



Metropolitan Planning Organization of Johnson County

MPOJC Transportation Technical Advisory Committee
Tuesday January 19, 2021 – 10:30 a.m.

Electronic Meeting Notice
Zoom Meeting Platform

Electronic Meeting

(Pursuant to Iowa Code section 21.8)

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

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

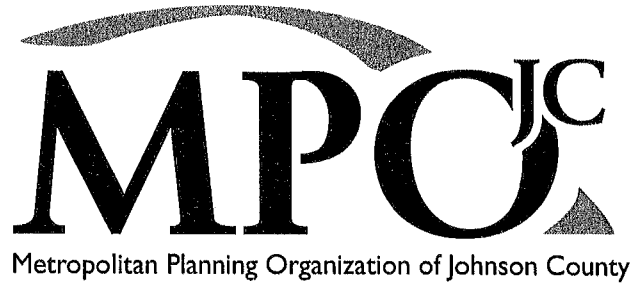
https://zoom.us/meeting/register/tJcpdOyurj4vHNXq2iM_C1OTwcnlANiJ7tjS

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.

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



AGENDA

1. Call to order; recognize alternates; consider approval of meeting minutes
2. Public discussion of any item not on the agenda*
3. Consider a recommendation to the MPOJC Urbanized Area Policy Board regarding Federal Transit Administration Section 5307 Transit Operating Formula funding apportionment for FY2021
4. Consider a recommendation to the Urbanized Area Policy Board regarding 'Coronavirus Response and Relief Supplemental Appropriations Act' (CRRSAA) funding allocations for local transit agencies
5. Consider a recommendation to the MPOJC Urbanized Area Policy Board regarding Federal Functional Class designations for urbanized area roadways
6. Update on Surface Transportation Block Grant & Transportation Alternatives Program grant funding process
7. Update on the MPOJC FY22 Transportation Planning Work Program & FY22-25 Transportation Improvement Program schedules
8. Update on the Long Range Transportation Plan revision process
9. Other Business
10. Adjournment

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

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

MINUTES
MPOJC TRANSPORTATION TECHNICAL ADVISORY COMMITTEE
NOVEMBER 10, 2020 – 10:30 A.M.
ZOOM MEETING PLATFORM

MEMBERS PRESENT: Coralville: Dan Holderness, Scott Larson, Kelly Hayworth
Iowa City: Jason Havel, Ron Knoche, Darian Nagle-Gamm,
Mark Rummel, Scott Sovers
North Liberty: Ryan Rusnak
University Heights: Louise From
University of Iowa: Brian McClatchey
Johnson County: Tom Brase

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

1. CALL TO ORDER

Neumann called the meeting to order at 10:30 AM. The meeting was held online through the Zoom meeting platform in accordance with Iowa Code Section 21.8 due to complications preventing in-person meetings during the COVID-19 pandemic.

a. Recognize alternates

Scott Larson was recognized as an alternate for Vicky Robrock (Coralville).

b. Consider approval of meeting minutes

From moved to approve, Holderness seconded. **The motion passed unanimously.**

2. PUBLIC DISCUSSION OF ANY ITEM NOT ON THE AGENDA

None

3. CONSIDER A RECOMMENDATION TO THE MPOJC URBANIZED AREA POLICY BOARD REGARDING AN AMENDMENT TO THE ADOPTED FY2021-2024 MPOJC TRANSPORTATION IMPROVEMENT PLAN (TIP)

Neumann explained that the same TIP project had been approved in May 2020 for FY2020, but it needed to be reapproved by the Committee for FY2021 in order for the amendment to carry over correctly.

Holderness moved to approve, Knoche seconded. **The motion passed unanimously.**

4. CONSIDER A RECOMMENDATION TO THE MPOJC URBANIZED AREA POLICY BOARD REGARDING SURFACE TRANSPORTATION BLOCK GRANT (STBG) AND TRANSPORTATION ALTERNATIVE PROGRAM (TAP) SCORING CRITERIA FOR FUNDS ALLOCATED BY MPOJC

Bothell explained that previously the Transportation Technical Advisory Committee had concurred with the scoring criteria for STBG and TAP. However, the Urbanized Area Policy Board wished to add points under the 'Environment' criteria for Stormwater Management practices.

