



Metropolitan Planning Organization of Johnson County

MPOJC Regional Trails and Bicycling Committee

Tuesday March 9, 2021 – 1:00 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/tJElduGorzojGtQgOhcgEpcmvdtz8MT9ZUfn>

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: 958 1801 1900.

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.



MEETING AGENDA

MPO Regional Trails & Bicycling Committee Tuesday, March 9, 1:00PM

1. Call to order; recognize alternates; consider approval of minutes
2. Public discussion*
3. Discuss applications for MPOJC Transportation Alternative Program and Surface Transportation Block Grant funding
4. Update on the Long Range Transportation Plan revision process
5. Discuss Bike to Work Week/Month
8. Other Business
9. Adjournment

**Public input is permitted on any agenda item during discussion of the item.
Please indicate to Sarah Walz if you wish to comment.*

To request any disability-related accommodations, please contact MPOJC staff at least 48 hours in advance at 319.356.5239 or email Sarah-Walz@iowa-city.org.

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.

DRAFT MINUTES
MPOJC REGIONAL TRAILS AND BICYCLING COMMITTEE
NOVEMBER 17, 2020 – 1:00 P.M.
ZOOM MEETING PLATFORM

MEMBERS PRESENT: University Heights: Louise From
 Iowa City: Juli Seydell Johnson
 Coralville: Sherri Proud
 North Liberty: Shelly Simpson, Ryan Rusnak
 Johnson County: Becky Soglin
 University of Iowa: Jay Geisen
 Bicyclists of Iowa City: Bob Oppliger

STAFF PRESENT: Kent Ralston, Emily Bothell, Sarah Walz, Frank Waisath, Greta Larget, Alex Koberoski

OTHERS PRESENT: Grant Finch
 Iowa City Bike Library: Audrey Wiedemeier

1. CALL TO ORDER

Walz called the meeting to order at 1:00 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

Walz explained that due to a lack of quorum at the March meeting, no minutes were taken and therefore there is nothing to approve.

2. PUBLIC DISCUSSION

Wiedemeier mentioned that the Bike Library was running a program to keep individuals biking during the winter and asked for winter cycling gear donations to be dropped off at the Iowa City Bike Library.

3. ADMINISTRATION

a. Report on Transportation Alternative Program (TAP) funding availability and scoring criteria

Bothell explained that TAP funding would be available early next year (2021). The Technical Transportation Advisory Committee (TTAC) and the Urbanized Area Policy Board (UAPB) recently discussed the TAP scoring criteria and recommended adding points under the Environment criteria for Stormwater Management practices. These scoring criteria are only one tool used in evaluating projects for TAP funding. Next year, the MPOJC would continue to solicit for TAP projects for FY2025 and FY2026 with about \$500,000 available.

Proud asked if the environmental change was associated with roads or just trails. Bothell explained that the environmental criterion is only used for Surface Transportation Block Grant (STBG) projects, not TAP projects. Walz clarified that TAP is the funding used for off-street trail projects; STBG funding is typically used for road and bridge projects but that those projects nearly always include side paths due to the Complete Streets Policy.

Proud responded that when considering off-street trails, environmental issues are already addressed as much as possible and wondered how the criteria related. Bothell explained that the environmental criteria are not used to score trail projects and so it did not apply to those situations. Soglin clarified that off-street trails cannot earn points for environmental mitigation and

Bothell confirmed.

b. Update on 2050 Long Range Transportation Plan

Bothell explained that MPO staff was working on their update to the Long Range Transportation Plan, which is updated every five years and involves a two-year process. The plan is a document intended to guide improvements and funding for all modes of transportation in the Iowa City urbanized area. Projects must be included in the plan to be eligible for federal funding. She said if the committee had any questions they would be welcome to ask staff for more details. Currently, the MPOJC is working on project solicitations that they would share for public comment in the coming months. Walz asked if there were any questions, as the Long Range Plan can be difficult to understand since it builds off local community plans. Oppliger asked if the Long Range Plan was available online and Walz said it was posted on the MPOJC website.

c. Review Trail Count Program

Walz explained that infrared counters were set out to count pedestrians and bikes along several trails in the urbanized area over the preceding 6 months. Staff had observed a marked increase in trail use noted this year, which is reflected in most of the counts. Staff is attributing the increase to COVID-19 as many gyms, recreation centers, schools, and indoor activities were restricted. The increase in usage speaks to the value of the trail system in place, and MPO heard much positive feedback from the community about having the trails available. Though there may be a decline in numbers in the future, 2020 has done much for trail awareness; hopefully people remember the trails in the future. A schedule of locations for trail 2021 counts for was provided; Walz asked to community representatives to contact her if other locations were needed. The MPOJC is also looking to purchase a new counter that will be able to differentiate between pedestrians and bicycles and be out on trails for a longer period of time. Proud said that in her view a counter that can differentiate between bikes and pedestrians would be preferred over one that would only count bikes.

d. Bike to Work Week/Month 2021—Preliminary Planning

Walz said that when the RTBC last met in March, they had started to think about Bike to Work Week/Month and then, due to COVID-19, all activities were cancelled. Still, the MPO was looking at last year's activities to see what could be planned for May 2021. The committee should start thinking about plans for 2021 in the event that group activities are still not recommended. Walz mentioned that the MPOJC provides a Bicycle Rules of the Road brochure in six languages and communities and bicycle organizations are encouraged to use these however they wish. Brochures may be printed or the links to them can be shared on the internet. The MPOJC also has funding for a bike bell giveaway. Walz also noted that the MPO would offer a Bicycle Friendly Driver program that got its start with Iowa City Transit to other transit drivers and to other government divisions that involve driving. The program familiarizes drivers with bike behaviors to make the roads safer for everyone.

Oppliger mentioned that Channel 4 had bike videos starring some of the committee members but was curious about the accessibility of the content. Walz noted that the videos are on YouTube and you can link to them from the City's Bicycle Master Plan page—www.icgov.org/ICbikes. Soglin responded that the video had been easy to find. Walz encouraged communities and bicycle organizations to provide links to the videos from their websites and social media pages.

Oppliger asked whether communities were aware of Bike Index, which allows people with stolen bikes to search across communities. Oppliger added that there had been a recent case of success and wondered if a database of all bikes in the area could be created to help recover stolen property more quickly and visibly. Proud asked if it could be pushed during Bike Month if the communities agree. Walz recommended that the information be passed along to the police departments as they oversee bicycle registration; it would be up to the police to decide whether to use the service and to coordinate.

Soglin mentioned that there were lots of good ideas generated at a Bike Month planning meeting in early 2020 and the committee and staff could refer to that for more Bike Month ideas. Proud

agreed with Soglin and stated that the focus for Bike Month should be expanded beyond commuters and should engage more of the public in recreational riding.

Wiedemeier stated that the Iowa City Bike Library had begun planning a ride series in Johnson County to engage the broader community and more information would be posted soon. Right now, the idea is called the Black Lives Bike Ride and a 10-mile ride posted every month with three stops along the way and ending at a black-owned restaurant. This would replace group rides for now and allow them to be socially distant. Each stop along the way would have an audio component narrated by a person of color from the community explaining the significance of the location, and whether it would be a physical button to press at the location or a phone component was still being decided. From asked for clarification on the name and Weidemeier responded that it was currently being called the Black Lives Bike Ride, but because it was not affiliated with the Black Lives Matter movement, the name Rise Up Bike Ride was also being considered. However, the intent was to support the Black Lives Matter movement.

Walz said that another committee meeting would be scheduled in the new year and they would think of more ideas for Bike Week/Month at that time. Walz recognized the success of the Iowa City Bike Library's weekly self-guided ride maps and that introducing people to more trails had been successful. Oppliger mentioned that BIC publishes maps on its webpage.

e. Updates from communities on adoption/implementation of the Metro Bicycle Plan

Walz explained that Iowa City now has 3 bike turn boxes in place; two at the intersection of Dodge Street and Jefferson Street, one at the intersection of Governor Street and Market Street. A two-stage bike box at the intersection of Burlington Street and Madison Street is scheduled. Buffered bike lanes were installed on Burlington Street, between Madison Street and Riverside Drive, and bike lanes were extended on Dodge Street to Kirkwood Avenue. Also the newly opened McCollister Boulevard extension includes bike lanes and a sidepath.

Oppliger asked if the boxes were being advertised to students. Walz responded that contact had been made with the University of Iowa's Active Transportation Committee, which includes members of the UISG. Oppliger believed that there was still confusion about how the boxes work and Walz said that Iowa City would be releasing a video today that explained the bike boxes better. Ralston added that there would also be signs installed at the two-stage bike box explaining how to use it.

Walz asked Proud if the trail between Coralville and GRANDIC Park was under construction yet. Proud reported that the project had been delayed and would likely be mid-fall 2021 before the construction was finished. Coralville had received a small Wellmark grant of \$25,000 for the Creekside Cross and Creekside Flow trail to add amenities including a kiosk, a bike wash station, and two gathering spaces, one at the maintenance building and one at the top of the hill, which would be opened next summer. Coralville had adopted both the Metro Bicycle Plan and their own Trail Plan; a more thorough action plan would be made this winter, as the fall had been primarily focused on supporting the schools throughout the COVID-19 pandemic. Proud added that Coralville had hosted the first Iowa Mountain Bike Festival and it was a huge success. The rides had been distanced and comfortable and would be held here again for at least another year. Proud added that for Bike Month 2021 it would be good to encourage more female riders, so Coralville was hoping to plan some ladies' nights in order to make that happen. Oppliger added that the festival had been very fun to attend and Ralston agreed. Proud appreciated the compliments and gave credit to the Iowa Bike Coalition for the sponsorship and support.

Walz asked for other community updates. Simpson and Geisen had nothing to report. Soglin said that Friedhof from conservation was working on engineering designs from Half Moon to Kent Park for them and Soglin would follow up with Walz after the meeting about Bicycle Friendly Driver training. Soglin was also reapplying for the Bicycle Friendly Status for the Johnson County Administrative Campus.

4. OTHER BUSINESS

Oppliger said that the National Bike Summit would be virtual this year as it was last year and he would

be willing to finance some registrations.

Walz explained that the MPO would be announcing an effort to get people out using trails during the winter months to encourage outdoor activities as a safe opportunity during the COVID-19 winter months. Seydel-Johnson reported that Iowa City would be plowing more trails to help people get outside during the winter, although the focus would likely be on walking rather than biking. Iowa City was also adding five new playgrounds over the coming weeks. Walz asked if there was more information about plowing and Johnson had a map of the trails to be plowed. Proud was also working on one and would send it to Walz once finished.

5. ADJOURNMENT

Oppliger moved to adjourn. **The motion passed unanimously.**

Walz adjourned the meeting at 1:43 PM.



Metropolitan Planning Organization of Johnson County

Date: March 1, 2021
To: Regional Trails and Bicycle Committee
From: Sarah Walz, Assistant Transportation Planner
RE: Agenda Item #3: Discuss applications for MPOJC Transportation Alternative Program and Surface Transportation Block Grant funding

MPOJC administers a grant process to apportion Transportation Alternatives Program (TAP) funds and Surface Transportation Block Grant (STBG) funds. We are currently administrating our grant application for projects planned for FY2025-2026.

The TAP program is of principal interest to the RTBC as it provides funding for on- and off-road pedestrian and bicycle facilities. MPO communities have traditionally relied on these funds for trail projects. The STBG program is a flexible program that may be used for a range of transportation projects—both motorized and active transportation. While MPOJC communities have traditionally used these funds for road and bridge projects, most project applications include pedestrian or multi-use sidepaths, ADA compliant curb ramps, pedestrian signals, separated grade crossings, etc., as part of the MPO's adopted Complete Streets Policy.

The MPO uses a set of criteria adopted by the Urbanized Area Policy Board in order to score projects. The scores offer a tool for evaluating the benefits of each project but do not determine which projects will be funded or the level of funding to be allocated. Any input that the RTBC provides will be relayed to the Transportation Technical Advisory Committee, which makes recommendations to the Urbanized Area Policy Board. The Board ultimately makes the decisions on projects and allocation amounts.

The scoring criteria along with all the TAP and STBG applications are attached. We will review these applications with you at your meeting.

This year the MPO has \$520,000 in available TAP funds to award. Only one application was submitted: Iowa City's application for a 10-foot wide trail along Highway 6, between Broadway Street and Fairmeadows Boulevard. This project scored very well under the following criteria:

- Economic Opportunity—project improves/provides direct access to planned growth, existing jobs, or retail.
- Quality of Life—project improves transportation choices for location specifically serving multi-family development and enhances safe routes to school.
- System Preservation—improvement of existing infrastructure (this is a high traffic corridor without pedestrian facilities).

- Choice—Project is on existing bus route, provides a separated trail, and reduces modal conflict. (A crossing at the 1st Ave./Highway 6 intersection)
- Safety—Project is an area with two or more documented bicycle or pedestrian collisions in the last 5 years.
- Health—project addresses a critical gap in the regional trail network.
- Equity—Project improves the transportation network in lower-income neighborhoods.

Summary of Applications for MPOJC
 FY25-FY26 Transportation Alternative Program Grant Funds
 Funds available: \$520,000
 Funds requested \$500,000



Projects		FFC	L RTP	Scoring Criteria																	Funding						
Applicant	Project Description			1a	1b	2a	2b	3	4	5a	5b	6a	6b	6c	7a	7b	7c	8a	8b	9a	9b	10	Total	Project Cost	Local Match Pledge	Previous TAP Funds	TAP Funds Requested
1	Iowa City Hwy 6 Trail - Broadway St to Fairmeadows Blvd	Yes	A portion	5	2	-	-	5	5	0	0	3	3	3	7	0	0	0	5	5	0	9	52	\$ 1,700,000	\$ 1,200,000	\$ -	\$ 500,000
																								Totals			\$ 500,000
																								Shortfall			\$ 20,000

MPOJC has \$7,380,000 in STBG funding available. Six applications were submitted, seeking a total of \$16,971,450 in funding. While the RTBC does not usually provide a recommendation on STBG funding, we want the RTBC to be apprised of these applications as several include bicycle and pedestrian facilities.

Summary of Applications for MPOJC
 FY25-FY26 Surface Transportation Block Grant Funds
 Approximate Funds Available:
 Funds Available: \$7,380,000
 Funds requested \$16,971,450



Projects		FFC	L RTP	Scoring Criteria																	Funding						
Applicant	Project Description			1a	1b	2a	2b	3	4	5a	5b	6a	6b	6c	7a	7b	7c	8a	8b	9a	9b	10	Total	Project Cost	Local Match Pledge	Previous STP Funds	STBG Funds Requested
1	Iowa City Dodge St Improvements - Burlington St to Governor St	Yes	Yes	5	2	2	0	5	5	0	0	3	3	3	7	0	0	0	0	5	0	7	47	\$ 17,000,000	\$ 9,250,000	\$ 3,750,000	\$ 4,000,000
2	Iowa City Taft Ave Reconstruction - American Legion Rd to Lower West Branch Rd	Yes	Yes	5	2	1	0	5	5	0	0	0	3	3	0	0	0	0	0	5	0	9	38	\$ 11,000,000	\$ 7,000,000	\$ -	\$ 4,000,000
3	North Liberty Ranshaw Way (Hwy 965) Reconstruction Phase 6	Yes	Yes	5	1	4	1	5	5	0	0	0	3	3	0	0	0	0	0	0	0	7	34	\$ 11,300,000	\$ 6,300,000	\$ -	\$ 5,000,000
4	University Heights Sunset St Pavement Repair & Ped Improvements	Yes	Yes	5	1	1	0	5	5	0	0	3	0	0	0	0	0	0	0	5	3	3	31	\$ 481,000	\$ 145,000	\$ -	\$ 336,000
5	Coralville Hwy 6 and Deer Creek Rd	Yes	Yes	5	2	3	0	0	5	0	7	0	0	0	0	0	0	0	0	5	0	1	28	\$ 3,105,000	\$ 624,105	\$ -	\$ 2,480,895
6	Coralville Heartland Dr - Commerce Dr to Jones Blvd	Yes	No	5	1	2	0	0	5	0	0	0	3	0	0	0	0	0	0	5	0	1	22	\$ 1,445,000	\$ 290,445	\$ -	\$ 1,154,555
																								Totals			\$ 16,971,450
																								Shortfall			\$ (9,591,450)

Surface Transportation Block Grant & Transportation Alternatives Program Scoring Criteria

MPOJC Policy Board Approved November 18, 2020

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 (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: 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 (5%)

Score: _____

4: System Preservation – Maintained in good and reliable condition

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

Total Points Possible: 5 (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 (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 (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)

**MPO Application for FAST Act
Transportation Alternatives Program
Funds**

for the Iowa City Urbanized Area



Metropolitan Planning Organization of Johnson County
February 2021

Application Instructions

This application form shall be used to submit a Transportation Alternatives Program project proposal.

1. Complete the attached Minority Impact Statement (Form 105101) for the proposed project.
2. All information submitted as part of this application, as well as any additional information requested by the MPOJC, will be used to evaluate the application.
3. Submit a digital copy of completed application and all attachments by **February 22, 2021** to:

Brad Neumann
MPOJC
410 East Washington Street
Iowa City, Iowa 52240
brad-neumann@iowa-city.org

With questions, please contact: Brad Neumann, Assistant Transportation Planner at 356-5235 or via email to brad-neumann@iowa-city.org.

Project Eligibility Requirements

1. Transportation Alternatives Program projects must occur within the adopted MPO 20-year transportation planning boundary and be consistent with the *MPO Long Range Transportation Plan* and *Complete Streets Policy*, and the comprehensive plan from the requesting municipality.
2. The following categories of activities are eligible for funding under Iowa's TAP Program.

Transportation Alternatives

- a) Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq).
- b) Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- c) Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.
- d) Construction of turnouts, overlooks, and viewing areas.
- e) Community improvement activities, which include but are not limited to:
 - Inventory, control, or removal of outdoor advertising.
 - Historic preservation and rehabilitation of historic transportation facilities.
 - Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control.
 - Archaeological activities relating to impacts from implementation of a transportation project eligible under this title.
 - Streetscaping and corridor landscaping.
- f) Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
 - Address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in Title 23 sections 133(b)(11), 328(a), and 329; or
 - Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

Infrastructure-Related Safe Routes to School Projects

The planning, design, and construction of infrastructure-related projects that will substantially improve the ability of students to walk and bicycle to school, including:

- a) Sidewalk improvements,
- b) Traffic calming and speed reduction improvements,
- c) Pedestrian and bicycle crossing improvements,
- d) On-street bicycle facilities,
- e) Off-street bicycle and pedestrian facilities,
- f) Secure bicycle parking facilities, and
- g) Traffic diversion improvements in the vicinity of schools. (section 1404(f)(1)(a))

Non-Infrastructure Related Safe Routes to School Projects

Activities to encourage walking and bicycling to school, including:

- a) Public awareness campaigns and outreach to media and community leaders,
- b) Traffic education and enforcement in the vicinity of K-8 schools,
- c) Student sessions on bicycle and pedestrian safety, health, and environment, and
- d) Funding for training, volunteers, and managers of safe routes to school programs.
(section 1404(f)(2)(a))

Recreational Trails Program Projects

Eligible Recreational Trails Program projects include:

- a) Maintenance and restoration of existing recreational trails;
- b) Development and rehabilitation of trailside and trailhead facilities and trail linkages;
- c) Purchase and lease of recreational trail construction and maintenance equipment;
- d) Construction of new recreational trails (with some restrictions for new trails on Federal lands);
- e) Acquisition of easements and fee simple title to property for recreational trails or recreational trail corridors;
- f) Assessment of trail conditions for accessibility and maintenance;
- g) Development and dissemination of publications and operation of educational programs to promote safety and environmental protection, (as those objectives relate to one or more of the use of recreational trails, supporting non-law enforcement trail safety and trail use monitoring patrol programs, and providing trail-related training), but in an amount not to exceed 5 percent of the apportionment made to the State for the fiscal year.

3. Transportation Alternatives Program funding is for transportation-related capital projects that have a connection to the transportation system.
4. Transportation Alternatives Program projects must be proposed by a member of the MPO Transportation Technical Advisory Committee (TTAC). The sponsoring entity must be one of the following entities: Coralville, Iowa City, North Liberty, Tiffin, or University Heights, Johnson County and The University of Iowa. The entity awarded funds for a project must be able to fund the local match and implement the project. This does not preclude projects initially being developed by another staff person from a MPO member organization, MPO staff, a member of the public, or a member of a MPO Policy Board.
5. Transportation Alternatives Program projects will be scored by MPO staff and considered initially by the MPO Regional Trails and Bicycling Committee. The Transportation Technical Advisory Committee (TTAC) will make a recommendation to the MPO Urbanized Area Policy Board for all projects, unless the project is withdrawn by its TTAC sponsor. All projects shall receive subsequent consideration by the MPO Urbanized Area Policy Board.
6. Transportation Alternatives Program projects must be started within three years of being programmed.

Link to Iowa's Transportation Alternatives Program (TAP) Program Guidance:

https://www.iowadot.gov/systems_planning/pdf/iowa-TAP-Guidance.pdf



**APPLICATION FORM FOR
IOWA'S TRANSPORTATION ALTERNATIVES PROGRAM (TAP) FUNDS**

General Information

Regional Planning Affiliation (RPA)/
Metropolitan Planning Organization (MPO): MPOJC

Eligible Sponsor/ Applicant Agency: City of Iowa City

Contact Person (Name and Title): Jason Havel

Street Address and/or P.O. Box Number: 410 E. Washington Street

City: Iowa City State: IA ZIP Code: 52240

Phone Number: 319-356-5410 E-mail: jason-havel@iowa-city.org DUNS No.: _____

If more than one Agency or Organization is involved in this project, please state the name, contact person, mailing address, and telephone number of the second Agency. *(Attach an additional page if more than two agencies are involved.)*

Applicant Agency: _____

Contact Person
(Name and Title): _____

Street Address and/
Or P.O. Box number: _____

City: _____ State: _____ ZIP Code: _____

Phone Number: _____ E-mail: _____ DUNS No.: _____

Project Information

Project Title: Highway 6 Trail - Broadway Street to Fairmeadows Boulevard

Project Description (Provide summary details of only the project scope that is the subject of the funding request. Do not provide details of completed or future phases of a larger project.)

Construction of a 10' trail adjacent to Highway 6 between Broadway Street and Fairmeadows Boulevard.

If this project includes construction of a trail, what is the length of the trail in miles?: 0.9

If this project includes land acquisition, how many acres?: _____

Safe Routes to School (SRTS) project (All information required by Attachment B must be included with this application.)

If a construction project, is this project located within 2 miles of a primary or middle school (grades K-8)?: Yes No

Iowa Byways project

Is this project located within a designated scenic or historic byway corridor?: Yes No

If yes, has the project been endorsed by the appropriate byway board?: Yes No

Will this project be open to the public?: Yes No

Do you intend to charge a fee to users?: Yes No If yes, how much will the fee be and how will the revenue be used?

Estimated Project Costs

Provide summary details of only the project scope that is the subject of the funding request. Do not provide details of completed or future phases of a larger project.

Right of way acquisition cost	50,000
Preliminary design/engineering cost	200,000
Utility relocation cost	_____
Construction engineering cost	200,000
Construction cost	1,250,000
Indirect cost (if applicable)	_____
Noninfrastructure cost (SRTS only)	_____
Other (please specify) _____	_____
Total Cost	1,700,000
Iowa's TAP program funding request	500,000
Applicant match (20 percent minimum)	1,200,000

	Applicant match source	Amount	Assured or anticipated (date anticipated)
1.	General Obligation Bonds	\$700,000	2025
2.	Other Grants	\$500,000	2025 (anticipated)
3.			

Are any state funds involved in this project? Yes No

If yes, please explain the source and conditions.

Are any other federal funds involved in this project? Yes No

If yes, please explain the source and conditions. (Please note here if you have previously been awarded funding for this project from the Statewide TAP program or from a Local Project TAP program administered by an MPO or RPA.)

Estimated Project Development Schedule

Design	Start date <u>January 2024</u>	Completion date <u>January 2025</u>
Land acquisition	Start date <u>August 2024</u>	Completion date <u>January 2025</u>
Construction	Start date <u>April 2025</u>	Completion date <u>November 2025</u>
Noninfrastructure	Start date _____	Completion date _____

Has any part of this project been started? Yes No

If yes, please explain

Documentation and Narrative Information

The following documents and narratives must be submitted with this application. In the upper right corner of each document or narrative write the corresponding letter shown below.

A. A **NARRATIVE** discussion of the project. Please **limit to five pages** in length. Your narrative should incorporate answers to the following questions.

1. What is the project? Provide a clear description of the concept of the proposed project, including such information as existing site conditions, trail length, number/acreage of parcels to be acquired, general construction activities planned, etc. For a nonconstruction project, provide a summary of the planned activities to be part of the project with a description of each. Remember to provide summary details of only the project scope that is the subject of the funding request. Do not provide details of completed or future phases of a project.
2. Why is the project needed? Provide adequate project justification based on existing or estimated future use of the facility. If the project is a SRTS project, your discussion should address the existing hazards to walking or biking to school and how your project will mitigate these hazards.
3. If your project is a trail or sidewalk project, how will it enhance connectivity to other existing transportation facilities or provide linkages with local amenities, activity nodes, or points of interest? This may include a description of how the project will assist older citizens, the economically disadvantaged, persons with disabilities, nondrivers, or other special populations or groups to access the transportation system.
4. How does your project relate to the transportation system and what is its functional relationship, proximity, or impact to an existing or planned transportation facility? If this is a regional project, what is its value to your region and how will it be a functional addition to the transportation system and region as a whole if no additional development funds are received? If this is a statewide or multiregional project, assess the value of this project from a statewide or multiregional perspective.
5. If this project is part of a larger multiphase project, how will your project complement the phases already completed or planned for the future? Keep in mind that the discussion of other completed or future phases of your project should not be the focus of your application or this narrative.
6. How ready is your project to begin? For example, is all funding in place or are some initial steps completed (e.g., environmental studies, preliminary design)? If some parts of the project have already been started, describe how that head start will allow your project to move quickly once awarded.
7. Are there environmentally sensitive or culturally significant areas that may be affected by your project? If so, how might those areas influence your project's ability to gain compliance with Section 106 or National Environmental Policy Act of 1969 requirements?
8. To what degree will the proposed project fulfill the goals and/or priorities of the most recent MPO or RPA long-range transportation plan?

B. A **DETAILED MAP** identifying the location of the project. The project scope should be clear and the map may also include other important information referred to in the narrative such as important transportation linkages, clearly marked completed or future project phases, etc. If the project is a SRTS project, the map shall indicate the K-8 school(s) to be served by the project, show a 2-mile radius of the school, identify neighborhoods served by the school, and hazards for children to walk or bike to school. More than one map may be submitted if the scope of the project is such that the desired detail is not feasible to be included on just one map. **Limit map sizes to no larger than 8.5-by-11-inches.**

- C. A **SKETCH PLAN** of the project, including cross section for bicycle or pedestrian facilities. If the cross section of your facility varies across the project (width, number of lanes, etc.) include a cross section for each situation and identify its location. (Required for construction projects only.)
- D. **DIGITAL PHOTOGRAPHS (limit to five)** that will help to explain the existing site conditions of the proposed facility. It is not necessary to include photographs of all aspects or the entire route of a project. Photos submitted should be representative of the project as a whole or should support any particularly compelling or complex description included in the narrative provided in item A above.
- E. An **ITEMIZED BREAKDOWN** of the total project costs. This documentation does not need to be a detailed, line item type estimate or formal engineer's opinion of probable cost. However, it must accomplish two objectives: 1) it must show the method by which the cost estimate was prepared; and 2) it must enable a reviewer to determine if the cost estimate is reasonable. The manner in which these objectives are achieved may vary widely depending on the type, scope, and complexity of the project. Absent a fully itemized list of costs, some general guidelines for possible methods of estimating each type of project cost are provided on Attachment A. The itemized breakdown should reflect costs in the planned project execution year estimated in your time schedule provided as part of item F below. It is preferable that this breakdown be provided by a licensed professional. If not, it is the responsibility of the applicant to explain the rationale and source of the assumptions used to develop the cost breakdown to allow a reviewer to have confidence in their accuracy.
- F. An estimated **TIME SCHEDULE** for the total project development. Local Project TAP program funded projects will be required to be programmed within the next four-year Transportation Improvement Program (TIP) window. Once programmed, a project funding agreement will be executed and projects will be required to submit a concept statement and initiate preliminary plans within the programmed year. Upon award and execution of a project funding agreement, projects that fail to make satisfactory progress may be terminated by the Iowa Department of Transportation.
- G. An **OFFICIAL ENDORSEMENT** of the project from the authority to be responsible for the project's maintenance and operation. The authority must provide written assurance it will adequately maintain the completed project for its intended public use following project completion. For most construction projects, this will be a minimum of 20 years. The endorsement must also acknowledge the intent of the authority to provide the match funds required for the project. For cities, counties, or other political subdivisions, this should be in the form of a fully executed resolution by the elected body or board, as applicable.
- H. If applicable, a **LETTER OF SUPPORT** of the project from the scenic or heritage byway board. The board's letter should also address the project's relationship to the byway's intrinsic qualities, how the project will also have a statewide or multiregional impact, and whether the project is included in the byway's current corridor management plan.
- I. If applicable, the **ITEMS LISTED IN ATTACHMENT B** shall be provided. If this project application is for a SRTS project, the applicant will complete and address the items provided in Attachment B, which are required only if the project is applying as a SRTS project. Failure to provide this information may result in the project not being considered as a SRTS project under the Statewide TAP program.
- J. A **NARRATIVE** discussing the public input process that was followed and the extent to which adjacent property owners and others have been informed of the proposed project and an assessment of their acceptance. As part of this narrative, also describe local and regional planning efforts related to the project, including whether it is listed in a long-range plan. Also include discussion of any partnerships among local organizations and stakeholders that this project may help to facilitate or how these entities or individuals have contributed to the development of the project concept or have committed financial or other support to the project.
- K. A **LETTER OF SUPPORT** from the Iowa DOT's district office if the project will include construction within Iowa DOT right of way.
- L. A completed **MINORITY IMPACT STATEMENT**.

The award of Iowa's TAP program funds; any subsequent funding or letting of contracts for design, construction, reconstruction, improvement, or maintenance; or the furnishing of materials shall not involve direct or indirect interest, prohibited by Iowa Code 314.2, 362.5, or 331.342, of any state, county, or city official, elective or appointive. Any award of funding or any letting of a contract in violation of the foregoing provisions shall invalidate the award of funding and authorize a complete recovery of any funds previously disbursed.

Certification

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by the participating local authority. I understand that the attached **official endorsement(s)** binds the participating authority to assume responsibility for adequate maintenance of any new or improved facilities.

I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa DOT is required prior to the authorization of funds.

Representing the **Jason Havel** Digitally signed by Jason Havel
Date: 2021.02.22 18:03:24 -06'00'

Jason Havel, City Engineer

Typed Name and Title

Minority Impact Statement

Pursuant to 2008 Iowa Acts, HF 2393, Iowa Code 8.11, all grant applications submitted to the State of Iowa that are due beginning Jan. 1, 2009, shall include a Minority Impact Statement. This is the state's mechanism for requiring grant applications to consider the potential impact of the grant project's proposed programs or policies on minority groups.

Please choose the statement(s) that pertains to this grant application. Complete all the information requested for the chosen statement(s). Submit additional pages as necessary.

- The proposed grant project programs or policies could have a disproportionate or unique **positive** impact on minority persons.

Describe the positive impact expected from this project.

This trail segment will provide access for an underserved area of the community, including surrounding neighborhoods along both sides of Hwy 6 that are lower income and racially and ethnically diverse. Data for this analysis was from the American Community Survey 5-Year Estimates for years 2011-2015.

Indicate which groups are impacted.

- Women Persons with a disability Blacks Latinos Asians
 Pacific Islanders American Indians Alaskan Native Americans Other _____

- The proposed grant project programs or policies could have a disproportionate or unique **negative** impact on minority persons.

Describe the negative impact expected from this project.

Present the rationale for the existence of the proposed program or policy.

Provide evidence of consultation with representatives of the minority groups impacted.

Indicate which groups are impacted.

Women Persons with a disability Blacks Latinos Asians
 Pacific Islanders American Indians Alaskan Native Americans Other _____

The proposed grant project programs or policies are **not expected to have** a disproportionate or unique impact on minority persons.

Present the rationale for determining no impact.

I hereby certify that the information on this form is complete and accurate, to the best of my knowledge.

Name Jason Havel

Title City Engineer

Definitions

"Minority Persons," as defined in Iowa Code 8.11, means individuals who are women, persons with a disability, Blacks, Latinos, Asians or Pacific Islanders, American Indians, and Alaskan Native Americans.

"Disability," as defined in Iowa Code 15.102, subsection 7, paragraph "b," subparagraph (1):

b. As used in this subsection:

(1) "*Disability*" means, with respect to an individual, a physical or mental impairment that substantially limits one or more of the major life activities of the individual, a record of physical or mental impairment that substantially limits one or more of the major life activities of the individual, or being regarded as an individual with a physical or mental impairment that substantially limits one or more of the major life activities of the individual.

"*Disability*" does not include any of the following:

- (a) Homosexuality or bisexuality.
- (b) Transvestism, transsexualism, pedophilia, exhibitionism, voyeurism, gender identity disorders not resulting from physical impairments or other sexual behavior disorders.
- (c) Compulsive gambling, kleptomania, or pyromania.
- (d) Psychoactive substance abuse disorders resulting from current illegal use of drugs.

"State Agency," as defined in Iowa Code 8.11, means a department, board, bureau, commission, or other agency or authority of the State of Iowa.

A. Narrative

What is the project?

The Highway 6 Trail segment, Broadway Street to Fairmeadows Boulevard, includes construction of a 0.9-mile, 10-foot wide hard surface trail along the south side of the right-of-way, running parallel with Highway 6. Construction will be almost exclusively within the Iowa DOT right-of-way. This project is identified in the current MPOJC Long Range Transportation Plan and was assigned to the 2026-2035 year band. Completion of this segment will result in a continuous trail from Heinz Road, in far southeast Iowa City, to the Iowa River Corridor Trail.

Why is the project needed?

The proposed trail segment closes a critical gap in the regional trail network and fulfills the requirements of the MPO and Iowa City Complete Streets policies in an area where there are currently no pedestrian or bicycle facilities. Highway 6 is a heavily traveled road with average daily traffic volumes ranging from 13,400 to 15,200 vehicles per day (2014 Iowa DOT) and 85th percentile speeds of 47-49 MPH (2015).

Highway 6 is Iowa City's major commercial and industrial corridor, providing direct access to retail and social services as well as a major employment centers. This corridor has long been identified as an obstacle for residents living in South Iowa City and the trail has special significance for Iowa City's efforts toward social and racial equity. Surrounding neighborhoods along both sides of the highway are lower income and racially and ethnically diverse (based on data from the American Community Survey 5-Year Estimates for years 2011-2015.).

An existing segment of the Highway 6 Trail currently runs from the Iowa River Corridor Trail to Broadway Street. A second trail segment, from Fairmeadows Boulevard to Heinz Road, will be constructed in 2021. Filling the 0.9-mile gap between these two segments will provide for a continuous path from the far southeast of Iowa City to the Iowa River Corridor Trail. As part of the project, a new pedestrian crossing is proposed at First Avenue, to provide an efficient route for students traveling to South East Junior High and City High as well as recreation opportunities at Mercer Park and Aquatic Center.

If your project is a trail or sidewalk, how will it enhance connectivity to other existing or planned transportation facilities or provide linkages with local amenities, activity nodes or points of interest?

The segment will provide benefits to a wide range of pedestrians, bicyclists, and non-motorized users by increasing safety and ease of access in an underserved area of the community. This trail segment will connect areas of multi-family residential to commercial and employment centers located along the highway, including Pepperwood Plaza, Iowa City Marketplace (Sycamore Mall) and Proctor and Gamble, and to the commercial business corridor along First Avenue and to Kirkwood Community College on Lower Muscatine Avenue. This segment links up with existing bike lanes and sidewalks along Sycamore Street and with bike lanes and a planned sidewalk along First Avenue to the north.

A planned pedestrian crossing at the signalized intersection at First Avenue will provide a long-awaited route for students traveling to South East Junior High and City High as well as Mercer Park and Aquatic Center recreation (see map). This area has presented a number of challenges for youth due to the

disconnected street network for crossing the highway and the IAIS railroad to the north. The crossing at 1st Avenue will create an efficient route for students from south of the highway traveling to the junior high and high school to the north of the IAIS railroad.

How does this project relate to the transportation system and what is its functional relationship, proximity, or impact to and existing or planned transportation facility? If this project is part of a larger multi-phase project, how will your project complement the phases already completed or planned for the future?

The Highway 6 Trail was proposed as part of the regional trail system in the 2009 Metropolitan Bicycle Master Plan, the 2015 South District Plan and the 2017 Iowa City Bicycle Master Plan. When complete, it will provide a continuous off-street connection from far southeastern Iowa City to the Iowa River Corridor Trail. It is part of a larger off-street network that, along with the sidepaths on Scott Boulevard and Dodge Street, encircles the east side of Iowa City. Future connection over the Iowa River will link the trail directly to the Highway 1 Trail that, along with the Mormon Trek Boulevard sidepath, encircles the west side of Iowa City and connects to the trail network in Coralville.

Beyond its linkages to employment, retail, and schools, the trail offers an underserved area access to the full range of social and cultural activities associated with Iowa City's Riverfront Crossings, the Downtown, and the University of Iowa.

How ready is your project to begin?

Completion of the Highway 6 Trail has been planned for some time and it is anticipated that the majority of the project can be constructed in the existing DOT right-of-way. If the project is awarded funding, the City of Iowa City will prepared to start design of the project in 2024, with construction of the trail expected to begin in 2025.

Are there environmentally sensitive or culturally significant areas that may be affected by your project?

The majority of the project is within the DOT's Highway 6 right-of-way. However, some small property acquisitions may be needed at intersections. The project will attempt to minimize impacts along the corridor, and there are no known environmentally or culturally significant areas within the project area.

To what degree will the project fulfill the goals and/or priorities of the most recent MPO long-range transportation plan?

The proposed trail segment fully embodies the vision of the current Future Forward Long Range Transportation Plan: "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."

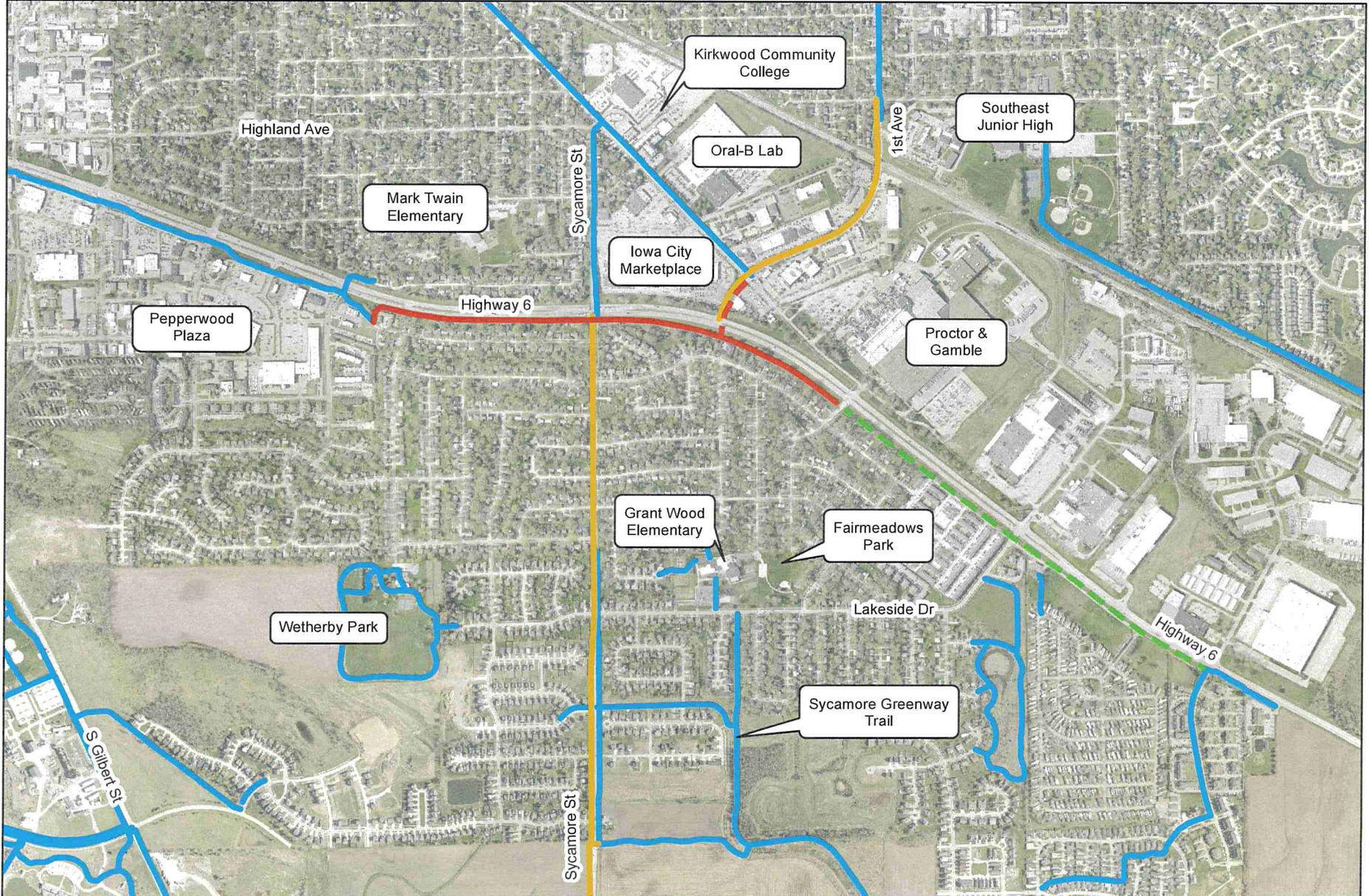
This project has been prioritized in the Future Forward 2045: Long Range Transportation Plan as well as the following plans:

- 2009 Metropolitan Transportation Plan
- 2015 South District Plan
- 2017 Iowa City Bicycle Master Plan

Each of these planning processes included additional outreach and meetings with underserved residents, neighborhood and social service organizations, area businesses, and other agencies serving the South District of Iowa City.

As noted above, the trail segment provides direct access between areas of multi-family and affordable housing to employment centers along this commercial and industrial corridor. Neighborhoods on the north and south sides of this segment are low to moderate income (the neighborhood north of the highway is 30-50% AMI; neighborhood to the south being 50-80% of AMI). The neighborhood south of the highway is greater than 21% non-white and 9-12% non-English speaking. Completion of this critical gap will connect an area of high need to schools, jobs, and recreation and help to further promote active transportation by expanding a significant portion of the trail network.

