time designated by regulation to allow for states to review their 4-year targets and potentially make adjustments.

Data and methodology

Data for these measures is provided by FHWA through the National Performance Management Research Data Set (NPMRDS). This is a national data set of average travel times on the NHS. Since February 2017, speed and travel time data from INRIX has been used for the NPMRDS, which is hosted by the University of Maryland Center for Advanced Transportation Technology Laboratory (CATT Lab). States and MPOs can access the raw data at no cost. CATT Lab has also developed a MAP-21 tool to assist States and MPOs in calculating PM3 measures. This tool is available through a pooled fund effort led by the American Association of State Highway and Transportation Officials (AASHTO). Iowa DOT has joined the pooled fund for a five-year period, which provides access to the MAP-21 tool and output for the State and Iowa MPOs.

In addition to joining the pooled fund, in 2018 Iowa DOT downloaded the NPMRDS data and processed it internally to calculate the PM3 measures in parallel with the CATT Lab's efforts.

¹ This target-setting process and memo focuses only on PM3 measures applicable to Iowa. The final rule for PM3 also contains measures related to air quality, which are not required for Iowa or its MPOs as there are no non-attainment areas in the State.

Long-term, Iowa DOT anticipates continuing to conduct this analysis in-house to improve its understanding of the measures and the raw data. The internal analysis and CATT Lab output have both evolved since early 2018, as clarifications have been provided from FHWA on the measure calculations. Additionally, January 2017 NPMRDS data was reformatted to match the February-December 2017 NPMRDS data, to allow for a full year of consistent data for 2017.

The CATT Lab annual and monthly output for Iowa's PM3 measures in 2017, 2018, and 2019 was downloaded on March 17, 2020 and is being used to review progress towards 2-year targets and consider adjustments to 4-year targets.

NPMRDS data was collected for several years prior to 2017, but due to a change in vendor, only three complete years of data is available from NPMRDS that is formatted in the manner data is currently being collected. This creates challenges in setting targets because there is not enough information to create trends or obtain a good understanding of the natural variability in the annual measure. As a proxy for annual variation, the monthly variance of each measure for the three available years (36 months) is used. The data were analyzed to seek a "best fit" theoretical distribution for each measure, and parameters of those distributions were estimated. The cumulative distribution properties of each distribution were used to derive probabilistic (risk-based) targets. This is described for each target below.

Measure 1: Interstate travel time reliability measure

State DOTs were required to establish 2- and 4-year targets for percent of reliable person-miles on the Interstate system. This measure is calculated in the same manner as non-Interstate NHS reliability (measure 2).

The level of travel time reliability (LOTTR) is the metric for determining the performance measure. The LOTTR is calculated for four time periods:

1. Weekdays from 6:00 a.m. - 10:00 a.m.
2. Weekdays from 10:00 a.m. - 4:00 p.m.
3. Weekdays from 4:00 p.m. - 8:00 p.m.
4. Weekends from 6:00 a.m. - 8:00 p.m.

For each time period across an entire year, the LOTTR is defined as the ratio of the longer travel times (80th percentile) to a "normal" travel time (50th percentile) for all vehicles. Data are analyzed based on 15-minute groupings of speeds and travel times for traffic message channels (TMCs), which are highway segments that NPMRDS data is grouped into. FHWA defines a segment as reliable if its LOTTR is less than 1.5 during all four time periods. If the highest LOTTR is 1.5 or above, the segment is unreliable. To translate the LOTTR to the performance measure, the length of each segment is multiplied by its annual average daily traffic (AADT) and average occupancy factor for all vehicles (FHWA's default is 1.7), which results in person-miles. This calculation is done for reliable segments and for all segments. Dividing reliable segment person-miles by all person-miles provides the measure of percent of travel time reliability.

To develop targets, the percentage of reliable Interstate person-miles was calculated for each of the 36 months in calendar years 2017 - 2019, and the annual figures were also calculated. Using Palisade @RISK software, the 36 monthly observations were analyzed and various theoretical distributions were fit and compared. The monthly data are heavily skewed, and naturally cannot exceed 100%. Therefore, a truncated distribution such as a "triangular" distribution seems logical, and in fact is suggested as a best-fit option. As shown in Figure 1,

the software fits the distribution and generates the parameters. We can then use this theoretical distribution to obtain target values corresponding to various levels of confidence. For example, to be at least 75 percent confident in achieving the target, we would look for the point in the theoretical curve where the cumulative probability (area under the curve) is 0.75. There is a function in the @RISK package that allows us to calculate such values, and it returns 98.89%. Therefore, if we want to be at least 75 percent confident in achieving our target, we should set it to 98.89%.