Holderness agreed with the inclusion of Stormwater Management practices into the criteria

and wondered whether the point value allocation was a staff or Board recommendation. Bothell responded that staff came up with the point value but was open to changes. Holderness recommended that at least three points be allocated for Stormwater Management practices due to its importance in future projects. Ralston asked whether the points should be awarded as one per listed practice or as a whole. Holderness clarified that any of the practices being performed should be awarded all three points.

Knoche asked what a vegetation and landscaping improvement would look like. Bothell responded that it could include any vegetation that limits the amount of runoff or increase absorption, such as street trees. Ralston added that if there were other strategies to employ that they may not have considered, they would be willing to do so. Knoche asked if the Stormwater Management was replacing anything or if it was an additional criterion. Bothell explained that it was an addition. Knoche agreed that three points was a good allocation for the criterion.

Larson asked if soil quality restoration would be acceptable to put within the criterion, since some vegetation on new projects is not going to limit runoff and therefore would not count towards this point allocation. Ralston added that staff would look to specific recommendations from the Committee on specifics. Larson responded that soil restoration would be important to incorporate to push for the improvement of top soil. Staff indicated they would add a topsoil component to the criteria. Ralston added that the criteria were vague, but they would look to the engineer on the project to justify the point allocations and if there was a dispute, it would come back to the Committee.

Ralston asked Holderness if the envisioned breakdown would be one point for each activity listed or three points for the completion of any Stormwater Management practice, since there are graduated levels elsewhere in the criteria. Knoche responded that within the Environment criterion, there is one point each with a maximum possible number system, and that would make sense to follow for the Stormwater Management practices as well. McClatchey mentioned that the list of variables on the list is important to clarify in that case. Knoche responded that the inclusion of the phrase "such as" is important since the list is not exhaustive, therefore the maximum point potential is important to incentivize multiple Stormwater Management practices. Holderness agreed. Ralston summarized the Stormwater Management point breakdown to incentivize multiple options with graduated point levels, but with a maximum of three points total for the criterion.

Holderness moved to approve Ralston's summary, Knoche seconded. **The motion passed unanimously.**

5. DISCUSSION REGARDING POTENTIAL FEDERAL FUNCTIONAL CLASSIFICATION CHANGES FOR MPOJC URBANIZED APREA ROADWAYS

Bothell explained that Coralville and North Liberty had submitted amendments for the Federal Functional Classification map. Overall, the amendments equaled 21.56 miles, 5.35 of which were new roadways and would add to the overall urbanized roadway area. Once the Committee reviewed the amendments for any changes, staff would work with the Iowa DOT for pre-approval of those changes which would then be returned to the Committee for final approval.

Holderness asked if 8 miles were still available for classification. Bothell responded that they were. Holderness asked how often this process was repeated and Bothell explained that it precedes every STBG and TAP cycle, therefore occurring every two years. Ralston clarified that if there was a reason to classify out of cycle, that would also be possible with coordination from the Iowa DOT.

6. CONSIDER A RECOMMENDATION TO THE MPOJC URBANIZED AREA POLICY BOARD REGARDING ELEMENTS OF THE MPOJC LONG RANGE PLAN REVISION

Bothell explained that the Transportation Technical Advisory Committee had previously agreed with the MPOJC Long Range Plan vision, guiding principles, and scoring criteria. The Long Range Transportation Plan criterion needs to be approved by the Board in order for staff to score/rank projects to be included in the 2050 Long Range Plan.

Knoche asked how the criteria would be used in the Long Range Plan differently than for STBG and TAP funding. Bothell responded that these criteria will be used to determine projects for the Long Range Plan because it is fiscally constrained, so having specific criteria helps determine the best projects to include in the framework. Knoche asked if this process was completed for the last update and Bothell responded that it had been.