B. Map - Project Location



- Project Location
- - - Proposed Connection
- Existing Bike Lane
- Existing Trail/Wide Sidewalk (8 Feet or wider)
- - - New Trail - Construction Summer 2021





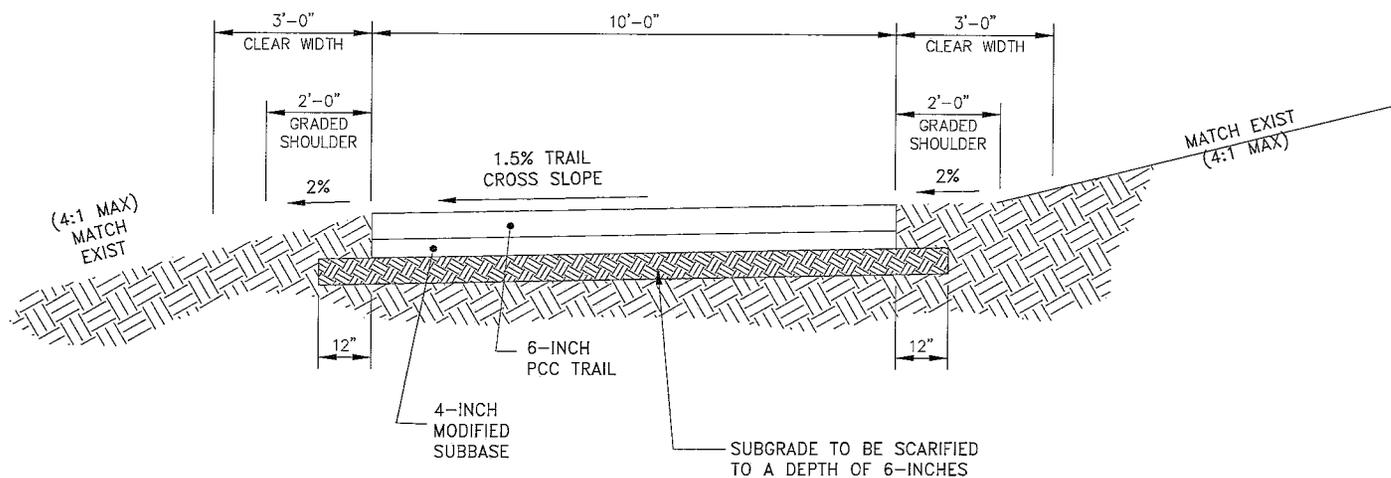
— Project Location
- - -



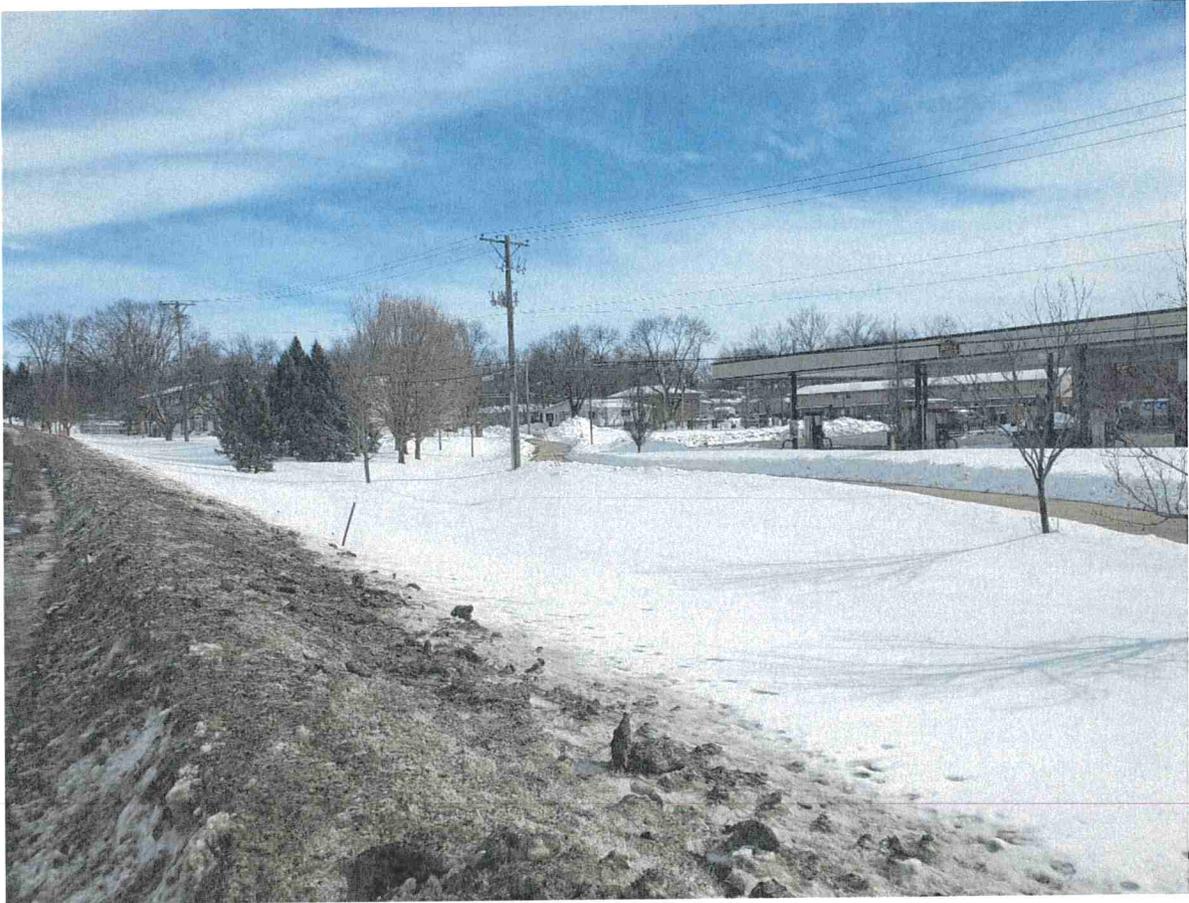
0 0.05 0.1 0.2 Miles

NOTES:

1. WHERE DITCHES, CANALS, OR SLOPES OF 3:1 OR GREATER ARE PRESENT, A WIDER CLEAR WIDTH (5' OR GREATER) SHOULD BE CONSIDERED.
2. CLEARANCES INDICATED ARE MINIMUM RECOMMENDATIONS. WHERE POSSIBLE, ADDITIONAL SPACE SHOULD BE PROVIDED TO PERMIT PASSING WITHIN THE RECREATIONAL TRAIL.



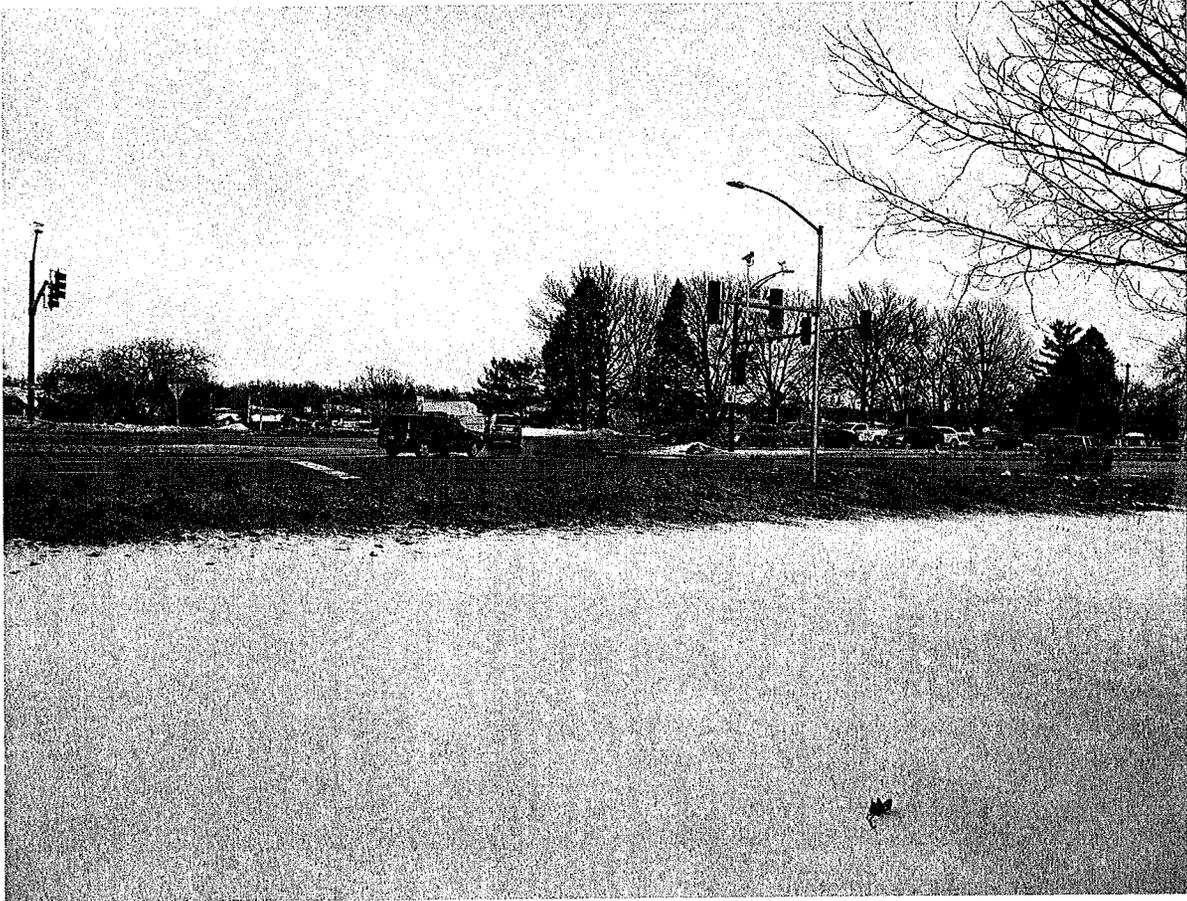
D. Digital Photographs



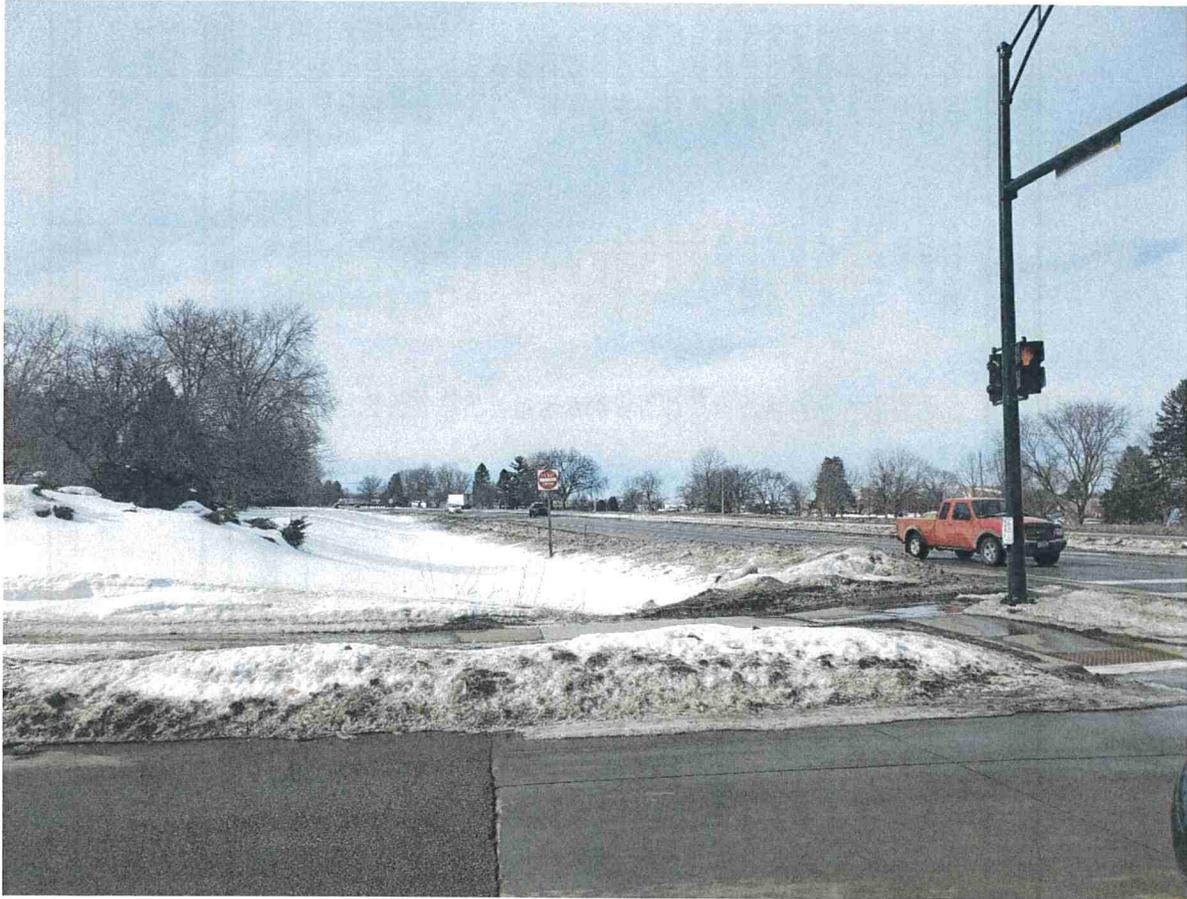
Looking east from Broadway Street



Looking west at Sycamore Street



Looking north at First Avenue



Looking west at Fairmeadows Boulevard

CONSTRUCTION COST ESTIMATE - Highway 6 Trail from Broadway to Fairmeadows

PROJECT: Highway 6 Trail - TAP Application

ESTIMATION DATE: 19 February 2021

ITEM	DESCRIPTION	ESTIMATED QUANTITY	UNITS	UNIT PRICE	EXTENDED AMOUNT
1.	Clearing and Grubbing	2.0	AC	\$5,000.00	\$10,000.00
2.	Embankment-in-place	1,000.0	CY	\$20.00	\$20,000.00
3.	Excavation, Class 10, Roadway and Borrow	1,000.0	CY	\$5.00	\$5,000.00
4.	Topsoil Strip Salvage and Spread	1,800.0	CY	\$10.00	\$18,000.00
5.	Modified Subbase	1,250.0	CY	\$40.00	\$50,000.00
6.	Shoulder Finish Earth	96.0	STA	\$150.00	\$14,400.00
7.	PCC Pavement, 8 inches, Roadway Crossings	200.0	CY	\$90.00	\$18,000.00
8.	Manholes, Storm, Various Sizes	8.0	EA	\$6,000.00	\$48,000.00
9.	Aprons, Concrete, Various Sizes	8.0	EA	\$1,500.00	\$12,000.00
10.	Storm Sewer, Gravity, Trenches, RCP, Various Sizes	800.0	LF	\$85.00	\$68,000.00
11.	Revetment	100.0	TON	\$65.00	\$6,500.00
12.	Removal of Pavement	200.0	SY	\$20.00	\$4,000.00
13.	Recreational Trail, PCC, 6 inches	5,350.0	SY	\$60.00	\$321,000.00
14.	Special Compaction of Subgrade for Recreational Trail	48.0	STA	\$200.00	\$9,600.00
15.	Sidewalks	550.0	SY	\$50.00	\$27,500.00
16.	Removal of Sidewalk	80.0	SY	\$20.00	\$1,600.00
17.	Detectable Warnings	140.0	SF	\$55.00	\$7,700.00
18.	Safety Closure	3.0	EA	\$300.00	\$900.00
19.	Traffic Signal Improvements	1.0	LS	\$75,000.00	\$75,000.00
20.	Construction Survey	1.0	LS	\$10,000.00	\$10,000.00
21.	Painted Pavement Marking	30.0	STA	\$150.00	\$4,500.00
22.	Traffic Control	1.0	LS	\$20,000.00	\$20,000.00
23.	Mobilization	1.0	LS	\$32,800.00	\$32,800.00
24.	SWPP BMPs	1.0	LS	\$7,500.00	\$7,500.00
25.	Permanent Stabilization, Seeding, Mulching	1.2	AC	\$2,500.00	\$3,000.00
26.	Maintenance and Removal of SWPP BMPs	1.0	LS	\$5,000.00	\$5,000.00
CONSTRUCTION SUBTOTAL					\$800,000.00
CONSTRUCTION CONTINGENCY - 25%					\$200,000.00
CONSTRUCTION COST TOTAL					\$1,000,000.00
Engineering Design and Permitting - 15%					\$150,000.00
Observation and Administration - 15%					\$150,000.00
Right-of-Way/Easements					\$50,000.00
TOTAL OPINION OF PROBABLE COSTS					\$1,350,000.00

F. Time Schedule

If awarded funding, the anticipated project schedule for the Highway 6 Trail – Broadway Street to Fairmeadows Boulevard project is as follows:

Preliminary/Final Design: Spring 2024 – Winter 2024/2025

Property/Easement Acquisition: Summer/Fall 2024 – Winter 2024/2025

Bidding: Winter 2024/2025

Construction: Spring 2025 – Fall 2025



CITY OF IOWA CITY

410 East Washington Street
Iowa City, Iowa 52240 - 1826
(319) 356 - 5000
(319) 356 - 5009 FAX
www.icgov.org

February 22, 2021

Mr. Brad Neumann
Assistant Transportation Planner
Metropolitan Planning Organization of Johnson County
410 E. Washington Street
Iowa City, IA 52240

RE: TAP Funding for Highway 6 Trail – Broadway Street to Fairmeadows Boulevard
Iowa City, Iowa

Dear Brad:

The Highway 6 Trail – Broadway Street to Fairmeadows Boulevard is a project currently included within the Metropolitan Planning Organization of Johnson County (MPOJC) Long Range Transportation Plan, as well as the City's Capital Improvement Plan 2021-2025. The City of Iowa City is prepared financially to fund the local match portion and future maintenance of the project. In addition, the City is prepared to implement the project within three years from award of Transportation Alternatives Program (TAP) funds.

Sincerely,

Geoff Fruin
City Manager

J. Public Involvement Narrative

As part of the functional design process for the project, a public meeting will be held to discuss the general project design. In addition, the City will meet individually with residents that would like additional project information. These planned meetings will allow the public to submit comments and other feedback related to the project design.

In addition, this project has been prioritized in the Future Forward 2045: Long Range Transportation Plan as well as the following plans:

- 2009 Metropolitan Transportation Plan
- 2015 South District Plan
- 2017 Iowa City Bicycle Master Plan

Each of these planning processes included additional outreach and meetings with underserved residents, neighborhood and social service organizations, area businesses, and other agencies serving the South District of Iowa City.

Highway Division | District 6 Office
5455 Kirkwood Blvd. | Cedar Rapids, IA 52404
Phone: 319-364-0235 | Email: catherine.cutler@iowadot.us

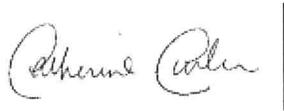
February 18, 2021

Mr. Jason Havel, P.E.
Iowa City- City Engineer
410 East Washington Street
Iowa City, IA 52240

Dear Mr. Havel,

I am pleased to provide a letter of support for the proposed separated trail from Broadway Street to Fairmeadows Boulevard. This connection will complete the trail system on the south side of US Highway 6.

Sincerely,

A handwritten signature in cursive script, reading "Catherine Cutler", followed by a vertical line.

Catherine Cutler
Transportation Planner, Iowa DOT



**MPOJC Application for FAST Act
Surface Transportation Block Grant
Program
Funds**

for the Iowa City Urbanized Area



Metropolitan Planning Organization of Johnson County

Metropolitan Planning Organization of Johnson County
February 2021

Application Instructions

This application form shall be used to submit a Surface Transportation Block Grant Program project proposal.

1. Complete the attached Minority Impact Statement (Form 105101) for the proposed project.
2. All information submitted as part of this application, as well as any additional information requested by the MPOJC, will be used to evaluate the application.
3. Submit a digital copy of completed application and all attachments by **February 22, 2021** to:

Brad Neumann
MPOJC
410 East Washington Street
Iowa City, Iowa 52240
brad-neumann@iowa-city.org

With questions, please contact: Brad Neumann, Assistant Transportation Planner at 356-5235 or via email to brad-neumann@iowa-city.org.

Project Eligibility Requirements

1. STBG projects must occur within the adopted MPO transportation planning boundary and be consistent with the *MPO Long-Range Transportation Plan and Complete Streets Policy*.
2. STBG funds may be used for any mode of surface transportation: roadway, transit, pedestrian, or bicycle.
3. STBG funding is for capital projects only.
4. Transit projects should maintain or expand the viability of public transportation as a complementary or alternative transportation mode. A transit vehicle replacement project should meet all standards for replacement vehicles stipulated by the state public transit management system.
5. STBG projects must be proposed by a member of the MPO Transportation Technical Advisory Committee (TTAC). The sponsoring entity must be the City of Coralville, the City of Iowa City, the City of North Liberty, the City of Tiffin, the City of University Heights, Johnson County, or the University of Iowa. The entity awarded funds for a project must be able to fund the local match and implement the project.
6. Projects will be scored by MPO staff and considered initially by the Transportation Technical Advisory Committee (TTAC). The TTAC will make a recommendation to the Urbanized Area Policy Board for all projects, unless the project is withdrawn by its TTAC sponsor. All projects shall receive subsequent consideration by the MPO Urbanized Area Policy Board.
7. Roadway projects must be structurally capable of handling all anticipated design vehicles, and should provide for volume/capacity less than or equal to 1.0 at level of service E upon completion according to the adopted MPO long-range traffic model.
8. If funded, projects must be started within three years of original year the project was programmed in the MPOJC Transportation Improvement Program (TIP).
9. Projects must be on designated Federal Aid Routes as approved by Iowa DOT. The Federal Aid Route map is located at the following link: <https://iowadot.gov/maps/Digital-maps/pdfview/johnson>.
10. Projects must be in compliance with all FAST Act requirements to be eligible for funding. Eligibility requirements can be found at the following link: <https://www.fhwa.dot.gov/specialfunding/stp/160307.cfm#d>



The following information must be provided for all Surface Transportation Block Grant Project proposals and will be provided to the MPO Transportation Technical Advisory Committee (TTAC) and Urbanized Area Policy Board for evaluation. MPO staff may contact you if additional information is required. You will have the opportunity to explain the project at a meeting of the MPO Transportation Technical Advisory Committee. MPO staff will score the projects; the TTAC may modify scores.

General Information

MPO: MPOJC e-mail: jason-havel@iowa-city.org
 Eligible Sponsor/Applicant Agency: City of Iowa City
 Contact Person (Name & Title): Jason Havel, City Engineer
 Complete Mailing Address: 410 E. Washington Street
Street Address and/or Box No.
52240 319-356-5410
City State Zip Daytime Phone

If more than one agency or organization is involved in this project, please state the name, contact person, mailing address, and telephone number of the second agency. *(Attach an additional page if more than two agencies are involved.)*

Applicant Agency: _____ e-mail: _____
 Contact Person (Name & Title): _____
 Complete Mailing Address: _____
Street Address and/or Box No.

City State Zip Daytime Phone

Project Information

Project Title: Dodge Street Improvements - Burlington Street to Governor Street

Project Description (including number of proposed through lanes, turn lanes, and other critical features):
The proposed improvements generally include the complete reconstruction of Dodge Street, including new pavement, water main, sanitary sewer, storm sewer and traffic signals (at the existing signalized intersections).
Typical section will include an on-street buffered bike lane, two travel lanes and sidewalks on both sides.

If this project includes land acquisition, how many acres? (approximate) _____

Project Category Check all boxes that apply to indicate the categories that best describe your project.

Trails and Bicycles

- Facilities for pedestrians and bicycles including safe routes for non-drivers
- Conversion and use of abandoned railway corridors

Scenic and Historic

- Construction of turnouts, overlooks and viewing areas
- Inventory, control, or removal of outdoor advertising
- Historic preservation and rehabilitation of historic transportation facilities
- Archaeological activities relating to impacts from another eligible activity

Roadways and Bridges

- Construction, rehabilitation, preservation, or operational improvements of street facilities
- Bridge improvements including construction, rehabilitation, or preservation

Environmental

- Vegetation management practices in transportation rights-of-way
- Highway related stormwater management
- Reduction of vehicle-caused wildlife mortality or restoration of habitat connectivity
- Other _____

Estimated Project Costs

Land Cost	\$	50,000
Utility Relocation	\$	
Design & Construction Engineering	\$	2,000,000
Construction Cost	\$	14,950,000
Indirect Cost (if applicable)	\$	
Other (please specify)	\$	
Total Cost	\$	17,000,000
STBG Fund Request	\$	4,000,000
Applicant Local Match (20% Minimum)	\$	9,250,000

	Applicant Local Match Source (20% Minimum)	Amount	Assured or Anticipated (Date Anticipated)
1.	STBG		2024
2.	IDOT		2025 (anticipated)
3.	General Obligation Bonds		2024

Are any state funds involved in this project? Yes No

If yes, please explain the source and conditions This will be a joint project with the DOT, and it is anticipated state funds will be provided by the DOT as their share of the project.

Are any other federal funds involved in this project? Yes No

If yes, please explain the source and conditions (Please note here if you have previously acquired STP funds for this project from the state discretionary STBG fund or another MPO or RPA.)
Previous STBG funding was awarded for this project.

Does the project comply with the adopted MPO *Complete Streets Policy*? Yes No

Which of the following facilities are included in the proposal?

- Turn lanes
- ITS/signalization improvements
- Geometric improvements
- Separated trail or wide sidewalk (8' or wider)
- Facilities to reduce modal conflict (e.g. pedestrian hybrid beacons, bulb-outs, grade separation, bus pull-offs, etc.)
- Marked on-street bike facility

Is a focus of the project to address a safety concern at an intersection or midblock, or improve safety at a location with a collision history involving bicyclists or pedestrians? (refer to pages 18-21) Yes No

Will this project be open to the public? Yes No

Do you intend to charge a fee to users? Yes No

If yes, how much? \$ _____

What will it be used for? _____

Estimated Project Development Schedule

Design	Start Date	<u>Spring 2022</u>	Completion Date	<u>Fall 2024</u>
Land Acquisition	Start Date	<u>Spring 2024</u>	Completion Date	<u>Fall 2024</u>
Construction	Start Date	<u>Spring 2025</u>	Completion Date	<u>Fall 2026</u>

Has any part of this project been started? Yes No

If yes, explain: Completed a functional design for the project corridor.

Documentation and Narrative Information

The following documents and narratives must be attached to this application. In the upper right-hand corner of each document or narrative provide the corresponding letter shown below.

- A. A NARRATIVE assessing existing conditions, outlining the concept of the proposed project, and providing adequate project justification. Assess your project in regard to the transportation system relative to its functional relationship, proximity, or impact to an existing or planned transportation facility. If a regional project, assess the value of this project from a regional perspective and how it will be a functional addition to the transportation system and the region as a whole if no additional development funds are received. If a statewide or multi-regional project, assess the value of this project from a statewide or multi-regional perspective.
- B. A DETAILED MAP identifying the location of the project and any known environmentally sensitive areas/features.
- C. A SKETCH-PLAN of the project; including a typical cross-section of transportation facilities.
- D. An ITEMIZED BREAKDOWN of the total project costs. This documentation does not need to be a detailed, line-item type of estimate. However, it must accomplish two objectives: first, it must show the method by which the cost estimate was prepared; and second, it must enable a reviewer to determine if the cost estimate is reasonable. The manner in which these objectives are achieved may vary widely depending on the type, scope and complexity of the project. Absent a fully itemized list of costs, some general guidelines for possible methods of estimating each type of project cost are provided on Attachment A (page 9).
- E. An anticipated TIME SCHEDULE for the total project development. Funding for projects which fail to make satisfactory progress may be rescheduled or removed from the program by the Iowa Department of Transportation.
- F. An OFFICIAL ENDORSEMENT of the project from the authority to be responsible for its maintenance and operation. The authority must provide written assurance that it will adequately maintain the completed project for its intended public use for a minimum of 20 years following project completion.
- G. If applicable, a LETTER OF SUPPORT for the project from the scenic or historic byway board. The board's letter should also address the project's relationship to the byway's intrinsic qualities, how the project will have a statewide or multi-regional impact, and whether the project is included in the byway's current corridor management plan.
- H. A NARRATIVE discussing the public input process that was followed and the extent to which adjacent property owners and others have been informed of the proposed project and an assessment of their acceptance.
- I. A MINORITY IMPACT STATEMENT for the project.

The award of STBG funds and/or any subsequent funding or letting of contracts for design, construction, reconstruction, improvement, or maintenance; or the furnishing of materials shall not involve direct or indirect interest, prohibited by Iowa Code Sections 314.2, 362.5, or 331.342, of any state, county, or city official, elective or appointive. Any award of funding or any letting of a contract in violation of the foregoing provisions shall invalidate the award of funding and authorize a complete recovery of any funds previously disbursed.

Certification

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by the participating local authority. I understand the attached OFFICIAL ENDORSEMENT(S) binds the participating authority to assume responsibility for adequate maintenance of any new or improved facilities.

I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

Representing the City of Iowa City

Jason Havel

Digitally signed by Jason Havel
Date: 2021.02.22 18:11:20 -06'00'

2/22/2021

Signature

Date

2/22/2021

Typed Name and Title

Date

Minority Impact Statement

Pursuant to 2008 Iowa Acts, HF 2393, Iowa Code 8.11, all grant applications submitted to the State of Iowa that are due beginning Jan. 1, 2009, shall include a Minority Impact Statement. This is the state's mechanism for requiring grant applications to consider the potential impact of the grant project's proposed programs or policies on minority groups.

Please choose the statement(s) that pertains to this grant application. Complete all the information requested for the chosen statement(s). Submit additional pages as necessary.

- The proposed grant project programs or policies could have a disproportionate or unique **positive** impact on minority persons.

Describe the positive impact expected from this project.

Indicate which groups are impacted.

- Women Persons with a disability Blacks Latinos Asians
 Pacific Islanders American Indians Alaskan Native Americans Other _____
 The proposed grant project programs or policies could have a disproportionate or unique **negative** impact on minority persons.

Describe the negative impact expected from this project.

Present the rationale for the existence of the proposed program or policy.

Provide evidence of consultation with representatives of the minority groups impacted.

Indicate which groups are impacted.

- Women Persons with a disability Blacks Latinos Asians
 Pacific Islanders American Indians Alaskan Native Americans Other _____

- The proposed grant project programs or policies are **not expected to have** a disproportionate or unique impact on minority persons.

Present the rationale for determining no impact.

I hereby certify that the information on this form is complete and accurate, to the best of my knowledge.

Name Jason Havel

Title City Engineer

Definitions

"Minority Persons," as defined in Iowa Code 8.11, means individuals who are women, persons with a disability, Blacks, Latinos, Asians or Pacific Islanders, American Indians, and Alaskan Native Americans.

"Disability," as defined in Iowa Code 15.102, subsection 7, paragraph "b," subparagraph (1):

b. As used in this subsection:

- (1) "*Disability*" means, with respect to an individual, a physical or mental impairment that substantially limits one or more of the major life activities of the individual, a record of physical or mental impairment that substantially limits one or more of the major life activities of the individual, or being regarded as an individual with a physical or mental impairment that substantially limits one or more of the major life activities of the individual.

"*Disability*" does not include any of the following:

- (a) Homosexuality or bisexuality.
- (b) Transvestism, transsexualism, pedophilia, exhibitionism, voyeurism, gender identity disorders not resulting from physical impairments or other sexual behavior disorders.
- (c) Compulsive gambling, kleptomania, or pyromania.
- (d) Psychoactive substance abuse disorders resulting from current illegal use of drugs.

"State Agency," as defined in Iowa Code 8.11, means a department, board, bureau, commission, or other agency or authority of the State of Iowa.

A. NARRATIVE

Introduction

Dodge Street, between Burlington Street and Governor Street, is a one-way two-lane principal arterial roadway that conveys approximately 8,000 to 10,000 average annual daily traffic (AADT) from Iowa Interstate 80 to the downtown area. In 2005, the City reconstructed the portion of Dodge Street located between Iowa Interstate 80 and Governor Street. Given the age, the amount of traffic and the visible signs of distress, the next section of Dodge Street from Burlington Street to Governor Street is also in need of replacement.

Existing Conditions

This section of Dodge Street is primarily a 31-foot composite pavement (asphalt over brick). As a part of the 2018 Asphalt Resurfacing Project, the two vehicular lanes were narrowed and a 5-foot buffered bike lane was striped along the west curb line in accordance with the City's adopted Bicycle Master Plan. 4-foot sidewalk facilities exist on both the east and west sides of Dodge Street throughout the corridor. Many of the pedestrian curb ramps do not meet current ADA requirements.

City utilities including storm sewer, sanitary sewer, water main, traffic signals, IT fiber and electrical are located throughout the corridor. Additionally, there are several private utilities including but not limited to overhead electric, gas and telecommunications facilities within the project limits.

Project Concept

The intent of the North Dodge Street Improvements Project is to completely reconstruct the deteriorating existing roadway section including sidewalks and pedestrian curb ramps, as well as the replacement of any City utilities that have reached the end of their useful life. Currently, the proposed typical section includes an on-street 5-foot buffered bike lane, two 11-foot travel lanes, and an 8-foot sidewalk on the west side and a 5-foot sidewalk on the east side. The new pedestrian curb ramps will conform to current ADA requirements.

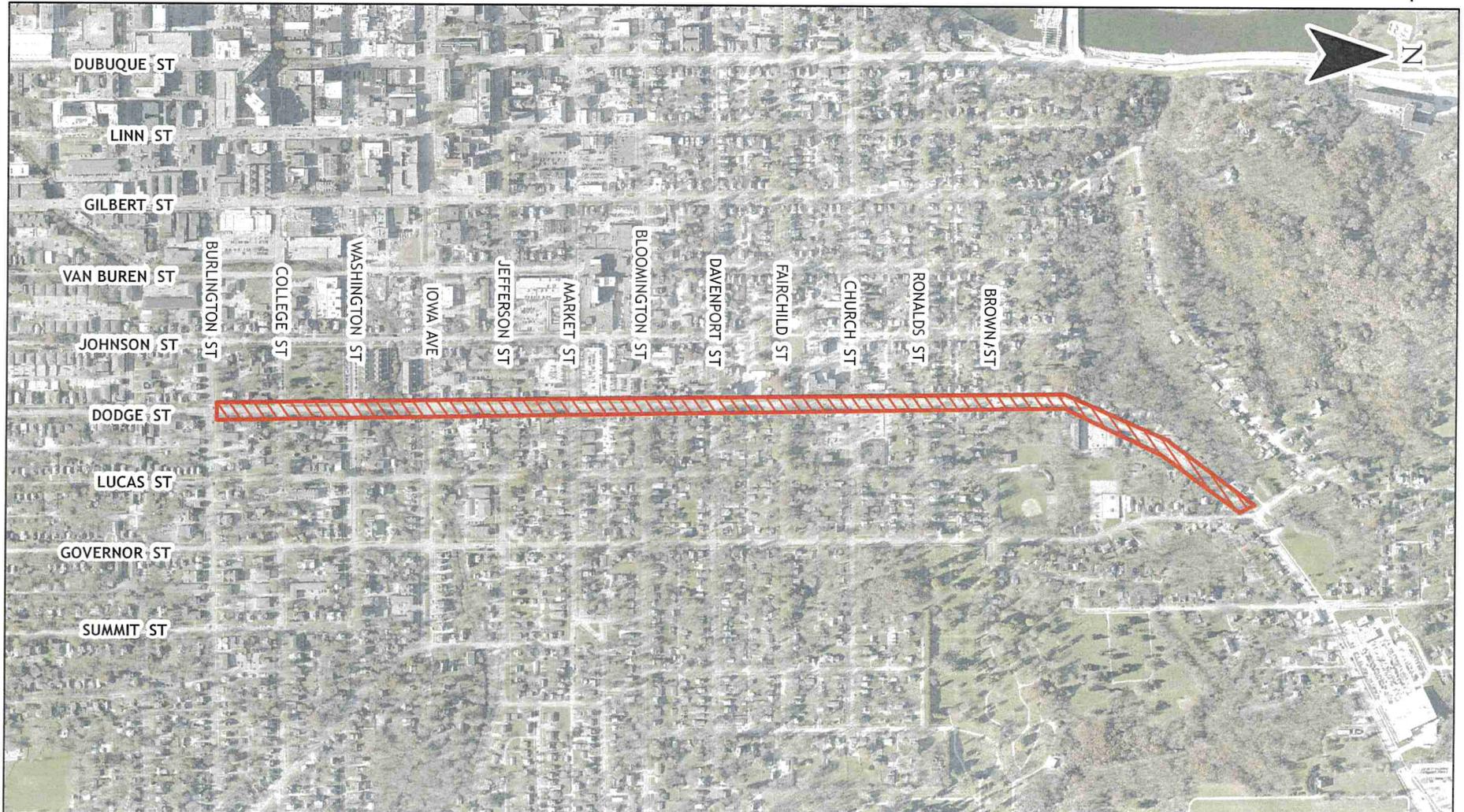
All project improvements will be designed and constructed to meet current Iowa DOT, SUDAS and City design standards and specifications.

Project Justification

The proposed Dodge Street Improvements Project would provide a number of safety and operational benefits to residents and other users. This project is a reinvestment in an existing principal arterial corridor that aims to provide a more complete street, with connectivity and access to both existing neighborhoods and commuters. The reconstruction of Dodge Street will upgrade the roadway to current design standards, improve rideability and reduce operations and maintenance costs. Additionally, the narrower travel lanes are expected to aid in the reduction of travel speeds, which has been shown to reduce the severity of crashes. Finally, the inclusion of ADA-compliant curb ramps helps to make the corridor more accessible for all users.

