



Metropolitan Planning Organization of Johnson County

MPOJC Transportation Technical Advisory Committee

Tuesday March 23, 2021 – 10:30 a.m.

Electronic Meeting Notice

Zoom Meeting Platform

Electronic Meeting

(Pursuant to Iowa Code section 21.8)

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

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

<https://zoom.us/meeting/register/tJEqdO-hqDMoHtzJGaUjeH44-klvXltHCdUA>

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: 957 3696 8248

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



AGENDA

1. Call to order; recognize alternates; consider approval of meeting minutes
2. Public discussion of any item not on the agenda*
3. Consider a recommendation to the Urbanized Area Policy Board regarding Locally Determined Projects for the MPOJC FY2022 Transportation Planning Work Program
4. Consider a recommendation to the Urbanized Area Policy Board regarding MPOJC Surface Transportation Block Grant (STBG) and Transportation Alternative Program (TAP) funding allocations
5. Consider a recommendation to the Urbanized Area Policy Board regarding participation in the 'Federal-Aid-Swap' whereby State funding could replace Federal funding for local road/bridge projects
6. Consider a recommendation to the Urbanized Area Policy Board regarding approval of the FY2022-2027 MPOJC Passenger Transportation Plan
7. Consider a recommendation to the Urbanized Area Policy Board regarding adoption of local transit agency safety performance targets
8. Update regarding the MPOJC FY2022 Transit Program of Projects
9. Update on the MPOJC Long Range Transportation Plan revision process
10. Other Business
11. Adjournment

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

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

MINUTES

DRAFT

MPOJC TRANSPORTATION TECHNICAL ADVISORY COMMITTEE
TUESDAY, JANUARY 19, 2020 – 10:30 AM
CITY OF IOWA CITY – ZOOM MEETING PLATFORM

MEMBERS PRESENT:	Coralville:	Kelly Hayworth, Dan Holderness, Vicky Robrock, Scott Larson
	Iowa City:	Jason Havel, Ron Knoche, Darian Nagle-Gamm, Mark Rummel, Scott Sovers
	Johnson County:	Tom Brase, Greg Parker
	University Heights:	Louise From
	University of Iowa:	Brian McClatchey
	RTBC:	Robert Oppliger
	Iowa DOT:	Catherine Cutler
	Other:	Aaron Granquist, Ayman Sharif, Brian Willham

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

1. CALL TO ORDER

Neumann called the meeting to order at 10:32 AM. The meeting was held online through the Zoom meeting platform in accordance with Iowa Code Section 21.8 due to complications preventing in-person meetings during the COVID-19 pandemic.

a. Recognize alternates

There were no alternates.

b. Consider approval of meeting minutes

Oppliger moved for approval, Knoche seconded. **Motion carried unanimously.**

2. PUBLIC DISCUSSION OF ANY ITEM NOT ON THE AGENDA

None.

3. CONSIDER A RECOMMENDATION TO THE MPOJC URBANIZED AREA POLICY BOARD REGARDING FEDERAL TRANSIT ADMINISTRATION SECTION 5307 TRANSIT OPERATING FORMULA FUNDING APPORTIONMENT FOR FY2021

Neumann presented the current amount of funding the Iowa DOT has designated for the MPO, which is a total of \$2,951,813 available in FY2021 FTA Section 5307 operating assistance. The amount includes Small Transit Intensive Communities (STIC) funding. The current formula for the funds is as follows: 25% operating/maintenance costs, 25% locally determined income (LDI), 25% revenue miles, and 25% fare revenue. These are then apportioned by the MPO to Coralville Transit, Iowa City Transit, and University of Iowa Cambus. Due to Covid-19, there have been changes in transit service that have affected the data used in the FY2020 data. Similarly, the Iowa DOT is also delayed in approving the FY2020 transit year-end report data used in the apportionment formula. For these reasons staff recommended the use of FY2020 apportionments

Hayworth moved for approval to use the previously established formula and apportionment amounts in order to allocate the CRRSAA funds. Nagle-Gamm seconded. **The motion carried by a majority vote.** McClatchey abstained from voting.

Ralston added that Erin Shane is the university representative for the Urbanized Area Policy Board and could discuss with the Board if desired.