This assumes that the monthly values and the annual values follow the same distribution, however we know that the relationship between monthly and annual data is not straightforward, as the LOTTR is recalculated based on the 80th and 50th percentile travel times for the specific timeframe being evaluated. This can result in annual values that are higher than any single monthly value or the average of monthly values. Because of this issue, we analyzed the annual values to see how "likely" they would be to come from the distribution of the monthly values. We observed that these values were typical of the theoretical distribution, so we therefore did not find evidence to suggest significant problems with the assumption. This assumption should be more rigorously explored as additional annual figures become available.

**Table 1: Level of travel time reliability for the Interstate system
4-year targets at various confidence levels**

Confidence Level	Target
70 percent	99.00%
75 percent	98.89%
80 percent	98.77%
85 percent	98.64%
90 percent	98.48%
95 percent	98.28%

The target value is rounded down to the nearest half percent. Using a 75 percent confidence level results in a revised 4-year target of 98.5 percent for person-miles traveled on the Interstate that are reliable.

[illegible]

Measure 2: Non-Interstate NHS travel time reliability measure

State DOTs were also required to establish 2- and 4-year targets for the percent of reliable person-miles on the non-Interstate NHS. The metrics and measure are calculated in the same manner as measure 1, and the same methodology was used to derive targets.

To develop targets, the percentage of reliable non-Interstate person-miles was calculated for each of the 36 months in calendar years 2017 - 2019, and the annual figures were also calculated. Using Palisade @RISK software, the 36 monthly observations were analyzed and various theoretical distributions were fit and compared. Although it is not an ideal fit for the data, the software recommends using a "normal" distribution, and this makes sense given what we know about the process that generates the data values. As shown in Figure 2 the software fits the distribution and generates the parameters. We can then use this theoretical distribution to obtain target values corresponding to various levels of confidence. For example, to be at least 75 percent confident in achieving the target, we would look for the point in the theoretical curve where the cumulative probability (area under the curve) is 0.75. There is a function in the @RISK package that allows us to calculate such values, and it returns 95.39%. Therefore, if we want to be at least 75 percent confident in achieving our target, we should set it to 95.39%.

This assumes that the monthly values and the annual values follow the same distribution, however we know that the relationship between monthly and annual data is not straightforward, as the LOTTR is recalculated based on the 80th and 50th percentile travel times for the specific timeframe being evaluated. This can result in annual values that are higher than any single monthly value or the average of monthly values. Because of this issue, we analyzed the annual values to see how "likely" they would be to come from the distribution of the monthly values. We observed that these values were atypical of the theoretical distribution, so we therefore used the same spread (standard deviation) as the monthly data, but we substituted the mean of the three annual observations, resulting in a "shifted" distribution. Instead of the monthly mean value of 94.49%, the annual mean value of 96.03% was used to center the distribution.

**Table 2: Level of travel time reliability for the non-Interstate NHS
4-year targets at various confidence levels**

Confidence Level	Target
70 percent	95.54%
75 percent	95.39%
80 percent	95.24%
85 percent	95.05%
90 percent	94.82%
95 percent	94.47%

The target value is rounded down to the nearest half percent. Using a 75 percent confidence level results in a target of 95.0% for person-miles traveled on the non-Interstate NHS that are reliable. The 4-year target for this measure was originally set at 95.0%, therefore there is no change to the target for non-Interstate NHS reliability.

[illegible]

Measure 3: Truck travel time reliability

State DOTs were required to establish 2- and 4-year targets for truck travel time reliability (TTTR) on the Interstate System. This measure is calculated similarly to measures 1 and 2, but the metric's parameters are different and it is not translated into a percentage of reliable miles. This measure also uses a subset of the NPMRDS data that contains only truck data, rather than the all-vehicle data used for measures 1 and 2.

The TTTR Index is the metric for determining the performance measure. The TTTR is calculated for five time periods:

1. Weekdays from 6:00 a.m. – 10:00 a.m.
2. Weekdays from 10:00 a.m. – 4:00 p.m.
3. Weekdays from 4:00 p.m. – 8:00 p.m.
4. Overnight (all days) from 8:00 p.m. – 6:00 a.m.
5. Weekends from 6:00 a.m. – 8:00 p.m.