Nagle-Gamm asked if there was flexibility of what projects were included into the fiscal planning of the Long Range Plan based on shifting needs, and Bothell responded that there was flexibility because the projects would be in the plan but not fiscally constrained, so rearranging could occur. Ralston added that Long Range Plan amendments are common within the five years that the plan is in action and could be considered along the way.

Knoche moved to approve the above criteria for the Long Range Plan, Holderness seconded. **The motion passed unanimously.**

7. DISCUSSION REGARDING THE PENDING 'NEEDS ASSESSMENT' REQUIRED FOR THE MPOJC LONG RANGE TRANSPORTATION PLAN REVISION

Bothell explained that Committee members would be asked to submit projects for the 'Needs Assessment' in order to be included in the Long Range Plan. Upon submission, public meetings would be held to discuss the projects and decide whether to include them in the fiscally constrained portion of the Long Range Plan. Ralston added that this is the most difficult part of the plan to consider and plenty of time would be allocated for contemplation.

8. CONSIDER A RECOMMENDATION TO THE MPOJC URBANIZED AREA POLICY BOARD REGARDING SAFETY TARGET SETTING AND PERFORMANCE MEASURES FOR THE MPO AS REQUIRED BY THE FEDERAL HIGHWAY ADMINISTRATION

Ralston explained that the Federal Highway Administration (FHWA) requires the MPOJC to set and report five safety improvement targets to the Iowa DOT. They had the option to either go with the state's pre-approved targets or set their own. The FHWA also requires the MPOJC to set pavement/bridge and system reliability targets and report them every two years. In 2018, the MPOJC unanimously decided to support the state's two and four year targets and since the two year review, the "Person-miles traveled on the Interstate that are reliable" and "Truck Travel Time Reliability (TTTR) Index" targets have been updated. The committee needs to decide to accept the state's targets or set their own, and either decision will require justification within the Transportation Improvement Program and the Long Range Plan. Staff recommended accepting the state's targets with the possibility of adding individual targets if the situation arises in the future.

McClatchey asked what happens if the targets are not met. Ralston responded that there are no penalties at the moment, but they may occur in the future, potentially by being tied to funding. The FHWA reviews the DOT targets, but nothing is checked locally. Up until now, most MPOs in the state have decided to accept the state's targets without creating individual targets.

Knoche asked if there was any local data about how the targets were coming along. Ralston responded that collision analyses are conducted every two years and the MPOJC is keeping

tabs on the trends.

Holderness moved to approve the State targets, Knoche seconded. **The motion passed unanimously.**

9. UPDATE ON THE METRO TRAIL COUNT PROGRAM

Walz explained that trail counts are performed every year between spring and fall. The counter used does not differentiate between pedestrians and bicycles and the counts are only performed for seven days, meaning the weather can affect the numbers. There was a noticeable increase in trail usage this year, likely due to COVID. In the next fiscal year, the MPOJC will be purchasing a new counter to get more counts and longer counts for popular trails. They are looking into new technology as well that could count bikes only.

Hayworth asked about the difference between the spring 2020 and fall 2020 count on the Clear Creek Trail because the increase was highly noticeable. Walz responded that some of the counts, including Clear Creek, that were lower in the spring were surprising, but since the majority of students had left by that point, it made some sense. Due to the work from home policy at the university, the adjustment period could account for the dip in numbers in the spring. Walz clarified that none of that reasoning had been confirmed with other data, but it seemed to make sense and Hayworth agreed. Ralston added that the use of trails is very noticeable and speaks to the quality of trails in Johnson County. Walz added that the Iowa City Bike Library had added some new maps for self-guided rides to compensate for canceled group rides that would have been held in May during Bike Month and that many people have been trying to explore new trails that they had not used before, so that really speaks to the value of the trails in the region.

McClatchey agreed and believed that the data collected is also very valuable even though weeks are smaller periods of time and very weather dependent and believes that the potential for even longer counts in the future will be very important to understanding the trends. Ralston responded that Coralville requested a longer count on their Woodpecker Trail and that counter was left out for a month so having more equipment to do some of these longer projects would prove valuable.