5. CONSIDER A RECOMMENDATION TO THE MPOJC URBANIZED AREA POLICY BOARD REGARDING FEDERAL FUNCTIONAL CLASS DESIGNATIONS FOR URBANIZED AREA ROADWAYS

Bothell explained in October the MPO received 21.56 miles of requested amendments to the Iowa City Urbanized Federal Functional Classification (FFC) system from Coralville and North Liberty. The functional classification system is a hierarchy of five roadway classes that identify the roads that are Federal-Aid Routes. Federal funding can only be spent on roadways that are classified as collector or higher in the classification system. Only 35% of the total road mileage in the Iowa City Urbanized Area can be listed in the FFC system. The 21.56 miles were sent to the Iowa Department of Transportation, which they pre-approved 7.12 miles of roadway and denied 14.44 miles. Staff is looking for a recommendation regarding the 7.12 miles of 'pre-approved' roadways. If approved by the Urbanized Area Policy Board, the total road mileage listed on the FFC system in the Iowa City urbanized area would equal 167.04 miles or 33%.

Holderness moved for approval, Knoche seconded. **Motion carried unanimously.**

6. UPDATE ON SURFACE TRANSPORTATION BLOCK GRANT & TRANSPORTATION ALTERNATIVES PROGRAM GRANT FUNDING GPROCESS

Ralston stated MPOJC conducts a competitive grant process for both Surface Transportation Block Grant (STBG) and Transportation Alternative Program (TAP) funds in the spring every other year. This process allows two years of funding to be allocated at once, allowing projects to receive larger funding awards. 2021 is the beginning of the grant cycle year for the MPO and staff anticipates \$7.5 million in STBG funds and \$525,000 in TAP funds will be available for programming for FY2025-2026. February 1, 2021, is the date on which STBG & TAP applications will be distributed. The applications will be due February 22, and approval of funds will be March 31, 2021. Oppliger asked how the funds have changed compared to the last funding cycle two years ago. Ralston replied that STBG funds are higher than last funding cycle due to North Liberty returning approximately \$1.8 million from their FY14 Hwy 965 Phase II project. TAP funds are similar to what they were two years ago. Ralston also clarified that STBG funds can be used for roads, bridges, or trails. TAP funding cannot be used for road projects and has historically been used for trail projects.

7. UPDATE ON THE MPOJC FY22 TRANSPORTATION PLANNING WORK PROGRAM & FY22-25 TRANSPORTATION IMPROVEMENT PROGRAM SCHEDULES

Neumann indicated that the Transportation Planning Work Program is a document that identifies projects that will be addressed the following fiscal year. The Work Program is developed in a coordinated effort with the Transportation Technical Advisory Committee, the Iowa Department of Transportation (DOT), and Urbanized Area Policy Board. Work Program items include state and federally required planning processes and documentation, ongoing and routine projects, as well as special projects requested by member entities. Work Program projects for FY22 will be

requested in February 2021. Any questions or concerns can be directed to any MPO staff member. The draft Work Program needs to be submitted to the Iowa DOT, Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) by April 1, 2021. The Urbanized Area Policy Board will then approve the final Work Program in May 2021.

Neumann also discussed the FY22-25 Transportation Improvement Program (TIP), which is the programming document for federally funded transportation improvements within the Iowa City Urbanized Area. This document includes federally funded transportation projects for all modes of transportation, including streets, highways, bicycles, transit, and pedestrian projects. The TIP organizes the specific projects to receive federal funds and determines the year in which the projects receive funding. The MPOJC Urbanized Area Policy Board considers approval of the TIP after receiving recommendation from the Transportation Technical Advisory Committee. MPOJC will also be allocating Surface Transportation Block Grant (STBG) and Transportation Alternatives Program (TAP) funding in 2021. In July, the Urbanized Area Policy Board will consider adopting the FY22-25 TIP. In preparation for public review of the draft TIP, staff will work with member entities to verify projects are programmed in the appropriate fiscal year.