For each time period across an entire year, the TTTR is defined as the ratio of the longer truck travel times (95th percentile) to a "normal" truck travel time (50th percentile). Data are analyzed based on 15-minute groupings of speeds and travel times for traffic message channels (TMCs), which are highway segments that NPMRDS data is grouped into. For each TMC, the highest TTTR value is carried forward into the measure calculation. To translate the individual TMC values into the overall TTTR index, the length of each segment is multiplied by its maximum TTTR of the five time periods. These length weighted TTTRs are then divided by the sum of all segment lengths to result in the TTTR index for the performance measure.

To develop targets, the TTTR was calculated for each of the 36 months in calendar years 2017 – 2019, and the annual figures were also calculated. Using Pallsade @RISK software, the 36 monthly observations were analyzed and various theoretical distributions were fit and compared. The software recommends using a Pareto distribution, however the Lognormal distribution also performs well and has the advantage of making more sense given the nature of the TTTR measure. As shown in Figure 3, the software fits the distribution and generates the parameters. We can then use this theoretical distribution to obtain target values corresponding to various levels of confidence. For example, to be at least 75 percent confident in achieving the target, we would look for the point in the theoretical curve where the cumulative probability (area under the curve) is 0.75. There is a function in the @RISK package that allows us to calculate such values, and it returns 1.20. Therefore, if we want to be at least 75 percent confident in achieving our target, we should set it to 1.20.

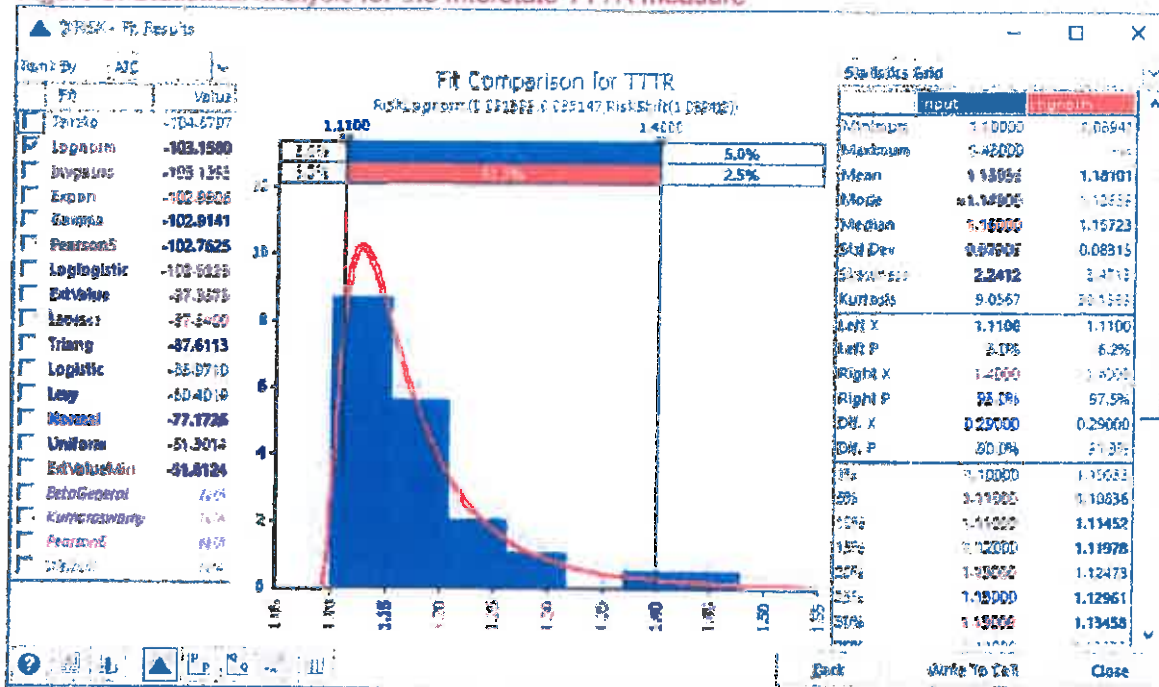
This analysis assumes that the monthly values and the annual values follow the same distribution, however we know that the relationship between monthly and annual data is not straightforward, as the TTTR is recalculated based on the 95th and 50th percentile travel times for the specific timeframe being evaluated. This can result in annual values that are lower than any single monthly value or the average of monthly values. Because of this issue, we analyzed the annual values to see how "likely" they would be to come from the distribution of the monthly values. We observed that these values were typical of the theoretical distribution, so we therefore did not find evidence to suggest significant problems with the assumption. This assumption should be more rigorously explored as additional annual figures become available.