North Dodge Street Reconstruction Burlington Street to Governor Street

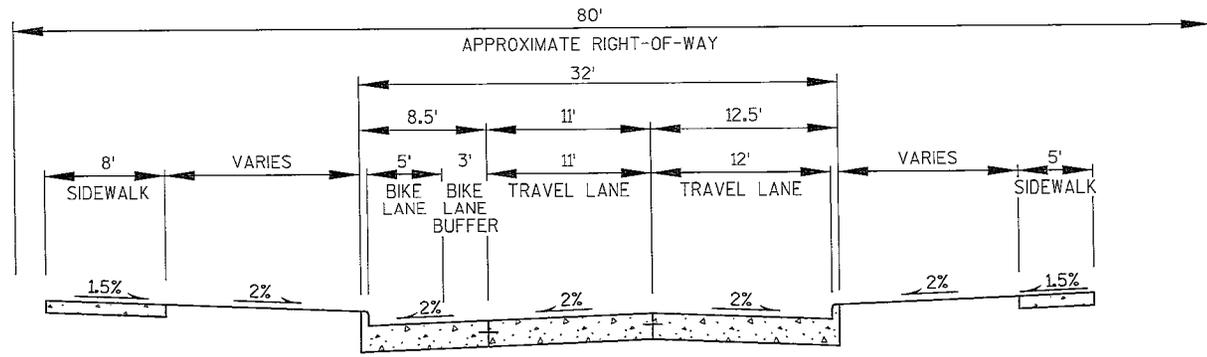
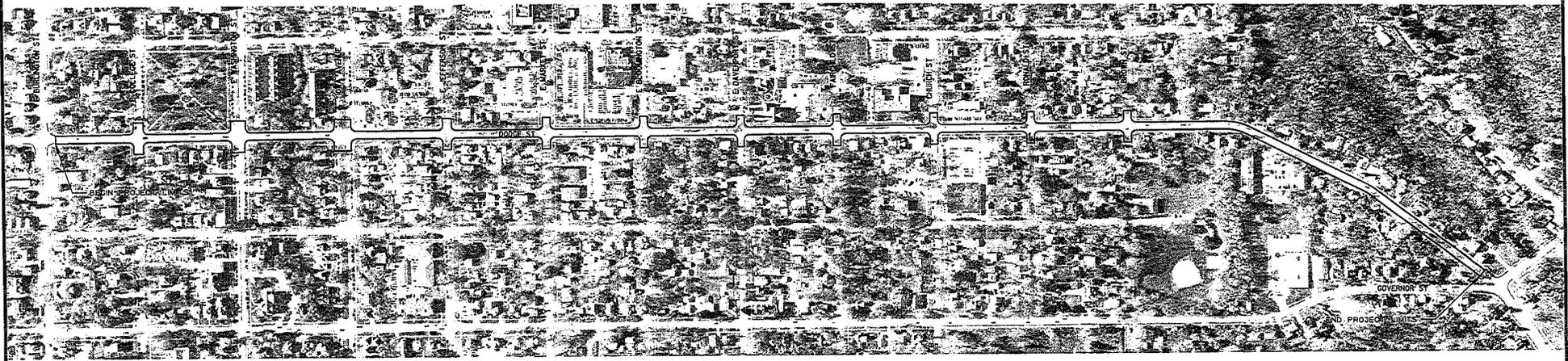
Location Map B



**NORTH DODGE STREET RECONSTRUCTION
 BURLINGTON STREET TO GOVERNOR STREET
 PRELIMINARY DESIGN
 CITY OF IOWA CITY, IOWA**

SKETCH PLAN

C



TYPICAL CROSS SECTION - DODGE STREET



ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST
NORTH DODGE STREET (IOWA 1) IMPROVEMENTS
Iowa City, Iowa

ITEM NO.	ITEM	UNIT	UNIT PRICE	PROJECT QUANTITY	TOTAL
1	CLEARING AND GRUBBING	UNIT	\$ 35,000.00	1.00	\$ 35,000.00
2	EXCAVATION, CLASS 10, ROADWAY AND BORROW	CY	\$ 12.00	15,500.00	\$ 186,000.00
3	TOPSOIL, FURNISH AND SPREAD	CY	\$ 20.00	4,900.00	\$ 98,000.00
4	MODIFIED SUBBASE	CY	\$ 40.00	5,900.00	\$ 236,000.00
5	BRIDGE APPROACH, TWO LANE	SY	\$ 200.00	330.00	\$ 66,000.00
6	STANDARD OR SLIP-FORM PORTLAND CEMENT CONCRETE PAVEMENT, CLASS C, CLASS 2 DURABILITY, 8 IN. (UNDER BRICK SURFACE)	SY	\$ 60.00	280.00	\$ 16,800.00
7	STANDARD OR SLIP-FORM PORTLAND CEMENT PAVEMENT, CLASS C, CLASS 3 DURABILITY, 10 IN.	SY	\$ 65.00	29,800.00	\$ 1,937,000.00
8	PCC PAVEMENT SAMPLE	LS	\$ 3,500.00	1.00	\$ 3,500.00
9	HOT MIX ASPHALT STANDARD TRAFFIC, BASE COURSE, 3/4 IN. MIX	TON	\$ 100.00	15.00	\$ 1,500.00
10	TEMPORARY PAVEMENT	SY	\$ 50.00	7,500.00	\$ 375,000.00
11	APRONS, CONCRETE, 24 IN. DIA.	EACH	\$ 1,500.00	1.00	\$ 1,500.00
12	APRONS, CONCRETE, 30 IN. DIA.	EACH	\$ 2,000.00	1.00	\$ 2,000.00
13	MODULAR BLOCK RETAINING WALL	SF	\$ 45.00	10,000.00	\$ 450,000.00
14	MANHOLE, SANITARY SEWER, SW-301, 48 IN.	EACH	\$ 6,000.00	27.00	\$ 162,000.00
15	MANHOLE, SANITARY SEWER, SW-301, 60 IN.	EACH	\$ 9,000.00	2.00	\$ 18,000.00
16	MANHOLE, STORM SEWER, SW-401, 48 IN.	EACH	\$ 4,000.00	10.00	\$ 40,000.00
17	INTAKE, SW-501	EACH	\$ 3,500.00	68.00	\$ 238,000.00
18	SUBDRAIN, PERFORATED PLASTIC PIPE, 6 IN. DIA. (DUAL WALL)	LF	\$ 15.00	11,900.00	\$ 178,500.00
19	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS III), 15 IN.	LF	\$ 80.00	2,960.00	\$ 236,800.00
20	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS III), 18 IN.	LF	\$ 90.00	1,575.00	\$ 141,750.00
21	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS III), 24 IN.	LF	\$ 110.00	925.00	\$ 101,750.00
22	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS III), 30 IN.	LF	\$ 140.00	660.00	\$ 92,400.00
23	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS III), 36 IN.	LF	\$ 180.00	300.00	\$ 54,000.00
24	REMOVE STORM SEWER PIPE LESS THAN OR EQUAL TO 36 IN.	LF	\$ 10.00	2,000.00	\$ 20,000.00
25	SANITARY SEWER GRAVITY MAIN, TRENCHED, POLYVINYL CHLORIDE PIPE (PVC) TRUSS, 8 IN.	LF	\$ 115.00	5,150.00	\$ 592,250.00
26	SANITARY SEWER GRAVITY MAIN, TRENCHED, POLYVINYL CHLORIDE PIPE (PVC) TRUSS, 10 IN.	LF	\$ 125.00	450.00	\$ 56,250.00
27	SANITARY SEWER GRAVITY MAIN, TRENCHED, POLYVINYL CHLORIDE PIPE (PVC) TRUSS, 15 IN.	LF	\$ 160.00	80.00	\$ 12,800.00
28	SANITARY SEWER GRAVITY MAIN, TRENCHED, POLYVINYL CHLORIDE PIPE (PVC) TRUSS, 18 IN.	LF	\$ 180.00	350.00	\$ 63,000.00
29	SANITARY SEWER SERVICE STUB, POLYVINYL CHLORIDE PIPE (PVC), 4 IN.	LF	\$ 80.00	3,000.00	\$ 240,000.00
30	SANITARY SEWER SERVICE STUB, POLYVINYL CHLORIDE PIPE (PVC), 6 IN.	LF	\$ 150.00	1,650.00	\$ 247,500.00
31	REMOVE SANITARY SEWER PIPE LESS THAN OR EQUAL TO 36 IN.	LF	\$ 3.50	4,500.00	\$ 15,750.00
32	REMOVAL OF PAVEMENT	SY	\$ 10.00	25,000.00	\$ 250,000.00
33	REMOVAL OF SIDEWALK	SY	\$ 10.00	7,100.00	\$ 71,000.00
34	SIDEWALK, P.C. CONCRETE, 4 IN.	SY	\$ 50.00	4,700.00	\$ 235,000.00
35	SIDEWALK, P.C. CONCRETE, 6 IN.	SY	\$ 65.00	6,200.00	\$ 403,000.00
36	DETECTABLE WARNINGS	SF	\$ 45.00	1,100.00	\$ 49,500.00
37	CURB AND GUTTER, P.C. CONCRETE, 2.5 FT	LF	\$ 50.00	200.00	\$ 10,000.00
38	DRIVEWAY, P.C. CONCRETE, 6 IN.	SY	\$ 55.00	2,000.00	\$ 110,000.00
39	REMOVAL OF PAVED DRIVEWAY	SY	\$ 10.00	2,000.00	\$ 20,000.00
40	P.C. CONCRETE RETAINING WALL	CY	\$ 2,000.00	50.00	\$ 100,000.00
41	CONSTRUCTION SURVEY (1%)	LS	\$ 107,000.00	1.00	\$ 107,000.00
42	PAINTED PAVEMENT MARKING, WATERBORNE OR SOLVENT-BASED	STA	\$ 200.00	62.00	\$ 12,400.00
43	PAINTED SYMBOLS AND LEGENDS, WATERBORNE OR SOLVENT-BASED	EACH	\$ 125.00	13.00	\$ 1,625.00
44	TRAFFIC CONTROL (1%) + (5%) FOR PHASED CONSTRUCTION APPROACH	LS	\$ 640,000.00	1.00	\$ 640,000.00
45	MOBILIZATION (5%)	LS	\$ 533,000.00	1.00	\$ 533,000.00
46	TRENCH FOUNDATION	TON	\$ 50.00	1,000.00	\$ 50,000.00
47	WATER MAIN, TRENCHED, DUCTILE IRON PIPE (DIP) CLASS 53, 6 IN.	LF	\$ 100.00	115.00	\$ 11,500.00
48	WATER MAIN, TRENCHED, DUCTILE IRON PIPE (DIP) CLASS 53, 8 IN.	LF	\$ 110.00	1,850.00	\$ 203,500.00
49	WATER MAIN, TRENCHED, DUCTILE IRON PIPE (DIP) CLASS 53, 12 IN.	LF	\$ 120.00	6,000.00	\$ 720,000.00
50	WATER MAIN, TRENCHED, DUCTILE IRON PIPE (DIP) CLASS 53, 16 IN.	LF	\$ 160.00	175.00	\$ 28,000.00

ITEM NO.	ITEM	UNIT	UNIT PRICE	PROJECT QUANTITY	TOTAL
51	WATER MAIN, TRENCHLESS, DUCTILE IRON PIPE (DIP) CLASS 53, 12 IN.	LF	\$ 300.00	270.00	\$ 81,000.00
52	FITTINGS BY WEIGHT, DUCTILE IRON	LB	\$ 10.00	16,000.00	\$ 160,000.00
53	WATER SERVICE STUB,	EACH	\$ 2,700.00	106.00	\$ 286,200.00
54	VALVE, BUTTERFLY, 16 IN.	EACH	\$ 5,000.00	2.00	\$ 10,000.00
55	VALVE, GATE, DIP, 8 IN.	EACH	\$ 2,000.00	19.00	\$ 38,000.00
56	VALVE, GATE, DIP, 12 IN.	EACH	\$ 2,500.00	30.00	\$ 75,000.00
57	FIRE HYDRANT ASSEMBLY, WM-201	EACH	\$ 6,000.00	15.00	\$ 90,000.00
58	SUBGRADE PREPARATION, 12 IN.	SY	\$ 4.00	35,100.00	\$ 140,400.00
59	SUBGRADE TREATMENT, CEMENT	SY	\$ 10.00	35,100.00	\$ 351,000.00
60	FLAT BRICK SURFACE REMOVE, CLEAN, SALVAGE	SY	\$ 50.00	280.00	\$ 14,000.00
61	WATER MAIN REMOVAL/ABANDONMENT	LS	\$ 15,000.00	1.00	\$ 15,000.00
62	CONCRETE STEPS	SF	\$ 100.00	460.00	\$ 46,000.00
63	BRICK SURFACE INSTALLATION	SY	\$ 100.00	280.00	\$ 28,000.00
64	CONSTRUCTION EROSION CONTROL	LS	\$ 50,000.00	1.00	\$ 50,000.00
65	TRAFFIC SIGNALS	EACH	\$ 150,000.00	4.00	\$ 600,000.00
65	TEMPORARY TRAFFIC SIGNALS	EACH	\$ 30,000.00	4.00	\$ 120,000.00
66	RECTANGULAR RAPID FLASHING BEACON (RRFB)	EACH	\$ 15,000.00	4.00	\$ 60,000.00
67	LIGHTING POLES, BASES, LUMINAIRE ARMS, AND LUMINAIRES	EACH	\$ 3,500.00	16.00	\$ 56,000.00
68	FIBER PULL BOXES	EACH	\$ 350.00	11.00	\$ 3,850.00
69	FIBER CONDUIT - TRENCHED	LF	\$ 6.00	2,500.00	\$ 15,000.00
70	FIBER CONDUIT - DIRECTIONAL BORED	LF	\$ 30.00	1,400.00	\$ 42,000.00
71	FIBER RELOCATIONS ALONG UTILITIES	LF	\$ 30,000.00	1.00	\$ 30,000.00
72	MULCHING	ACRE	\$ 2,500.00	2.00	\$ 5,000.00
73	SEEDING AND FERTILIZING (URBAN)	ACRE	\$ 2,500.00	2.00	\$ 5,000.00
74	SODDING	SQ	\$ 75.00	1,500.00	\$ 112,500.00
75	TREES	EACH	\$ 500.00	70.00	\$ 35,000.00
SUBTOTAL CONSTRUCTION (ITEMS 1-75)					\$ 11,943,000.00
RIGHT-OF-WAY ACQUISITION COSTS		LS	\$ 50,000.00	1.00	\$ 50,000.00
ENGINEERING		LS	\$ 1,250,000.00	1.00	\$ 1,250,000.00
CONSTRUCTION OBSERVATION AND ADMINISTRATION		LS	\$ 700,000.00	1.00	\$ 700,000.00
CONTINGENCIES (25%)					\$ 2,985,750.00
TOTAL OPINION OF PROBABLE CONSTRUCTION COST					\$ 16,928,750.00

E. TIME SCHEDULE

If awarded funding, the anticipated project schedule for the Dodge Street Improvements – Burlington Street to Governor Street is as follows:

Preliminary/Final Design: Spring 2022 – Fall 2024

Property/Easement Acquisition: Spring 2024 – Fall 2024

Bidding: Winter 2024/2025

Construction: Spring 2025 – Fall 2026



CITY OF IOWA CITY

410 East Washington Street
Iowa City, Iowa 52240 - 1826
(319) 356 - 5000
(319) 356 - 5009 FAX
www.icgov.org

February 22, 2021

Mr. Brad Neumann
Assistant Transportation Planner
Metropolitan Planning Organization of Johnson County
410 E. Washington Street
Iowa City, IA 52240

RE: STBG Funding for Dodge Street Improvements – Burlington Street to Governor Street
Iowa City, Iowa

Dear Brad:

The Dodge Street Improvements – Burlington Street to Governor Street is a project currently included in the City's Capital Improvement Plan 2021-2025. The City of Iowa City is prepared financially to fund the local match portion and future maintenance of the project. In addition, the City is prepared to implement the project within three years from award of Surface Transportation Block Grant (STBG) funds.

Sincerely,

Geoff Fruin
City Manager

H. PUBLIC INVOLVEMENT

As part of the functional design process for the project, a public meeting was held to discuss the general project design. In addition, the City will hold additional public meetings and meet individually with residents that would like additional project information as a part of the Preliminary and Final design phases. These planned meetings will allow the public to submit comments and other feedback related to the project design.

**MPOJC Application for FAST Act
Surface Transportation Block Grant
Program
Funds**

for the Iowa City Urbanized Area



Metropolitan Planning Organization of Johnson County

Metropolitan Planning Organization of Johnson County
February 2021

Application Instructions

This application form shall be used to submit a Surface Transportation Block Grant Program project proposal.

1. Complete the attached Minority Impact Statement (Form 105101) for the proposed project.
2. All information submitted as part of this application, as well as any additional information requested by the MPOJC, will be used to evaluate the application.
3. Submit a digital copy of completed application and all attachments by **February 22, 2021** to:

Brad Neumann
MPOJC
410 East Washington Street
Iowa City, Iowa 52240
brad-neumann@iowa-city.org

With questions, please contact: Brad Neumann, Assistant Transportation Planner at 356-5235 or via email to brad-neumann@iowa-city.org.

Project Eligibility Requirements

1. STBG projects must occur within the adopted MPO transportation planning boundary and be consistent with the *MPO Long-Range Transportation Plan* and *Complete Streets Policy*.
2. STBG funds may be used for any mode of surface transportation: roadway, transit, pedestrian, or bicycle.
3. STBG funding is for capital projects only.
4. Transit projects should maintain or expand the viability of public transportation as a complementary or alternative transportation mode. A transit vehicle replacement project should meet all standards for replacement vehicles stipulated by the state public transit management system.
5. STBG projects must be proposed by a member of the MPO Transportation Technical Advisory Committee (TTAC). The sponsoring entity must be the City of Coralville, the City of Iowa City, the City of North Liberty, the City of Tiffin, the City of University Heights, Johnson County, or the University of Iowa. The entity awarded funds for a project must be able to fund the local match and implement the project.
6. Projects will be scored by MPO staff and considered initially by the Transportation Technical Advisory Committee (TTAC). The TTAC will make a recommendation to the Urbanized Area Policy Board for all projects, unless the project is withdrawn by its TTAC sponsor. All projects shall receive subsequent consideration by the MPO Urbanized Area Policy Board.
7. Roadway projects must be structurally capable of handling all anticipated design vehicles, and should provide for volume/capacity less than or equal to 1.0 at level of service E upon completion according to the adopted MPO long-range traffic model.
8. If funded, projects must be started within three years of original year the project was programmed in the MPOJC Transportation Improvement Program (TIP).
9. Projects must be on designated Federal Aid Routes as approved by Iowa DOT. The Federal Aid Route map is located at the following link: <https://iowadot.gov/maps/Digital-maps/pdfview/johnson>.
10. Projects must be in compliance with all FAST Act requirements to be eligible for funding. Eligibility requirements can be found at the following link: <https://www.fhwa.dot.gov/specialfunding/stp/160307.cfm#d>



The following information must be provided for all Surface Transportation Block Grant Project proposals and will be provided to the MPO Transportation Technical Advisory Committee (TTAC) and Urbanized Area Policy Board for evaluation. MPO staff may contact you if additional information is required. You will have the opportunity to explain the project at a meeting of the MPO Transportation Technical Advisory Committee. MPO staff will score the projects; the TTAC may modify scores.

General Information

MPO: MPOJC e-mail: jason-havel@iowa-city.org

Eligible Sponsor/Applicant Agency: City of Iowa City

Contact Person (Name & Title): Jason Havel, City Engineer

Complete Mailing Address: 410 E. Washington Street

Street Address and/or Box No.			
<u>Iowa City</u>	<u>Iowa</u>	<u>52240</u>	<u>319-356-5410</u>
City	State	Zip	Daytime Phone

If more than one agency or organization is involved in this project, please state the name, contact person, mailing address, and telephone number of the second agency. *(Attach an additional page if more than two agencies are involved.)*

Applicant Agency: Johnson County e-mail: gparker@co.johnson.ia.us

Contact Person (Name & Title): Greg Parker, County Engineer

Complete Mailing Address: 4810 Melrose Avenue

Street Address and/or Box No.			
<u>Iowa City</u>	<u>Iowa</u>	<u>52246</u>	<u>319-356-6046</u>
City	State	Zip	Daytime Phone

Project Information

Project Title: Taft Avenue Reconstruction - American Legion Road to Lower West Branch Road

Project Description (including number of proposed through lanes, turn lanes, and other critical features):

Taft Avenue will be reconstructed as an urban cross-section with two lanes (one in each direction), on-street bicycle facilities, sidewalks on each side (one 10' and one 5') and public utility improvements.

If this project includes land acquisition, how many acres? (approximate) 5.0

Project Category Check all boxes that apply to indicate the categories that best describe your project.

Trails and Bicycles

- Facilities for pedestrians and bicycles including safe routes for non-drivers
- Conversion and use of abandoned railway corridors

Scenic and Historic

- Construction of turnouts, overlooks and viewing areas
- Inventory, control, or removal of outdoor advertising
- Historic preservation and rehabilitation of historic transportation facilities
- Archaeological activities relating to impacts from another eligible activity

Roadways and Bridges

- Construction, rehabilitation, preservation, or operational improvements of street facilities
- Bridge improvements including construction, rehabilitation, or preservation

Environmental

- Vegetation management practices in transportation rights-of-way
- Highway related stormwater management
- Reduction of vehicle-caused wildlife mortality or restoration of habitat connectivity

Other _____

Estimated Project Costs

Land Cost	\$	600,000
Utility Relocation	\$	
Design & Construction Engineering	\$	2,400,000
Construction Cost	\$	8,000,000
Indirect Cost (if applicable)	\$	
Other (please specify)	\$	
Total Cost	\$	11,000,000
STBG Fund Request	\$	4,000,000
Applicant Local Match (20% Minimum)	\$	7,000,000

	Applicant Local Match Source (20% Minimum)	Amount	Assured or Anticipated (Date Anticipated)
1.	General Obligation Bonds	\$7,000,000	2025
2.			
3.			

Are any state funds involved in this project? Yes No

If yes, please explain the source and conditions _____

Are any other federal funds involved in this project? Yes No

If yes, please explain the source and conditions (Please note here if you have previously acquired STP funds for this project from the state discretionary STBG fund or another MPO or RPA.)

Does the project comply with the adopted MPO *Complete Streets Policy*? Yes No

Which of the following facilities are included in the proposal?

- Turn lanes
- ITS/signalization improvements
- Geometric improvements
- Separated trail or wide sidewalk (8' or wider)
- Facilities to reduce modal conflict (e.g. pedestrian hybrid beacons, bulb-outs, grade separation, bus pull-offs, etc.)
- Marked on-street bike facility

Is a focus of the project to address a safety concern at an intersection or midblock, or improve safety at a location with a collision history involving bicyclists or pedestrians? (refer to pages 18-21) Yes No

Will this project be open to the public? Yes No

Do you intend to charge a fee to users? Yes No

If yes, how much? \$ _____

What will it be used for? _____

Estimated Project Development Schedule

Design	Start Date	Spring 2022	Completion Date	Fall 2024
Land Acquisition	Start Date	Spring 2024	Completion Date	Fall 2024
Construction	Start Date	Spring 2025	Completion Date	Fall 2026

Has any part of this project been started? Yes No

If yes, explain: _____

Documentation and Narrative Information

The following documents and narratives must be attached to this application. In the upper right-hand corner of each document or narrative provide the corresponding letter shown below.

- A. A NARRATIVE assessing existing conditions, outlining the concept of the proposed project, and providing adequate project justification. Assess your project in regard to the transportation system relative to its functional relationship, proximity, or impact to an existing or planned transportation facility. If a regional project, assess the value of this project from a regional perspective and how it will be a functional addition to the transportation system and the region as a whole if no additional development funds are received. If a statewide or multi-regional project, assess the value of this project from a statewide or multi-regional perspective.
- B. A DETAILED MAP identifying the location of the project and any known environmentally sensitive areas/features.
- C. A SKETCH-PLAN of the project; including a typical cross-section of transportation facilities.
- D. An ITEMIZED BREAKDOWN of the total project costs. This documentation does not need to be a detailed, line-item type of estimate. However, it must accomplish two objectives: first, it must show the method by which the cost estimate was prepared; and second, it must enable a reviewer to determine if the cost estimate is reasonable. The manner in which these objectives are achieved may vary widely depending on the type, scope and complexity of the project. Absent a fully itemized list of costs, some general guidelines for possible methods of estimating each type of project cost are provided on Attachment A (page 9).
- E. An anticipated TIME SCHEDULE for the total project development. Funding for projects which fail to make satisfactory progress may be rescheduled or removed from the program by the Iowa Department of Transportation.
- F. An OFFICIAL ENDORSEMENT of the project from the authority to be responsible for its maintenance and operation. The authority must provide written assurance that it will adequately maintain the completed project for its intended public use for a minimum of 20 years following project completion.
- G. If applicable, a LETTER OF SUPPORT for the project from the scenic or historic byway board. The board's letter should also address the project's relationship to the byway's intrinsic qualities, how the project will have a statewide or multi-regional impact, and whether the project is included in the byway's current corridor management plan.
- H. A NARRATIVE discussing the public input process that was followed and the extent to which adjacent property owners and others have been informed of the proposed project and an assessment of their acceptance.
- I. A MINORITY IMPACT STATEMENT for the project.

The award of STBG funds and/or any subsequent funding or letting of contracts for design, construction, reconstruction, improvement, or maintenance; or the furnishing of materials shall not involve direct or indirect interest, prohibited by Iowa Code Sections 314.2, 362.5, or 331.342, of any state, county, or city official, elective or appointive. Any award of funding or any letting of a contract in violation of the foregoing provisions shall invalidate the award of funding and authorize a complete recovery of any funds previously disbursed.

Certification

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by the participating local authority. I understand the attached OFFICIAL ENDORSEMENT(S) binds the participating authority to assume responsibility for adequate maintenance of any new or improved facilities.

I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

Representing the City of Iowa City

Jason Havel	Digitally signed by Jason Havel Date: 2021.02.22 18:02:29 -06'00'	2/22/2021
<small>Signature</small>		<small>Date</small>
Jason Havel, City Engineer		2/22/2021
<small>Typed Name and Title</small>		<small>Date</small>

Minority Impact Statement

Pursuant to 2008 Iowa Acts, HF 2393, Iowa Code 8.11, all grant applications submitted to the State of Iowa that are due beginning Jan. 1, 2009, shall include a Minority Impact Statement. This is the state's mechanism for requiring grant applications to consider the potential impact of the grant project's proposed programs or policies on minority groups.

Please choose the statement(s) that pertains to this grant application. Complete all the information requested for the chosen statement(s). Submit additional pages as necessary.

- The proposed grant project programs or policies could have a disproportionate or unique **positive** impact on minority persons.

Describe the positive impact expected from this project.

Indicate which groups are impacted.

- Women Persons with a disability Blacks Latinos Asians
 Pacific Islanders American Indians Alaskan Native Americans Other _____

- The proposed grant project programs or policies could have a disproportionate or unique **negative** impact on minority persons.

Describe the negative impact expected from this project.

Present the rationale for the existence of the proposed program or policy.

Provide evidence of consultation with representatives of the minority groups impacted.

Indicate which groups are impacted.

Women Persons with a disability Blacks Latinos Asians
 Pacific Islanders American Indians Alaskan Native Americans Other _____

The proposed grant project programs or policies are **not expected to have a** disproportionate or unique impact on minority persons.

Present the rationale for determining no impact.

It is anticipated the proposed project will have a similar impact on minority and non-minority persons, and it is not anticipated to have any disproportionate or unique impacts on minority persons. Data for this analysis was from the American Community Survey 5-Year Estimates for years 2011-2015.

I hereby certify that the information on this form is complete and accurate, to the best of my knowledge.

Name Jason Havel

Title City Engineer

Definitions

"Minority Persons," as defined in Iowa Code 8.11, means individuals who are women, persons with a disability, Blacks, Latinos, Asians or Pacific Islanders, American Indians, and Alaskan Native Americans.

"Disability," as defined in Iowa Code 15.102, subsection 7, paragraph "b," subparagraph (1):

b. As used in this subsection:

- (1) "*Disability*" means, with respect to an individual, a physical or mental impairment that substantially limits one or more of the major life activities of the individual, a record of physical or mental impairment that substantially limits one or more of the major life activities of the individual, or being regarded as an individual with a physical or mental impairment that substantially limits one or more of the major life activities of the individual.

"*Disability*" does not include any of the following:

- (a) Homosexuality or bisexuality.
- (b) Transvestism, transsexualism, pedophilia, exhibitionism, voyeurism, gender identity disorders not resulting from physical impairments or other sexual behavior disorders.
- (c) Compulsive gambling, kleptomania, or pyromania.
- (d) Psychoactive substance abuse disorders resulting from current illegal use of drugs.

"State Agency," as defined in Iowa Code 8.11, means a department, board, bureau, commission, or other agency or authority of the State of Iowa.

A. Narrative

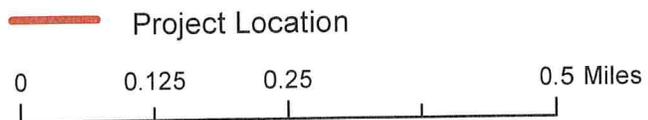
Taft Avenue marks the eastern corporate limits of Iowa City, and is a joint-jurisdictional roadway between Iowa City and Johnson County. Currently a chip seal rural road, Taft Avenue would be reconstructed to an urban cross-section with two travel lanes, on-street bike lanes, and sidewalks (a 10-foot sidepath on the City side and 5-foot on the east/County side). Public utilities would also be improved within the right-of-way.

Taft Avenue serves a significant area of recent and continuing residential growth. With a few exceptions, parcels to the west of this segment have been annexed into the city and are developed or subdivided for residential development. With the opening of the new Hoover Elementary nearby, properties adjacent to Taft Avenue and the surrounding areas are anticipated for development and/or annexation in the near future.

This portion of Taft will serve as an arterial street and will relieve pressure on residential streets (i.e. Barrington Road and Arlington Drive) for carrying traffic to and from the school. In 2018, the MPO measured traffic along this portion of Taft Avenue and found average daily trips were over 1,100 vehicles per day between American Legion and Court Street and 1,000 per day between Court Street and Lower West Branch Road. The 85th percentile speeds measured along the roadway were in excess of 15 MPH over the posted speed of 35 MPH.

The reconstruction of this portion of Taft Avenue will comply with the Complete Streets Policy and Iowa City's Bicycle Master Plan by including bike lanes and a sidepath. These facilities will connect to bike lanes and sidepaths on the new portion of American Legion Road (anticipated completion in 2022) and Lower West Branch Road (restriping to include bike lanes scheduled to be completed by 2025). Court Street also provides a sidepath, but is not identified to receive bike lanes.

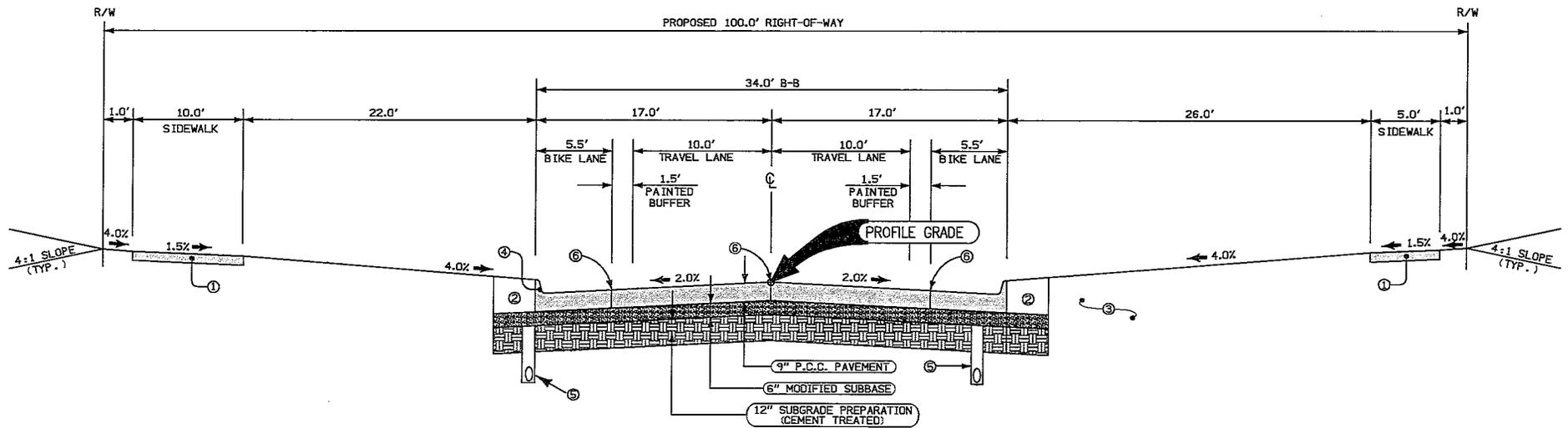
B. Map - Project Location



TAFT AVENUE

WEST

EAST



- NOTES:
 NORMAL SECTION SHOWN MAY BE APPROPRIATELY MODIFIED FOR AREAS SPECIFICALLY DESIGNATED BY THE ENGINEER SUCH AS INTERSECTIONS. REFER TO OTHER DRAWINGS FOR DETAILS
- ① REFER TO 'L' AND 'S' SHEETS FOR DETAILS OF SIDEWALK CONSTRUCTION. ALL SIDEWALK IS PCC. 10' SIDEWALKS AND CURB RAMPS HAVE A THICKNESS OF 6-INCHES, ALL OTHER SIDEWALK HAVE A THICKNESS OF 4-INCHES.
 - ② EXCAVATE AND BACKFILL 3.0', SHOULDER FINISHING
 - ③ BACKFILL
 - ④ 6" STANDARD CURB
 - ⑤ REFER TO IOWA DOT FIGURE DR-303
 - ⑥ KT-2 OR L-2 JOINT

ITEMIZED BREAKDOWN OF TOTAL PROJECT COSTS

CITY OF IOWA CITY
 TAFT AVENUE RECONSTRUCTION
 AMERICAN LEGION ROAD TO LOWER WEST BRANCH ROAD
 STBG APPLICATION
 2/17/2021



ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
DIVISION 1 - GENERAL					
1.1	CONSTRUCTION SURVEY	LS	\$ 60,000.00	1.0	\$ 60,000.00
1.2	MOBILIZATION	LS	\$ 285,000.00	1.0	\$ 285,000.00
1.3	FIELD OFFICE	EACH	\$ 10,000.00	1.0	\$ 10,000.00
DIVISION 2- EARTHWORK, SUBGRADE AND SUBBASE					
2.1	CLEARING AND GRUBBING	LS	\$ 50,000.00	1.0	\$ 50,000.00
2.2	REMOVAL OF PAVEMENT	SY	\$ 7.00	20627	\$ 144,386.67
2.3	REMOVAL OF EXISTING STRUCTURES	LS	\$ 20,000.00	1.0	\$ 20,000.00
2.4	TOPSOIL, STRIP, SALVAGE AND SPREAD	CY	\$ 6.00	13638	\$ 81,827.49
2.5	EXCAVATION, CLASS 10, ROADWAY AND BORROW	CY	\$ 6.00	45123	\$ 270,737.77
2.6	EXCAVATION, CLASS 20	CY	\$ 20.00	3169	\$ 63,383.14
2.7	MODIFIED SUBBASE, 6 IN	CY	\$ 35.00	9337	\$ 326,785.93
2.8	SUBGRADE PREPARATION, 12 IN.	SY	\$ 3.50	28010	\$ 98,035.78
2.9	SUBGRADE TREATMENT, FLY ASH 12 IN.	SY	\$ 10.00	28010	\$ 280,102.22
DIVISION 3- TRENCH AND TRENCHLESS CONSTRUCTION					
3.1	TRENCH FOUNDATION STABILIZATION MATERIAL	TON	\$ 40.00	680	\$ 27,200.00
DIVISION 4- SEWERS AND DRAINS					
4.1	STORM SEWER GRAVITY MAIN, TRENCHED, RCP, 2000D (CLASS III), 15 IN.	LF	\$ 60.00	919	\$ 55,120.80
4.2	STORM SEWER GRAVITY MAIN, TRENCHED, RCP, 2000D (CLASS III), 24 IN.	LF	\$ 92.00	6630	\$ 609,960.00
4.3	SUBDRAIN, LONGITUDINAL, 6 IN.	LF	\$ 12.00	13260	\$ 159,120.00
4.4	SUBDRAIN OUTLET, DR-303	EACH	\$ 300.00	54	\$ 16,212.00
4.7	GRANULAR BACKFILL	TON	\$ 22.00	1046	\$ 23,021.90
DIVISION 5- WATER MAIN AND APPURTANANCES					
5.1	WATER MAIN, TRENCHED, R/JIB DIP, CLASS 53, 12 IN.	LF	\$ 140.00	6630	\$ 928,200.00
5.2	FITTINGS BY WEIGHT, DUCTILE IRON	LB	\$ 10.00	4721	\$ 47,212.67
5.3	FIRE HYDRANT ASSEMBLY, WM-201	EACH	\$ 5,250.00	17	\$ 87,018.75
5.4	VALVE, GATE, DIP, 12 IN.	EACH	\$ 2,750.00	17	\$ 45,375.00
DIVISION 6- STRUCTURES FOR SANITARY AND STORM SEWERS					
6.1	INTAKE, SW-510	EACH	\$ 5,000.00	54.0	\$ 270,200.00
DIVISION 7- STREETS AND RELATED WORK					
7.1	STANDARD OR SLIP FORM PCC PAVEMENT, CLASS C-SUD, CLASS 3 DURABILITY, 9 IN., REINFORCED	SY	\$ 60.00	25047	\$ 1,502,800.00
7.2	SIDEWALK, PCC, 4 IN.	SY	\$ 35.00	4420	\$ 154,700.00
7.3	SIDEWALK, PCC, 6 IN.	SY	\$ 40.00	7367	\$ 294,666.67
DIVISION 8- TRAFFIC SIGNALS AND TRAFFIC WORK					
8.1	PAINTED PAVEMENT MARKING, WATERBORNE OR SOLVENT-BASED	STA	\$ 15.00	507	\$ 7,606.14
8.3	TRAFFIC CONTROL	LS	\$ 170,000.00	1.0	\$ 170,000.00
8.4	FLAGGERS	EACH	\$ 500.00	20.0	\$ 10,000.00
DIVISION 9- SIGHT WORK AND LANDSCAPING					
9.1	MULCHING, WOOD CELLULOSE FIBER	ACRE	\$ 2,750.00	12.9	\$ 35,422.81
9.2	SEEDING AND FERTILIZING (URBAN)	ACRE	\$ 1,700.00	12.9	\$ 21,897.74
9.3	SILT FENCE	LF	\$ 1.50	19247	\$ 28,870.62
9.4	LIGHTING- TAFT AVE	LS	\$ 300,000.00	1.0	\$ 300,000.00
SUBTOTAL					\$ 6,424,863.98
RIGHT-OF-WAY AND EASEMENTS					\$ 600,000.00
CONTINGENCIES (25%)					\$ 1,606,215.99
ENGINEERING (15%)					\$ 1,204,662.00
CONSTRUCTION OBSERVATION AND ADMINISTRATION (15%)					\$ 1,204,662.00
TOTAL OPINION OF PROBABLE CONSTRUCTION COST					\$ 11,040,403.96

E. Time Schedule

If awarded funding, the anticipated project schedule for the Taft Avenue Reconstruction – American Legion Road to Lower West Branch Road project is as follows:

Preliminary/Final Design: Spring 2022 – Fall 2024

Property/Easement Acquisition: Spring 2024 – Fall 2024

Bidding: Fall 2024 – Winter 2024/2025

Construction: Spring 2025 – Fall 2026



CITY OF IOWA CITY

410 East Washington Street
Iowa City, Iowa 52240 - 1826
(319) 356 - 5000
(319) 356 - 5009 FAX
www.icgov.org

February 22, 2021

Mr. Brad Neumann
Assistant Transportation Planner
Metropolitan Planning Organization of Johnson County
410 E. Washington Street
Iowa City, IA 52240

RE: STBG Funding for Taft Avenue Reconstruction – American Legion Rd. to Lower West Branch Rd.
Iowa City, Iowa

Dear Brad:

The Taft Avenue Reconstruction – American Legion Road to Lower West Branch Road is a project currently included in Iowa City's Capital Improvements Plan 2021-2025. The City of Iowa City is prepared financially to fund the local match portion and future maintenance of the project. In addition, the City is prepared to implement the project within three years from award of Surface Transportation Block Grant (STBG) funds.

Sincerely,

Geoff Fruin
City Manager

H. Public Involvement Narrative

As part of the functional design process for the project, a public meeting will be held to discuss the general project design. In addition, the City will meet individually with residents that would like additional project information. These planned meetings will allow the public to submit comments and other feedback related to the project design.

In addition, the City continues to receive public complaints and requests to upgrade/reconstruct Taft Avenue. Responses to these requests have noted a future improvement project is planned, but specific timing is uncertain.



North Liberty
IOWA



February 22, 2021

Brad Neumann, Assistant Transportation Planner
MPOJC
410 East Washington Street
Iowa City, Iowa 52240

Re: MPOJC Application for FAST Act Surface Transportation Block Grant
Program Funds.

Dear Mr. Neumann,

The City of North Liberty is please to submit a STBG Grant application for the final phase of Ranshaw Way (Hwy 965). Please do not hesitate to contact me with any question you may have.

Sincerely,

Ryan Heiar, City Administrator
City of North Liberty
3 Quail Creek Circle, PO Box 77 52317
319-626-5747

rheiar@northlibertyiowa.org

**MPOJC Application for FAST Act
Surface Transportation Block Grant
Program
Funds**

for the Iowa City Urbanized Area



Metropolitan Planning Organization of Johnson County
February 2021

Application Instructions

This application form shall be used to submit a Surface Transportation Block Grant Program project proposal.

1. Complete the attached Minority Impact Statement (Form 105101) for the proposed project.
2. All information submitted as part of this application, as well as any additional information requested by the MPOJC, will be used to evaluate the application.
3. Submit a digital copy of completed application and all attachments by **February 22, 2021** to:

Brad Neumann
MPOJC
410 East Washington Street
Iowa City, Iowa 52240
brad-neumann@iowa-city.org

With questions, please contact: Brad Neumann, Assistant Transportation Planner at 356-5235 or via email to brad-neumann@iowa-city.org.

Project Eligibility Requirements

1. STBG projects must occur within the adopted MPO transportation planning boundary and be consistent with the *MPO Long-Range Transportation Plan* and *Complete Streets Policy*.
2. STBG funds may be used for any mode of surface transportation: roadway, transit, pedestrian, or bicycle.
3. STBG funding is for capital projects only.
4. Transit projects should maintain or expand the viability of public transportation as a complementary or alternative transportation mode. A transit vehicle replacement project should meet all standards for replacement vehicles stipulated by the state public transit management system.
5. STBG projects must be proposed by a member of the MPO Transportation Technical Advisory Committee (TTAC). The sponsoring entity must be the City of Coralville, the City of Iowa City, the City of North Liberty, the City of Tiffin, the City of University Heights, Johnson County, or the University of Iowa. The entity awarded funds for a project must be able to fund the local match and implement the project.
6. Projects will be scored by MPO staff and considered initially by the Transportation Technical Advisory Committee (TTAC). The TTAC will make a recommendation to the Urbanized Area Policy Board for all projects, unless the project is withdrawn by its TTAC sponsor. All projects shall receive subsequent consideration by the MPO Urbanized Area Policy Board.
7. Roadway projects must be structurally capable of handling all anticipated design vehicles, and should provide for volume/capacity less than or equal to 1.0 at level of service E upon completion according to the adopted MPO long-range traffic model.
8. If funded, projects must be started within three years of original year the project was programmed in the MPOJC Transportation Improvement Program (TIP).
9. Projects must be on designated Federal Aid Routes as approved by Iowa DOT. The Federal Aid Route map is located at the following link: <https://iowadot.gov/maps/Digital-maps/pdfview/johnson>.
10. Projects must be in compliance with all FAST Act requirements to be eligible for funding. Eligibility requirements can be found at the following link: <https://www.fhwa.dot.gov/specialfunding/stp/160307.cfm#d>



The following information must be provided for all Surface Transportation Block Grant Project proposals and will be provided to the MPO Transportation Technical Advisory Committee (TTAC) and Urbanized Area Policy Board for evaluation. MPO staff may contact you if additional information is required. You will have the opportunity to explain the project at a meeting of the MPO Transportation Technical Advisory Committee. MPO staff will score the projects; the TTAC may modify scores.

General Information

MPO: Metropolitan Planning Organization of Johnson County e-mail: _____

Eligible Sponsor/Applicant Agency: City of North Liberty

Contact Person (Name & Title): Ryan Rusnak, AICP, Planning Director

Complete Mailing Address: PO Box 77, 3 Quail Creek Court

		Street Address and/or Box No.	
<u>North Liberty</u>	<u>Iowa</u>	<u>52317</u>	<u>319-626-5747</u>
City	State	Zip	Daytime Phone

If more than one agency or organization is involved in this project, please state the name, contact person, mailing address, and telephone number of the second agency. *(Attach an additional page if more than two agencies are involved.)*

Applicant Agency: _____ e-mail: _____

Contact Person (Name & Title): _____

Complete Mailing Address: _____

		Street Address and/or Box No.	
_____	_____	_____	_____
City	State	Zip	Daytime Phone

Project Information

Project Title: Ranshaw Way (Hwy 965) Reconstruction Phase 6 (Final Phase)

Project Description (including number of proposed through lanes, turn lanes, and other critical features):

The project consists of reconstructing Ranshaw Way (Hwy 965) within the City of North Liberty from Hawkeye Drive south to Forevergreen Road. The current roadway section is two-lane, with gravel shoulders and open ditches. The reconstructed section will include four vehicle travel lanes, turn lanes, a five foot wide sidewalk, a 10 foot wide trail, a pedestrian tunnel and landscaping.

If this project includes land acquisition, how many acres? Small amount of acquisition.
(approximate)

Project Category Check all boxes that apply to indicate the categories that best describe your project.

Trails and Bicycles

- Facilities for pedestrians and bicycles including safe routes for non-drivers
- Conversion and use of abandoned railway corridors

Scenic and Historic

- Construction of turnouts, overlooks and viewing areas
- Inventory, control, or removal of outdoor advertising
- Historic preservation and rehabilitation of historic transportation facilities
- Archaeological activities relating to impacts from another eligible activity

Roadways and Bridges

- Construction, rehabilitation, preservation, or operational improvements of street facilities
- Bridge improvements including construction, rehabilitation, or preservation

Environmental

- Vegetation management practices in transportation rights-of-way
- Highway related stormwater management
- Reduction of vehicle-caused wildlife mortality or restoration of habitat connectivity

Other _____

Estimated Project Costs

Land Cost	\$	300,000
Utility Relocation	\$	425,000
Design & Construction Engineering	\$	1,763,000
Construction Cost	\$	8,812,000
Indirect Cost (if applicable)	\$	
Other (please specify)	\$	
Total Cost	\$	11,300,000
STBG Fund Request	\$	5,000,000
Applicant Local Match (20% Minimum)	\$	6,300,000

	Applicant Local Match Source (20% Minimum)	Amount	Assured or Anticipated (Date Anticipated)
1.	GO bonds	\$6,300,000	As Needed
2.			
3.			

Are any state funds involved in this project? Yes No

If yes, please explain the source and conditions Not applicable.