8. UPDATE ON THE LONG-RANGE TRANSPORTATION PLAN REVISION PROCESS

Bothell explained that the Long-Range Transportation Plan (LRTP) update began last fall, and is being referred to as *Future Forward 2050: Connecting Communities*. The Federal Highway Administration (FHWA) requires that the Long-Range Plan be updated once every five years as a requirement for the receipt of federal funds. The *Future Forward* plan will be the culmination of a multi-year planning process in which municipal staff, residents, and elected officials within the metro area are engaged in helping create a vision of the future transportation network.

Updates on the recent planning activities include the Travel Demand Model, which is used to predict how vehicular traffic patterns change in response to land-use changes, as well as providing forecasted traffic volumes. In the next few months staff will be contacting MPOJC entities for assistance in developing a picture of growth for the Plan horizon year of 2050. The MPO received capital transportation infrastructure projects from all communities which will be screened and scored by staff using the Policy Board approved criteria. The scores, along with public input, will be provided to the Transportation Technical Advisory Committee and Urbanized Area Policy Board. The final project list will then be fiscally constrained using the MPO's forecasted federal transportation infrastructure budget for years 2022-2050. This fiscally constrained project list will then be included in the Plan to be adopted in May of 2022. Bothell explained that the next steps will be engaging the public throughout the planning process. This includes reaching out to area residents to respond to a short survey that gauges opinions concerning the metro transportation network. In spring, staff will host a series of virtual public workshops to acquire feedback on capital infrastructure projects proposed as part of the needs assessment. When writing of the plan begins, the public will have the opportunity to review and respond to draft chapters.

9. OTHER BUSINESS

Oppliger mentioned the League of American Bicyclists National Bike Summit is being held virtually this year and encouraged everyone to participate.

10. ADJOURNMENT

Knoche moved to adjourn, Parker seconded. **Motion carried unanimously.** Neumann adjourned the meeting at 11:03 am.



Date: March 16, 2021

To: Transportation Technical Advisory Committee

From: Kent Ralston,  Executive Director

Re: Agenda Item #3: Consider a recommendation to the Urbanized Area Policy Board regarding Locally Determined Projects for the MPOJC FY2022 Transportation Planning Work Program

Each spring we compile a list of *Transportation Planning Work Program* projects for the upcoming fiscal year. While this exercise is required by the Federal Highway Administration and Iowa Department of Transportation, we also utilize it to schedule and plan ahead for the data collection and research necessary to complete requested projects. The attachment lists the requested work program projects we have received to-date from committee members and other staff.

We are aware that additional projects and data collection needs will come up during the year. While we are usually able to fit smaller unscheduled projects into our work – more significant projects proposed during the year may not be able to be completed. If major projects are proposed that would disrupt the Work Program, we typically discuss them with the Urbanized Area Policy Board before committing significant staff time to them.

Please review the list of attached projects and let us know of any additions or clarifications. We will augment this list with regularly-occurring projects and state and federally-required transportation planning work, and bring the full work program to you at your next meeting for consideration.

Please consider a recommendation to the Urbanized Area Policy Board regarding the locally determined projects for the FY22 Transportation Planning Work Program.

I will be available at your March 23rd meeting to answer any questions you have.