Table 3: Truck travel time reliability for the Interstate System
4-year targets at various confidence levels

Confidence Level	Target
70 percent	1.191
75 percent	1.204
80 percent	1.220
85 percent	1.241
90 percent	1.273
95 percent	1.332

The target is rounded up to the nearest hundredth. Using a 75 percent confidence level results in a revised 4-year target of 1.21 for truck travel time reliability on the Interstate system.

Figure 3: Statistical analysis for the Interstate TTTR measure



Iowa DOT FHWA performance targets for system reliability and freight

Through revisiting the original analysis and targets at the mid-point of the performance period with more data available, it is clear that we have had and continue to have an incomplete understanding of the natural variability in these mobility measures. Therefore, it is not surprising that we should take this opportunity to employ some of our learning and revise the targets. Our analysis suggests revising two of the three targets (Interstate TTR and Truck TTR), while making no change to the non-Interstate NHS TTR target.

Iowa DOT's suggested 4-year targets are shown in Table 4. The targets are being set at the 75 percent confidence level. This still means that, assuming the processes generating these measures follow these distributions, we have about a one in four chance of not meeting these targets.

Table 4: Iowa DOT 4-year targets for system reliability and freight performance measures

	Interstate level of travel time reliability 2022 target	Non-interstate NHS level of travel time reliability 2022 target	Truck travel time reliability index 2022 target
Original	99.5%	95.0%	1.14
Revised	98.5%	95.0%	1.21



Date: November 10, 2020
To: Urbanized Area Policy Board
From: Emily Bothell, Sr. Associate Transportation Planner
Re: Agenda item #4(c): Consider approval of Surface Transportation Block Grant (STBG) and Transportation Alternatives Program (TAP) scoring criteria for funds allocated by MPOJC

At your September meeting, staff presented the attached Surface Transportation Block Grant (STBG) and Transportation Alternatives Program (TAP) scoring criteria (revised and approved in November 2018) for review in advance of the STBG and TAP funding cycle. The Board indicated a desire to give credence to stormwater management practices under the 'Environment' criteria. I attached the draft scoring criteria reflective of this change for your review. Please be prepared to consider approval of the scoring criteria at your November meeting.

At their November 10th meeting, the Transportation Technical Advisory Committee unanimously recommended approval of the revised scoring criteria (attached).

As a reminder, the scoring criteria is one tool to evaluate potential grant funded projects and the Policy Board is not required to award funding based solely on project scores.

I will be available at your November 18th meeting to answer any questions you may have.

Scoring Criteria

MPOJC Policy Board Approved November 14, 2018

The proposed changes are highlighted in red.

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%) (13%)

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)
- B. Project preserves the natural environment through Stormwater Management practices such as: Incorporating permeable pavements, bioretention, soil restoration, etc. +1 each (Points Possible: 3)

Total Points Possible: 4 (4%) 7 (8%)

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%) (5%)

Score: _____

4: System Preservation – Maintained in good and reliable condition

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

Total Points Possible: 5 (6%) (5%)

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%) (15%)

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%) (15%)

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 Estimates (2012-2016)



Metropolitan Planning Organization of Johnson County

Date: November 10, 2020
To: Urbanized Area Policy Board
From: Emily Bothell, Sr. Associate Transportation Planner
Re: Agenda Item #4(d): Consider approval of several elements of the MPOJC Long Range Transportation Plan revision: Vision, Guiding Principles, Scoring Criteria

At the September Urbanized Area Policy Board meeting, the Board concurred with the Plan's overall vision and guiding principles but indicated a desire to give credence to stormwater management practices under the 'Environment' scoring criteria. I attached the draft scoring criteria reflective of this change for your review.

We're asking the Urbanized Area Policy Board to consider approval of the transportation vision, guiding principles, and scoring criteria as presented.