Are any other federal funds involved in this project? Yes No

If yes, please explain the source and conditions (Please note here if you have previously acquired STP funds for this project from the state discretionary STBG fund or another MPO or RPA.)

No applicable.

Does the project comply with the adopted MPO *Complete Streets Policy*? Yes No

Which of the following facilities are included in the proposal?

- Turn lanes
- ITS/signalization improvements Sarah Court.
- Geometric improvements
- Separated trail or wide sidewalk (8' or wider)
- Facilities to reduce modal conflict (e.g. pedestrian hybrid beacons, bulb-outs, grade separation, bus pull-offs, etc.)
- Marked on-street bike facility

Is a focus of the project to address a safety concern at an intersection or midblock, or improve safety at a location with a collision history involving bicyclists or pedestrians? (refer to pages 18-21) Yes No

Will this project be open to the public? Yes No

Do you intend to charge a fee to users? Yes No

If yes, how much? \$ Not applicable.

What will it be used for? Not applicable.

Estimated Project Development Schedule

		*Schedule can be adjusted if needed.		
Design	Start Date	<u>Fall Calendar Year 2023</u>	Completion Date	<u>Fall Calendar Year 2024</u>
Land Acquisition	Start Date	<u>Spring Calendar Year 2024</u>	Completion Date	<u>Winter Calendar Year 2024</u>
Construction	Start Date	<u>Spring Calendar Year 2025</u>	Completion Date	<u>Spring Calendar Year 2026</u>

Has any part of this project been started? Yes No

If yes, explain: This project has not been started. However, the City of North Liberty has made some investments consistent with completed sections of Hwy 965/Ranshaw Way. These included the decorative curb ramps and seat walls at the intersections of Lions Drive, Ashley Court (currently signalized) and Forevergreen Road.

Documentation and Narrative Information

The following documents and narratives must be attached to this application. In the upper right-hand corner of each document or narrative provide the corresponding letter shown below.

- A. A NARRATIVE assessing existing conditions, outlining the concept of the proposed project, and providing adequate project justification. Assess your project in regard to the transportation system relative to its functional relationship, proximity, or impact to an existing or planned transportation facility. If a regional project, assess the value of this project from a regional perspective and how it will be a functional addition to the transportation system and the region as a whole if no additional development funds are received. If a statewide or multi-regional project, assess the value of this project from a statewide or multi-regional perspective.
- B. A DETAILED MAP identifying the location of the project and any known environmentally sensitive areas/features.
- C. A SKETCH-PLAN of the project; including a typical cross-section of transportation facilities.
- D. An ITEMIZED BREAKDOWN of the total project costs. This documentation does not need to be a detailed, line-item type of estimate. However, it must accomplish two objectives: first, it must show the method by which the cost estimate was prepared; and second, it must enable a reviewer to determine if the cost estimate is reasonable. The manner in which these objectives are achieved may vary widely depending on the type, scope and complexity of the project. Absent a fully itemized list of costs, some general guidelines for possible methods of estimating each type of project cost are provided on Attachment A (page 9).
- E. An anticipated TIME SCHEDULE for the total project development. Funding for projects which fail to make satisfactory progress may be rescheduled or removed from the program by the Iowa Department of Transportation.
- F. An OFFICIAL ENDORSEMENT of the project from the authority to be responsible for its maintenance and operation. The authority must provide written assurance that it will adequately maintain the completed project for its intended public use for a minimum of 20 years following project completion.
- G. If applicable, a LETTER OF SUPPORT for the project from the scenic or historic byway board. The board's letter should also address the project's relationship to the byway's intrinsic qualities, how the project will have a statewide or multi-regional impact, and whether the project is included in the byway's current corridor management plan.
- H. A NARRATIVE discussing the public input process that was followed and the extent to which adjacent property owners and others have been informed of the proposed project and an assessment of their acceptance.
- I. A MINORITY IMPACT STATEMENT for the project.

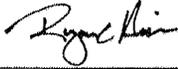
The award of STBG funds and/or any subsequent funding or letting of contracts for design, construction, reconstruction, improvement, or maintenance; or the furnishing of materials shall not involve direct or indirect interest, prohibited by Iowa Code Sections 314.2, 362.5, or 331.342, of any state, county, or city official, elective or appointive. Any award of funding or any letting of a contract in violation of the foregoing provisions shall invalidate the award of funding and authorize a complete recovery of any funds previously disbursed.

Certification

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by the participating local authority. I understand the attached OFFICIAL ENDORSEMENT(S) binds the participating authority to assume responsibility for adequate maintenance of any new or improved facilities.

I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

Representing the City of North Liberty



Digitally signed by Ryan Heiar
DN: cn=Ryen Heiar, o=City of North Liberty, ou=City
Administrator, email=rheiar@northlibertyiowa.org, c=US
Date: 2021.02.22 15:29:56 -08'00'

2/22/2021

Signature

Date

Ryan Heiar, City Administrator

2/22/2021

Typed Name and Title

Date

Ranshaw Way (Hwy 965) is a major arterial roadway within the City of North Liberty. This project will reconstruct Ranshaw Way from Hawkeye Drive south to Forevergreen Road, a section of roadway approximately 4,000 feet (.76 mile) in length. Existing conditions include a mostly two vehicle lane roadway in varying condition, with gravel shoulders and open ditches. Notably, there are no pedestrian or bicycle accommodations along this roadway section.

The project will provide a curb and gutter roadway with four vehicle travel lanes separated by a landscaped median and dedicated left-turn lanes. Related improvements include installing a storm sewer system, water quality biocells, pedestrian and roadway lighting, reconstructing existing roadway pavement and relocating overhead utilities underground. The project will also extend sidewalk and separated pedestrian/bicycle trail the entire length, which includes a pedestrian tunnel under the roadway. All intersections will have ADA compliant curb ramps, landscaping and decorative seat walls.

The entire project will take place within existing right-of-way except for small acquisitions and easements, temporary and permanent, as needed for storm water accommodations, roadway grading and pedestrian underpass grade adjustments.

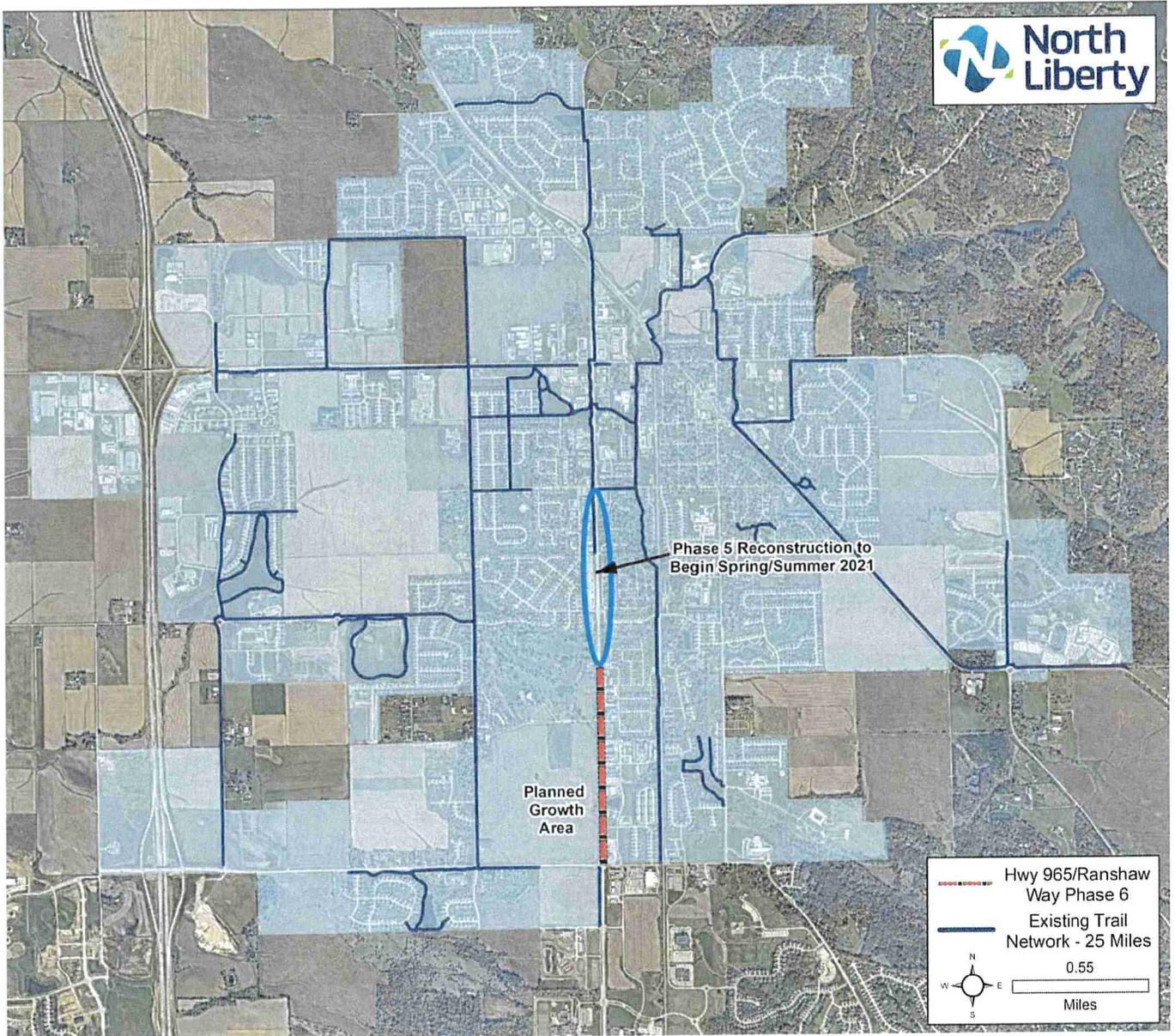
Features of the project include:

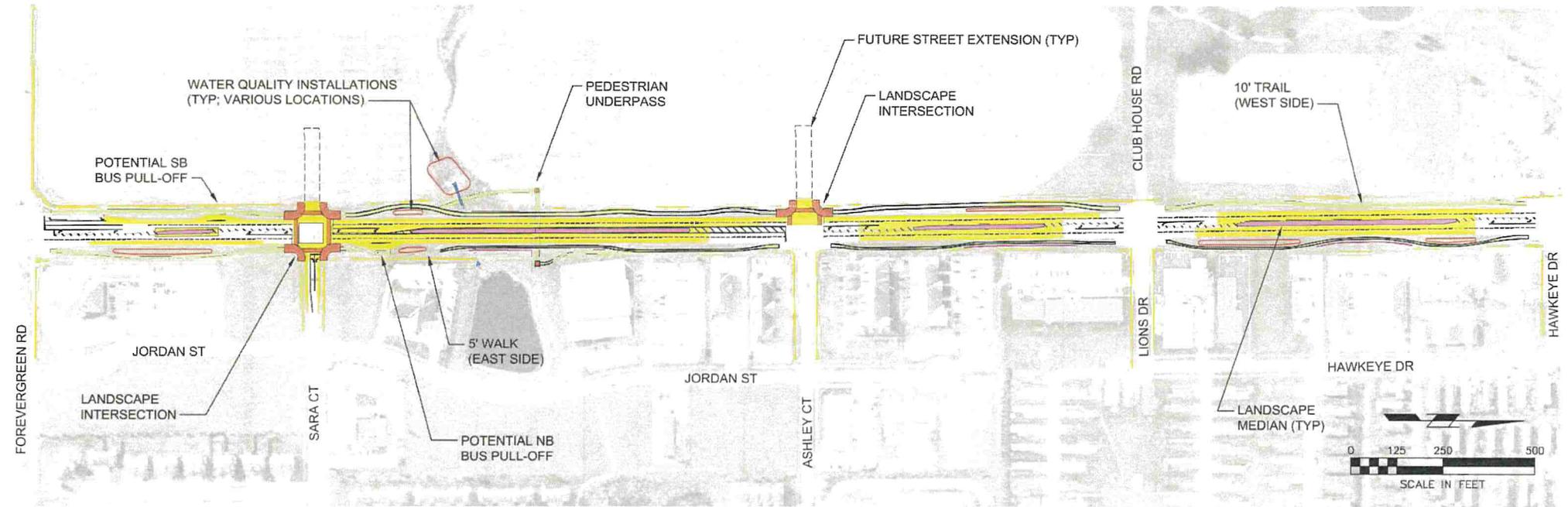
- Provides access to the growing North Liberty business community in the Ranshaw Way corridor, as well as through-traffic access to and from Coralville trip destinations in the north corridor, including the Oakdale campus, as well as the growing commercial base to the south.
- Improves level of service by increasing capacity in the corridor.
- Extends trail and sidewalk access throughout the corridor.
- Enhances air quality by reducing congestion and vehicle idling.
- Improves existing Ranshaw Way roadway by replacing panels as necessary for longevity.
- Extends the City's adopted trail network and fills in a critical missing gap.
- Improves multi-modal options by extending a separated trail system. The roadway section will include areas prepared for future bus pull-offs. The bus pull-offs would be constructed at a later date when the City's population and bus demand increases. Ranshaw Way is a logical bus route.
- Directly serves lower income apartment and manufactured housing neighborhoods east of the roadway and corrects any deficiencies in the ADA accommodations in this corridor.
- Local match is 55.75%.

The proposed project is of significant regional significance as it will improve access to planned growth areas, existing jobs and retail. The project will also enhance quality of life by improving transportation choices for the multi-family developments along the Ranshaw Way corridor. The reconstructed roadway section would connect to the completed Coral Ridge Avenue (Hwy 965) in the City of Coralville. It will provide for the last connection of a separated 10 foot wide trail, which extends from 240th Street at the north end of the city to south corporate limits. The trail will connect to the existing 10 foot wide trail in the City of Coralville at Forevergreen Road, which extends south to Heartland Drive. Overall, the completed trail will be over four miles. This will be a Complete Street project and will improve level of service by increasing capacity in the corridor. The project follows the recommendations from the 965 Corridor Study previously prepared jointly with Johnson County and the City of Coralville. **Notably, this is the last section to completing the Highway 965 Master Plan.**

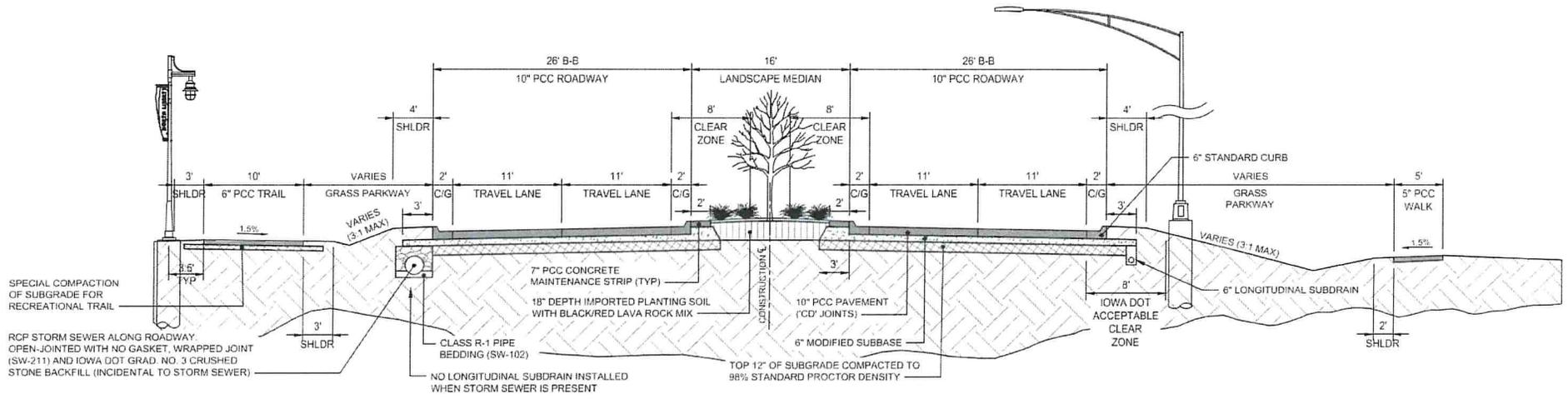
The City has funded significant improvements in this corridor over many years. The City intends to let a contract to reconstruct the second to last section (from Zeller Street to Hawkeye Drive – Phase 5) of the master plan in 2021; where this Phase 6 will begin. Significantly, the City of North Liberty was recently required to repay the IowaDOT \$1,786,050 for Ranshaw Phase 2 due to federal aid errors, which did not conform to the federal aid process. The City had to borrow to repay the IowaDOT this amount.

There are no known significant environmentally sensitive or culturally significant areas within this project corridor. It is being reconstructed mainly within the road right-of-way. Existing drainage patterns will be maintained.





RANSHAW WAY (PHASE 6) - LOCATION MAP AND SKETCH PLAN



RANSHAW WAY (PHASE 6) - TYPICAL SECTION (LOOKING NORTH)



CITY OF NORTH LIBERTY
 RANSHAW WAY IMPROVEMENTS - PHASE 6
 (FOREVERGREEN ROAD TO HAWKEYE DRIVE)
 OPINION OF PROBABLE CONSTRUCTION COSTS
 SCHEMATIC DESIGN - FEBRUARY 2021

DESCRIPTION: WIDEN RANSHAW WAY TO 5-LANE SECTION FROM FOREVERGREEN ROAD TO HAWKEYE DRIVE. PROJECT INCLUDES 10-FT TRAIL, 5-FT WALK, PEDESTRIAN TRAIL UNDERPASS, POTENTIAL BUS PULL-OFFS, LANDSCAPE MEDIAN, ROADWAY AND PEDESTRIAN LIGHTING, STORMWATER, STREETSCAPE AND LANDSCAPING IMPROVEMENTS.

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT COST	EXTENDED COST
1	CLEARING AND GRUBBING	LS	1	\$ 15,000	\$ 15,000
2	PAVEMENT REMOVAL	SY	11,360	\$ 10	\$ 113,600
3	REMOVALS, AS PER PLAN	LS	1	\$ 20,000	\$ 20,000
4	EXCAVATION AND EMBANKMENT	CY	25,000	\$ 12	\$ 300,000
5	TOPSOIL, STRIP, SALVAGE AND SPREAD	CY	9,000	\$ 10	\$ 90,000
6	MODIFIED SUBBASE	CY	3,855	\$ 42	\$ 161,910
7	SUBGRADE PREPARATION	STA	70	\$ 700	\$ 49,000
8	SHOULDER FINISHING	STA	75	\$ 250	\$ 18,750
9	PAVEMENT, PCC, CL C, CL 3, 10 IN.	SY	19,760	\$ 68	\$ 1,343,680
10	PRECAST CONCRETE BOX CULVERT, 4 FT. X 4 FT.	LF	140	\$ 185	\$ 25,900
11	PRECAST CONCRETE BOX CULVERT STRAIGHT END SECTION, 4 FT. X 4 FT.	EACH	3	\$ 4,000	\$ 12,000
12	PEDESTRIAN TRAIL UNDERPASS (14' X 9' RCB)	LF	125	\$ 1,825	\$ 228,125
13	MANHOLE - STORM SEWER	EACH	10	\$ 5,250	\$ 52,500
14	INTAKE - CURB INLETS	EACH	28	\$ 4,700	\$ 131,600
15	INTAKE - AREA DRAINS	EACH	16	\$ 1,500	\$ 24,000
16	STORM SEWER, TRENCHED, RCP, 18 IN.	LF	3,000	\$ 66	\$ 198,000
17	STORM SEWER, TRENCHED, RCP, 24 IN.	LF	600	\$ 77	\$ 46,200
18	STORM SEWER, TRENCHED, RCP, 36 IN.	LF	900	\$ 120	\$ 108,000
19	STORM SEWER, TRENCHED, RCP, 48 IN.	LF	500	\$ 165	\$ 82,500
20	REMOVALS - STORM SEWER PIPE / STRUCTURES	LS	1	\$ 20,000	\$ 20,000
21	SUBDRAIN, LONGITUDINAL, 6 IN.	LF	7,500	\$ 12	\$ 90,000
22	REVETMENT, CLASS E	TON	800	\$ 40	\$ 32,000
23	MODULAR BLOCK RETAINING WALL (HEAVY)	SF	11,100	\$ 50	\$ 555,000
24	ORNAMENTAL RAILING	LF	1,800	\$ 270	\$ 486,000
25	WATER QUALITY INSTALLATIONS	EACH	7	\$ 15,000	\$ 105,000
26	ADA CURB RAMPS	EACH	12	\$ 2,000	\$ 24,000
27	SIDEWALK, PCC, 5 IN.	SY	2,400	\$ 50	\$ 120,000
28	RECREATIONAL TRAIL, PCC, 6 IN.	SY	4,450	\$ 55	\$ 244,750
29	TEMPORARY PAVEMENT	SY	5,000	\$ 60	\$ 300,000
30	SIGNAGE	LS	1	\$ 16,000	\$ 16,000
31	PAINTED PAVEMENT MARKINGS, DURABLE	STA	235	\$ 125	\$ 29,375
32	PAINTED SYMBOLS AND LEGENDS, DURABLE	EACH	32	\$ 220	\$ 7,040
33	PAVEMENT MARKINGS REMOVED	STA	155	\$ 55	\$ 8,525
34	TRAFFIC CONTROL	LS	1	\$ 65,000	\$ 65,000
35	MOBILIZATION	LS	1	\$ 500,000	\$ 500,000
36	EROSION CONTROL / SWPPP / SEEDING	ACRE	9	\$ 9,000	\$ 81,000
37	ELECTRICAL WIRING AND PULLBOXES	LF	13,400	\$ 24	\$ 321,600
38	STREET LIGHTING	EACH	21	\$ 7,100	\$ 149,100
39	PEDESTRIAN LIGHTING	EACH	41	\$ 5,800	\$ 237,800
40	LIGHTING CONTROL CABINET	EACH	1	\$ 24,000	\$ 24,000
41	TRAFFIC SIGNALIZATION - SARA COURT	LS	1	\$ 290,000	\$ 290,000
42	TRAFFIC SIGNALIZATION - SIGNAL HEAD MODIFICATIONS	EACH	3	\$ 4,000	\$ 12,000
43	TRAFFIC SIGNALIZATION - POD DETECTION (SARA COURT)	EACH	1	\$ 20,000	\$ 20,000
44	BRICK PAVER PEDESTRIAN CROSSINGS	SF	3,750	\$ 20	\$ 75,000
45	LANDSCAPING - INTERSECTION (SEATWALL / PAVERS / LIGHTS / LANDSCAPE)	EACH	1.5	\$ 275,000	\$ 412,500
46	LANDSCAPING - ROADWAY CORRIDOR	LS	1	\$ 65,000	\$ 65,000
47	LANDSCAPING - MEDIAN	LS	1	\$ 290,000	\$ 290,000
48	CONSTRUCTION SURVEY	LS	1	\$ 60,000	\$ 60,000

Subtotal Construction = \$ 7,662,000

15% Contingency = \$ 1,150,000

OPINION OF PROBABLE CONSTRUCTION COST = \$ 8,812,000

Engineering, Legal, Admin (20%) = \$ 1,763,000

Easements / Acquisitions = \$ 300,000

Utility Relocation = \$ 425,000

TOTAL OPINION OF PROBABLE PROJECT COST = \$ 11,300,000

Ranshaw Way Anticipated Time Schedule
Schedule can be adjusted if needed

Design	Start Date: Fall Calendar Year 2023 Completion Date: Fall Calendar Year 2024
Land Acquisition:	Start Date: Spring Calendar Year 2024 Completion Date: Winter Calendar Year 2024
Construction:	Start Date: Spring Calendar Year 2025 Completion Date: Spring Calendar Year 2026



February 22, 2021

Brad Neumann
Associate Transportation Planner
Metropolitan Planning Organization of Johnson County
410 E. Washington St. Iowa City, IA 52240

Dear Mr. Neumann:

This letter is to confirm that the City of North Liberty is prepared to fund the local match portion of the Hwy 965/Ranshaw Way Phase 6 project that is the subject of a Surface Transportation Block Grant application, as well as to maintain the infrastructure in perpetuity once completed. Intended funding source will be General Obligation Bonds. Please do not hesitate to contact me with any question you may have.

Sincerely,

A handwritten signature in blue ink, appearing to read 'R. Heiar'.

Ryan Heiar, City Administrator
City of North Liberty
3 Quail Creek Circle, PO Box 77 52317
319-626-5747

rheiar@northlibertyiowa.org

Ranshaw Way (Hwy 965) is a major arterial roadway within the City of North Liberty. This project will reconstruct Ranshaw Way from Hawkeye Drive south to Forevergreen Road

The project follows the recommendations from the 965 Corridor Study previously prepared jointly with Johnson County and the City of Coralville. The Plan provides a blueprint of a shared vision for the 965 corridor. The Master Plan was the result of substantial public input, data collection and analysis and consideration of design alternatives. The Highway 965 Master was adopted by the North Liberty City Council in 2008 (Resolution 08-128). Notably, this is the last section to completing the Highway 965 Master Plan.



Minority Impact Statement

Pursuant to 2008 Iowa Acts, HF 2393, Iowa Code 8.11, all grant applications submitted to the State of Iowa that are due beginning Jan. 1, 2009, shall include a Minority Impact Statement. This is the state's mechanism for requiring grant applications to consider the potential impact of the grant project's proposed programs or policies on minority groups.

Please choose the statement(s) that pertains to this grant application. Complete all the information requested for the chosen statement(s). Submit additional pages as necessary.

- The proposed grant project programs or policies could have a disproportionate or unique **positive** impact on minority persons.

Describe the positive impact expected from this project.

Not Applicable.

Indicate which groups are impacted.

- Women Persons with a disability Blacks Latinos Asians
- Pacific Islanders American Indians Alaskan Native Americans Other _____

- The proposed grant project programs or policies could have a disproportionate or unique **negative** impact on minority persons.

Describe the negative impact expected from this project.

Not Applicable.

Present the rationale for the existence of the proposed program or policy.

Not Applicable.

Provide evidence of consultation with representatives of the minority groups impacted.

Not applicable.

Indicate which groups are impacted.

Women Persons with a disability Blacks Latinos Asians
 Pacific Islanders American Indians Alaskan Native Americans Other _____

The proposed grant project programs or policies are **not expected to have** a disproportionate or unique impact on minority persons.

Present the rationale for determining no impact.

The project consists of reconstructing Hwy 965/Ranshaw Way within the City of North Liberty from Hawkeye Drive to Forevergreen Road. The project will be entirely within the roadway right-of-way and granted temporary construction easements. The reconstructed roadway section will include ADA compliant sidewalks and trails. Therefore, it is expected that this construction project will have a positive impact on minority persons.

I hereby certify that the information on this form is complete and accurate, to the best of my knowledge.

Name Ryan Rusnak, AICP

Title Planning Director

Definitions

"Minority Persons," as defined in Iowa Code 8.11, means individuals who are women, persons with a disability, Blacks, Latinos, Asians or Pacific Islanders, American Indians, and Alaskan Native Americans.

"Disability," as defined in Iowa Code 15.102, subsection 7, paragraph "b," subparagraph (1):

b. As used in this subsection:

(1) "*Disability*" means, with respect to an individual, a physical or mental impairment that substantially limits one or more of the major life activities of the individual, a record of physical or mental impairment that substantially limits one or more of the major life activities of the individual, or being regarded as an individual with a physical or mental impairment that substantially limits one or more of the major life activities of the individual.

"*Disability*" does not include any of the following:

- (a) Homosexuality or bisexuality.
- (b) Transvestism, transsexualism, pedophilia, exhibitionism, voyeurism, gender identity disorders not resulting from physical impairments or other sexual behavior disorders.
- (c) Compulsive gambling, kleptomania, or pyromania.
- (d) Psychoactive substance abuse disorders resulting from current illegal use of drugs.

"State Agency," as defined in Iowa Code 8.11, means a department, board, bureau, commission, or other agency or authority of the State of Iowa.

February 22, 2021

MPOJC
ATTN: Mr. Brad Neumann, Assistant Transportation Planner
410 East Washington Street
Iowa City, Iowa 52240

RE: MPOJC Application for FAST Act Surface Transportation Block Grant Program Funds

Dear Mr. Neumann,

The City of University Heights is pleased to submit an STBG application for roadway, sidewalk and storm sewer work on Sunset Street. Please let me know if you have any questions or need any additional information to evaluate the application.

Sincerely,

SHIVE-HATTERY, INC.



Josiah D. Bilskemper, PE

JDB

Enc.: 2021 STBG Project Application

Copy: Louise From, Mayor





The following information must be provided for all Surface Transportation Block Grant Project proposals and will be provided to the MPO Transportation Technical Advisory Committee (TTAC) and Urbanized Area Policy Board for evaluation. MPO staff may contact you if additional information is required. You will have the opportunity to explain the project at a meeting of the MPO Transportation Technical Advisory Committee. MPO staff will score the projects; the TTAC may modify scores.

General Information

MPO: Metropolitan Planning Organization of Johnson County e-mail: _____

Eligible Sponsor/Applicant Agency: City of University Heights

Contact Person (Name & Title): Louise From, Mayor

Complete Mailing Address: 1302 Melrose Avenue

Street Address and/or Box No.

University Heights Iowa 52246 (319) 337-6900

City State Zip Daytime Phone

If more than one agency or organization is involved in this project, please state the name, contact person, mailing address, and telephone number of the second agency. *(Attach an additional page if more than two agencies are involved.)*

Applicant Agency: _____ e-mail: _____

Contact Person (Name & Title): _____

Complete Mailing Address: _____

Street Address and/or Box No.

City State Zip Daytime Phone

Project Information

Project Title: Sunset Street Pavement Repair and Pedestrian Improvements

Project Description (including number of proposed through lanes, turn lanes, and other critical features):

The project consists of replacing sections of deteriorating street panels, reconstructing curb ramps at three intersections to be ADA compliant, and replacement of storm sewer intakes adjacent to the repair work.

If this project includes land acquisition, how many acres? (approximate) 0.01 acre

Project Category Check all boxes that apply to indicate the categories that best describe your project.

Trails and Bicycles

- Facilities for pedestrians and bicycles including safe routes for non-drivers
- Conversion and use of abandoned railway corridors

Scenic and Historic

- Construction of turnouts, overlooks and viewing areas
- Inventory, control, or removal of outdoor advertising
- Historic preservation and rehabilitation of historic transportation facilities
- Archaeological activities relating to impacts from another eligible activity

Roadways and Bridges

- Construction, rehabilitation, preservation, or operational improvements of street facilities
- Bridge improvements including construction, rehabilitation, or preservation

Environmental

- Vegetation management practices in transportation rights-of-way
- Highway related stormwater management
- Reduction of vehicle-caused wildlife mortality or restoration of habitat connectivity
- Other _____

Estimated Project Costs

Land Cost	\$ 5,000
Utility Relocation	\$ 0
Design & Construction Engineering	\$ 80,000
Construction Cost	\$ 396,000
Indirect Cost (if applicable)	\$ _____
Other (please specify) _____	\$ _____
Total Cost	\$ 481,000
STBG Fund Request	\$ 396,000
Applicant Local Match (20% Minimum)	\$ 145,000

	Applicant Local Match Source (20% Minimum)	Amount	Assured or Anticipated (Date Anticipated)
1.	Local Funds	\$145,000	FY24-25
2.			
3.			

Are any state funds involved in this project? Yes No

If yes, please explain the source and conditions _____

Are any other federal funds involved in this project? Yes No

If yes, please explain the source and conditions (Please note here if you have previously acquired STP funds for this project from the state discretionary STBG fund or another MPO or RPA.)

Does the project comply with the adopted MPO *Complete Streets Policy*? Yes No

Which of the following facilities are included in the proposal?

- Turn lanes
- ITS/signalization improvements
- Geometric improvements
- Separated trail or wide sidewalk (8' or wider)
- Facilities to reduce modal conflict (e.g. pedestrian hybrid beacons, bulb-outs, grade separation, bus pull-offs, etc.)
- Marked on-street bike facility

Is a focus of the project to address a safety concern at an intersection or midblock, or improve safety at a location with a collision history involving bicyclists or pedestrians? (refer to pages 18-21) Yes No

Will this project be open to the public? Yes No

Do you intend to charge a fee to users? Yes No

If yes, how much? \$ _____

What will it be used for? _____

Estimated Project Development Schedule

Design	Start Date	FALL 2023	Completion Date	SUMMER 2024
Land Acquisition	Start Date	WINTER 2023	Completion Date	SUMMER 2024
Construction	Start Date	SPRING 2025	Completion Date	SUMMER 2025

Has any part of this project been started? Yes No

If yes, explain: _____

Documentation and Narrative Information

The following documents and narratives must be attached to this application. In the upper right-hand corner of each document or narrative provide the corresponding letter shown below.

- A. A NARRATIVE assessing existing conditions, outlining the concept of the proposed project, and providing adequate project justification. Assess your project in regard to the transportation system relative to its functional relationship, proximity, or impact to an existing or planned transportation facility. If a regional project, assess the value of this project from a regional perspective and how it will be a functional addition to the transportation system and the region as a whole if no additional development funds are received. If a statewide or multi-regional project, assess the value of this project from a statewide or multi-regional perspective.
- B. A DETAILED MAP identifying the location of the project and any known environmentally sensitive areas/features.
- C. A SKETCH-PLAN of the project; including a typical cross-section of transportation facilities.
- D. An ITEMIZED BREAKDOWN of the total project costs. This documentation does not need to be a detailed, line-item type of estimate. However, it must accomplish two objectives: first, it must show the method by which the cost estimate was prepared; and second, it must enable a reviewer to determine if the cost estimate is reasonable. The manner in which these objectives are achieved may vary widely depending on the type, scope and complexity of the project. Absent a fully itemized list of costs, some general guidelines for possible methods of estimating each type of project cost are provided on Attachment A (page 9).
- E. An anticipated TIME SCHEDULE for the total project development. Funding for projects which fail to make satisfactory progress may be rescheduled or removed from the program by the Iowa Department of Transportation.
- F. An OFFICIAL ENDORSEMENT of the project from the authority to be responsible for its maintenance and operation. The authority must provide written assurance that it will adequately maintain the completed project for its intended public use for a minimum of 20 years following project completion.
- G. If applicable, a LETTER OF SUPPORT for the project from the scenic or historic byway board. The board's letter should also address the project's relationship to the byway's intrinsic qualities, how the project will have a statewide or multi-regional impact, and whether the project is included in the byway's current corridor management plan.
- H. A NARRATIVE discussing the public input process that was followed and the extent to which adjacent property owners and others have been informed of the proposed project and an assessment of their acceptance.
- I. A MINORITY IMPACT STATEMENT for the project.

City of University Heights – 2021 STBG Funding Application
Sunset Street Pavement Repair and Pedestrian Improvements
Project Documentation

A: NARRATIVE

Introduction

The City of University Heights has two arterial roadways eligible for funding consideration, Sunset Street and Melrose Avenue. Past federal-aid awards have been used to successfully construct wide sidewalks along both streets, complete panel repairs, and in the near future, portions of Melrose Avenue will be reconstructed to a complete street roadway. As part of the MPOJC group long range transportation planning process, this section of Sunset Street has been targeted for a panel replacement and curb ramp reconstruction for this funding cycle.

Existing Conditions

Sunset Street consists of two travel lanes, with a left turn lane at the signalized intersection with Melrose Avenue and Benton Street. There is an 8-foot wide sidewalk on the west side and 4-foot sidewalk on the east side.

There is an 8-foot wide walk on the north side of Melrose, and a 4-foot walk on the south side. The 2018 ADT for this section of Sunset Street is 5,400 vehicles per day.

Project Concept

Improvements include replacement of deteriorating concrete roadway panels, reconstructing curb ramps at three intersections to be ADA compliant, and replacement of storm sewer intakes adjacent to the repair work.

Project Justification

Sunset Street is the only north-south arterial roadway in University Heights, is a transit route with several stops, and is the main transportation route to portions of Iowa City directly south of University Heights. Deteriorating panels and potholes have been addressed with patching material, but the condition of many of these panels will soon need full replacement instead of patching.

There are three intersections where the east side curb ramps are not ADA compliant, and are on the City's list of pedestrian facilities to be reconstructed (part of the City transition plan). Reconstructing these curb ramp facilities would complete the process to bring all of the curb ramps on Sunset Street into compliance.

B / C: MAP / SKETCH PLAN

Refer to attached concept plan for project locations. There are no known environmentally sensitive areas expected to be encountered for this type of project.

D: ITEMIZED COSTS

Refer to attached concept opinion of probable project costs.

E: TIME SCHEDULE

Funds Available (Approx.):	October 2024
Design Process:	Fall 2023 – Spring 2024
Property/Easement Acquisition:	Winter 2023 – Summer 2024
Bidding:	Winter 2024
Construction:	Spring 2025 – Summer 2025

F: OFFICIAL ENDORSEMENT

University Heights City Council Resolution (March 2021 city council meeting)

G: LETTER OF SUPPORT (SCENIC OR HISTORIC BYWAY BOARD)

Not applicable to this project.

H: NARRATIVE – PUBLIC INPUT PROCESS

The City of University Heights has for several years targeted these needed roadway panel and sidewalk curb ramp replacements as part of the MPOJC Long Range Plan for the anticipated construction window of 2022-2030. The curb ramp replacements have been discussed during annual budgeting meetings and as part of progress updates on the work to complete the transition plan to address all curb ramps in the City.

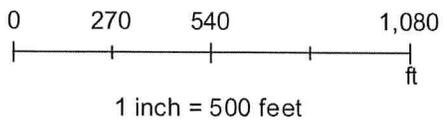
I: MINORITY IMPACT STATEMENT

The Minority Impact Statement is attached.



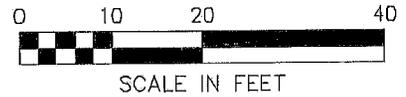
Geographic Information System

Printed: 2/22/2021

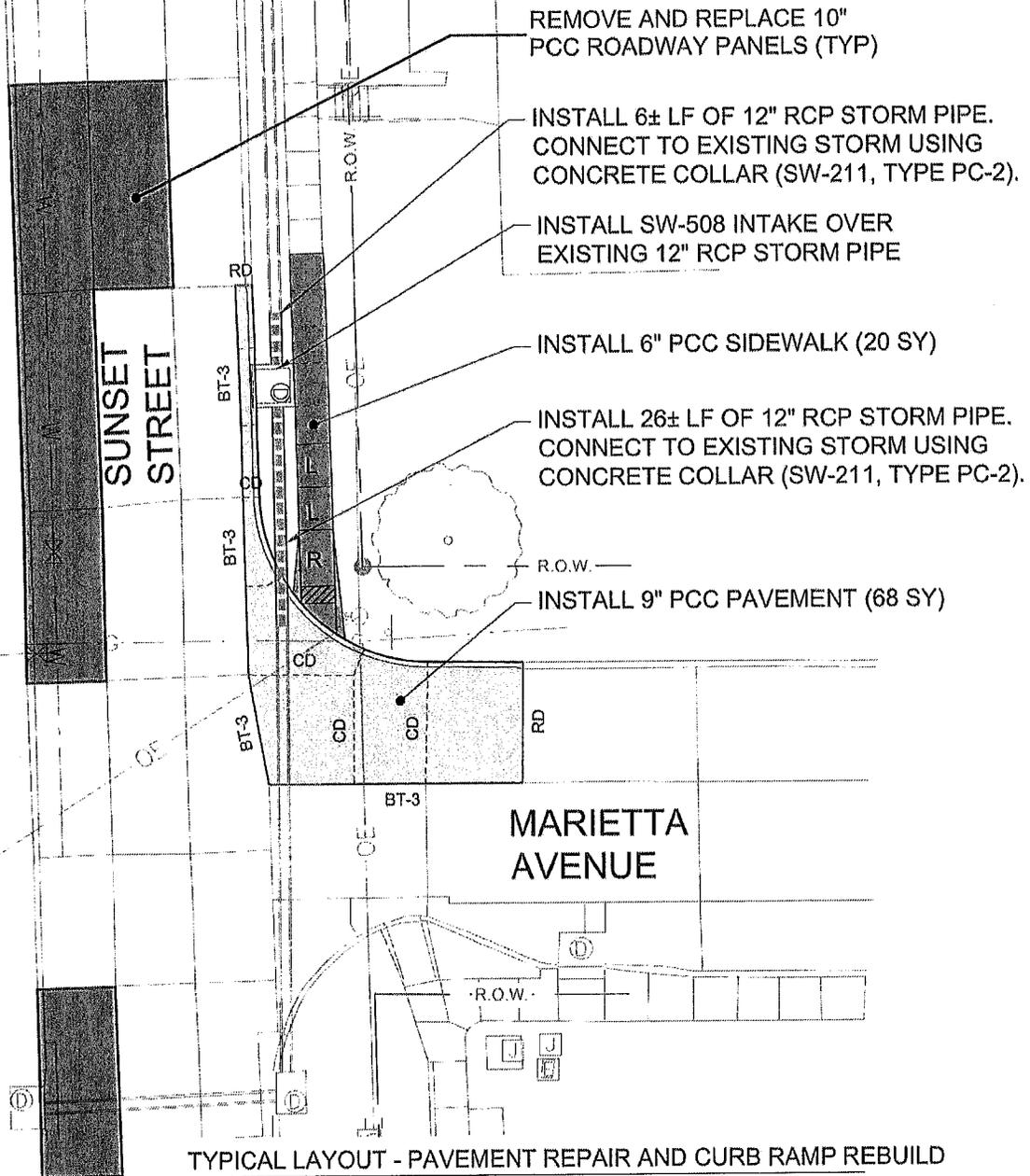


The information presented herein is intended to be an accurate representation of existing records. Johnson County assumes no liability for errors or omissions. Users relying on this information do so at their own risk.