10. OTHER BUSINESS

Nagle-Gamm shared an update on the Iowa City Area Transit Study. The planning process is nearly complete and they have some guidance from the City Council as to how to proceed. They are hoping to work with Coralville to align their prices and finalize routes. The Iowa City Council has also asked them to evaluate expanded late night and weekend options to help third shift workers in particular. The next step is to host a public hearing on the route changes and is expected to happen this winter. The implementations are expected to occur in summer 2021 before the school year starts. They are also in the process of switching over to electric systems for their buses and received a federal FTA grant for the delivery of four all-electric buses next summer to replace four old diesel fuel buses. The bike share program has been delayed several times due to legal acquisition of the company providing the bikes and COVID-19, as the bikes are being made in China, but the launch is expected to happen in fall 2021 and the bike shares that have been operational nearby, such as in Cedar Rapids, have been very successful so far.

McClatchey asked Nagle-Gamm if they going to provide only bikes. Nagle-Gamm responded that the company was willing to start with electric bikes only, but would likely be interested in adding scooters as well. McClatchey added that the program in Cedar Rapids was starting to phase out the bikes and Nagle-Gamm responded that the data shows that scooters are more popular than the bike options, so they may look into that option in the future, but e-bikes are preferred for Iowa City because they can be a car replacement option

while scooters cannot.

11. ADJOURNMENT

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

Neumann adjourned the meeting at 11:11 AM.



Metropolitan Planning Organization of Johnson County

Date: January 12, 2021

To: Transportation Technical Advisory Committee

From: Brad Neumann, Associate Transportation Planner

Re: Agenda item #3: Consider a recommendation to the MPOJC Urbanized Area Policy Board regarding Federal Transit Administration Section 5307 Transit Operating Formula funding apportionment for FY2021

Iowa DOT has indicated that MPOJC has a total of \$2,951,813 available in FY2021 FTA Section 5307 operating assistance. This amount includes Small Transit Intensive Communities (STIC) funding. The funds are apportioned by MPOJC to Coralville Transit, Iowa City Transit, and University of Iowa Campus based on the MPO's local formula of 25% operating/maintenance costs, 25% locally determined income (LDI), 25% revenue miles, and 25% fare revenue.

However, COVID-19 has created two issues with calculating the FY2021 apportionment. The changes to transit service due to COVID-19 (especially in the 4th quarter) has impacted the FY2020 data used in the apportionment formula. Also, due to COVID-19, the Iowa Department of Transportation is delayed in approving the FY2020 transit year-end report data we use in the apportionment formula. After discussions with the transit managers, staff is recommending that we use the previous year's multiplier to apportion the FY2021 funding. Since the amount of funding being apportioned for FY2021 increased by a little over 3% from FY2020, each transit agency will see an increase in funding.

The following tables show the proposed FY2021 apportionment using the previous year's multiplier, and for comparison, the FY2020 apportionment. Unfortunately, since we don't have the Iowa DOT approved year-end data, we cannot produce the FY2020 Transit Performance Statistics table.

The FY2021 Section 5307 funds can be used for transit operating and capital expenses. Once approved, the MPO will complete and submit the required annual FY2021 FTA Section 5307 applications on behalf of each transit system.

Please be prepared to make a recommendation to the Urbanized Area Policy Board regarding apportionment of the FY2021 FTA Section 5307 operating funds.