Requested FY22 Work Program projects

#	Project	Requestor	Entity
1	Evaluate a two-way conversion of Jefferson and Market Streets	Havel	Iowa City
2	Assist with Gilbert Street 4-3 lane conversion	Havel	Iowa City
3	Traffic signal timing review and adjustment as needed	Havel	Iowa City
4	Perform travel time study on Mormon Trek Boulevard between Melrose Avenue / Hwy 1	Havel	Iowa City
5	Evaluate adaptive signal technology and potential corridors for implementation	Havel	Iowa City
6	Complete signal warrants and intersection analyses as needed	Havel	Iowa City
7	Bike Master Plan implementation to achieve a gold Bike Friendly Community designation	Ralston	Iowa City
8	Assist Economic Development Division as needed	Ralston	Iowa City
9	Assist with GIS mapping and maintenance of zoning map	Ralston	Iowa City
10	Assist with Iowa City area transit study and implementation	Nagle-Gamm	Iowa City
11	Assist with implementation of a bike share program	Nagle-Gamm	Iowa City
12	Assist with transit planning and grant administration	Nagle-Gamm	Iowa City
13	Collect ADTs on Deer Creek Road between Hwy 6 / 340th Street and turning movements at Hwy 6 / Deer Creek Road	Larson	Coralville
14	Evaluate 1st Avenue / North Liberty Road corridor to confirm the current road will handle project traffic volumes if roundabouts are constructed	Larson	Coralville
15	Perform traffic study for proposed realignment of Heartland Drive	Larson	Coralville
16	Assist with grant applications as needed	Larson	Coralville
17	Conduct roundabout / signal warrant analysis at Forevergreen Rd / Ridgeway Drive	Larson	Coralville
18	Review of development proposals as needed	Larson	Coralville
19	Collect ADTs on E. 7th Street and E. 9th Street between 1st Avenue and E. 2nd Avenue	Larson	Coralville
20	Conduct roundabout warrant analysis at 1st Ave / Russell Slade Boulevard	Larson	Coralville
21	Conduct roundabout warrant analysis at 12th Avenue / Oakdale Boulevard	Larson	Coralville
22	Review of development proposals as needed	Rusnak	North Liberty
23	Perform traffic studies as requested	Rusnak	North Liberty
24	Conduct roundabout / signal warrant analysis at Kansas Avenue / Forevergreen Road intersection	Rusnak	North Liberty
25	Review of development proposals as needed	Boldt	Tiffin
26	Perform a traffic evaluation on Ireland Avenue south of railroad tracks	Boldt	Tiffin
27	Update the Hwy 1 / Main Street intersection study including LOS and N/S left-turn warrants	Rasmussen	Solon
28	Evaluate turn lane warrants on Hwy 382 related to proposed development	Rasmussen	Solon
29	Evaluate impacts of proposed Hwy 382 development on Racine Avenue LOS	Rasmussen	Solon
30	Evaluate overall plan for future arterial street network	Rasmussen	Solon
31	Evaluate speeds on 5th Street / 180th Street near the intersection of Racine Avenue (by Solon Middle School) for a future controlled intersection	Rasmussen	Solon
32	Assist with study of I-80 widening from east of Iowa City to the MPO eastern boundary as needed	Cutler	DOT
33	Assist with study of I-380 widening from the Penn Street interchange to the northern MPO boundary – including Penn interchange design	Cutler	DOT
34	Assist with CRANDIC corridor studies as needed	Cutler	DOT



Metropolitan Planning Organization of Johnson County

Date: March 16, 2021

To: Transportation Technical Advisory Committee

From: Brad Neumann,  Associate Transportation Planner

Re: Agenda item #4: Consider a recommendation to the Urbanized Area Policy Board regarding MPOJC Surface Transportation Block Grant (STBG) and Transportation Alternative Program (TAP) funding allocations

Iowa DOT has provided MPOJC with funding targets of \$7,380,000 in Surface Transportation Block Grant (STBG) Program funds and \$520,000 in Transportation Alternative Program (TAP) funds for programming in FY2025-2026 to be distributed in the Iowa City Urbanized Area. Four entities have submitted a total of six STBG applications requesting \$16,971,450 in STBG funds and one entity submitted one TAP application requesting \$500,000 in TAP funds.

Attached you will find a summary table that lists each applicant, project description, project cost, local match, and staff scores. You will also find a copy of the scoring criteria. Due to the size of the applications they are not included in the packet but are available for review here: <https://www.mpojc.org/what-we-do/transportation-planning-division/mpojc-funding>

Please note that Coralville's Heartland Drive project (STBG application) and part of Iowa City's Hwy 6 Trail project (TAP application) are not included in the current MPOJC 2017-2045 Long Range Transportation Plan. However, both the City of Coralville and the City of Iowa City have submitted these projects for inclusion in the next MPOJC Long-Range Transportation Plan which is currently being developed with approval scheduled for the spring of 2022.

The TTAC may, by motion, amend any of the project scores before their recommendations are forwarded to the MPOJC Urbanized Area Policy Board. The projects need not be recommended for funding according to the project's score; the scoring criteria are meant to be one piece of information for consideration in your deliberations. STBG and TAP funds cannot be apportioned strictly according to the population of the MPOJC municipalities.