Johnson County



28' B-B



- REMOVE AND REPLACE 10" PCC ROADWAY PANELS (TYP)
- INSTALL 6± LF OF 12" RCP STORM PIPE. CONNECT TO EXISTING STORM USING CONCRETE COLLAR (SW-211, TYPE PC-2).
- INSTALL SW-508 INTAKE OVER EXISTING 12" RCP STORM PIPE
- INSTALL 6" PCC SIDEWALK (20 SY)
- INSTALL 26± LF OF 12" RCP STORM PIPE. CONNECT TO EXISTING STORM USING CONCRETE COLLAR (SW-211, TYPE PC-2).
- INSTALL 9" PCC PAVEMENT (68 SY)

TYPICAL LAYOUT - PAVEMENT REPAIR AND CURB RAMP REBUILD

SHIVEHATTERY
 ARCHITECTURE + ENGINEERING
 2839 Northgate Drive | Iowa City, Iowa 52245
 319.354.3040 | www.shive-hattery.com
 Iowa | Illinois | Indiana

SUNSET STREET PAVEMENT REPAIR AND PEDESTRIAN IMPROVEMENTS			PROJECT NO.
SUNSET AND MARIETTA CITY OF UNIVERSITY HEIGHTS, IA			1211020
DATE	02/22/2021	SCALE	1" = 20'
DRAWN	CJM	FIELD BOOK	--
APPROVED	JDB	REVISION	--
			SHEET NO.
			C2



CITY OF UNIVERSITY HEIGHTS
 SUNSET STREET PAVEMENT REPAIR AND PEDESTRIAN IMPROVEMENTS
 (MELROSE AVENUE TO BENTON STREET)

OPINION OF PROBABLE CONSTRUCTION COSTS
 SCHEMATIC DESIGN - FEBRUARY 2021

DESCRIPTION: Improvements include replacement of deteriorating concrete roadway panels, reconstructing curb ramps at three intersections to be ADA compliant, and replacement of storm sewer intakes adjacent to the repair work

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>UNIT</u>	<u>QUANTITY</u>	<u>UNIT COST</u>	<u>EXTENDED COST</u>
1	REMOVE AND REPLACE, 10-INCH PCC PAVEMENT WITH SUBBASE	PANEL	40	\$ 3,700	\$ 148,000
2	REMOVE AND REPLACE, INTERSECTION CORNER CURB RAMP AND PAVEMENT	EACH	5	\$ 22,000	\$ 110,000
3	REMOVE AND REPLACE, STORM SEWER PIPE AND CURB INTAKES	EACH	3	\$ 10,000	\$ 30,000
4	TRAFFIC CONTROL	LS	1	\$ 20,000	\$ 20,000
5	MOBILIZATION	LS	1	\$ 20,000	\$ 20,000
6	EROSION CONTROL / SWPPP / SODDING	LS	1	\$ 6,000	\$ 6,000
7	CONSTRUCTION SURVEY	LS	1	\$ 10,000	\$ 10,000
				Subtotal Construction = \$	344,000
				15% Contingency = \$	52,000
				OPINION OF PROBABLE CONSTRUCTION COST = \$	396,000
				Engineering, Legal, Admin (20%) = \$	80,000
				Easements / Acquisitions = \$	5,000
				Utility Relocation = \$	-
				TOTAL OPINION OF PROBABLE PROJECT COST = \$	481,000

Minority Impact Statement

Pursuant to 2008 Iowa Acts, HF 2393, Iowa Code 8.11, all grant applications submitted to the State of Iowa that are due beginning Jan. 1, 2009, shall include a Minority Impact Statement. This is the state's mechanism for requiring grant applications to consider the potential impact of the grant project's proposed programs or policies on minority groups.

Please choose the statement(s) that pertains to this grant application. Complete all the information requested for the chosen statement(s). Submit additional pages as necessary.

- The proposed grant project programs or policies could have a disproportionate or unique **positive** impact on minority persons.

Describe the positive impact expected from this project.

Not applicable

Indicate which groups are impacted.

- Women Persons with a disability Blacks Latinos Asians
 Pacific Islanders American Indians Alaskan Native Americans Other _____

- The proposed grant project programs or policies could have a disproportionate or unique **negative** impact on minority persons.

Describe the negative impact expected from this project.

Not applicable

Present the rationale for the existence of the proposed program or policy.

Not applicable

Provide evidence of consultation with representatives of the minority groups impacted.

Not applicable

Indicate which groups are impacted.

- Women
- Persons with a disability
- Blacks
- Latinos
- Asians
- Pacific Islanders
- American Indians
- Alaskan Native Americans
- Other _____

- The proposed grant project programs or policies are **not expected to have** a disproportionate or unique impact on minority persons.

Present the rationale for determining no impact.

The project consists of replacing concrete roadway panels and reconstructing several curb ramps on Sunset Street within the City of University Heights from Benton Street to Melrose Avenue. The project will be entirely within the road right-of-way and granted construction easements. Improving the intersection curb ramps to be fully ADA compliant is expected to have a positive impact on minority persons.

I hereby certify that the information on this form is complete and accurate, to the best of my knowledge.

Name Josiah Bilskemper, P.E.

Title City Engineer

Definitions

"Minority Persons," as defined in Iowa Code 8.11, means individuals who are women, persons with a disability, Blacks, Latinos, Asians or Pacific Islanders, American Indians, and Alaskan Native Americans.

"Disability," as defined in Iowa Code 15.102, subsection 7, paragraph "b," subparagraph (1):

b. As used in this subsection:

- (1) "Disability" means, with respect to an individual, a physical or mental impairment that substantially limits one or more of the major life activities of the individual, a record of physical or mental impairment that substantially limits one or more of the major life activities of the individual, or being regarded as an individual with a physical or mental impairment that substantially limits one or more of the major life activities of the individual.

"Disability" does not include any of the following:

- (a) Homosexuality or bisexuality.
- (b) Transvestism, transsexualism, pedophilia, exhibitionism, voyeurism, gender identity disorders not resulting from physical impairments or other sexual behavior disorders.
- (c) Compulsive gambling, kleptomania, or pyromania.
- (d) Psychoactive substance abuse disorders resulting from current illegal use of drugs.

"State Agency," as defined in Iowa Code 8.11, means a department, board, bureau, commission, or other agency or authority of the State of Iowa.

**MPOJC Application for FAST Act
Surface Transportation Block Grant
Program
Funds**

for the Iowa City Urbanized Area



Metropolitan Planning Organization of Johnson County

Metropolitan Planning Organization of Johnson County
February 2021

Application Instructions

This application form shall be used to submit a Surface Transportation Block Grant Program project proposal.

1. Complete the attached Minority Impact Statement (Form 105101) for the proposed project.
2. All information submitted as part of this application, as well as any additional information requested by the MPOJC, will be used to evaluate the application.
3. Submit a digital copy of completed application and all attachments by **February 22, 2021** to:

Brad Neumann
MPOJC
410 East Washington Street
Iowa City, Iowa 52240
brad-neumann@iowa-city.org

With questions, please contact: Brad Neumann, Assistant Transportation Planner at 356-5235 or via email to brad-neumann@iowa-city.org.

Project Eligibility Requirements

1. STBG projects must occur within the adopted MPO transportation planning boundary and be consistent with the *MPO Long-Range Transportation Plan* and *Complete Streets Policy*.
2. STBG funds may be used for any mode of surface transportation: roadway, transit, pedestrian, or bicycle.
3. STBG funding is for capital projects only.
4. Transit projects should maintain or expand the viability of public transportation as a complementary or alternative transportation mode. A transit vehicle replacement project should meet all standards for replacement vehicles stipulated by the state public transit management system.
5. STBG projects must be proposed by a member of the MPO Transportation Technical Advisory Committee (TTAC). The sponsoring entity must be the City of Coralville, the City of Iowa City, the City of North Liberty, the City of Tiffin, the City of University Heights, Johnson County, or the University of Iowa. The entity awarded funds for a project must be able to fund the local match and implement the project.
6. Projects will be scored by MPO staff and considered initially by the Transportation Technical Advisory Committee (TTAC). The TTAC will make a recommendation to the Urbanized Area Policy Board for all projects, unless the project is withdrawn by its TTAC sponsor. All projects shall receive subsequent consideration by the MPO Urbanized Area Policy Board.
7. Roadway projects must be structurally capable of handling all anticipated design vehicles, and should provide for volume/capacity less than or equal to 1.0 at level of service E upon completion according to the adopted MPO long-range traffic model.
8. If funded, projects must be started within three years of original year the project was programmed in the MPOJC Transportation Improvement Program (TIP).
9. Projects must be on designated Federal Aid Routes as approved by Iowa DOT. The Federal Aid Route map is located at the following link: <https://iowadot.gov/maps/Digital-maps/pdfview/johnson>.
10. Projects must be in compliance with all FAST Act requirements to be eligible for funding. Eligibility requirements can be found at the following link: <https://www.fhwa.dot.gov/specialfunding/stp/160307.cfm#d>



The following information must be provided for all Surface Transportation Block Grant Project proposals and will be provided to the MPO Transportation Technical Advisory Committee (TTAC) and Urbanized Area Policy Board for evaluation. MPO staff may contact you if additional information is required. You will have the opportunity to explain the project at a meeting of the MPO Transportation Technical Advisory Committee. MPO staff will score the projects; the TTAC may modify scores.

General Information

MPO: Metropolitan Planning Organization of Johnson County e-mail: brad-neumann@iowa-city.org

Eligible Sponsor/Applicant Agency: City of Coralville

Contact Person (Name & Title): Scott Larson, P.E., Assistant City Engineer

Complete Mailing Address: 1512 7th Street, PO Box 5127

Street Address and/or Box No.

<u>Coralville</u>	<u>IA</u>	<u>52241</u>	<u>319-248-1720</u>
<small>City</small>	<small>State</small>	<small>Zip</small>	<small>Daytime Phone</small>

If more than one agency or organization is involved in this project, please state the name, contact person, mailing address, and telephone number of the second agency. *(Attach an additional page if more than two agencies are involved.)*

Applicant Agency: _____ e-mail: _____

Contact Person (Name & Title): _____

Complete Mailing Address: _____

Street Address and/or Box No.

_____	_____	_____	_____
<small>City</small>	<small>State</small>	<small>Zip</small>	<small>Daytime Phone</small>

Project Information

Project Title: Highway 6 and Deer Creek Road

Project Description (including number of proposed through lanes, turn lanes, and other critical features):

Reconstruction of Highway 6 from just west of the westerly Lowes entrance to Interstate 80, reconstruction of Deer Creek Rd from Hwy 6 to Clear Creek bridge, provides for future fourth leg. Four through lanes on Hwy 6 with dedicated left and right turn lanes at Deer Creek Rd. New traffic signals, roadway lighting, storm sewer, and Deer Creek Rd RRRing upgrades.

If this project includes land acquisition, how many acres? 0.7 acres (temporary easement)
(approximate)

Project Category Check all boxes that apply to indicate the categories that best describe your project.

Trails and Bicycles

- Facilities for pedestrians and bicycles including safe routes for non-drivers
- Conversion and use of abandoned railway corridors

Scenic and Historic

- Construction of turnouts, overlooks and viewing areas
- Inventory, control, or removal of outdoor advertising
- Historic preservation and rehabilitation of historic transportation facilities
- Archaeological activities relating to impacts from another eligible activity

Roadways and Bridges

- Construction, rehabilitation, preservation, or operational improvements of street facilities
- Bridge improvements including construction, rehabilitation, or preservation

Environmental

- Vegetation management practices in transportation rights-of-way
- Highway related stormwater management
- Reduction of vehicle-caused wildlife mortality or restoration of habitat connectivity

Other _____

Estimated Project Costs

	Land Cost	\$ 30,000
	Utility Relocation	\$ 75,000
	Design & Construction Engineering	\$ 0
	Construction Cost	\$ 3,000,000
	Indirect Cost (if applicable)	\$ _____
Other (please specify)	_____	\$ _____
	Total Cost	\$ 3,105,000
	STBG Fund Request	\$ 2,480,895
	Applicant Local Match (20% Minimum)	\$ 20.1%

	Applicant Local Match Source (20% Minimum)	Amount	Assured or Anticipated (Date Anticipated)
1.	General Fund	\$624,105	July 2024
2.			
3.			

Are any state funds involved in this project? Yes No

If yes, please explain the source and conditions _____

Are any other federal funds involved in this project? Yes No

If yes, please explain the source and conditions (Please note here if you have previously acquired STP funds for this project from the state discretionary STBG fund or another MPO or RPA.)

Does the project comply with the adopted MPO Complete Streets Policy? Yes No

Which of the following facilities are included in the proposal?

- Turn lanes
- ITS/signalization improvements
- Geometric improvements
- Separated trail or wide sidewalk (8' or wider)
- Facilities to reduce modal conflict (e.g. pedestrian hybrid beacons, bulb-outs, grade separation, bus pull-offs, etc.)
- Marked on-street bike facility

Is a focus of the project to address a safety concern at an intersection or midblock, or improve safety at a location with a collision history involving bicyclists or pedestrians? (refer to pages 18-21) Yes No

Will this project be open to the public? Yes No

Do you intend to charge a fee to users? Yes No

If yes, how much? \$ _____

What will it be used for? _____

Estimated Project Development Schedule

Design	Start Date	Winter 2024-25	Completion Date	Summer 2025
Land Acquisition	Start Date	Spring 2025	Completion Date	Summer 2025
Construction	Start Date	Fall 2025	Completion Date	Spring 2027

Has any part of this project been started? Yes No

If yes, explain: _____

Documentation and Narrative Information

The following documents and narratives must be attached to this application. In the upper right-hand corner of each document or narrative provide the corresponding letter shown below.

- A. A NARRATIVE assessing existing conditions, outlining the concept of the proposed project, and providing adequate project justification. Assess your project in regard to the transportation system relative to its functional relationship, proximity, or impact to an existing or planned transportation facility. If a regional project, assess the value of this project from a regional perspective and how it will be a functional addition to the transportation system and the region as a whole if no additional development funds are received. If a statewide or multi-regional project, assess the value of this project from a statewide or multi-regional perspective.
- B. A DETAILED MAP identifying the location of the project and any known environmentally sensitive areas/features.
- C. A SKETCH-PLAN of the project; including a typical cross-section of transportation facilities.
- D. An ITEMIZED BREAKDOWN of the total project costs. This documentation does not need to be a detailed, line-item type of estimate. However, it must accomplish two objectives: first, it must show the method by which the cost estimate was prepared; and second, it must enable a reviewer to determine if the cost estimate is reasonable. The manner in which these objectives are achieved may vary widely depending on the type, scope and complexity of the project. Absent a fully itemized list of costs, some general guidelines for possible methods of estimating each type of project cost are provided on Attachment A (page 9).
- E. An anticipated TIME SCHEDULE for the total project development. Funding for projects which fail to make satisfactory progress may be rescheduled or removed from the program by the Iowa Department of Transportation.
- F. An OFFICIAL ENDORSEMENT of the project from the authority to be responsible for its maintenance and operation. The authority must provide written assurance that it will adequately maintain the completed project for its intended public use for a minimum of 20 years following project completion.
- G. If applicable, a LETTER OF SUPPORT for the project from the scenic or historic byway board. The board's letter should also address the project's relationship to the byway's intrinsic qualities, how the project will have a statewide or multi-regional impact, and whether the project is included in the byway's current corridor management plan.
- H. A NARRATIVE discussing the public input process that was followed and the extent to which adjacent property owners and others have been informed of the proposed project and an assessment of their acceptance.
- I. A MINORITY IMPACT STATEMENT for the project.

The award of STBG funds and/or any subsequent funding or letting of contracts for design, construction, reconstruction, improvement, or maintenance; or the furnishing of materials shall not involve direct or indirect interest, prohibited by Iowa Code Sections 314.2, 362.5, or 331.342, of any state, county, or city official, elective or appointive. Any award of funding or any letting of a contract in violation of the foregoing provisions shall invalidate the award of funding and authorize a complete recovery of any funds previously disbursed.

Certification

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by the participating local authority. I understand the attached OFFICIAL ENDORSEMENT(S) binds the participating authority to assume responsibility for adequate maintenance of any new or improved facilities.

I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

Representing the **City of Coralville**



cn=Scott Larson, o=City of Coralville, ou=Engineering
Dept., email=slarson@coralville.org, c=US
2021.02.22 15:02:35 -06'00'

Signature

Date

Scott Larson, P.E., Assistant City Engineer

02-21-2021

Typed Name and Title

Date

Minority Impact Statement

Pursuant to 2008 Iowa Acts, HF 2393, Iowa Code 8.11, all grant applications submitted to the State of Iowa that are due beginning Jan. 1, 2009, shall include a Minority Impact Statement. This is the state's mechanism for requiring grant applications to consider the potential impact of the grant project's proposed programs or policies on minority groups.

Please choose the statement(s) that pertains to this grant application. Complete all the information requested for the chosen statement(s). Submit additional pages as necessary.

- The proposed grant project programs or policies could have a disproportionate or unique **positive** impact on minority persons.

Describe the positive impact expected from this project.

Indicate which groups are impacted.

- Women Persons with a disability Blacks Latinos Asians
 Pacific Islanders American Indians Alaskan Native Americans Other _____
- The proposed grant project programs or policies could have a disproportionate or unique **negative** impact on minority persons.

Describe the negative impact expected from this project.

Present the rationale for the existence of the proposed program or policy.

Provide evidence of consultation with representatives of the minority groups impacted.

Indicate which groups are impacted.

Women Persons with a disability Blacks Latinos Asians
 Pacific Islanders American Indians Alaskan Native Americans Other _____

The proposed grant project programs or policies are **not expected to have a disproportionate or unique impact on minority persons.**

Present the rationale for determining no impact.

The project will have a positive impact on the safety of all drivers and passengers that pass through the project corridor.

I hereby certify that the information on this form is complete and accurate, to the best of my knowledge.

Name Scott Larson, P.E.

Title Assistant City Engineer

Definitions

"Minority Persons," as defined in Iowa Code 8.11, means individuals who are women, persons with a disability, Blacks, Latinos, Asians or Pacific Islanders, American Indians, and Alaskan Native Americans.

"Disability," as defined in Iowa Code 15.102, subsection 7, paragraph "b," subparagraph (1):

b. As used in this subsection:

(1) "*Disability*" means, with respect to an individual, a physical or mental impairment that substantially limits one or more of the major life activities of the individual, a record of physical or mental impairment that substantially limits one or more of the major life activities of the individual, or being regarded as an individual with a physical or mental impairment that substantially limits one or more of the major life activities of the individual.

"Disability" does not include any of the following:

- (a) Homosexuality or bisexuality.
- (b) Transvestism, transsexualism, pedophilia, exhibitionism, voyeurism, gender identity disorders not resulting from physical impairments or other sexual behavior disorders.
- (c) Compulsive gambling, kleptomania, or pyromania.
- (d) Psychoactive substance abuse disorders resulting from current illegal use of drugs.

"State Agency," as defined in Iowa Code 8.11, means a department, board, bureau, commission, or other agency or authority of the State of Iowa.

ATTACHMENT A

Itemized breakdown of total project costs guidelines.

Construction costs

These may be based on historical averages for entire projects of similar size and scope. Examples include:

- Typical cost per mile of trail (e.g., \$XXX,XXX per mile for moderate terrain and limited number of structures).
- Typical cost per square foot of bridge deck.
- Typical cost per square foot of new or renovated building space.
- Typical cost per lineal foot of sidewalk.

Design/Inspection costs

These may be estimated based on the following typical percentages of construction costs, such as:

- 8 to 10 percent for preliminary up through final design and letting activities.
- 12 to 15 percent for construction inspection activities.

Right of way acquisition costs

These may be estimated based on:

- Impact and description of impact.
- Typical cost per square foot for permanent right of way.
- Typical cost per square foot for temporary easements.

Utility and railroad costs

These may be estimated based on:

- Impact and description of impact.
- Typical cost per linear foot of relocated or reconstructed facility (i.e., track, pipe, electrical lines).
- Typical cost per installation (i.e., railroad switches, utility poles, transformers, control boxes).

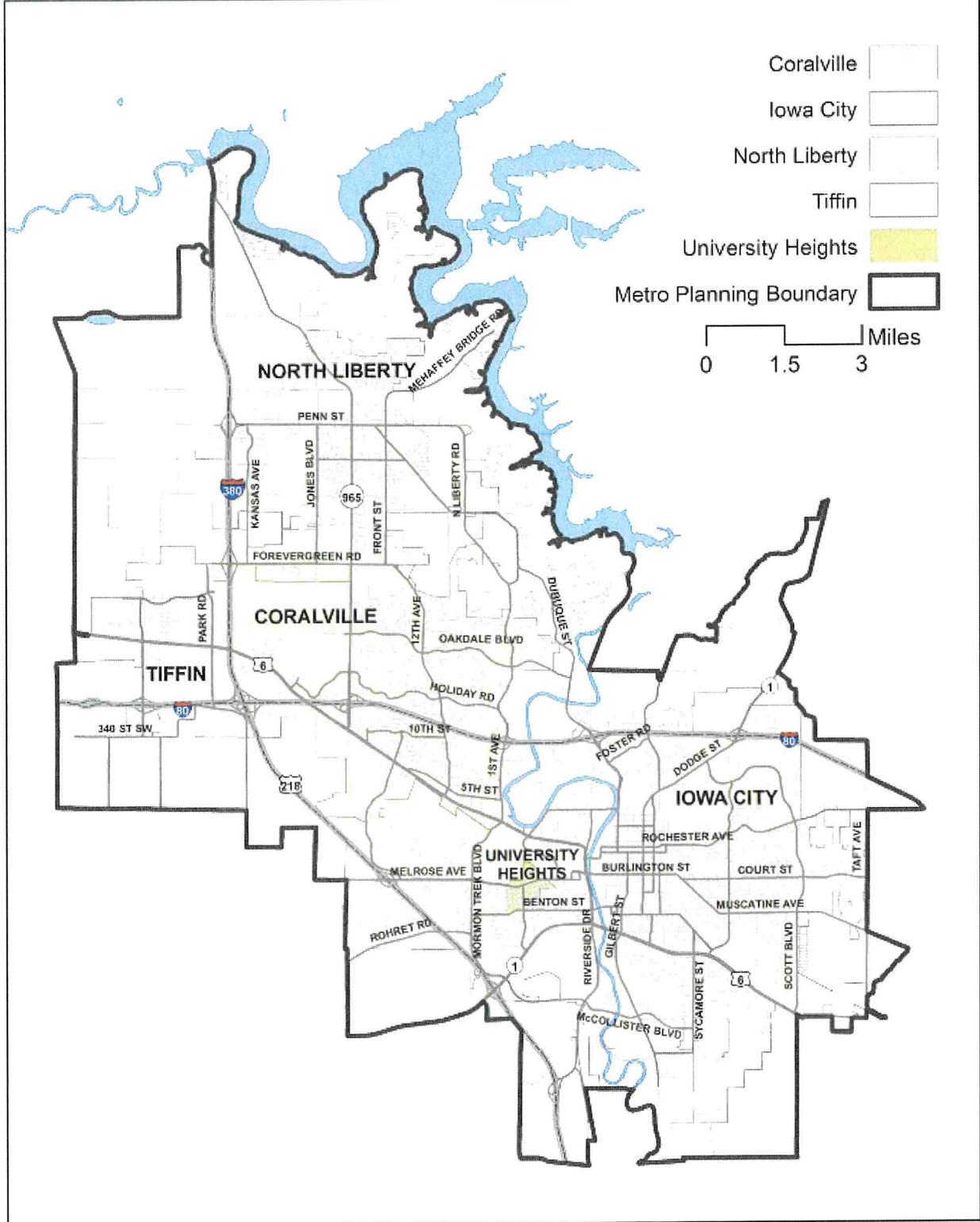
Indirect costs

If indirect costs are involved (e.g., wages):

- Estimated hours.
- Estimated hourly rate, salary.
- Estimated fringe, direct.
- Other direct cost estimate.
- Other indirect cost estimate.

Map A: MPOJC Urbanized Area Planning Boundary

Metro Planning Boundary for the Iowa City Urbanized Area



FY25-26 Surface Transportation Block Grant & Transportation Alternative Program – Scoring Criteria

MPOJC Policy Board Approved November 18, 2020

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 (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: 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 (5%)

Score: _____

4: System Preservation – Maintained in good and reliable condition

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

Total Points Possible: 5 (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 (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 (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: _____

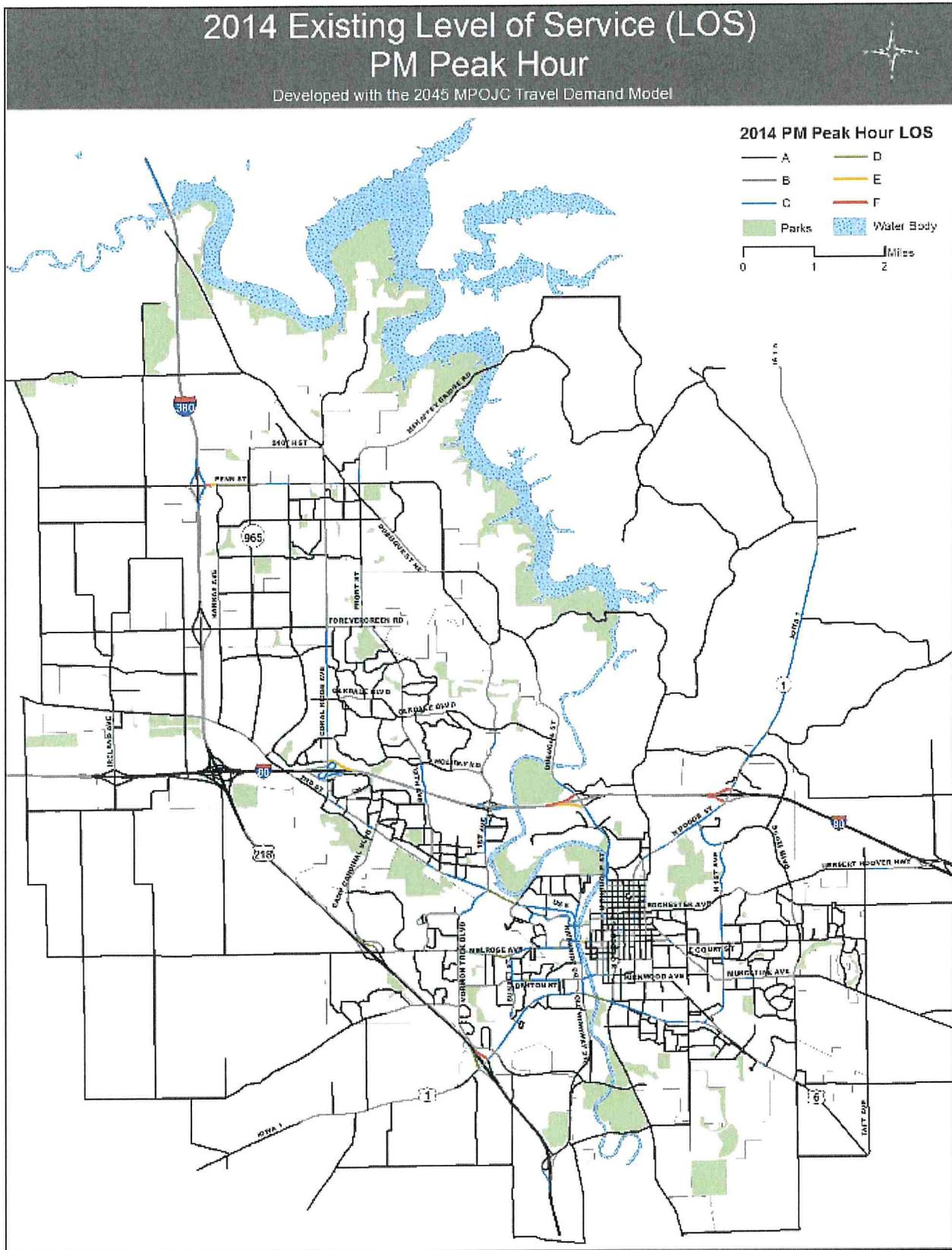
¹Not used to score Transportation Alternatives Program projects

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)

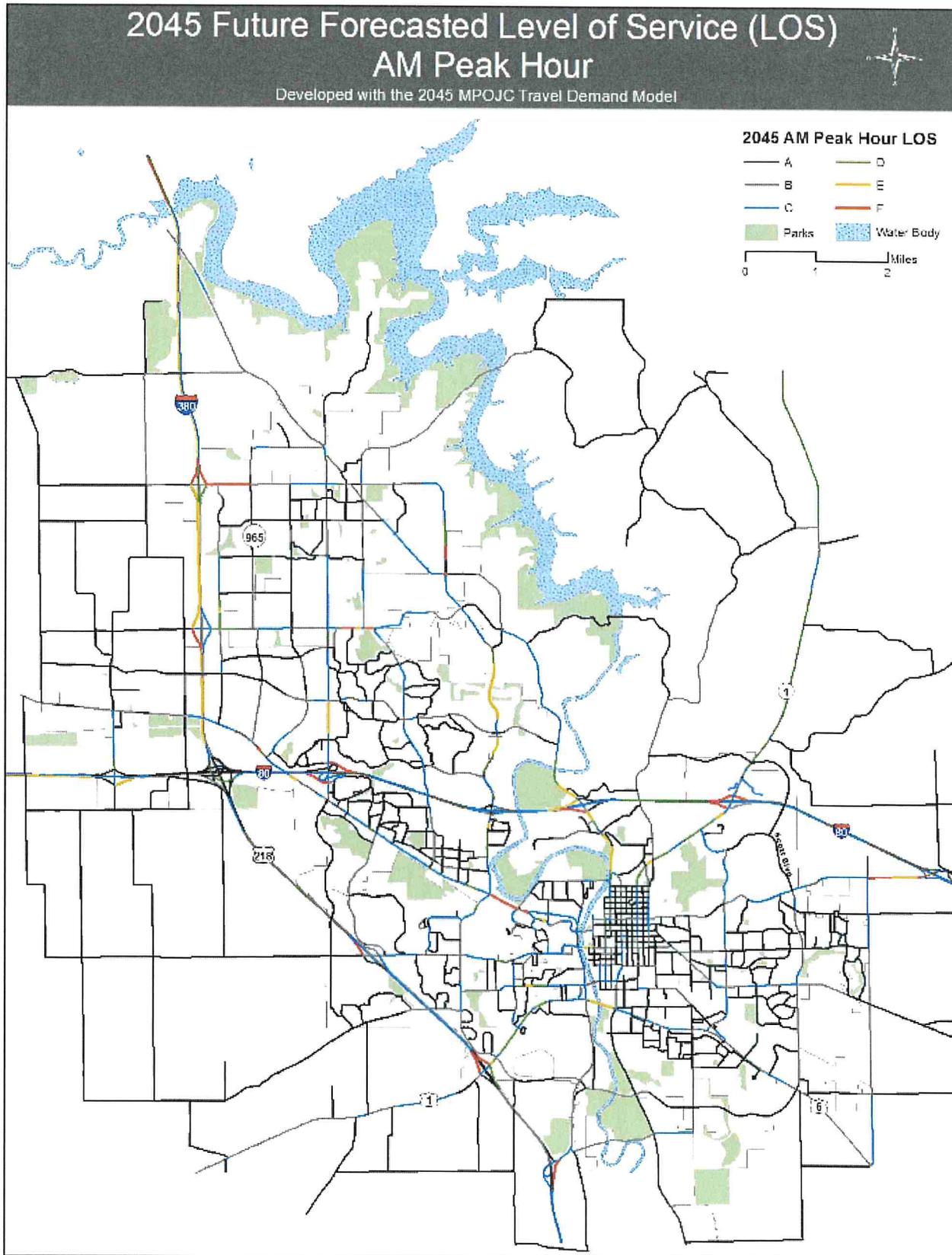
Map C: 2014 Existing Level of Service – PM Peak Hour

2014 Existing Level of Service (LOS) PM Peak Hour

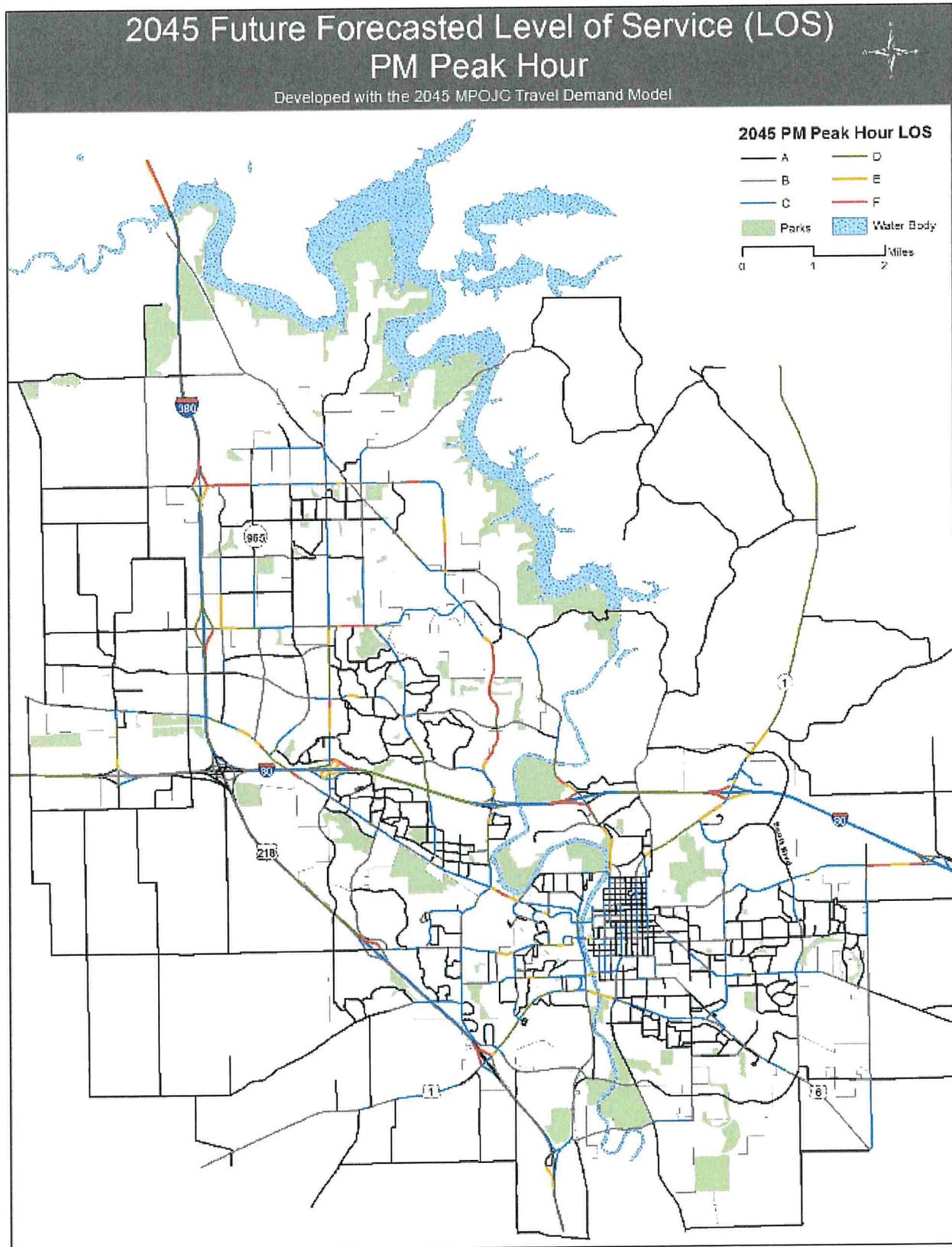
Developed with the 2045 MPOJC Travel Demand Model



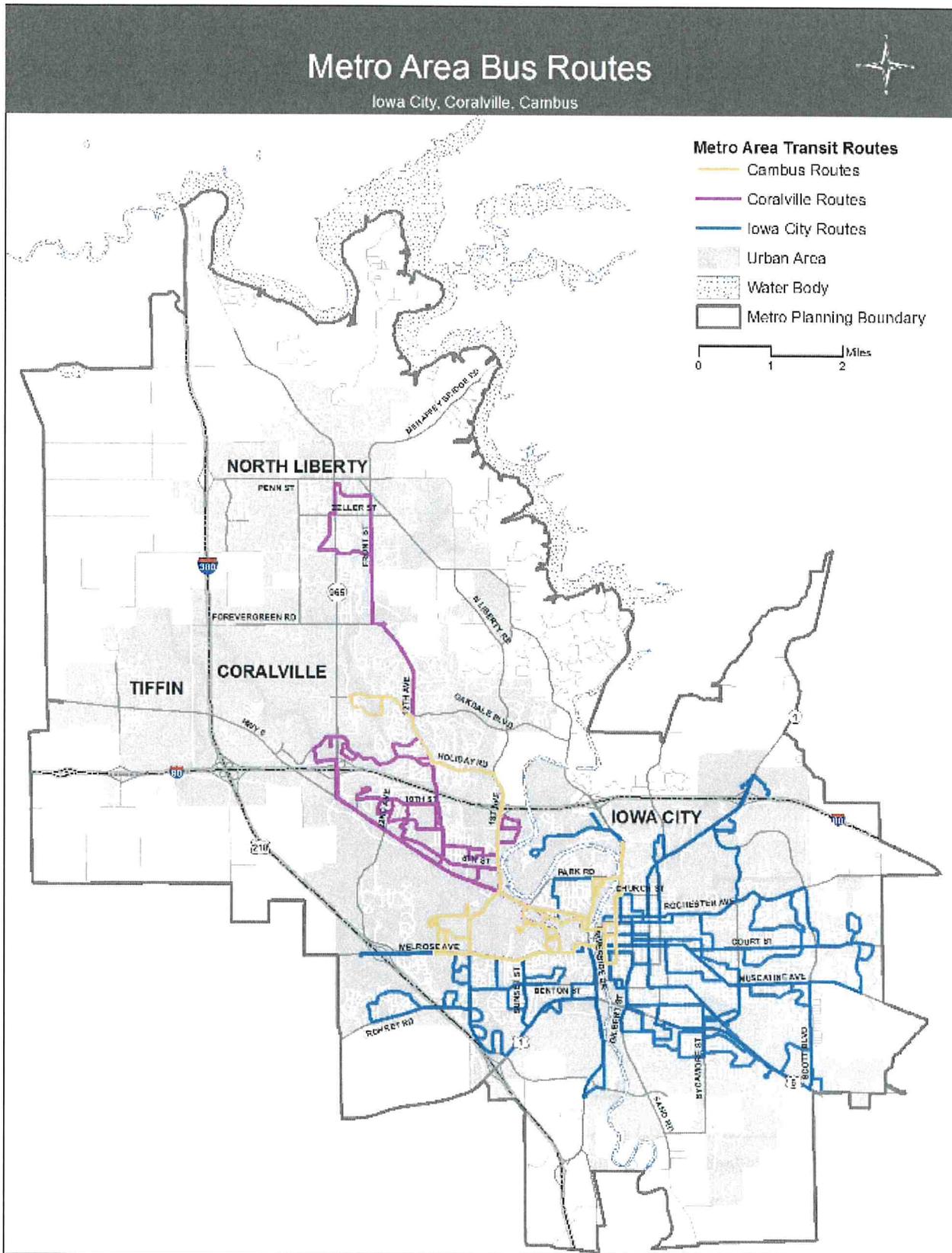
Map D: 2045 Future Forecasted Level of Service – AM Peak Hour



Map E: 2045 Future Forecasted Level of Service – PM Peak Hour



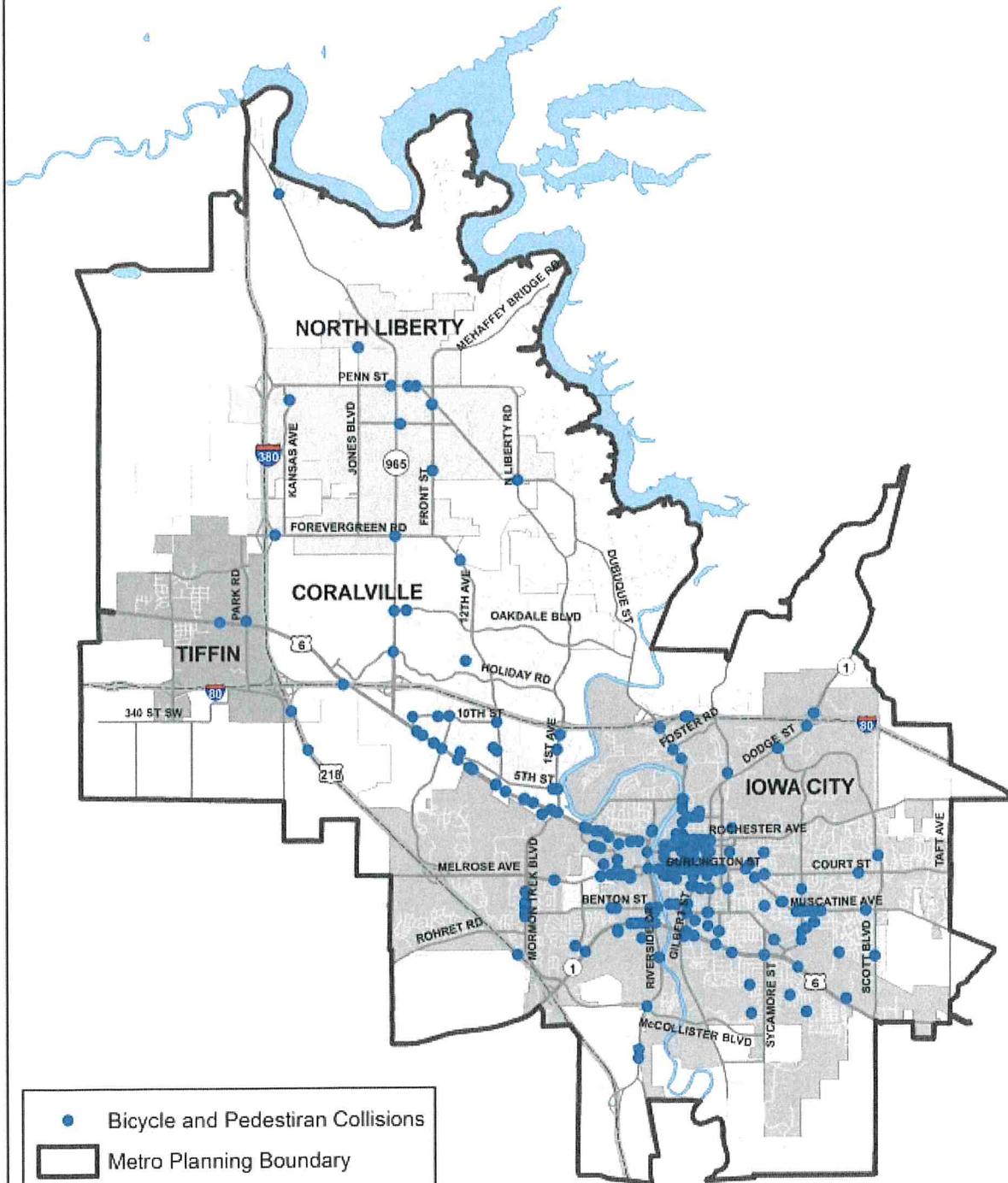
Map F: Bus Routes



Map G: Metro Area Bicycle and Pedestrian Collisions (2016-2020)

Metro Area Bicycle and Pedestrian Collisions 2016-2020

Retrieved from the Iowa DOT Saver (ICAT)



Map H: Iowa City Bicycle and Pedestrian Collisions (2016-2020)

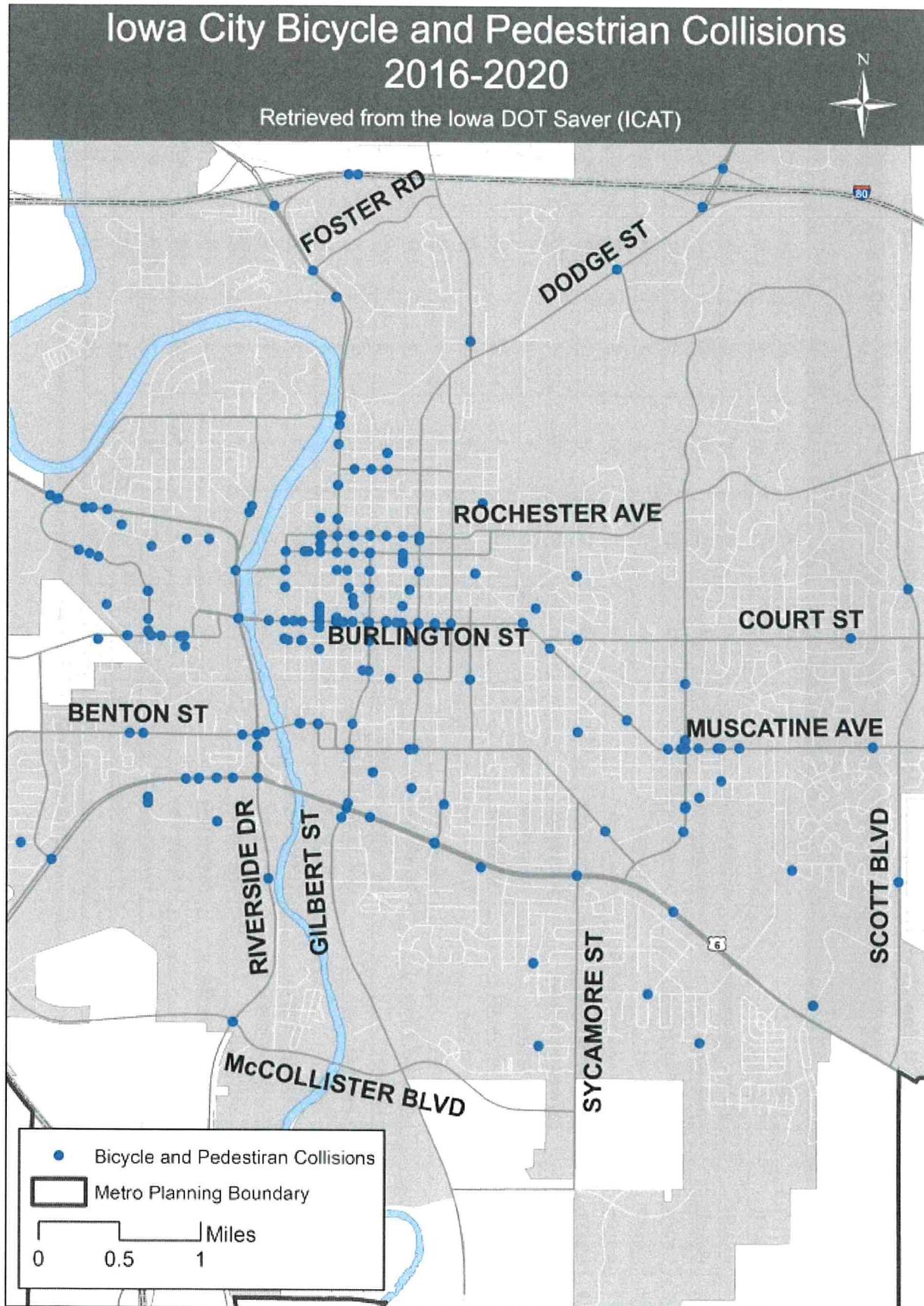


Table 1: Top 25 Intersection Collision Locations in the Iowa City Urbanized Area (2013-2015)

ID	Jurisdiction	Road 1	Road 2	Total No. of Collisions	Collision Points	Severity Points	Crash Rate Points	Crash Rate	Combined Score	Intersection Rank
1	Iowa City	Highway 6	Sycamore Street	40	15	15	10	2.33	13.75	1
2	Iowa City	Highway 6	S Gilbert Street	53	15	15	7	1.73	13	2
3	Iowa City	Mormon Trek Boulevard	Melrose Avenue	40	15	13	5	1.18	11.5	3
4	Iowa City	Highway 6	Boyrum Street	36	15	10	10	2.30	11.25	4
5	Coralville	Coral Ridge Avenue	Commerce Drive	42	15	11	5	1.21	10.5	5
6	Coralville	2nd Street	1st Avenue	39	15	11	5	1.04	10.5	5
7	Iowa City	W Burlington St/Grand Ave	S Riverside Dr	40	15	11	4	0.79	10.25	7
8	Iowa City	E Burlington Street	S Gilbert Street	35	15	11	4	0.94	10.25	7
9	Iowa City	E/W Burlington Street	Madison Street	29	15	10	4	0.95	9.75	9
10	Iowa City	Riverside Drive	Hawkins Drive	31	15	9	5	1.20	9.5	10
11	Coralville	Coral Ridge Avenue	Holiday Road	27	14	7	9	2.23	9.25	11
12	Iowa City	S Riverside Drive	W Benton Street	28	14	9	4	0.99	9	12
13	Coralville	2nd Street	25th Avenue	24	12	6	8	1.78	8	13
14	Coralville	Coral Ridge Avenue	Oakdale Boulevard	21	11	6	8	1.87	7.75	14
15	Iowa City	Highway 6	Fair Meadows Boulevard	19	9	6	9	2.02	7.5	15
16	Coralville	2nd Street	Camp Cardinal Boulevard	22	11	7	4	0.79	7.25	16
17	Iowa City	Highway 1	Sunset Street	19	10	7	5	1.16	7.25	16
18	Iowa City	E Burlington Street	S Clinton Street	20	10	7	5	1.08	7.25	16
19	Iowa City	N Dubuque Street	I-80 EB Ramps	18	10	5	8	1.92	7	19
20	Coralville	2nd Street	10th Avenue	20	10	7	3	0.70	6.75	20
21	Iowa City	Highway 1/Highway 6	Riverside Drive	22	11	7	2	0.43	6.75	20
22	Iowa City	Lucas Street	E College Street	7	4	4	15	4.96	6.75	20
23	North Liberty	Coral Ridge Avenue	Forevergreen Road	20	10	6	4	0.99	6.5	23
24	Iowa City	Mormon Trek Boulevard	W Benton Street	20	10	6	4	0.92	6.5	23
25	Iowa City	S Riverside Drive	Myrtle Avenue	20	10	5	6	1.31	6.5	23

* This list is determined through an evaluation process that includes calculating collision frequency, collision severity, and the collision rate for each intersection with more than three collisions.