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

Proposed FY2021 Section 5307 Operating Apportionment

System	Total Operating Cost	Locally Determined Income*	Revenue Miles	Fare Revenue	Multiplier **	FY2021 Apportionment
Coralville	\$1,850,999 [.1387]	\$1,155,536 [.1261]	271,809 [.1325]	\$417,982 [.2357]	.1583	\$467,272
Iowa City	\$7,720,438 [.5787]	\$5,573,858 [.6083]	1,029,923 [.5020]	\$1,355,399 [.7643]	.6133	\$1,810,347
CAMBUS	\$3,770,329 [.2826]	\$2,433,108 [.2656]	749,902 [.3655]	\$0.00 [0.0000]	.2284	\$674,194
TOTAL	\$13,341,766 [1.000]	\$9,162,502 [1.000]	2,051,634 [1.000]	\$1,773,381 [1.000]	1.0000	\$2,951,813

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

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

Following are FY2019 multipliers and apportionment:

Approved FY2020 Section 5307 Operating Apportionment

System	Multiplier	Total Apportionment
Coralville	0.1583	\$452,243
Iowa City	0.6133	\$1,752,119
CAMBUS	0.2284	\$652,510
TOTAL	1.0000	\$2,856,872



Metropolitan Planning Organization of Johnson County

Date: January 12, 2021

To: Transportation Technical Advisory Committee

From: Brad Neumann, ^{mn}Associate Transportation Planner

Re: Agenda item #4: Consider a recommendation to the Urbanized Area Policy Board regarding 'Coronavirus Response and Relief Supplemental Appropriations Act' (CRRSAA) funding allocations for local transit agencies

The Federal Transit Administration (FTA) has announced a total of \$14 billion in Federal funding allocations to continue to support the Nation's public transportation systems during the COVID-19 public health emergency. The funding is provided through the **Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA)**. The funding was signed into law on December 27, 2020 and includes \$1,532,506 for the Iowa City Urbanized Area to be apportioned to Iowa City Transit, Coralville Transit, and University of Iowa Campus. The FTA previously provided the Iowa City Urbanized Area with \$8,331,763 in funding as part of the \$25 billion Coronavirus Aid, Relief, and Economic Security (CARES) Act funding in April 2020.

Like the CARES Act, the CRRSAA supplemental funding will be provided at 100-percent federal share, with no local match required. CRRSAA directs recipients to prioritize payroll and operational needs and will also support expenses traditionally eligible under Section 5307 statutory requirements.

Similar to the CARES Act, 'Designated Recipients' like MPOJC, must sub-allocate funds based on a locally determined process. After discussions with the three transit managers, it was recommended that the CRRSAA funding be apportioned using the same multiplier used to apportion the CARES Act funding.

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

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

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

Approved 2020 CARES Act Apportionment

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

Proposed 2021 CRRSAA Apportionment

System	Multiplier	CRRSAA Apportionment
Coralville	.1583	\$242,596
Iowa City	.6133	\$939,886
CAMBUS	.2284	\$350,024
TOTAL	1.0000	\$1,532,506



Date: January 12, 2021
To: Transportation Technical Advisory Committee
From: Emily Bothell, Sr. Associate Transportation Planner
Re: Agenda item #5: Consider a recommendation to the MPOJC Urbanized Area Policy Board regarding Federal Functional Class designations for urbanized area roadways

In October we received 21.56 miles of amendments to the Iowa City Urbanized Federal Functional Classification (FFC) system from Coralville and North Liberty as shown in **Table 1**. Following the November Transportation Technical Advisory Committee meeting, staff sent the requests to the Iowa Department of Transportation (DOT) and received 'pre-approval' for 7.12 miles of roadway while 14.44 miles were denied. **Table 1** details Iowa DOT's comments for each amendment and the proposed classification.

The functional classification system is a hierarchy of five roadway classes and identifies which roads are Federal-Aid Routes. The functional classification system's significance to MPO activities is that federal funding can only be spent on roadways functionally classified as collector, or higher, in the classification system. Only 35% of the total road mileage in the Iowa City Urbanized Area can be listed on the FFC System. If approved by the TTAC and Urbanized Area Policy Board (UAPB), the total road mileage listed on the FFC system in the Iowa City urbanized area would equal 167.04 miles or 33%.

Please be prepared to make a recommendation to the Urbanized Area Policy Board (UAPB) regarding the 7.12 miles of 'pre-approved' roadways.