At their November 10th meeting, the Transportation Technical Advisory Committee unanimously recommended the approval of the Long Range Transportation Plan vision, guiding principles and scoring criteria (attached).

I will be available at your November 18th meeting to answer any questions you may have.

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

- 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.*

Scoring Criteria

MPOJC Policy Board Approved November 14, 2018

The proposed changes are highlighted in red.

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%) (13%)

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)
- B. Project preserves the natural environment through Stormwater Management practices such as: Incorporating permeable pavements, bioretention, soil restoration, etc. +1 each (Points Possible: 3)

Total Points Possible: 4 (4%) 7 (8%)

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%) (5%)

Score: _____

4: System Preservation – Maintained in good and reliable condition

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

Total Points Possible: 5 (6%) (5%)

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%) (15%)

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%) (15%)

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 Estimates (2012-2016)



Date: November 10, 2020
To: Urbanized Area Policy Board
From: Emily Bothell, Sr. Associate Transportation Planner
Re: Agenda item #4(e): Discussion regarding the pending 'Needs Assessment' required for the MPOJC Long Range Transportation Plan revision

This winter MPO staff will be conducting a needs assessment asking MPO entities to submit capital transportation infrastructure needs (projects) to be considered for inclusion in the 2050 Long Range Transportation Plan. Upon receiving each community's list of priority projects, we will preliminarily screen the projects to determine if they are eligible for inclusion using the following criteria:

- Is the project eligible to receive Federal funds such as Surface Transportation Block Grant (STBG), Transportation Alternatives Program (TAP), and/or Federal Transit Administration funding?
- Does the project comply with the adopted MPOJC Complete Streets Policy?
- Is the project located within the adopted MPOJC Planning Boundary?
- Is your community committed to providing necessary matching funds for the project?
- Were the project lists submitted by way of resolution or with a letter of approval signed by the appropriate authority?

Once staff has screened all projects, we will host a series of public input opportunities where the public will be invited to comment on the projects submitted. The projects will subsequently be scored by staff using the Urbanized Area Policy Board approved criteria. The scores and public input will be provided to the Transportation Technical Advisory Committee (TTAC) and Policy Board who will be responsible for ensuring the final project list is fiscally constrained using the MPO's forecasted federal transportation infrastructure budget for years 2022-2050. The final fiscally constrained project list will then be included in the Plan to be adopted in May of 2022.

I will be available at your November 18th meeting to answer any questions you may have.



Date: November 10, 2020
To: Urbanized Area Policy Board
From: Sarah Walz, ^{SW} Associate Transportation Planner
Re: Agenda Item #4(f): Update on the Metro Trail Count Program

Between May and October each year, the MPO collects bicycle and pedestrian counts along the regional network of trails and sidepaths (wide sidewalks). Data is collected using an infrared device; the device does not differentiate between bicycles and pedestrians. Each count lasts 7 days; we present the daily average in the charts included in this report.

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

The following pages provide a trendline for count locations along the trail system. We suspect that trail usage may be up this year due in part to the Covid-19 pandemic as many people sought out the trail system as a healthy alternative to indoor activities such as schools, gyms, and recreation centers.