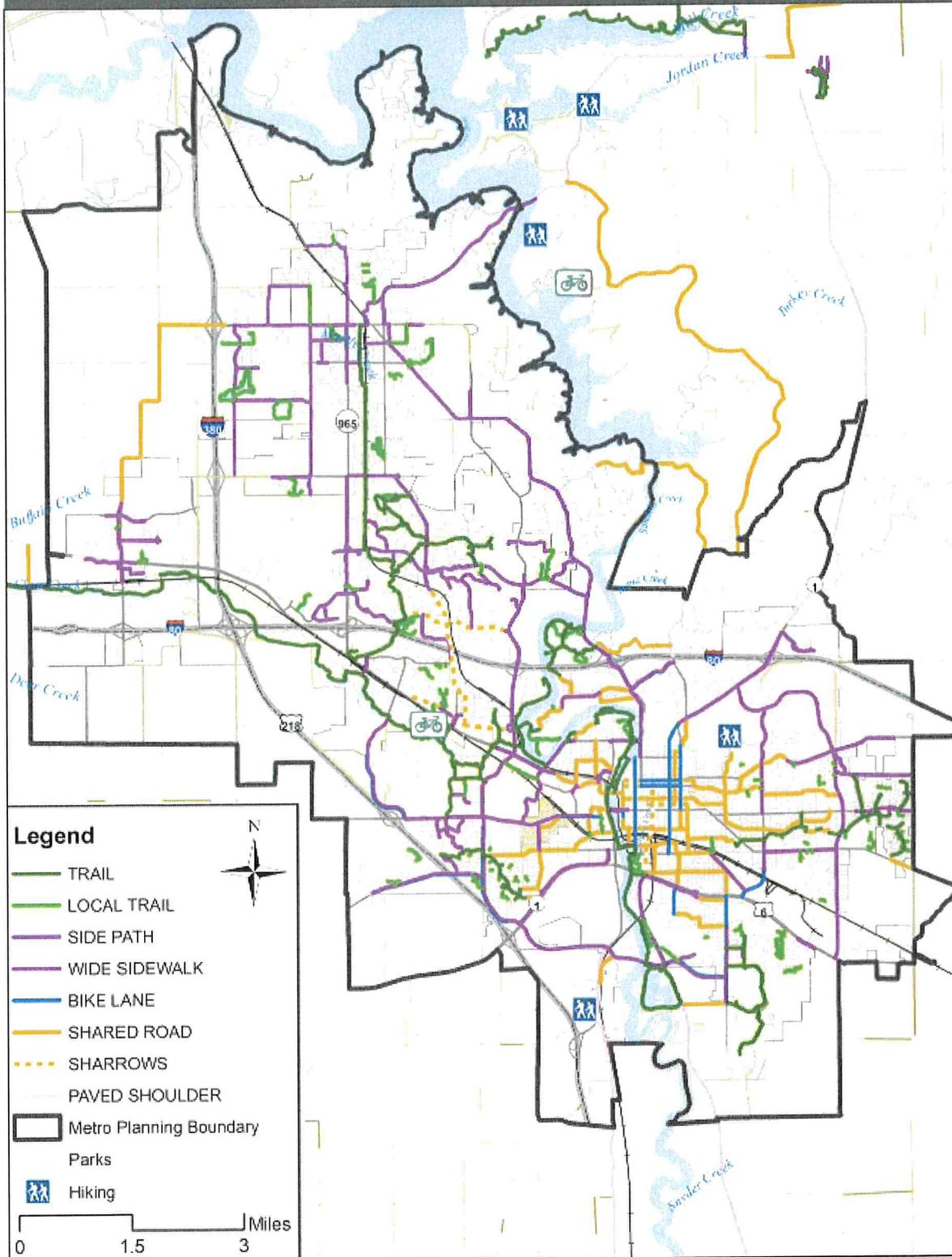
Table 2: Top 10 Mid-Block Collision Locations in the Iowa City Urbanized Area (2013-2015)

ID	Jurisdiction	Street Name	Location of First Node	Location of Second Node	Total Number of Collisions	Collision Points	Severity Points	Crash Rate Points	Combined Score	Midblock Rank
1	Coralville	2nd Street	25th Avenue	23rd Avenue	47	15	13	15	14	1
2	Coralville	2nd Street	1st Avenue	Hawkins Drive / Rocky Shore Drive	48	15	12	15	13.5	2
3	Coralville	2nd Street	4th Avenue	1st Avenue	31	15	9	15	12	3
4	Coralville	Coral Ridge Avenue	Commerce Drive	Holiday Road / Heartland Drive	28	14	7	15	10.75	4
5	Coralville	2nd Street	Camp Cardinal Blvd	20th Avenue	28	14	7	15	10.75	4
6	Iowa City	N Dubuque Street	Ridge Road	Kimball Avenue	24	12	8	14	10.5	6
7	Iowa City	N Dubuque Street	I-80 EB Ramps	Foster Road	19	10	6	15	9.25	7
8	Coralville	2nd Street	12th Avenue	6th Avenue	18	9	6	15	9	8
9	Coralville	Coral Ridge Avenue	Oakdale Blvd	Holiday Road	24	12	7	10	9	8
10	Iowa City	Highway 1	Mormon Trek Blvd	Sunset Street	19	10	9	8	9	8

* This list is determined through an evaluation process that includes calculating collision frequency, collision severity, and the collision rate for each mid-block location with more than three collisions.

Map I: Regional Trail Network

Regional Trail Network



MPO Complete Streets Policy

Adopted by the MPOJC Urbanized Area Policy Board January 28, 2015

The Complete Streets Policy does not require a specific design standard as there are many ways to design bicycle and pedestrian facilities into a road project. Meeting the standards of the Complete Streets Policy is a requirement of MPOJC funding applications. Please keep this policy in mind as your organization is designing and making decisions about projects funded in part by MPOJC.

The Vision

The MPOJC Policy Board expects to realize long-term cost savings in improved public health, reduced fuel consumption, better environmental stewardship, and reduced demand for motor vehicle infrastructure through the implementation of this Complete Streets policy, which applies only to projects that utilize federal Surface Transportation Block Grant Program (STBG) and Transportation Alternatives Program (TAP) funds. The vision of this Complete Streets Policy includes achieving the following goals when utilizing STBG and TAP funds:

1. To create a comprehensive, integrated, and connected transportation network that supports compact, sustainable development and creates livable communities.
2. To provide a connected network of facilities accommodating all modes of travel.
3. To look for opportunities to repurpose rights-of-way to enhance connectivity for all modes to commercial, recreation, education, public services, and residential destinations.

Users and Modes

This policy defines Complete Streets by this outcome: all current and projected users of the public right-of-way are intended to conveniently and safely reach their destinations via public rights-of-way, regardless of their chosen mode of transportation for that project to be considered "complete." The design of the urbanized area street network will create a connected grid of streets, sidewalks, and trails accommodating a safe, easily accessible, convenient, comfortable, and visually appealing manner for all users of all ages and abilities, including motorists, pedestrians, bicyclists, transit riders, children, senior citizens, persons with disabilities, freight carriers, emergency responders, and adjacent land users.

Connectivity and All Agencies

Project sponsors will design, operate, and maintain a transportation network that provides a connected network of facilities accommodating all modes of travel. To achieve this goal project sponsors will foster partnerships with the State of Iowa, The University of Iowa, Metropolitan Planning Organization of Johnson County, school districts, Johnson County, neighboring cities, citizens, businesses, interest groups, and neighborhoods to implement Complete Streets.

Design Criteria and Context Sensitive Design

Each street and right-of-way design should be practically undertaken to complement the neighborhood in which it exists, while complying with accepted or adopted design standards and other guidelines based upon resources identifying best practices in urban design and street design, construction, operations and maintenance when implementing improvements intended to fulfill this Complete Streets Policy. Project sponsors will consider all available design options that comply with state and federal requirements in the following manuals, as well as others when feasible, to ensure access for all modes:

- *AASHTO Green Book: A Policy on Geometric Design of Highways and Streets*, by the American Association of State Highway and Transportation Officials

- *AASHTO Guide for the Development of Bicycle Facilities*, by the American Association of State Highway and Transportation Officials
- *Urban Street Design Guide*, by the National Association of City Transportation Officials
- *Urban Bikeway Design Guide*, by the National Association of City Transportation Officials
- *Iowa Statewide Urban Design Standards*, by the Institute for Transportation at Iowa State University

Implementation

The MPOJC Complete Streets Policy applies only to projects that utilize MPOJC-controlled federal Surface Transportation Block Grant Program (STBG) or Transportation Alternatives Program (TAP) funds.

Complete Streets projects are generally accomplished through adding the following to the public right-of-way: sidewalks, ADA-compliant curb ramps, bicycle facilities (e.g. bike lanes, shared lane arrows, way-finding signs), ADA-compliant bus stops, trails, and any other reasonably applicable facilities. In particular, projects will incorporate complete street facilities found in MPOJC-adopted plans, including (but not limited to) the *Long Range Transportation Plan*, bicycle and pedestrian plans, and local ADA accessibility transition plans.

This Complete Streets Policy and associated project documentation applies to any **NEW STREET**, **RECONSTRUCTED STREET**, or **STREET MAINTENANCE** within the public right-of-way (see Definitions section for CAPITALIZED items) with the following clarifications:

- A. **NEW STREETS** and **RECONSTRUCTED STREETS** either built by the project sponsor or by a developer for project sponsor ownership will implement complete streets – applies in all zoning designations and land uses.
- B. **STREET MAINTENANCE** projects – whereas all **NEW STREET** and **RECONSTRUCTED STREETS** will implement multi-modal transportation elements, it is not expected for maintenance and rehabilitation projects to change geometric features and functional elements to upgrade to multi-modal transportation elements, although items that fit within the existing geometrics (e.g. re-striping, signage upgrades, sidewalks, etc.) should be implemented.
- C. Sidewalks and curb ramps within a project corridor will be ADA-compliant.
- D. Existing and new bus stops within a project corridor will be ADA-compliant.

The approved STBG and TAP Project Scoring Criteria reflect this policy. In order to not penalize projects which have been granted exceptions, the same number of points will be awarded to those projects if the exception is granted. Note: As part of the initial review of project applications, MPOJC staff will evaluate whether appropriate complete streets elements are included, or whether an exception is met. MPOJC staff will provide guidance on this policy during the funding application process.

This policy will be periodically reviewed and revised in parallel with the MPOJC *Long Range Transportation Plan* update process.

Exceptions to this Policy for STBG and TAP funded projects

All MPOJC-funded STBG and TAP projects will consider complete streets principles and possible treatments at the time of the initial application for funding. Project sponsors may request an exception for one or more of the following:

- **Where there are relatively high safety risks.** There are times bicycle and pedestrian facility standards cannot be met due to roadway topographic constraints or it is impractical to make the street safe for shared use. Roads with a combination of traffic volumes exceeding 18,000 vehicles per day, constrained and fixed rights-of-way, or posted speeds of 45+ mph may need special consideration. This type of exception is highly problematic because high traffic volume is often an indication that a road is the most direct connection between multiple origins and destinations, and pedestrians, cyclists and transit users should not be denied access to those destinations. For this exception to be granted, the Project Sponsor **will** enhance alternate routes (e.g. signage, bike boulevard treatments, shared-use trail spurs, bike lanes, shared-lane markings, etc.), unless available alternate routes also meet an exception(s) to this policy.
- **Where bicyclists and pedestrians are prohibited by law from using the roadway.**
- **Where a main road has multi-modal facilities for all users of the right-of-way, the PUBLIC FRONTAGE ROAD may be exempt from this policy.**
- **Where the project consists primarily of the installation of traffic control, including pre-timed traffic signals, or safety devices and little or no additional right-of-way is to be acquired.** However whenever new traffic control detection devices are installed they must be capable of detecting bicycles. All new pedestrian crossing devices must also meet the most current accessibility standards for controls, signals, and placement.
- **Where a project involves emergency maintenance activities designed to keep assets in serviceable condition or when interim measures are implemented on temporary detour routes.**
- **Where the Project Sponsor Engineer and MPOJC staff jointly determine the construction is not practically feasible due to significant or adverse environmental impacts to waterways, floodplains, significant street trees, remnants of native vegetation, wetlands, or other critical areas.**
- **Where the cost of establishing bikeways or walkways would be excessively disproportionate to the cost of project.** In accordance with federal guidelines, excessively disproportionate is defined as exceeding twenty percent of the cost of the total transportation project (including right of way acquisition costs). This exception must consider probable use through the life of the project, a minimum of 20 years.
- **Where scarcity of population or other factors indicate an absence of need for current and future conditions.** This exception must take the long view and consider probable use through the life of the project, a minimum of 20 years.
- **Where the Average Daily Traffic count (ADT) is projected to be less than 1,000 vehicles per day over the life of the project.**

All requests for exceptions to complete streets treatments shall be documented with supporting data which indicates the basis for the request. Exceptions must be requested in writing and will

be granted after review by MPOJC staff, or, if not granted, the reason for not granting will be explained in writing by MPOJC staff. Staff will work with sponsors to identify a mutually acceptable alternative.

Performance Measures

The MPO will measure the success of Complete Streets policy by using the following measures:

- Miles of bike lanes, trails, shared lane arrows striped or built
- Linear feet of pedestrian accommodations built
- Number of ADA accessibility accommodations built
- Number of exemptions from this policy approved
- Annual ridership for Iowa City Transit, Cambus, and Coralville Transit

Definitions

- A. **COMPLETE STREET:** a street that accommodates convenient and safe use by everyone, regardless of age, ability, or mode of travel.
- B. **CONTEXT SENSITIVE DESIGN SOLUTION:** a design which balances safety, mobility and transportation needs, while preserving scenic, aesthetic, historical, environmental, neighborhood and community values and characteristics.
- C. **STREET:** The STREET is considered to be the subgrade, base, pavement, grading, storm sewer, and sub-drains. (i.e., all of the elements required to build, operate, and maintain the street.)
- D. **NEW STREET:** a street constructed where one has not previously existed.
- E. **RECONSTRUCTED STREET:** an existing street that has rehabilitation done to it, which is estimated at 50% or higher of the cost of NEW STREET (excluding utilities except storm sewer or sub-drains), will also be considered a RECONSTRUCTED STREET for the purposes of this policy.
- F. **PUBLIC FRONTAGE ROAD:** a roadway located with portions of PUBLIC STREET right-of-way, frontage road reservation easement or adjoining other streets, which have access control.
- G. **STREET MAINTENANCE:** rehabilitation of a street, which generally restores the functionality of the existing street components (either primarily as a street project or in conjunction with underground public utility construction), without significantly altering or adding to those components, and which is estimated at less than 50% of the cost of a NEW STREET with those same components. Utility construction (except storm sewer or sub-drains) is excluded from this cost calculation.

Adopted Public Input Process

Prior to consideration by the MPO Urbanized Area Policy Board, the following actions will be taken to solicit public comment about the proposed projects:

1. Residents may sign-up to receive email notices of public input opportunities by visiting www/icgov.org/e-subscriptions and completing the subscription form.
2. The MPOJC website (www.mpojc.org) lists upcoming meeting information.
3. A news release issued through the MPO website will announce the projects, offer the opportunity to acquire more information, and explain how the public can make their comments known prior to official action being taken.
4. Notices are sent to the following MPOJC Public Input Organizations:
 - Access 2 Independence
 - Allen Lund Company
 - Bicyclists of Iowa City
 - Chamber of Commerce
 - Citizens for Sensible Development
 - Clear Creek Amana School District
 - Iowa City Area Assoc. of Realtors
 - Iowa City Area Development Group
 - Iowa City Historic Preservation Commission
 - Iowa City/Johnson County Senior Center
 - Iowa City Neighborhood Services Office
 - Iowa City Sierra Club
 - Iowa City School Board
 - Iowa Interstate Railroad
 - MPOJC Regional Trails and Bicycling Committee
 - Johnson County Historic Preservation Commission
 - Johnson Co. Historical Society
 - Coralville Parks & Recreation Commission
 - CRANDIC Railroad
 - Environmental Advocates
 - FAIR!
 - Friends of the Iowa River Scenic Trail
 - Friends of Historic Preservation
 - Goodwill of the Heartland
 - Iowa Bicycle Coalition
 - Johnson Co. Planning and Zoning Commission
 - Johnson Co. SEATS
 - League of Women Voters of Johnson County
 - North Liberty Parks & Recreation Commission
 - North Liberty Community Center
 - Project GREEN
 - Soil & Water Conservation Service
 - Systems Unlimited
 - Tiffin Planning and Zoning Commission
5. There will be an opportunity for the public to share their input at the MPO Urbanized Area Policy Board meeting prior to official action being taken.
6. All written and oral comments will be provided to the MPO Urbanized Area Policy Board prior to action being taken.

Voting members of the MPO Transportation Technical Advisory Committee eligible to submit Surface Transportation Block Grant Program and Transportation Alternatives Program project proposals:

- Vicky Robrock Coralville
- Kelly Hayworth Coralville
- Dan Holderness Coralville
- Ron Knoche Iowa City
- Scott Sovers Iowa City
- Darian Nagle-Gamm Iowa City
- Mark Rummel Iowa City
- Jason Havel Iowa City
- Greg Parker Johnson County
- Tom Brase Johnson County SEATS
- Ryan Rusnak North Liberty
- Doug Boldt Tiffin
- Louise From University Heights
- Brian McClatchey University of Iowa CAMBUS
- David Kieft University of Iowa
- Sadie Greiner University of Iowa
- Bob Oppliger MPO Regional Trails & Bicycling Committee

Note: Johnson County projects outside of the MPO transportation planning boundary are submitted for consideration through the East Central Iowa Council of Governments (ECICOG).

City of Coralville

Engineering Department

1512 7th Street, Coralville, Iowa 52241 Phone: 319.248.1720



A

Date: February 19, 2021

Subject: Project Narrative for Highway 6 and Deer Creek Road
Surface Transportation Block Grant Program (STBG) for FY 2025-26

NARRATIVE

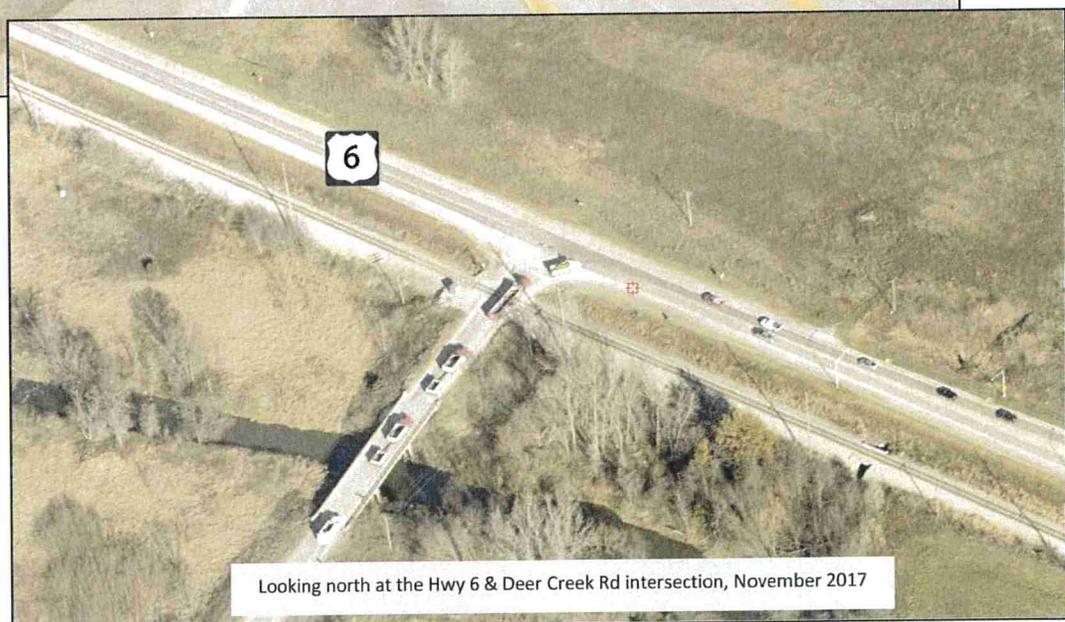
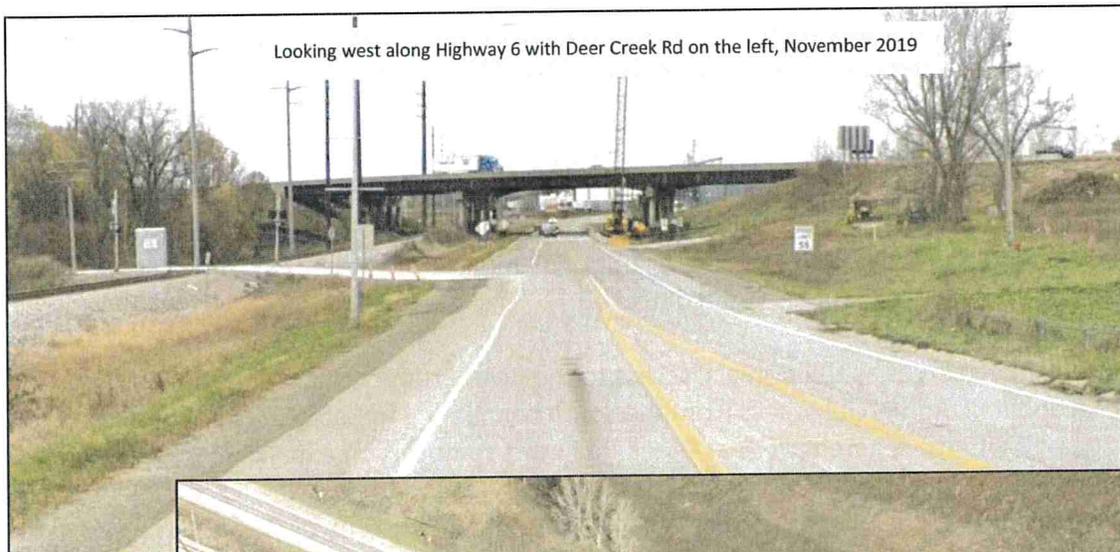
Existing Conditions: The intersection of Highway 6 and Deer Creek Road is a T-intersection located one-half mile west of Coral Ridge Avenue. Highway 6 is a state highway and major arterial serving the metropolitan area. Deer Creek Road is a local street extending south from Highway 6. The Iowa Interstate Railroad runs parallel to Highway 6 and crosses Deer Creek Road approximately 80 feet south of the Highway 6 centerline. The railroad crossing has flashing signals, but no gates. East of Deer Creek Road, Highway 6 is an urban section, median-divided, four-lane road with dedicated turn lanes and traffic signals at the westerly Lowes entrance, but Highway 6 transitions back to a rural section, undivided, two-lane road before reaching Deer Creek Road. Deer Creek Road is a rural section, two-lane road with no dedicated turn lanes. Highway 6 has a posted speed limit of 55 mph through the Deer Creek Road intersection. Deer Creek Road is stop-controlled.

Deer Creek Road serves as the primary access to the River Products Klein Quarry. The quarry had a secondary commercial access from the south connecting to Camp Cardinal Boulevard until 2011-12 when a segment of Deer Creek Road was removed for expansion of the quarry. In addition to quarry customers, the Deer Creek Road connection to Highway 6 is the only access serving two concrete batch plants, an asphalt plant, and multiple City of Coralville recreation facilities including Creekside Ballpark, Creekside Cross bike trails, and the Altmaier Family Park & Disc Golf Course.



The 2019 Annual Average Daily Traffic (AADT) on Highway 6 was 11,100 vehicles (843 or 7.6% were trucks). The 2018 AADT on Deer Creek Road was 1,430 vehicles. Note these traffic volumes were recorded before the second concrete batch plant was operational and before the asphalt plant and other facilities south of the intersection expanded operations.

At Coralville's request, the MPOJC conducted a traffic signal warrant analysis for the Highway 6 & Deer Creek Road intersection in August 2018. The analysis concluded a traffic signal is warranted along with a dedicated westbound left turn lane and possibly a dedicated eastbound right turn lane. However, this intersection will ultimately have a fourth leg serving the property north of Highway 6 and west of Lowes, so a dedicated westbound right turn lane and a dedicated eastbound left turn lane would also be included. The fourth leg is an approved access point in the 2007 Highway 6 Access Study that was a joint effort between IDOT, MPOJC, Coralville, and Tiffin.



Proposed Project: The proposed project will extend the Highway 6 urban section improvements (four-lanes, median-divided, dedicated turn lanes, storm sewer, roadway lighting) starting approximately 900 feet east of Deer Creek Road and ending approximately 900 feet west of Deer Creek Road. Deer Creek Road will be reconstructed between Highway 6 and the north end of the bridge over Clear Creek, and also widened to provide a dedicated northbound left turn lane and a combined through/right turn lane. A future fourth leg will be accommodated in the design to provide access to the property north of Highway 6. Traffic signals will be installed at the Highway 6 & Deer Creek Road intersection. The railroad crossing will need upgraded signals and new gates. The railroad crossing will interconnect with the new roadway traffic signals. This Highway 6 corridor in Coralville does not have pedestrian paths or shared use paths west of 25th Avenue, so no pedestrian or path facilities are included in this project. That is by design and in partnership with the Iowa DOT. The Clear Creek Trail located south of and generally parallel to Highway 6 is the designated pedestrian and bicycle route to reach destinations east or west of the Highway 6 & Deer Creek Road intersection.

Project Justification: Deer Creek Road south of Highway 6 has experienced a significant increase in truck traffic volume over the past decade and that was initially due the removal of a segment of Deer Creek Road that provided a secondary connection to Camp Cardinal Boulevard south of the quarry. The quarry and adjacent industrial land uses are within Johnson County and not within the city limits of Coralville. The expansions of an asphalt plant and a concrete plant, along with the addition a second concrete plant, all within the last four years, have contributed significantly to the truck volume on Deer Creek Road and the adjacent segment of Highway 6. The truck traffic consists primarily of dump trucks, dump trucks with pup trailers, and mixer trucks transporting aggregate, asphalt, or concrete to job sites before making a return trip to Deer Creek Road. Due to the existing two-lane section and no traffic signals, this heavy construction traffic frequently slows or stops westbound Highway 6 while waiting to turn onto Deer Creek Road. Highway 6 traffic in both directions can be slowed as trucks pull out from Deer Creek Road. A significant speed and weight differential exists between the turning truck traffic and the majority of vehicles traveling Highway 6. When the adjacent railroad crossing is activated, both directions of Highway 6 can be stopped until the train passes due to trucks waiting to turn onto Deer Creek Road and some drivers will use the gravel shoulders to pass the stopped trucks. This project will provide turn lane storage for both directions on Highway 6 that doesn't exist today. Besides the heavy truck traffic, the Coralville recreation facilities located along Deer Creek Road and 340th Street can also generate significant turning traffic at the Highway 6 and Deer Creek Road, especially during weekday evening softball leagues and weekend events and tournaments. The project will address the future congestion predicted by the traffic model along this segment of Highway 6. Everyone passing through the Highway 6 and Deer Creek Road intersection will benefit from the addition of turn lanes, traffic signals, roadway lighting, and other roadway improvements.

City of Coralville Engineering Department



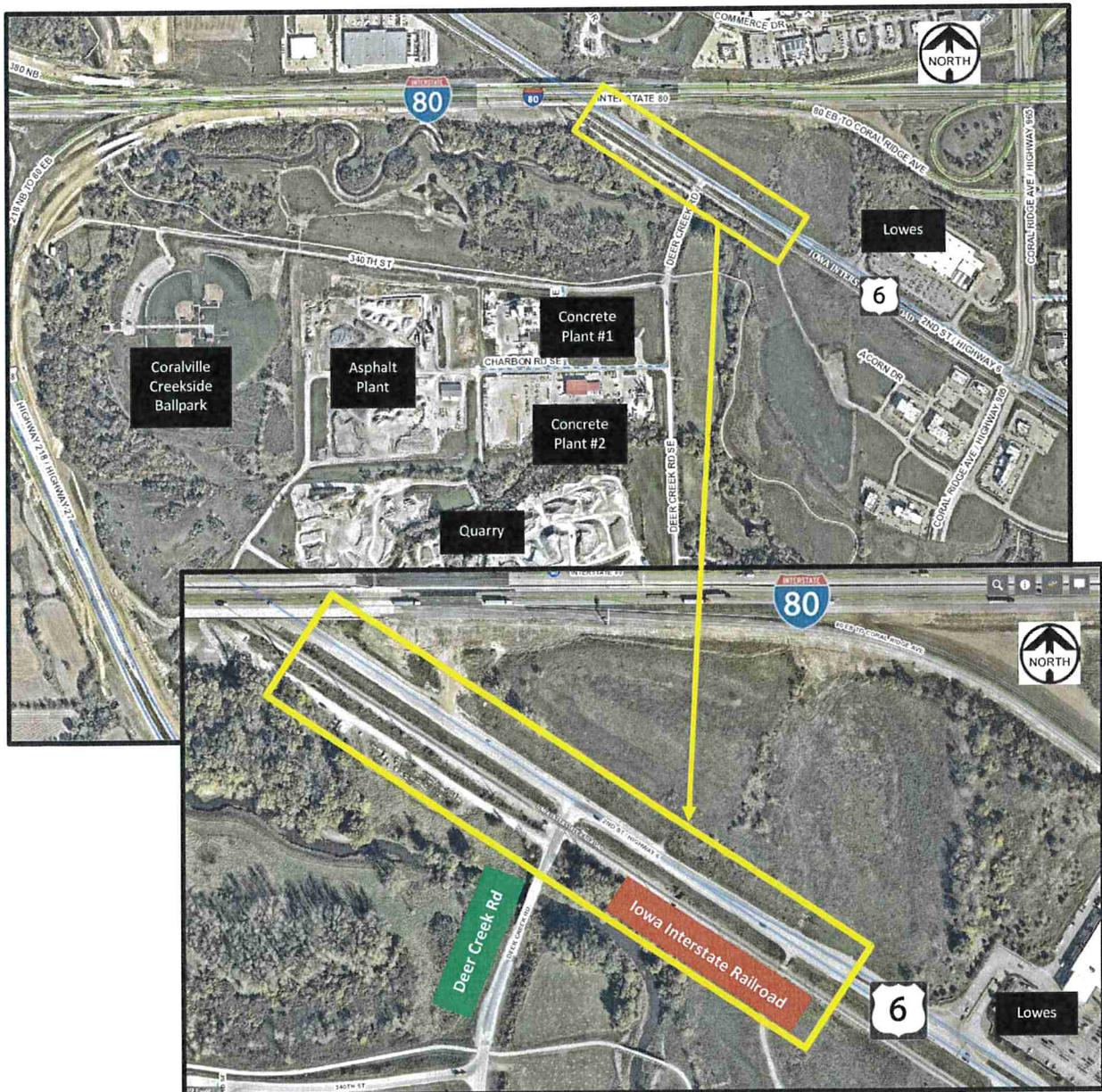
B

1512 7th Street, Coralville, Iowa 52241 Phone: 319.248.1720

Date: February 20, 2021

DETAILED LOCATION MAP

Highway 6 and Deer Creek Road



City of Coralville Engineering Department

1512 7th Street, Coralville, Iowa 52241 Phone: 319.248.1720

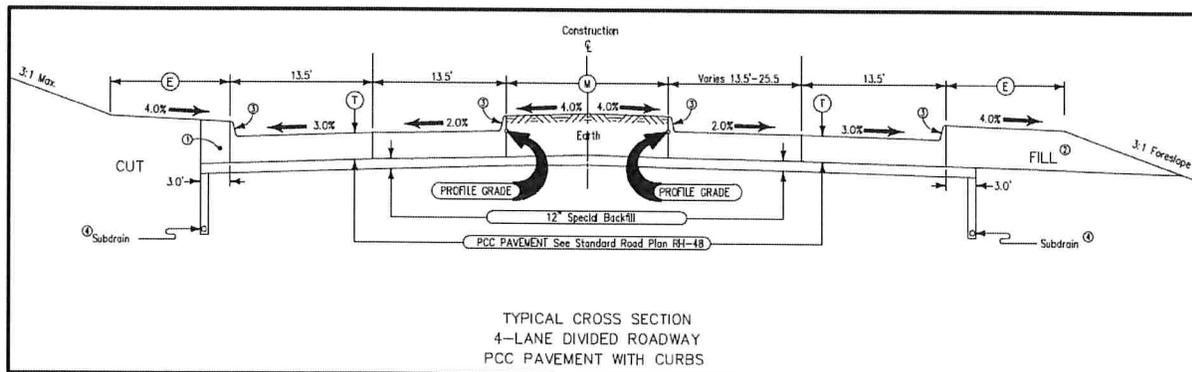
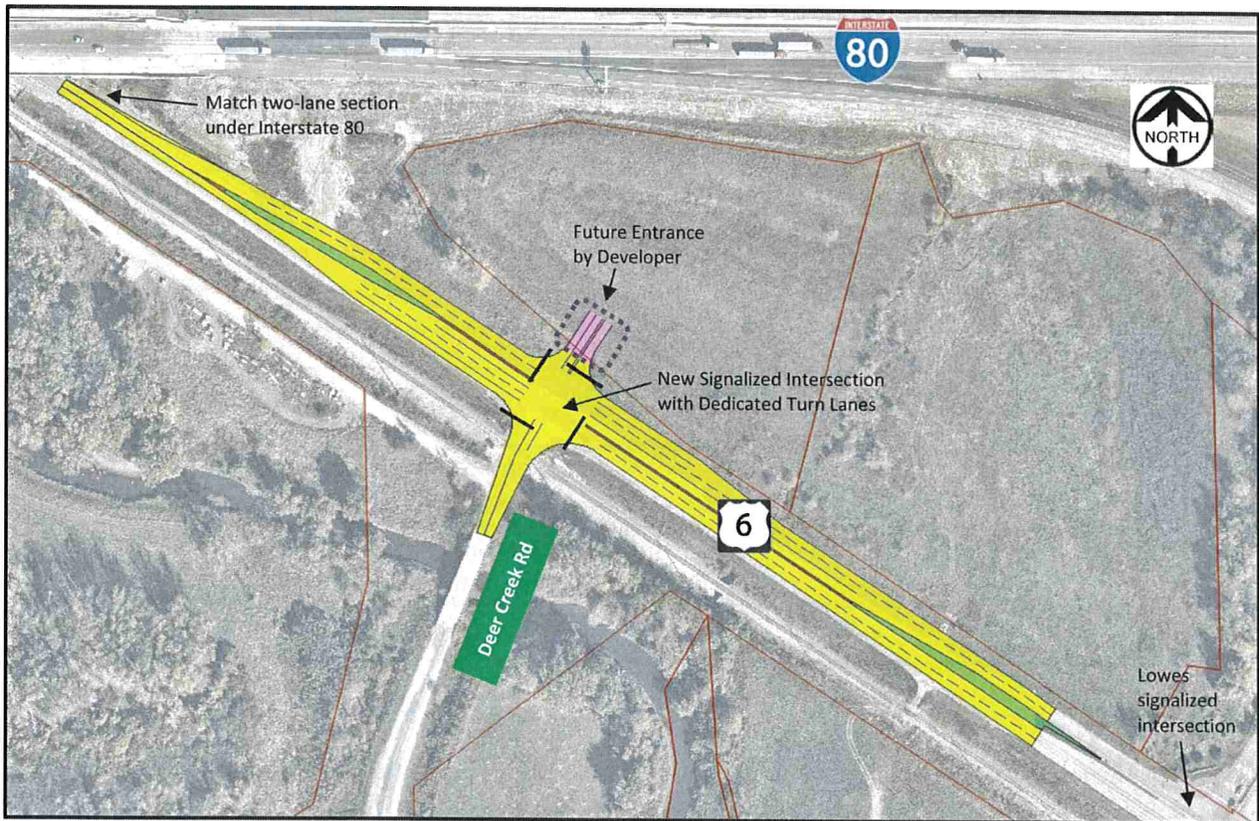


C

Date: February 20, 2021

SKETCH PLAN

Highway 6 and Deer Creek Road





Coralville Engineering Department
 1512 7th Street, Coralville, Iowa 52241
 ph: 319.248.1720
 fax: 319.248.1894
 www.coralville.org

Highway 6 and Deer Creek Road

Cost Estimate revised February 18, 2021

Mobilization, Removals, Earthwork	\$ 250,000.00
10" PCC Pavement, Drainable Subbase, and related work	\$ 1,600,000.00
Storm Sewer System	\$ 250,000.00
Roadway Lighting, Electrical, and related work	\$ 145,000.00
Roadway Traffic Signals	\$ 275,000.00
Railroad Crossing Signals and Gates	\$ 200,000.00
Traffic Control, Temporary Pavement, Signage, Pavement Markings	\$ 175,000.00
Erosion Control, Landscaping, and Streetscaping	\$ 105,000.00
Construction Cost:	\$ 3,000,000.00
Easement Acquisitions:	\$ 30,000.00
Utility Relocations:	\$ 75,000.00
Engineering Design (0%):	\$ -
Construction Administration (0%):	\$ -
PROJECT TOTAL:	\$ 3,105,000.00

Cost estimate calculated using construction costs from recent projects with similar scope (1st Avenue - 6th St to 9th St; Coral Rige Ave - Oakdale Blvd to Forevergreen Rd)

City of Coralville

Engineering Department

1512 7th Street, Coralville, Iowa 52241 Phone: 319.248.1720



E

Date: February 20, 2019

Project: Highway 6 and Deer Creek Road

TIME SCHEDULE

Project design starting winter 2024-25 for completion summer 2025.