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

Table 1: Federal Functional Classification Amendment Request 2020-2021

No	Entity	Street/Route Description	FFC Change				Iowa DOT Comments
			Miles	Existing Classification	Proposed Classification	Approve/Deny	
1	Coralville	Commerce Drive - Coral Ridge Avenue to Heartland Drive	0.46	Local	U-COL	Approve	Commerce Dr as collector. Connection between minor arterials.
2	North Liberty	Penn Street/North Liberty Road - I-380 interchange to Dubuque Street	6.36	U-MA/ U-COL	U-PA	Deny	Penn St should remain minor arterial. Local commuter traffic east of Ranshaw Dr does not have the volume level it should for the requested classification change. North Liberty Rd east of Front St should remain collector.
3	North Liberty	Ranshaw Way/Hwy 965 - North City limits to Forevergreen Road	6.07	U-MA	U-PA	Deny	Hwy 965/Ranshaw Way should remain minor arterial for classification connectivity issues at the north urban area boundary (rural major collector) and south at the Forevergreen Rd intersection (urban minor arterial).
4	North Liberty	Jones Boulevard - Penn Street to Forevergreen Road	2.01	U-COL	U-MA	Deny	Jones Blvd should remain collector due to low ADT and the fairly close proximity of another arterial classification to the east.
5	North Liberty	Forevergreen Road - I-380 to Ranshaw Way/Hwy 965	1.77	U-COL	U-MA	Approve	Forevergreen Rd can be upgraded to minor arterial. The future economic development and an increased ADT have developed for a classification of minor arterial at this time.
6	North Liberty	Kansas Avenue - Penn Street to Forevergreen Road	2.05	Local	U-MA	Approve for U-COL	Kansas Ave can be upgraded to collector only. Denying the MPOJC request for a change to minor arterial on this segment. Too close in proximity to I-380.
7	North Liberty	Zeller Street - Jones Boulevard to Front Street	1.00	Local	U-COL	Approve	Zeller St can be upgraded to collector for connection between Jones Blvd on the west and Front St to the east.
8	North Liberty	St. Andrews Drive / 270th St - from Jones Boulevard to Kansas Avenue	1.02	Local	U-COL	Approve	St. Andrews Dr and 270th St can be upgraded to collector, but only because Kansas Ave to the west is approved for an upgrade to collector (continuity of the same classification).
9	North Liberty	Juniper Street - North Liberty Road to Dubuque Street	0.82	Local	U-COL	Approve	Juniper St can be upgraded to collector for quick access connection between S Dubuque St (minor arterial) on the south and North Liberty Rd (collector) on the north.

Total Approved Mileage: 7.12 miles

Total "New" Mileage: 5.35 miles

% of Miles Currently Classified: 161.69 miles (32.3%)

% of Miles Classified with approved amendments: 167.04 miles (33.0%)

U-PA = Urban Principal Arterial

U-MA = Urban Minor Arterial

U-COL = Urban Collector



Metropolitan Planning Organization of Johnson County

Date: January 12, 2021
To: Transportation Technical Advisory Committee
From: Kent Ralston; Executive Director
Re: Agenda Item #6: Update on Surface Transportation Block Grant & Transportation Alternatives Program grant funding process

Typically, the MPO conducts our competitive grant process for both Surface Transportation Block Grant (STBG) and Transportation Alternative Program (TAP) funds in the spring every other year. This biennial process has historically reflected the desire of both the TTAC and the Urbanized Area Policy Board to allow two years of funding to be allocated at once – thereby allowing projects to receive larger funding awards.

Calendar year 2021 marks a grant cycle year for the MPO and staff anticipates that approximately \$7.5 million in STBG funds and approximately \$525,000 in TAP funds will be available for programming for FY2025-2026.