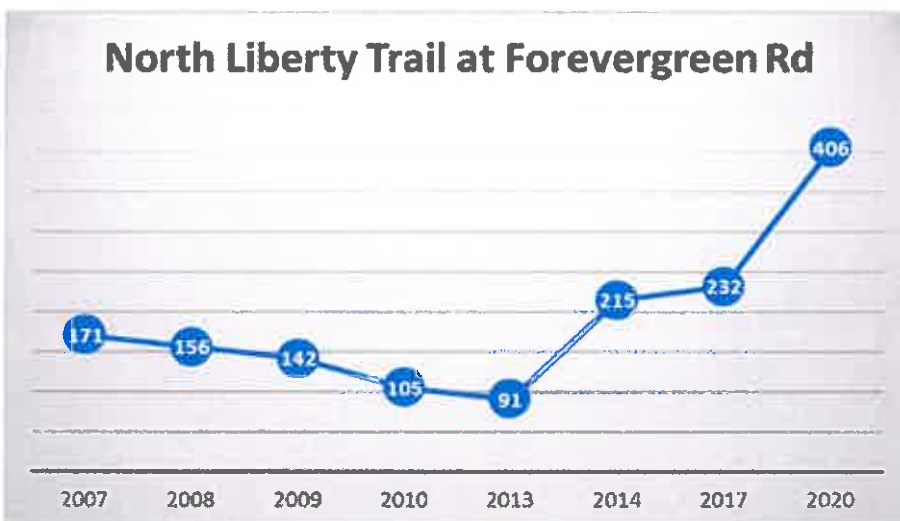
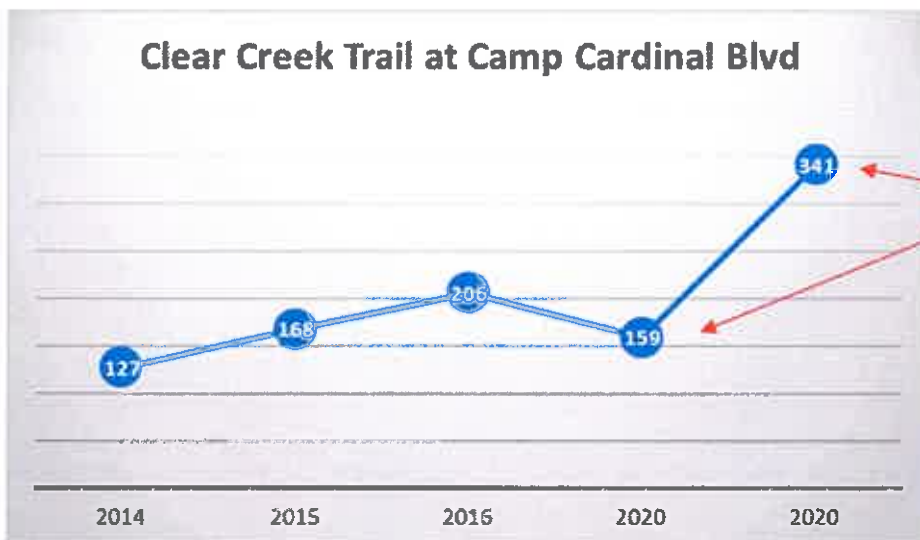
First-time counts were taken at the following locations:

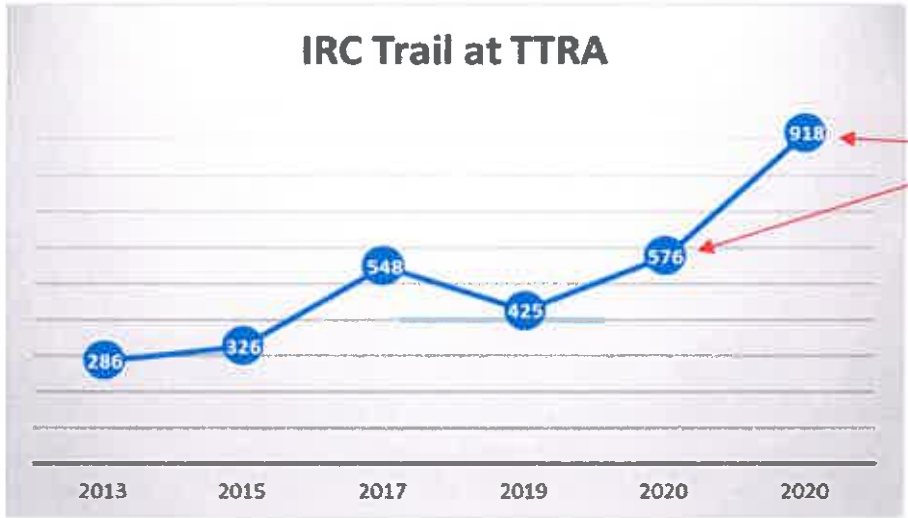
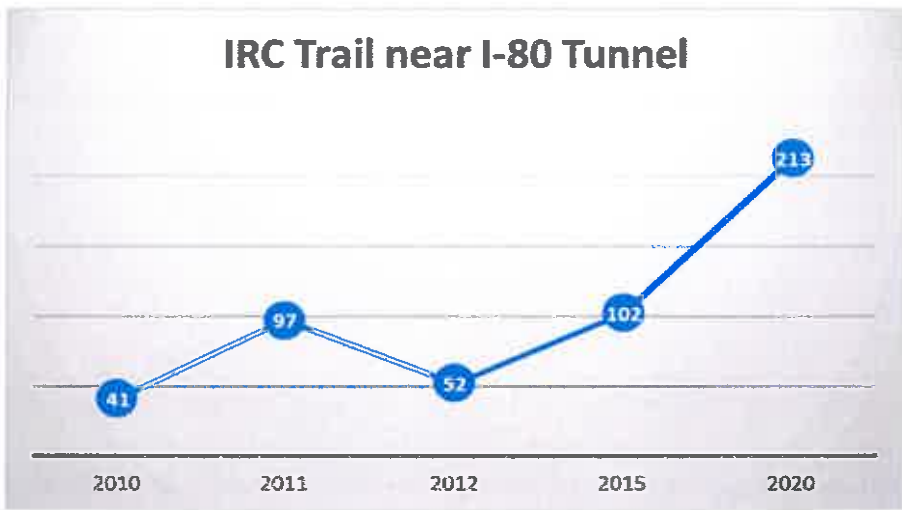
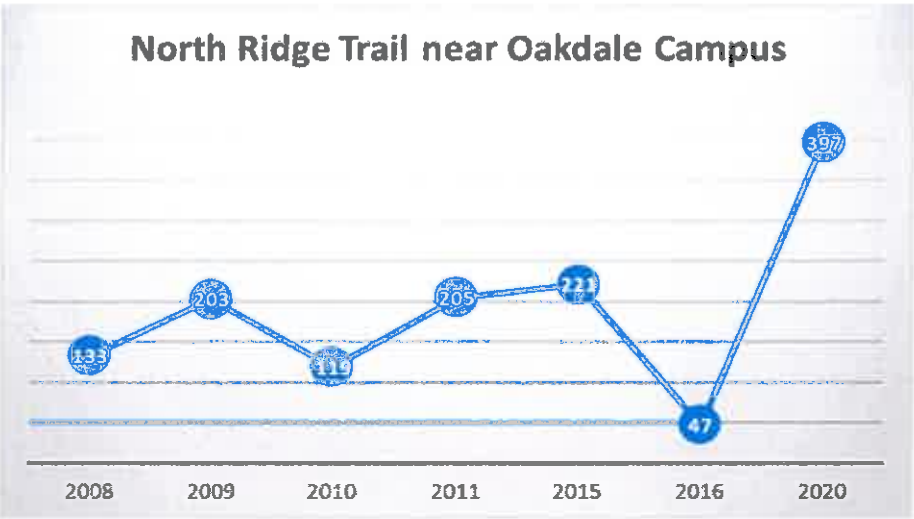
- Iowa River Corridor Trail between Myrtle Avenue and Burlington Street— 436
- Highway 1 Trail at Sunset— 76 (spring 2020); 79 (fall 2020)

Second-year counts were taken at the following locations:

- Iowa River Corridor Trail, Mahaffey Bridge Rd. near Southslope—99 (2016); 247 (2020)
- North Dubuque Street (IRC) Trail at I-80 Ped Bridge—89 (2019); 140/41 (2020)

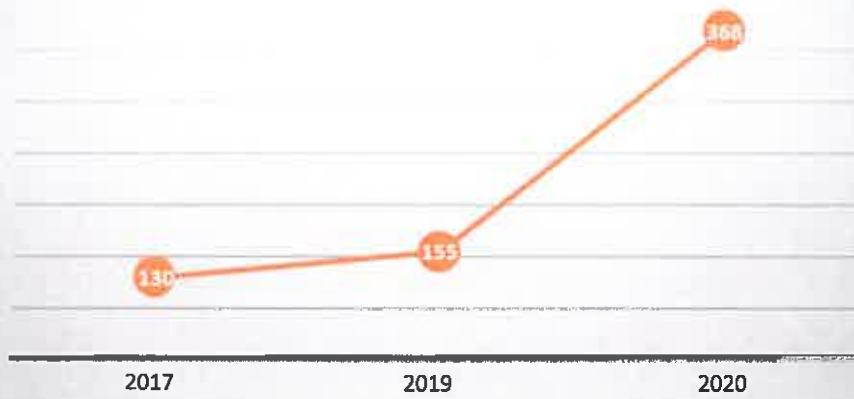
The following charts show data for those locations that have 3 or more years of data:





Two counts taken in 2020—spring and fall.

IRC Trail north of Liberty High



Court Hill Trail east of 1st Ave.



Sycamore Greenway at Grant Wood



Locations of 2020 Counts