Temporary easement acquisition spring-summer 2025.

Project letting fall 2025.

Construction starts fall 2025, substantial completion fall 2026, final surface resoration spring 2027.

City of Coralville

Memorandum



F

1512 7th Street, Coralville, Iowa 52241

Phone: 319.248.1700

Date: February 20, 2021

Project: Highway 6 and Deer Creek Road

OFFICIAL ENDORSEMENT

The City of Coralville agrees to adequately maintain and operate the improvements included in the Highway 6 and Deer Creek Road Project for its intended public use for a minimum of 20 years after project completion.

Sincerely,



Kelly J. Hayworth
City Administrator

City of Coralville

Engineering Department

1512 7th Street, Coralville, Iowa 52241 Phone: 319.248.1720



H

Date: February 20, 2021

Project: Highway 6 and Deer Creek Road

PUBLIC INPUT

This project falls within a larger project corridor, Highway 6 – Deer Creek Road to Jones Boulevard, that is included in the 2017 – 2025 Fiscally Constrained Road and Bridge Projects section of the approved MPOJC Future Forward 2045 Long Range Transportation Plan (2017-2045). A variety of public input opportunities were provided throughout the LRTP approval process.

The City of Coralville responds to regular complaints from residents regarding the heavy amount of turning truck traffic and its impact on Highway 6 traffic flow.

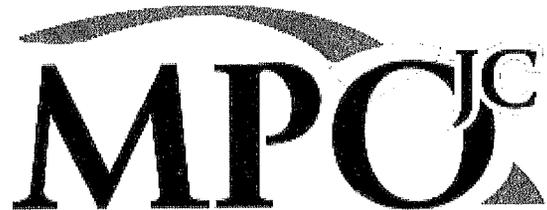
A public open house will be held to review the preliminary design including traffic control and how access to Deer Creek Road can be maintained during construction. The public will have access to both City and Consultant staff during the entire design process.

A public hearing on the final plans and specifications will be held at a Council Meeting prior to the City Council recommending final approval of the design and setting the bid date.

During construction, the City will issue press releases through news and social media outlets for significant changes that impact the traveling public. Key stakeholders will be provided weekly email updates on progress made and upcoming work items.

**MPOJC Application for FAST Act
Surface Transportation Block Grant
Program
Funds**

for the Iowa City Urbanized Area



Metropolitan Planning Organization of Johnson County

Metropolitan Planning Organization of Johnson County
February 2021

Application Instructions

This application form shall be used to submit a Surface Transportation Block Grant Program project proposal.

1. Complete the attached Minority Impact Statement (Form 105101) for the proposed project.
2. All information submitted as part of this application, as well as any additional information requested by the MPOJC, will be used to evaluate the application.
3. Submit a digital copy of completed application and all attachments by **February 22, 2021** to:

Brad Neumann
MPOJC
410 East Washington Street
Iowa City, Iowa 52240
brad-neumann@iowa-city.org

With questions, please contact: Brad Neumann, Assistant Transportation Planner at 356-5235 or via email to brad-neumann@iowa-city.org.

Project Eligibility Requirements

1. STBG projects must occur within the adopted MPO transportation planning boundary and be consistent with the *MPO Long-Range Transportation Plan and Complete Streets Policy*.
2. STBG funds may be used for any mode of surface transportation: roadway, transit, pedestrian, or bicycle.
3. STBG funding is for capital projects only.
4. Transit projects should maintain or expand the viability of public transportation as a complementary or alternative transportation mode. A transit vehicle replacement project should meet all standards for replacement vehicles stipulated by the state public transit management system.
5. STBG projects must be proposed by a member of the MPO Transportation Technical Advisory Committee (TTAC). The sponsoring entity must be the City of Coralville, the City of Iowa City, the City of North Liberty, the City of Tiffin, the City of University Heights, Johnson County, or the University of Iowa. The entity awarded funds for a project must be able to fund the local match and implement the project.
6. Projects will be scored by MPO staff and considered initially by the Transportation Technical Advisory Committee (TTAC). The TTAC will make a recommendation to the Urbanized Area Policy Board for all projects, unless the project is withdrawn by its TTAC sponsor. All projects shall receive subsequent consideration by the MPO Urbanized Area Policy Board.
7. Roadway projects must be structurally capable of handling all anticipated design vehicles, and should provide for volume/capacity less than or equal to 1.0 at level of service E upon completion according to the adopted MPO long-range traffic model.
8. If funded, projects must be started within three years of original year the project was programmed in the MPOJC Transportation Improvement Program (TIP).
9. Projects must be on designated Federal Aid Routes as approved by Iowa DOT. The Federal Aid Route map is located at the following link: <https://iowadot.gov/maps/Digital-maps/pdfview/johnson>.
10. Projects must be in compliance with all FAST Act requirements to be eligible for funding. Eligibility requirements can be found at the following link: <https://www.fhwa.dot.gov/specialfunding/stp/160307.cfm#d>



The following information must be provided for all Surface Transportation Block Grant Project proposals and will be provided to the MPO Transportation Technical Advisory Committee (TTAC) and Urbanized Area Policy Board for evaluation. MPO staff may contact you if additional information is required. You will have the opportunity to explain the project at a meeting of the MPO Transportation Technical Advisory Committee. MPO staff will score the projects; the TTAC may modify scores.

General Information

MPO: Metropolitan Planning Organization of Johnson County e-mail: brad-neumann@iowa-city.org

Eligible Sponsor/Applicant Agency: City of Coralville

Contact Person (Name & Title): Scott Larson, P.E., Assistant City Engineer

Complete Mailing Address: 1512 7th Street, PO Box 5127

Street Address and/or Box No.

<u>Coralville</u>	<u>IA</u>	<u>52241</u>	<u>319-248-1720</u>
City	State	Zip	Daytime Phone

If more than one agency or organization is involved in this project, please state the name, contact person, mailing address, and telephone number of the second agency. *(Attach an additional page if more than two agencies are involved.)*

Applicant Agency: _____ e-mail: _____

Contact Person (Name & Title): _____

Complete Mailing Address: _____

Street Address and/or Box No.

_____	_____	_____	_____
City	State	Zip	Daytime Phone

Project Information

Project Title: Heartland Drive - Commerce Drive to Jones Boulevard

Project Description (including number of proposed through lanes, turn lanes, and other critical features):

Reconstruction of Heartland Drive from a mostly rural section to an urban section between Commerce Drive and Jones Boulevard.

Two through lanes and dedicated left and right turn lanes at Jones Blvd. Dedicated left and through/right lanes will be maintained at Commerce Dr. New shared use path and roadway lighting.

If this project includes land acquisition, how many acres? (approximate) 0.7 acres (temporary easement)

Project Category Check all boxes that apply to indicate the categories that best describe your project.

Trails and Bicycles

- Facilities for pedestrians and bicycles including safe routes for non-drivers
- Conversion and use of abandoned railway corridors

Scenic and Historic

- Construction of turnouts, overlooks and viewing areas
- Inventory, control, or removal of outdoor advertising
- Historic preservation and rehabilitation of historic transportation facilities
- Archaeological activities relating to impacts from another eligible activity

Roadways and Bridges

- Construction, rehabilitation, preservation, or operational improvements of street facilities
- Bridge improvements including construction, rehabilitation, or preservation

Environmental

- Vegetation management practices in transportation rights-of-way
- Highway related stormwater management
- Reduction of vehicle-caused wildlife mortality or restoration of habitat connectivity

Other _____

Estimated Project Costs

	Land Cost	\$ 30,000
	Utility Relocation	\$ 50,000
	Design & Construction Engineering	\$ _____
	Construction Cost	\$ 1,365,000
	Indirect Cost (if applicable)	\$ _____
Other (please specify)		\$ _____
	Total Cost	\$ 1,445,000
	STBG Fund Request	\$ 1,154,555
	Applicant Local Match (20% Minimum)	\$ 290,445

	Applicant Local Match Source (20% Minimum)	Amount	Assured or Anticipated (Date Anticipated)
1.	General Fund	\$290,445	July 2024
2.			
3.			

Are any state funds involved in this project? Yes No

If yes, please explain the source and conditions _____

Are any other federal funds involved in this project? Yes No

If yes, please explain the source and conditions (Please note here if you have previously acquired STP funds for this project from the state discretionary STBG fund or another MPO or RPA.) _____

Does the project comply with the adopted MPO Complete Streets Policy? Yes No

Which of the following facilities are included in the proposal?

- Turn lanes
- ITS/signalization improvements
- Geometric improvements
- Separated trail or wide sidewalk (8' or wider)
- Facilities to reduce modal conflict (e.g. pedestrian hybrid beacons, bulb-outs, grade separation, bus pull-offs, etc.)
- Marked on-street bike facility

Is a focus of the project to address a safety concern at an intersection or midblock, or improve safety at a location with a collision history involving bicyclists or pedestrians? (refer to pages 18-21) Yes No

Will this project be open to the public? Yes No

Do you intend to charge a fee to users? Yes No

If yes, how much? \$ _____

What will it be used for? _____

Estimated Project Development Schedule

Design	Start Date	Winter 2024-25	Completion Date	Spring 2025
Land Acquisition	Start Date	Spring 2025	Completion Date	Spring 2025
Construction	Start Date	Fall 2025	Completion Date	Summer 2026

Has any part of this project been started? Yes No

If yes, explain: _____

Documentation and Narrative Information

The following documents and narratives must be attached to this application. In the upper right-hand corner of each document or narrative provide the corresponding letter shown below.

- A. A NARRATIVE assessing existing conditions, outlining the concept of the proposed project, and providing adequate project justification. Assess your project in regard to the transportation system relative to its functional relationship, proximity, or impact to an existing or planned transportation facility. If a regional project, assess the value of this project from a regional perspective and how it will be a functional addition to the transportation system and the region as a whole if no additional development funds are received. If a statewide or multi-regional project, assess the value of this project from a statewide or multi-regional perspective.
- B. A DETAILED MAP identifying the location of the project and any known environmentally sensitive areas/features.
- C. A SKETCH-PLAN of the project; including a typical cross-section of transportation facilities.
- D. An ITEMIZED BREAKDOWN of the total project costs. This documentation does not need to be a detailed, line-item type of estimate. However, it must accomplish two objectives: first, it must show the method by which the cost estimate was prepared; and second, it must enable a reviewer to determine if the cost estimate is reasonable. The manner in which these objectives are achieved may vary widely depending on the type, scope and complexity of the project. Absent a fully itemized list of costs, some general guidelines for possible methods of estimating each type of project cost are provided on Attachment A (page 9).
- E. An anticipated TIME SCHEDULE for the total project development. Funding for projects which fail to make satisfactory progress may be rescheduled or removed from the program by the Iowa Department of Transportation.
- F. An OFFICIAL ENDORSEMENT of the project from the authority to be responsible for its maintenance and operation. The authority must provide written assurance that it will adequately maintain the completed project for its intended public use for a minimum of 20 years following project completion.
- G. If applicable, a LETTER OF SUPPORT for the project from the scenic or historic byway board. The board's letter should also address the project's relationship to the byway's intrinsic qualities, how the project will have a statewide or multi-regional impact, and whether the project is included in the byway's current corridor management plan.
- H. A NARRATIVE discussing the public input process that was followed and the extent to which adjacent property owners and others have been informed of the proposed project and an assessment of their acceptance.
- I. A MINORITY IMPACT STATEMENT for the project.

The award of STBG funds and/or any subsequent funding or letting of contracts for design, construction, reconstruction, improvement, or maintenance; or the furnishing of materials shall not involve direct or indirect interest, prohibited by Iowa Code Sections 314.2, 362.5, or 331.342, of any state, county, or city official, elective or appointive. Any award of funding or any letting of a contract in violation of the foregoing provisions shall invalidate the award of funding and authorize a complete recovery of any funds previously disbursed.

Certification

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by the participating local authority. I understand the attached OFFICIAL ENDORSEMENT(S) binds the participating authority to assume responsibility for adequate maintenance of any new or improved facilities.

I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

Representing the **City of Coralville**



cn=Scott Larson, o=City of Coralville, ou=Engineering
Dept., email=slarson@coralville.org, c=US
2021 02 22 15:32:13 -06'00'

Signature

Date

Scott Larson, P.E., Assistant City Engineer

02-21-2021

Typed Name and Title

Date

Minority Impact Statement

Pursuant to 2008 Iowa Acts, HF 2393, Iowa Code 8.11, all grant applications submitted to the State of Iowa that are due beginning Jan. 1, 2009, shall include a Minority Impact Statement. This is the state's mechanism for requiring grant applications to consider the potential impact of the grant project's proposed programs or policies on minority groups.

Please choose the statement(s) that pertains to this grant application. Complete all the information requested for the chosen statement(s). Submit additional pages as necessary.

- The proposed grant project programs or policies could have a disproportionate or unique **positive** impact on minority persons.

Describe the positive impact expected from this project.

The Heartland Drive - Commerce Drive to Jones Boulevard Project will have a positive impact on persons with disabilities because it will extend an ADA-compliant, shared use path along the north side of Heartland Drive to provide new connections to the Ewalt Recreation Area and sidewalks/shared use paths on Jones Boulevard. The shared use path and road improvements along Heartland Drive will also provide safer and more efficient access from the west to the retail, office, and medical services provided along Heartland Drive and Commerce Drive.

Indicate which groups are impacted.

- Women Persons with a disability Blacks Latinos Asians
 Pacific Islanders American Indians Alaskan Native Americans Other _____
- The proposed grant project programs or policies could have a disproportionate or unique **negative** impact on minority persons.

Describe the negative impact expected from this project.

Present the rationale for the existence of the proposed program or policy.

Provide evidence of consultation with representatives of the minority groups impacted.

Indicate which groups are impacted.

Women Persons with a disability Blacks Latinos Asians
 Pacific Islanders American Indians Alaskan Native Americans Other _____

The proposed grant project programs or policies are **not expected to have a disproportionate or unique impact on minority persons.**

Present the rationale for determining no impact.

I hereby certify that the information on this form is complete and accurate, to the best of my knowledge.

Name Scott Larson, P.E.

Title Assistant City Engineer

Definitions

"Minority Persons," as defined in Iowa Code 8.11, means individuals who are women, persons with a disability, Blacks, Latinos, Asians or Pacific Islanders, American Indians, and Alaskan Native Americans.

"Disability," as defined in Iowa Code 15.102, subsection 7, paragraph "b," subparagraph (1):

b. As used in this subsection:

(1) "*Disability*" means, with respect to an individual, a physical or mental impairment that substantially limits one or more of the major life activities of the individual, a record of physical or mental impairment that substantially limits one or more of the major life activities of the individual, or being regarded as an individual with a physical or mental impairment that substantially limits one or more of the major life activities of the individual.

"Disability" does not include any of the following:

- (a) Homosexuality or bisexuality.
- (b) Transvestism, transsexualism, pedophilia, exhibitionism, voyeurism, gender identity disorders not resulting from physical impairments or other sexual behavior disorders.
- (c) Compulsive gambling, kleptomania, or pyromania.
- (d) Psychoactive substance abuse disorders resulting from current illegal use of drugs.

"State Agency," as defined in Iowa Code 8.11, means a department, board, bureau, commission, or other agency or authority of the State of Iowa.

ATTACHMENT A

Itemized breakdown of total project costs guidelines.

Construction costs

These may be based on historical averages for entire projects of similar size and scope. Examples include:

- Typical cost per mile of trail (e.g., \$XXX,XXX per mile for moderate terrain and limited number of structures).
- Typical cost per square foot of bridge deck.
- Typical cost per square foot of new or renovated building space.
- Typical cost per lineal foot of sidewalk.

Design/Inspection costs

These may be estimated based on the following typical percentages of construction costs, such as:

- 8 to 10 percent for preliminary up through final design and letting activities.
- 12 to 15 percent for construction inspection activities.

Right of way acquisition costs

These may be estimated based on:

- Impact and description of impact.
- Typical cost per square foot for permanent right of way.
- Typical cost per square foot for temporary easements.

Utility and railroad costs

These may be estimated based on:

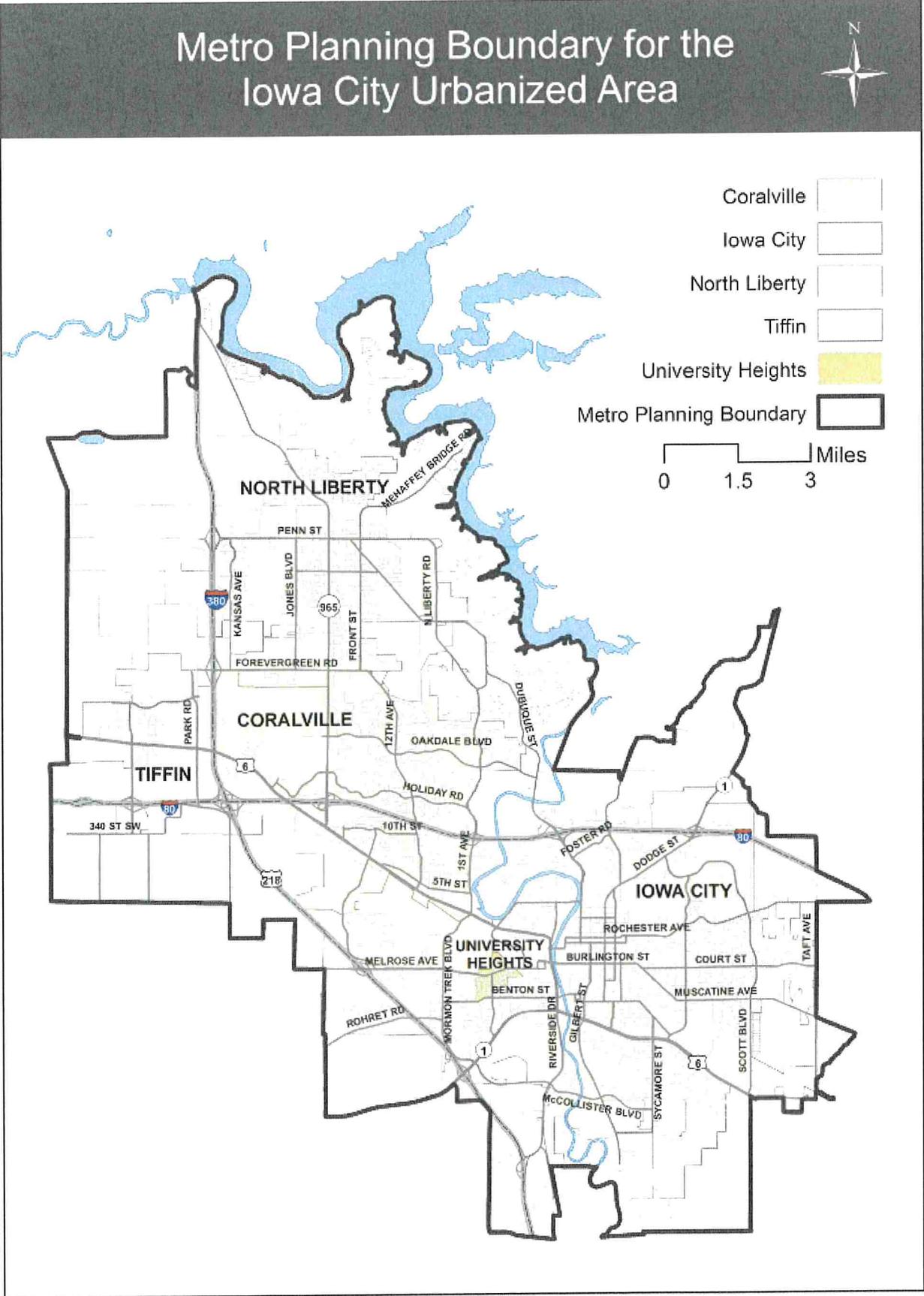
- Impact and description of impact.
- Typical cost per linear foot of relocated or reconstructed facility (i.e., track, pipe, electrical lines).
- Typical cost per installation (i.e., railroad switches, utility poles, transformers, control boxes).

Indirect costs

If indirect costs are involved (e.g., wages):

- Estimated hours.
- Estimated hourly rate, salary.
- Estimated fringe, direct.
- Other direct cost estimate.
- Other indirect cost estimate.

Map A: MPOJC Urbanized Area Planning Boundary



FY25-26 Surface Transportation Block Grant & Transportation Alternative Program – Scoring Criteria

MPOJC Policy Board Approved November 18, 2020

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 (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: 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 (5%)

Score: _____

4: System Preservation – Maintained in good and reliable condition

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

Total Points Possible: 5 (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 (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 (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)

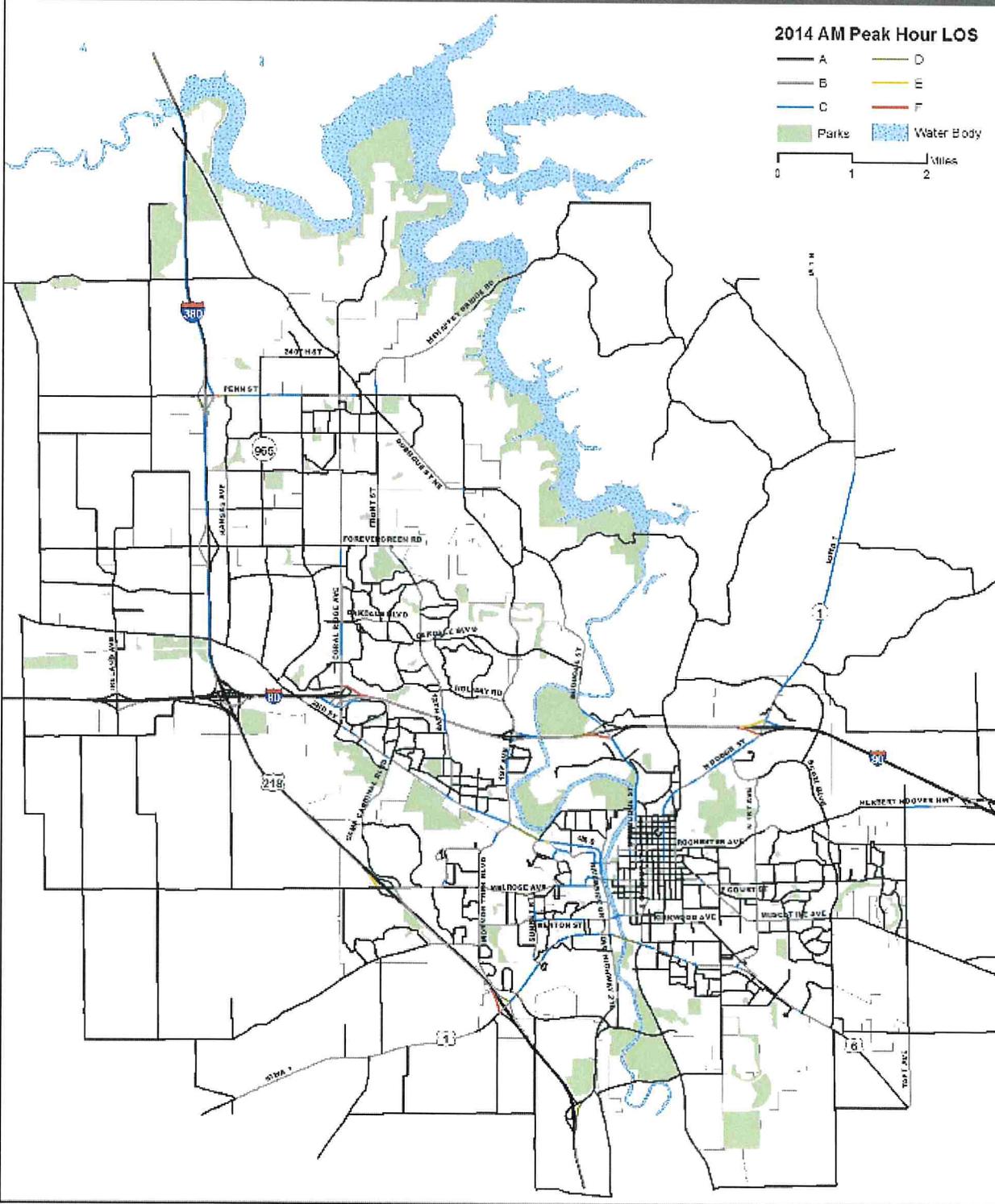
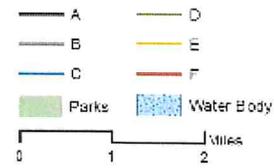
Map B: 2014 Existing Level of Service – AM Peak Hour

2014 Existing Level of Service (LOS) AM Peak Hour

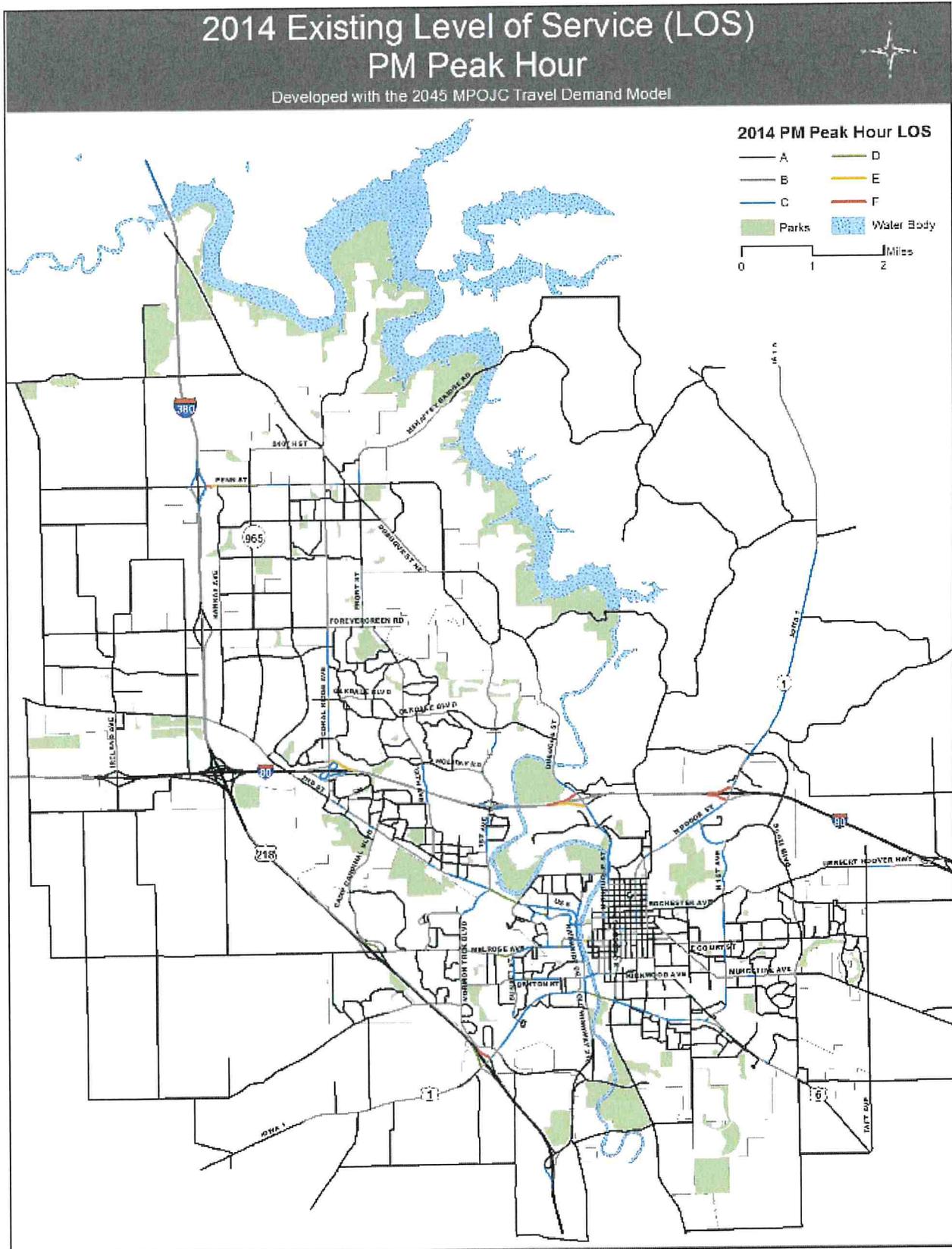
Developed with the 2045 MPOJC Travel Demand Model



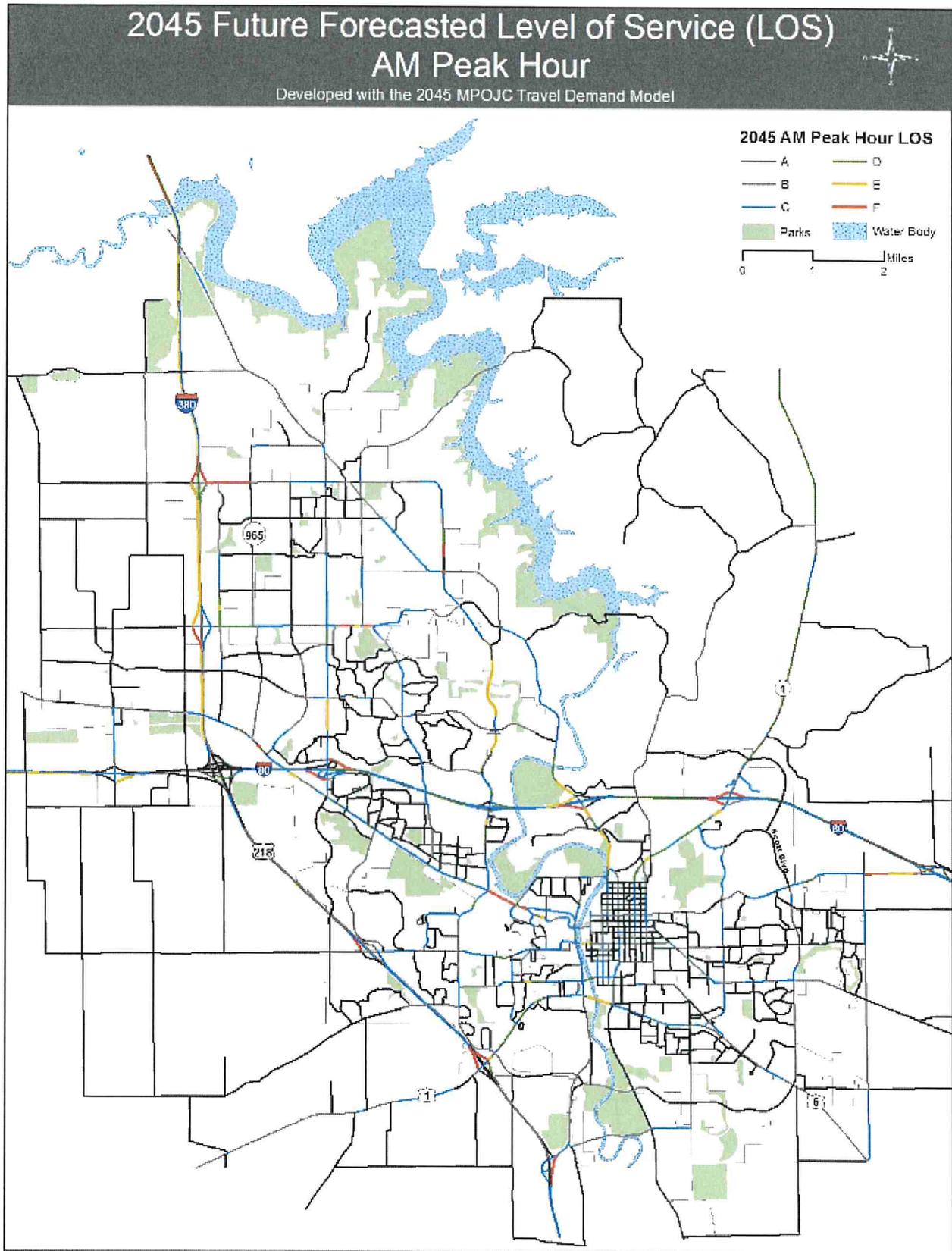
2014 AM Peak Hour LOS



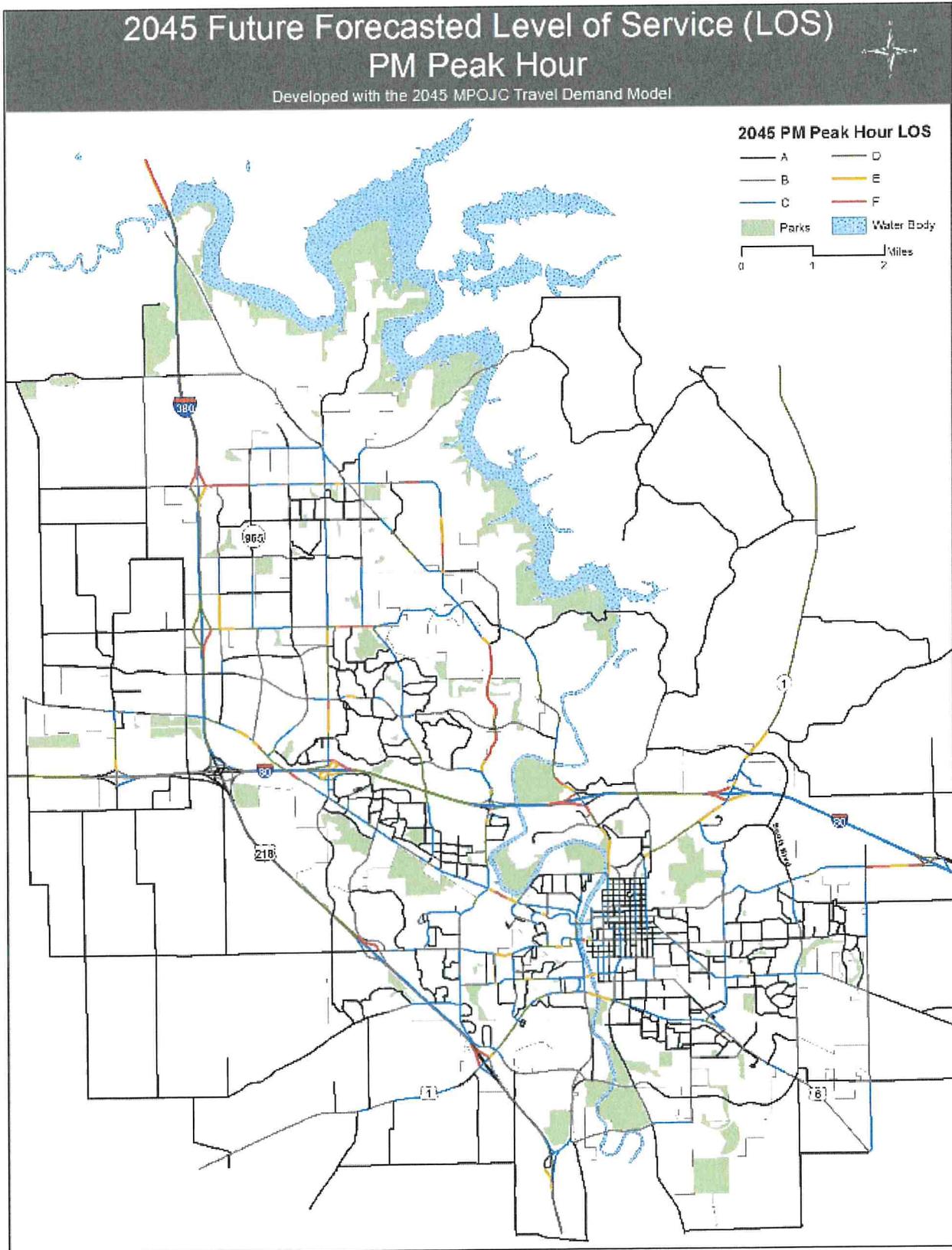
Map C: 2014 Existing Level of Service – PM Peak Hour



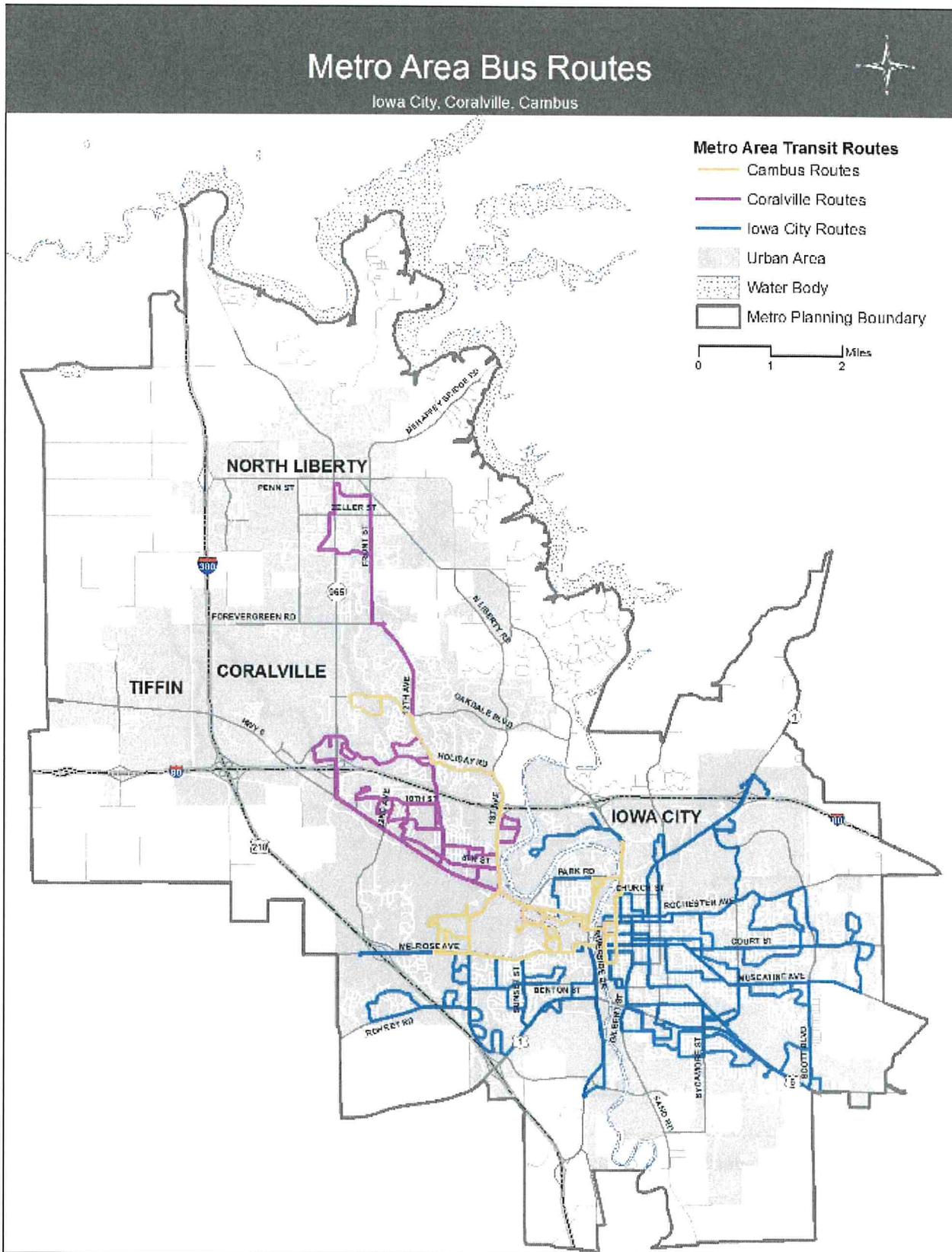
Map D: 2045 Future Forecasted Level of Service – AM Peak Hour



Map E: 2045 Future Forecasted Level of Service – PM Peak Hour



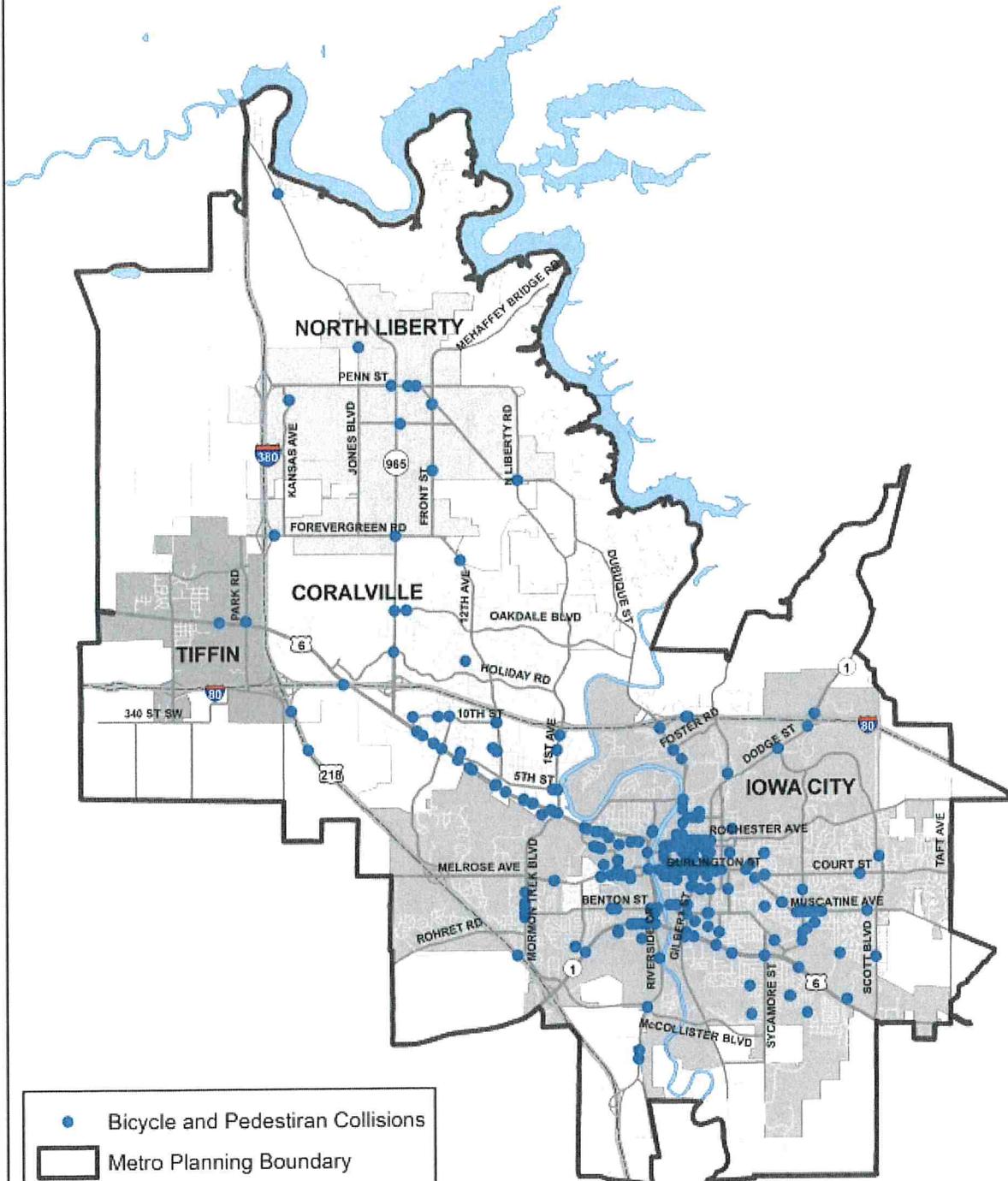
Map F: Bus Routes



Map G: Metro Area Bicycle and Pedestrian Collisions (2016-2020)