The grant process will follow this tentative timeline:

- February 1, 2021 – STBG & TAP applications distributed
- February 22, 2021 – Application submittal deadline (3 weeks to submit applications)
- March 9, 2021 – RTBC meets to provide recommendation on TAP projects
- March 23, 2021 – TTAC meets to provide recommendations on STBG/TAP projects
- March 31, 2021 – Policy Board meets to approve funding of STBG/TAP projects
- May 2021 – TTAC / Policy Board approve draft Transportation Improvement Program
- July 2021 – TTAC / Policy Board approve final Transportation Improvement Program

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



Metropolitan Planning Organization of Johnson County

Date: January 12, 2021

To: Transportation Technical Advisory Committee

From: Brad Neumann, Associate Transportation Planner

Re: Agenda Item #7: Update on the MPOJC FY22 Transportation Planning Work Program and FY22-25 Transportation Improvement Program

FY22 Transportation Planning Work Program

The *Transportation Planning Work Program* is a document developed each year to identify projects which will be addressed by MPOJC the following fiscal year. The Work Program is developed in a coordinated effort involving the Transportation Technical Advisory Committee, Iowa Department of Transportation (DOT), and Urbanized Area Policy Board. Annual Work Program items include all state and federally required planning processes and documentation, ongoing and routine projects, and special projects requested by member entities.

We will begin soliciting for FY22 Work Program projects in February. If you have special projects in mind for the FY22 Work Program, please feel free to discuss them with any MPO staff person. The draft Work Program must be submitted to the Iowa DOT, Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) by April 1. The Urbanized Area Policy Board will approve the final Work Program in May.

FY22-25 Transportation Improvement Program

The MPOJC *Transportation Improvement Program* (TIP) is the programming document for federally funded transportation improvements within the Iowa City Urbanized Area. This document includes federally funded transportation projects for all modes of transportation such as streets, highways, bicycles, transit, and pedestrian projects.

The importance of the TIP is that it formalizes the specific projects to receive federal funds, and the year in which the projects receive funding. The MPOJC Urbanized Area Policy Board considers approval of the annual TIP after receiving a recommendation from the Transportation Technical Advisory Committee. MPOJC will be allocating new Surface Transportation Block Grant (STBG) and Transportation Alternatives Program (TAP) funding in 2021. MPOJC anticipates allocating approximately \$7.5 million in STBG funding and \$525,000 in TAP funding to be programmed in FY25-26. The STBG funding amount is higher than normal due to the City of North Liberty returning approximately \$1.8 million from their Hwy 965 Phase II project which was completed in FY14.

In July, the Urbanized Area Policy Board will consider adopting the FY22-25 TIP. In preparation for public review of the draft TIP, staff will work with member entities to ensure projects are programmed in the appropriate fiscal year.

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

cc: Kent Ralston



Date: January 12, 2021
To: Transportation Technical Advisory Committee
From: Emily Bothell, Sr. Associate Transportation Planner
Re: Agenda Item #8: Update on the Long Range Transportation Plan revision process

Last fall the MPO began an update to the Long Range Transportation Plan (LRTP) we're referring to as *Future Forward 2050: Connecting Communities*. The Federal Highway Administration (FHWA) requires that the Long Range Plan be updated once every five years as a requirement for the receipt of federal funds. The *Future Forward* plan will be the culmination of a multi-year planning process in which residents, municipal staff, and elected officials in the metro area are engaged to help create a vision of the transportation network of the future. Below is an update on our recent planning activities.

Travel Demand Model

Coincident with the update of the Long-Range Plan is the update of the MPOJC Travel Demand Model. The model is used to help predict how vehicular traffic patterns may change in response to land-use changes and to provide forecasted traffic volumes. In the upcoming months, staff will be contacting MPOJC entities for assistance in developing a picture of growth for the urbanized area for the Plan horizon year of 2050. It is that growth, plus the anticipated transportation network of the future, which drives future traffic projections.

Needs Assessment

The MPO received capital transportation infrastructure projects from all communities. These projects will be screened and subsequently scored by staff using the 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.

Next Steps

Staff will be engaging the public in multiple ways throughout the planning process. In the upcoming weeks, staff will ask area residents to respond to a short survey gauging opinions about the metro transportation network. During the spring, staff will host a series of virtual public workshops to elicit feedback on capital infrastructure projects proposed as part of the needs assessment. When writing of the plan commences, the public will also have an opportunity to review and respond to draft chapters.

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