At its March 9, 2021 meeting, the Regional Trails and Bicycle Committee (RTBC) reviewed Iowa City's Hwy 6 Trail TAP application. The RTBC voted unanimously to recommend funding this project at the total amount of funding available (\$520,000). Iowa City only requested \$500,000 for the project.

At your March 23, 2021 meeting, please be prepared to consider a recommendation to the MPOJC Urbanized Area Policy Board regarding the apportionment of STBG and TAP funds.

Please contact me at 356-5235 or at brad-neumann@iowa-city.org with questions or comments.

cc: Kent Ralston

**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 STBG 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

Total \$16,971,450

Shortfall \$ (9,591,450)

**Summary of Applications for MPOJC
FY25-FY26 Transportation Alternatives Program Grant Funds**

Funds available: **\$520,000**

Funds requested \$500,000



Projects			FFC	LRTP	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

Total \$ 500,000

Surplus \$ 20,000

Long Range Transportation Plan – 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)



Metropolitan Planning Organization of Johnson County

Date: March 16, 2021
To: Transportation Technical Advisory Committee
From: Kent Ralston, Executive Director
Re: Agenda Item #5: Consider a recommendation to the Urbanized Area Policy Board regarding participation in the 'Federal-Aid-Swap' whereby State funding could replace Federal funding for local road/bridge projects

In 2018, House File 203 was signed into law permitting the Iowa Transportation Commission to allow what's commonly referred to as a "Federal-Aid-Swap". The swap (generally) is a process whereby road and bridge projects that would normally be funded with federal transportation dollars allocated by the MPO are instead 'swapped' for state funding – with the goal of minimizing federal regulations and streamlining local projects.

For the past three years, the Transportation Technical Advisory Committee (TTAC) has unanimously recommended participating in the swap. However, after lengthy discussions, the Urbanized Area Policy Board has voted to 'opt-out' each of those years. Of the Board's many concerns, Davis-Bacon wages, worker safety, and lack of data supporting the benefits of the swap were central to the discussions. MPOJC and Bi-State Regional Commission are currently the only MPO's in the state opting-out of the swap.

Similar to previous years, unless our MPO chooses to 'opt-out' of the swap program, the Iowa DOT will assume we wish to participate. Unfortunately, since the swap policy did not take effect until October 2018 and there are a limited number of swapped projects completed, the DOT is unable to quantify project cost savings at this time. The DOT has however indicated that the project development timeline has been reduced by as much as six months for most projects.

I have attached meeting minutes from the Policy Board's 2020 meeting as well as the DOT's final swap policy language for your reference. Please review the attached information and be prepared to discuss your organizations' stance on this issue. The goal is to again have a discussion about the policy with the limited information available and make a recommendation to the Urbanized Area Policy Board. Please keep in mind that this policy would only affect Surface Transportation Block Grant (STBG) funding. Transportation Alternative Program (TAP) funding cannot be swapped at this time.

I will be at your March 23rd meeting to answer any questions you may have.

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

APPROVED

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

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

OTHERS PRESENT: Gerald Ruth

1. CALL TO ORDER

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

a. Recognize alternates

None

b. Consider approval of meeting minutes

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

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

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

2. PUBLIC DISCUSSION OF ANY ITEM NOT ON THE AGENDA

None

3. ADMINISTRATION

a. Consider action regarding participation in the 'Federal-Aid-Swap' whereby State funding could replace Federal funding for local road/bridge projects