Metro Area Bicycle and Pedestrian Collisions 2016-2020

Retrieved from the Iowa DOT Saver (ICAT)



Map H: Iowa City Bicycle and Pedestrian Collisions (2016-2020)

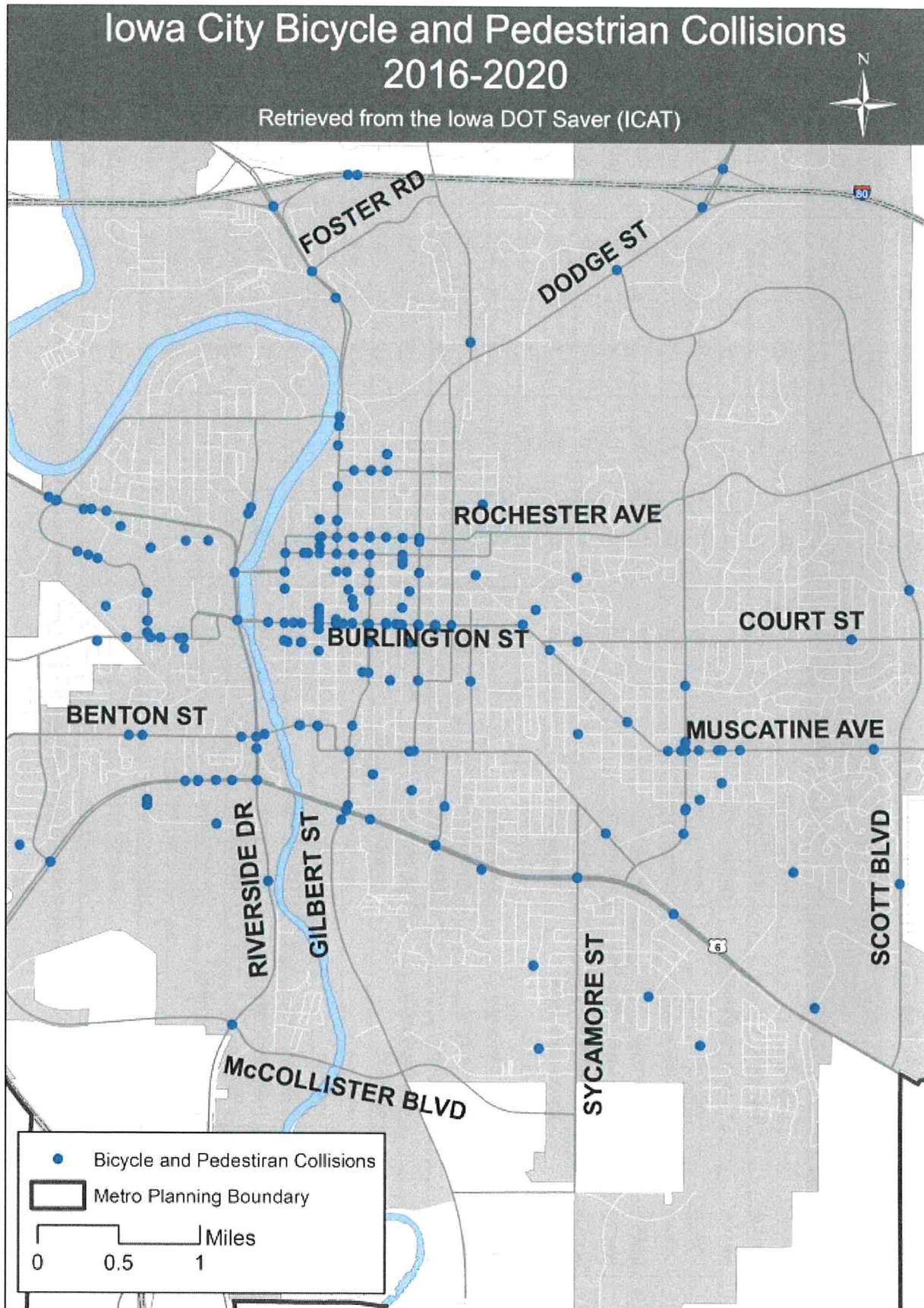


Table 1: Top 25 Intersection Collision Locations in the Iowa City Urbanized Area (2013-2015)

ID	Jurisdiction	Road 1	Road 2	Total No. of Collisions	Collision Points	Severity Points	Crash Rate Points	Crash Rate	Combined Score	Intersection Rank
1	Iowa City	Highway 6	Sycamore Street	40	15	15	10	2.33	13.75	1
2	Iowa City	Highway 6	S Gilbert Street	53	15	15	7	1.73	13	2
3	Iowa City	Mormon Trek Boulevard	Melrose Avenue	40	15	13	5	1.18	11.5	3
4	Iowa City	Highway 6	Boyrum Street	36	15	10	10	2.30	11.25	4
5	Coralville	Coral Ridge Avenue	Commerce Drive	42	15	11	5	1.21	10.5	5
6	Coralville	2nd Street	1st Avenue	39	15	11	5	1.04	10.5	5
7	Iowa City	W Burlington St/Grand Ave	S Riverside Dr	40	15	11	4	0.79	10.25	7
8	Iowa City	E Burlington Street	S Gilbert Street	35	15	11	4	0.94	10.25	7
9	Iowa City	E/W Burlington Street	Madison Street	29	15	10	4	0.95	9.75	9
10	Iowa City	Riverside Drive	Hawkins Drive	31	15	9	5	1.20	9.5	10
11	Coralville	Coral Ridge Avenue	Holiday Road	27	14	7	9	2.23	9.25	11
12	Iowa City	S Riverside Drive	W Benton Street	28	14	9	4	0.99	9	12
13	Coralville	2nd Street	25th Avenue	24	12	6	8	1.78	8	13
14	Coralville	Coral Ridge Avenue	Oakdale Boulevard	21	11	6	8	1.87	7.75	14
15	Iowa City	Highway 6	Fair Meadows Boulevard	19	9	6	9	2.02	7.5	15
16	Coralville	2nd Street	Camp Cardinal Boulevard	22	11	7	4	0.79	7.25	16
17	Iowa City	Highway 1	Sunset Street	19	10	7	3	1.16	7.25	16
18	Iowa City	E Burlington Street	S Clinton Street	20	10	7	5	1.08	7.25	16
19	Iowa City	N Dubuque Street	I-80 EB Ramps	18	10	5	8	1.92	7	19
20	Coralville	2nd Street	10th Avenue	20	10	7	3	0.70	6.75	20
21	Iowa City	Highway 1/Highway 6	Riverside Drive	22	11	7	2	0.43	6.75	20
22	Iowa City	Lucas Street	E College Street	7	4	4	15	4.96	6.75	20
23	North Liberty	Coral Ridge Avenue	Forevergreen Road	20	10	6	4	0.99	6.5	23
24	Iowa City	Mormon Trek Boulevard	W Benton Street	20	10	6	4	0.92	6.5	23
25	Iowa City	S Riverside Drive	Myrtle Avenue	20	10	5	6	1.31	6.5	23

* This list is determined through an evaluation process that includes calculating collision frequency, collision severity, and the collision rate for each intersection with more than three collisions.

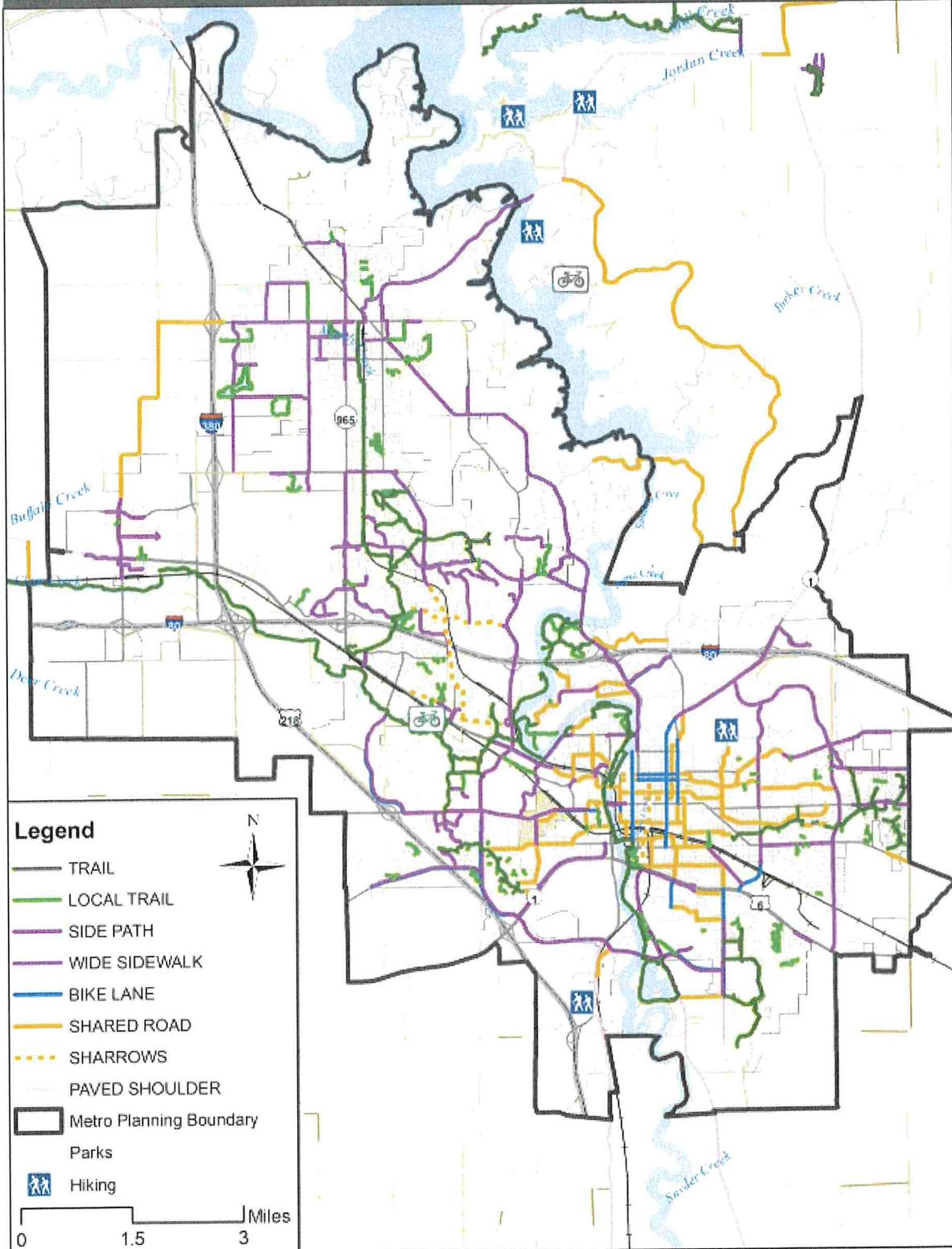
Table 2: Top 10 Mid-Block Collision Locations in the Iowa City Urbanized Area (2013-2015)

ID	Jurisdiction	Street Name	Location of First Node	Location of Second Node	Total Number of Collisions	Collision Points	Severity Points	Crash Rate Points	Combined Score	Midblock Rank
1	Coraville	2nd Street	25th Avenue	23rd Avenue	47	15	13	15	14	1
2	Coraville	2nd Street	1st Avenue	Hawkins Drive / Rocky Shore Drive	48	15	12	15	13.5	2
3	Coraville	2nd Street	4th Avenue	1st Avenue	31	15	9	15	12	3
4	Coraville	Coral Ridge Avenue	Commerce Drive	Holiday Road / Heartland Drive	28	14	7	15	10.75	4
5	Coraville	2nd Street	Camp Cardinal Blvd	20th Avenue	28	14	7	15	10.75	4
6	Iowa City	N Dubuque Street	Ridge Road	Kimball Avenue	24	12	8	14	10.5	6
7	Iowa City	N Dubuque Street	I-80 EB Ramps	Foster Road	19	10	6	15	9.25	7
8	Coraville	2nd Street	12th Avenue	6th Avenue	18	9	6	15	9	8
9	Coraville	Coral Ridge Avenue	Oakdale Blvd	Holiday Road	24	12	7	10	9	8
10	Iowa City	Highway I	Mormon Trek Blvd	Sunset Street	19	10	9	8	9	8

* This list is determined through an evaluation process that includes calculating collision frequency, collision severity, and the collision rate for each mid-block location with more than three collisions.

Map I: Regional Trail Network

Regional Trail Network



MPO Complete Streets Policy

Adopted by the MPOJC Urbanized Area Policy Board January 28, 2015

The Complete Streets Policy does not require a specific design standard as there are many ways to design bicycle and pedestrian facilities into a road project. Meeting the standards of the Complete Streets Policy is a requirement of MPOJC funding applications. Please keep this policy in mind as your organization is designing and making decisions about projects funded in part by MPOJC.

The Vision

The MPOJC Policy Board expects to realize long-term cost savings in improved public health, reduced fuel consumption, better environmental stewardship, and reduced demand for motor vehicle infrastructure through the implementation of this Complete Streets policy, which applies only to projects that utilize federal Surface Transportation Block Grant Program (STBG) and Transportation Alternatives Program (TAP) funds. The vision of this Complete Streets Policy includes achieving the following goals when utilizing STBG and TAP funds:

1. To create a comprehensive, integrated, and connected transportation network that supports compact, sustainable development and creates livable communities.
2. To provide a connected network of facilities accommodating all modes of travel.
3. To look for opportunities to repurpose rights-of-way to enhance connectivity for all modes to commercial, recreation, education, public services, and residential destinations.

Users and Modes

This policy defines Complete Streets by this outcome: all current and projected users of the public right-of-way are intended to conveniently and safely reach their destinations via public rights-of-way, regardless of their chosen mode of transportation for that project to be considered "complete." The design of the urbanized area street network will create a connected grid of streets, sidewalks, and trails accommodating a safe, easily accessible, convenient, comfortable, and visually appealing manner for all users of all ages and abilities, including motorists, pedestrians, bicyclists, transit riders, children, senior citizens, persons with disabilities, freight carriers, emergency responders, and adjacent land users.

Connectivity and All Agencies

Project sponsors will design, operate, and maintain a transportation network that provides a connected network of facilities accommodating all modes of travel. To achieve this goal project sponsors will foster partnerships with the State of Iowa, The University of Iowa, Metropolitan Planning Organization of Johnson County, school districts, Johnson County, neighboring cities, citizens, businesses, interest groups, and neighborhoods to implement Complete Streets.

Design Criteria and Context Sensitive Design

Each street and right-of-way design should be practically undertaken to complement the neighborhood in which it exists, while complying with accepted or adopted design standards and other guidelines based upon resources identifying best practices in urban design and street design, construction, operations and maintenance when implementing improvements intended to fulfill this Complete Streets Policy. Project sponsors will consider all available design options that comply with state and federal requirements in the following manuals, as well as others when feasible, to ensure access for all modes:

- *AASHTO Green Book: A Policy on Geometric Design of Highways and Streets*, by the American Association of State Highway and Transportation Officials

- *AASHTO Guide for the Development of Bicycle Facilities*, by the American Association of State Highway and Transportation Officials
- *Urban Street Design Guide*, by the National Association of City Transportation Officials
- *Urban Bikeway Design Guide*, by the National Association of City Transportation Officials
- *Iowa Statewide Urban Design Standards*, by the Institute for Transportation at Iowa State University

Implementation

The MPOJC Complete Streets Policy applies only to projects that utilize MPOJC-controlled federal Surface Transportation Block Grant Program (STBG) or Transportation Alternatives Program (TAP) funds.

Complete Streets projects are generally accomplished through adding the following to the public right-of-way: sidewalks, ADA-compliant curb ramps, bicycle facilities (e.g. bike lanes, shared lane arrows, way-finding signs), ADA-compliant bus stops, trails, and any other reasonably applicable facilities. In particular, projects will incorporate complete street facilities found in MPOJC-adopted plans, including (but not limited to) the *Long Range Transportation Plan*, bicycle and pedestrian plans, and local ADA accessibility transition plans.

This Complete Streets Policy and associated project documentation applies to any NEW STREET, RECONSTRUCTED STREET, or STREET MAINTENANCE within the public right-of-way (see Definitions section for CAPITALIZED items) with the following clarifications:

- A. NEW STREETS and RECONSTRUCTED STREETS either built by the project sponsor or by a developer for project sponsor ownership will implement complete streets – applies in all zoning designations and land uses.
- B. STREET MAINTENANCE projects – whereas all NEW STREET and RECONSTRUCTED STREETS will implement multi-modal transportation elements, it is not expected for maintenance and rehabilitation projects to change geometric features and functional elements to upgrade to multi-modal transportation elements, although items that fit within the existing geometrics (e.g. re-striping, signage upgrades, sidewalks, etc.) should be implemented.
- C. Sidewalks and curb ramps within a project corridor will be ADA-compliant.
- D. Existing and new bus stops within a project corridor will be ADA-compliant.

The approved STBG and TAP Project Scoring Criteria reflect this policy. In order to not penalize projects which have been granted exceptions, the same number of points will be awarded to those projects if the exception is granted. Note: As part of the initial review of project applications, MPOJC staff will evaluate whether appropriate complete streets elements are included, or whether an exception is met. MPOJC staff will provide guidance on this policy during the funding application process.

This policy will be periodically reviewed and revised in parallel with the MPOJC *Long Range Transportation Plan* update process.

Exceptions to this Policy for STBG and TAP funded projects

All MPOJC-funded STBG and TAP projects will consider complete streets principles and possible treatments at the time of the initial application for funding. Project sponsors may request an exception for one or more of the following:

- **Where there are relatively high safety risks.** There are times bicycle and pedestrian facility standards cannot be met due to roadway topographic constraints or it is impractical to make the street safe for shared use. Roads with a combination of traffic volumes exceeding 18,000 vehicles per day, constrained and fixed rights-of-way, or posted speeds of 45+ mph may need special consideration. This type of exception is highly problematic because high traffic volume is often an indication that a road is the most direct connection between multiple origins and destinations, and pedestrians, cyclists and transit users should not be denied access to those destinations. For this exception to be granted, the Project Sponsor will enhance alternate routes (e.g. signage, bike boulevard treatments, shared-use trail spurs, bike lanes, shared-lane markings, etc.), unless available alternate routes also meet an exception(s) to this policy.
- **Where bicyclists and pedestrians are prohibited by law from using the roadway.**
- **Where a main road has multi-modal facilities for all users of the right-of-way, the PUBLIC FRONTAGE ROAD may be exempt from this policy.**
- **Where the project consists primarily of the installation of traffic control, including pre-timed traffic signals, or safety devices and little or no additional right-of-way is to be acquired.** However whenever new traffic control detection devices are installed they must be capable of detecting bicycles. All new pedestrian crossing devices must also meet the most current accessibility standards for controls, signals, and placement.
- **Where a project involves emergency maintenance activities designed to keep assets in serviceable condition or when interim measures are implemented on temporary detour routes.**
- **Where the Project Sponsor Engineer and MPOJC staff jointly determine the construction is not practically feasible due to significant or adverse environmental impacts to waterways, floodplains, significant street trees, remnants of native vegetation, wetlands, or other critical areas.**
- **Where the cost of establishing bikeways or walkways would be excessively disproportionate to the cost of project.** In accordance with federal guidelines, excessively disproportionate is defined as exceeding twenty percent of the cost of the total transportation project (including right of way acquisition costs). This exception must consider probable use through the life of the project, a minimum of 20 years.
- **Where scarcity of population or other factors indicate an absence of need for current and future conditions.** This exception must take the long view and consider probable use through the life of the project, a minimum of 20 years.
- **Where the Average Daily Traffic count (ADT) is projected to be less than 1,000 vehicles per day over the life of the project.**

All requests for exceptions to complete streets treatments shall be documented with supporting data which indicates the basis for the request. Exceptions must be requested in writing and will

be granted after review by MPOJC staff, or, if not granted, the reason for not granting will be explained in writing by MPOJC staff. Staff will work with sponsors to identify a mutually acceptable alternative.

Performance Measures

The MPO will measure the success of Complete Streets policy by using the following measures:

- Miles of bike lanes, trails, shared lane arrows striped or built
- Linear feet of pedestrian accommodations built
- Number of ADA accessibility accommodations built
- Number of exemptions from this policy approved
- Annual ridership for Iowa City Transit, Cambus, and Coralville Transit

Definitions

- A. **COMPLETE STREET:** a street that accommodates convenient and safe use by everyone, regardless of age, ability, or mode of travel.
- B. **CONTEXT SENSITIVE DESIGN SOLUTION:** a design which balances safety, mobility and transportation needs, while preserving scenic, aesthetic, historical, environmental, neighborhood and community values and characteristics.
- C. **STREET:** The STREET is considered to be the subgrade, base, pavement, grading, storm sewer, and sub-drains. (i.e., all of the elements required to build, operate, and maintain the street.)
- D. **NEW STREET:** a street constructed where one has not previously existed.
- E. **RECONSTRUCTED STREET:** an existing street that has rehabilitation done to it, which is estimated at 50% or higher of the cost of NEW STREET (excluding utilities except storm sewer or sub-drains), will also be considered a RECONSTRUCTED STREET for the purposes of this policy.
- F. **PUBLIC FRONTAGE ROAD:** a roadway located with portions of PUBLIC STREET right-of-way, frontage road reservation easement or adjoining other streets, which have access control.
- G. **STREET MAINTENANCE:** rehabilitation of a street, which generally restores the functionality of the existing street components (either primarily as a street project or in conjunction with underground public utility construction), without significantly altering or adding to those components, and which is estimated at less than 50% of the cost of a NEW STREET with those same components. Utility construction (except storm sewer or sub-drains) is excluded from this cost calculation.

Adopted Public Input Process

Prior to consideration by the MPO Urbanized Area Policy Board, the following actions will be taken to solicit public comment about the proposed projects:

1. Residents may sign-up to receive email notices of public input opportunities by visiting www.icgov.org/e-subscriptions and completing the subscription form.
2. The MPOJC website (www.mpoj.org) lists upcoming meeting information.
3. A news release issued through the MPO website will announce the projects, offer the opportunity to acquire more information, and explain how the public can make their comments known prior to official action being taken.
4. Notices are sent to the following MPOJC Public Input Organizations:
 - Access 2 Independence
 - Allen Lund Company
 - Bicyclists of Iowa City
 - Chamber of Commerce
 - Citizens for Sensible Development
 - Clear Creek Amana School District
 - Iowa City Area Assoc. of Realtors
 - Iowa City Area Development Group
 - Iowa City Historic Preservation Commission
 - Iowa City/Johnson County Senior Center
 - Iowa City Neighborhood Services Office
 - Iowa City Sierra Club
 - Iowa City School Board
 - Iowa Interstate Railroad
 - MPOJC Regional Trails and Bicycling Committee
 - Johnson County Historic Preservation Commission
 - Johnson Co. Historical Society
 - Coralville Parks & Recreation Commission
 - CRANDIC Railroad
 - Environmental Advocates
 - FAIR!
 - Friends of the Iowa River Scenic Trail
 - Friends of Historic Preservation
 - Goodwill of the Heartland
 - Iowa Bicycle Coalition
 - Johnson Co. Planning and Zoning Commission
 - Johnson Co. SEATS
 - League of Women Voters of Johnson County
 - North Liberty Parks & Recreation Commission
 - North Liberty Community Center
 - Project GREEN
 - Soil & Water Conservation Service
 - Systems Unlimited
 - Tiffin Planning and Zoning Commission
5. There will be an opportunity for the public to share their input at the MPO Urbanized Area Policy Board meeting prior to official action being taken.
6. All written and oral comments will be provided to the MPO Urbanized Area Policy Board prior to action being taken.

Voting members of the MPO Transportation Technical Advisory Committee eligible to submit Surface Transportation Block Grant Program and Transportation Alternatives Program project proposals:

- Vicky Robrock Coralville
- Kelly Hayworth Coralville
- Dan Holderness Coralville
- Ron Knoche Iowa City
- Scott Sovers Iowa City
- Darian Nagle-Gamm Iowa City
- Mark Rummel Iowa City
- Jason Havel Iowa City
- Greg Parker Johnson County
- Tom Brase Johnson County SEATS
- Ryan Rusnak North Liberty
- Doug Boldt Tiffin
- Louise From University Heights
- Brian McClatchey University of Iowa CAMBUS
- David Kieft University of Iowa
- Sadie Greiner University of Iowa
- Bob Oppliger MPO Regional Trails & Bicycling Committee

Note: Johnson County projects outside of the MPO transportation planning boundary are submitted for consideration through the East Central Iowa Council of Governments (ECICOG).

City of Coralville

Engineering Department

1512 7th Street, Coralville, Iowa 52241

Phone: 319.248.1720



A

Date: February 19, 2021

Subject: Project Narrative for Heartland Drive – Commerce Drive to Jones Boulevard
Surface Transportation Block Grant Program (STBG) for FY 2025-26

NARRATIVE

Existing Conditions: Heartland Drive between Commerce Drive and Jones Boulevard is primarily a rural section, two-lane road with minimal shoulders and only a short segment of sidewalk near Jones Boulevard. The remainder of Heartland Drive north of Commerce Drive, along with Commerce Drive and Jones Boulevard, have an urban section. Heartland Drive and Jones Boulevard are arterial streets. Commerce Drive is a collector street providing a second connection between Heartland Drive and Coral Ridge Avenue. Heartland Drive has a posted speed limit of 35 mph and is free flow at the Commerce Drive intersection and stop-controlled at the Jones Boulevard intersection. Just over half of Heartland Drive within the project corridor has a concrete pavement base dating back to the 1950's with an asphalt overlay from the mid-1980's. Some of the pavement is less than 26' wide. There is newer concrete pavement at the east and west ends of the project corridor that will be preserved during reconstruction, if feasible. The 2020 Annual Average Daily Traffic (AADT) on Heartland Drive was 2,900 vehicles per day.



Heartland Drive passes along the southerly border of the Ewalt Recreation Area. In 2020, the City of Coralville constructed a small parking lot on the north side of Heartland Drive to provide better access to the recreation area, including Ewalt Pond. However, there are no pedestrian facilities connecting to the parking lot.



Proposed Project: The proposed project will reconstruct Heartland Drive between Commerce Drive and Jones Boulevard to a completely urban cross section with a 29' wide concrete street, curb and gutter retrofits, shared use path, storm sewer, and roadway lighting. The project will extend a shared use path along the north side of Heartland Drive from Commerce Drive to the Ewalt Recreation Area parking lot and then onto Jones Boulevard. The shared use path will also connect to the Ewalt Trail along the west side of Ewalt Pond that will connect to Spring Rose Circle and the growing Coral Crossing neighborhood by the end of the 2021 construction season. The shared use path extension to Jones Boulevard will provide a direction connection north to the Oakdale Boulevard Trail when the final section of Jones Boulevard between Highway 6 and Oakdale Boulevard is completed within the next two to three years.

Project Justification: This segment of Heartland Drive does not currently meet Coralville design standards and needs to be brought up to the same standards as the surrounding street network. The reconstructed street will improve driver safety by correcting pavement cross slope problems, addressing pavement condition, improving stormwater management, and enhancing night driving with consistent roadway lighting. The shared use path completes a missing gap in the trail network and will connect residents to the Ewalt Recreation Area. It will also provide an important link between the Heartland Drive commercial, office, and medical area and the growing residential areas along and west of Jones Boulevard in Coralville. Vehicular traffic volume on this segment of Heartland Drive will see an additional increase when the Jones Boulevard connection is completed between Highway 6 and Oakdale Boulevard and as the residential properties along Jones Boulevard continue to develop.

City of Coralville Engineering Department

1512 7th Street, Coralville, Iowa 52241 Phone: 319.248.1720

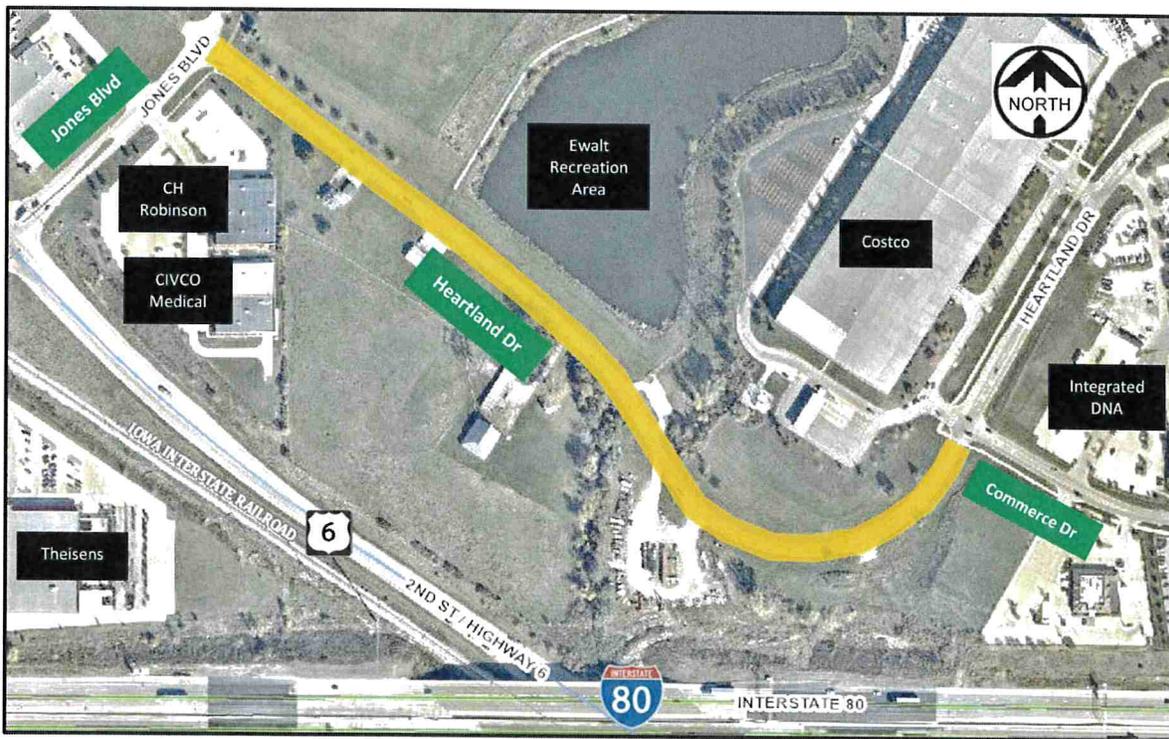


B

Date: February 20, 2021

DETAILED LOCATION MAP

Heartland Drive – Commerce Drive to Jones Boulevard



City of Coralville Engineering Department



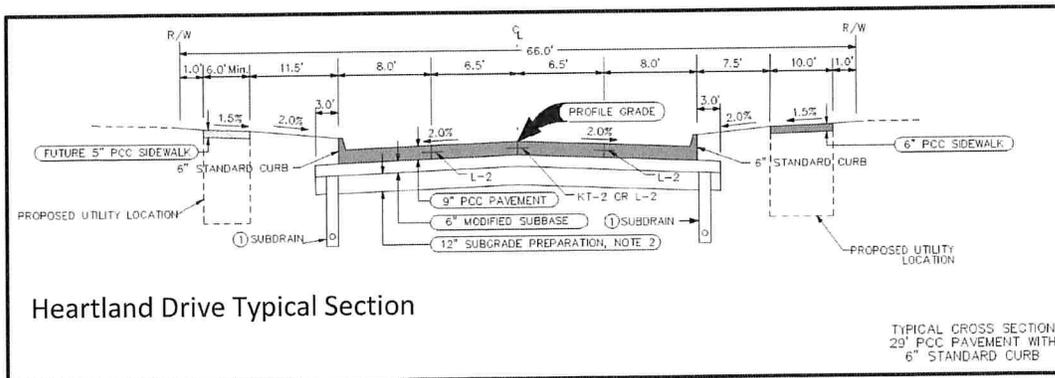
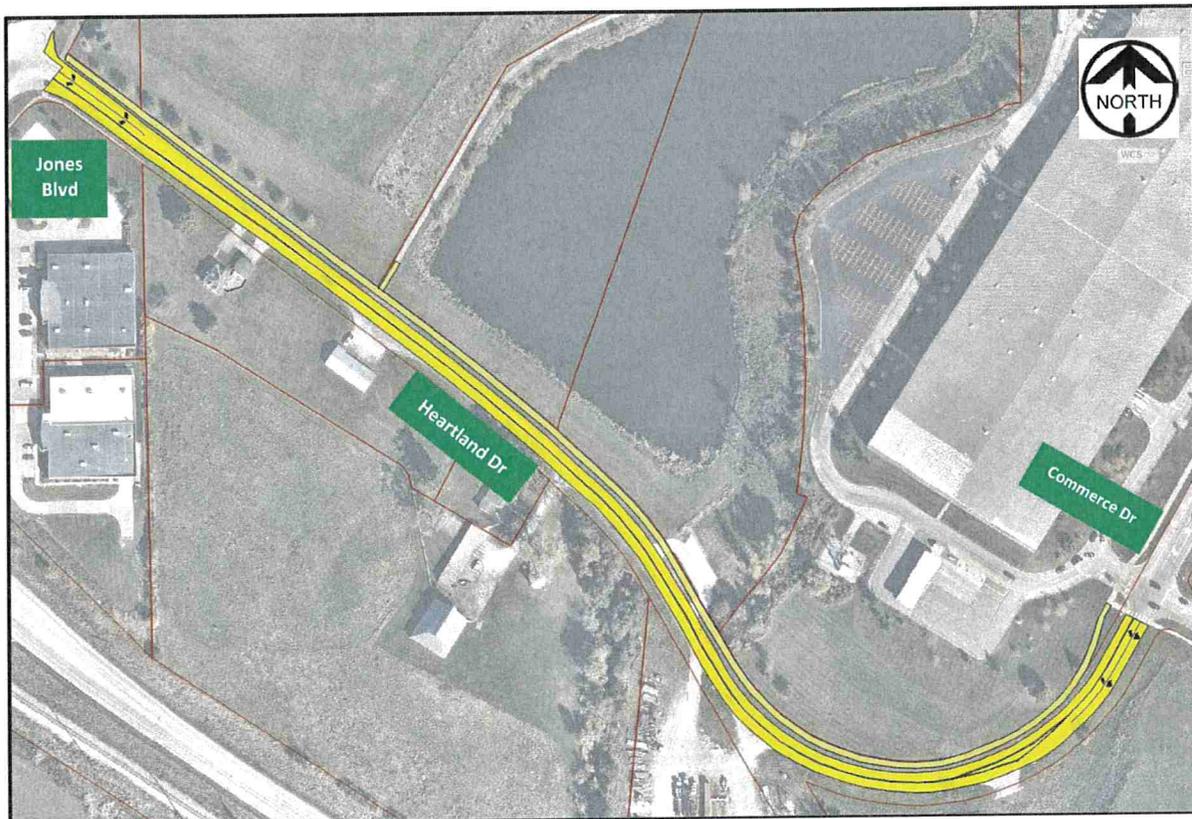
C

1512 7th Street, Coralville, Iowa 52241 Phone: 319.248.1720

Date: February 20, 2021

SKETCH PLAN

Heartland Drive – Commerce Drive to Jones Boulevard





Coralville Engineering Department
 1512 7th Street, Coralville, Iowa 52241
 ph: 319.248.1720
 fax: 319.248.1894
 www.coralville.org

Heartland Drive - Commerce Drive to Jones Bouelvard

Cost Estimate revised February 18, 2021

Mobilization, Removals, Earthwork	\$	100,000.00
9" PCC Pavement, Drainable Subbase, and related work	\$	650,000.00
Storm Sewer System	\$	150,000.00
Roadway Lighting, Electrical, and related work	\$	135,000.00
Shared Use Path	\$	200,000.00
Traffic Control, Signage, Pavement Markings	\$	45,000.00
Erosion Control, Landscaping, and Streetscaping	\$	85,000.00
Construction Cost:	\$	1,365,000.00
Easement Acquisitions:	\$	30,000.00
Utility Relocations:	\$	50,000.00
Engineering Design (0%):	\$	-
Construction Administration (0%):	\$	-
PROJECT TOTAL:	\$	1,445,000.00

Cost estimate calculated using construction costs from recent projects with similar items.

City of Coralville

Engineering Department

1512 7th Street, Coralville, Iowa 52241 Phone: 319.248.1720



E

Date: February 20, 2019

Project: Heartland Drive – Commerce Drive to Jones Boulevard

TIME SCHEDULE

Project design would begin winter 2024-25 and be completed spring 2025.

Temporary easement acquisition spring 2025.

Project letting summer 2025.

Construction would begin fall 2025 and be substantially complete by end of summer 2026.

City of Coralville

Memorandum



F

1512 7th Street, Coralville, Iowa 52241

Phone: 319.248.1700

Date: February 20, 2021

Project: Heartland Drive – Commerce Drive to Jones Boulevard

OFFICIAL ENDORSEMENT

The City of Coralville agrees to adequately maintain and operate the improvements included in the Heartland Drive – Commerce Drive to Jones Boulevard project for its intended public use for a minimum of 20 years after project completion.

Sincerely,



Kelly J. Hayworth
City Administrator

City of Coralville

Engineering Department

1512 7th Street, Coralville, Iowa 52241 Phone: 319.248.1720



H

Date: February 20, 2021

Project: Heartland Drive – Commerce Drive to Jones Boulevard

PUBLIC INPUT

This project has been submitted for the MPOJC Future Forward 2050 Long Range Transportation Plan (2022-2050). A variety of public input opportunities are provided throughout the LRTP approval process.

A public open house will be held to review the preliminary design including traffic control and access to properties along Heartland Drive during construction. The public will have access to both City and Consultant staff during the entire design process.

A public hearing on the final plans and specifications will be held at a Council Meeting prior to the City Council recommending final approval of the design and setting the bid date.

During construction, the City will issue press releases through news and social media outlets for significant changes that impact the traveling public. Key stakeholders will be provided weekly email updates on progress made and upcoming work items.



Date: March 1, 2021
To: Regional Trails and Bicycling Committee
From: Emily Bothell, Sr. Associate Transportation Planner
Re: Agenda Item #4: 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 LRTP is a transportation planning document designed to help guide decision making about transportation improvements and transportation funding into the future. The Plan is a compilation of plans and visions for all modes of transportation (vehicle, transit, pedestrian, and bicycle) for the Iowa City Urbanized Area (Iowa City, Coralville, North Liberty, Tiffin, University Heights, and portions of unincorporated Johnson County).



The Federal Highway Administration (FHWA) requires that the LRTP 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.

In November 2020, we shared the Plan's transportation vision and guiding principles. Below is an update on our recent planning activities.

Travel Demand Model

Coincident with the update of the LRTP 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 working with MPO 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

We received capital transportation infrastructure projects from all communities for the years 2022-2050. These projects are those for which communities anticipate the use of federal funds. 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.

Public Input

Staff will be engaging the public in multiple ways throughout the planning process.

Survey

We released an online survey on February 11, 2021 for all those who live, work, attend school, or do business in Johnson County. The survey is designed to better understand how area residents get from place to place each day and also gain an understanding of any changes or improvements that could make it easier, safer, or more efficient to travel throughout the metro area. Survey responses will be used at a series of virtual workshops and will help inform the development of the Plan. The survey is available online at <https://www.surveymonkey.com/r/2050LRTP> and will remain open until March 12, 2021.

Virtual Workshop

Staff will host a series of virtual public workshops in late April/ early May to solicit 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.

To find out more information about the Long Range Transportation Plan or view a copy of the current Long Range Plan, please visit <https://www.mpojc.org/what-we-do/transportation-planning-division/long-range-transportation-plan>. Follow us on Facebook or Instagram @MPO_JC for other opportunities to provide input.

I will be available at your March 9th meeting to answer any questions you may have.



Metropolitan Planning Organization of Johnson County

Date: March 1, 2021
To: MPO Regional Trails and Bicycle Committee
From: Sarah Walz, Assistant Transportation Planner
RE: Agenda Item #5: Discuss Bike to Work Week/Month

Bike to Work Week 2021 will take place May 17-23, 2021 with Bike to Work Day on Friday, May 21. With the continuation of Covid-19 precautions and many people still working or studying remotely from home, *Bike to Work Week* has a different meaning. Our meeting will provide an opportunity to discuss any plans your community/organization may have for bike events in May or later in the summer.

In response to the pandemic, the League of American Bicyclists has suggested an alternative focus during the pandemic: bicycling for well-being. This includes fitness and recreational bicycling as well as bicycling to replace essential trips.

During the months of December and January, the MPO encouraged people to take to the trails for safe outdoor fitness, social connection, and mental health. We produced 13 maps for walks/rides of various lengths. These could be repurposed for self-guided bicycling during bike month and throughout the summer.

Other resources available from the MPO:

- Bicycling Rules of the Road brochures in 6 languages: English, Arabic, Chinese, French, Spanish, and Swahili. We encourage communities and organizations to share these in printed form (as flyers or posters) or as links from your web pages and social media posts.
- The MPO has budgeted for bicycle bells for free distribution. Communities could use the bells in conjunction with education regarding trail etiquette.
- The MPO will update the Metro Area Trails Map for availability in May.