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

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

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

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

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

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

Votes to Opt-in: From, Berner

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

Abstentions: Shane

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

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

Federal-Aid Swap Policy

- **Planning and Programming**

- Participation in federal-aid swap - Each Regional Planning Affiliation (RPA) and Metropolitan Planning Organization (MPO) is assumed to be a participant in the swap program unless their policy board decides otherwise. If participating in swap, all eligible projects must be swapped. In rare circumstances, an exception may be considered.
- Federal funding will be swapped with Primary Road Funds on a dollar-for-dollar basis.
- Funding eligible to be swapped – eligible road and bridge projects from the following federal funding programs
 - Surface Transportation Block Grant (STBG)
 - Congestion Mitigation and Air Quality Improvement (CMAQ): Projects awarded to cities and counties through the Iowa's Clean Air Attainment Program (ICAAP)
 - Highway Safety Improvement Program (HSIP) - Secondary: County projects allocated through the HSIP – Secondary program
- Programming
 - STBG funds are allocated based on FAST Act Implementation Policies adopted by the Commission in September 2016.
 - With the exception of dedicated county and city bridge funds, RPAs and MPOs will continue to develop a program based on their available STBG funding. Programmed road and bridge projects will be swapped with Primary Road Funds and non-road/bridge projects will move forward as federal-aid projects.
 - Dedicated city and county bridge program funds will not be programmed by RPAs or MPOs. However, they will still need to be entered into the project tracking database (TPMS).
 - The full amount of accumulated STBG balances will not be fully available to be swapped in the first year due to Primary Road Fund cash flow constraints. It is expected the full draw down of those balances can be accomplished within four years of swap implementation. Therefore, the RPA/MPO development of their program of projects should take this into account. Iowa DOT will work with each RPA and MPO during the program development process to effectively drawdown the STBG balances. **In order to do this successfully, it is critical that the projects included in the first year of the program are expected to be developed and let in that year.**
- Match requirements
 - Unless specifically required by the grant program (see below), Iowa DOT will not require match and will reimburse funds at 100 percent up to the programmed amount.
 - For county Highway Bridge Program projects, the Iowa DOT will not require match and will reimburse funds at 100 percent up to the contract amount.
 - Match requirements for ICAAP, HSIP-Secondary, and city bridge program projects continue to apply based on program guidance.
 - Individual MPOs and RPAs can require match but Iowa DOT will not monitor those requirements.
- System Eligibility (STBG)
 - Road projects must be on roads with a federal functional classification of Minor Collector or higher in rural areas, all Farm-to-Market routes, and Collector or

higher in urban areas. Individual MPOs and RPAs can be more restrictive with system eligibility.

- Bridge project eligibility remains the same as exists today for federal-aid bridge projects. This is to assure consistency required for meeting the Off-System Bridge Waiver verification.
 - Projects cannot already be “federalized” (e.g. any federal authorization, any environmental concurrence, any other federal action) and then swapped. Once a project is “federalized” it must continue to follow the federal-aid project development process. A project is typically not “federalized” just by having been included in a Statewide Transportation Improvement Program (STIP); however, in limited situations based on the level of federal involvement, a project could be federalized. This will be determined on a project-by-project basis as draft programs are developed.
- Implementation date – Swap will be implemented with the Federal Fiscal Year 2019 program year that begins October 1, 2018.

- **Environmental**

- Local public agencies participating in the Federal-Aid Swap shall continue to follow all necessary and applicable state and federal requirements, including but not limited to permitting and consultation as needed with the United States Army Corps of Engineers, United States Fish and Wildlife Service, Iowa Department of Natural Resources, Iowa Department of Cultural Affairs/State Historic Preservation Officer, Native Sovereign Tribes and Nations, and Office of the State Archaeologist. The Iowa DOT will continue to assist these local public agencies in achieving compliance or acquiring a permit, as staff and technical expertise are available.
- Environmental and cultural resource oversight shall be verified through the local public agency providing a project development certification and all applicable documentation to ensure that identification, evaluation, avoidance, and mitigation actions have been taken.

- **Project Development/Construction**

- All swapped projects will continue to be let through the Iowa DOT.
- Swap funds can only be used on road and bridge construction projects.
- Preliminary engineering and construction engineering are eligible for swap as part of a construction project. However, the use of swapped funds for these activities is not encouraged.
- Project funds will be provided to the local public agency on a reimbursement basis.
- The Iowa DOT will review contract documents for conformance to the Department standard for letting.
- The Iowa DOT reserves the right to review projects during construction.

February 13, 2018

Dear Counties and Cities,

The purpose of this note is to inform you of some very important information regarding the Federal-aid swap for state funds (Swap).

The Iowa Transportation Commission approved the Swap Policy at its February 13, 2018 meeting. That Swap Policy is attached. October 16, 2018 will be the first swap project letting.

The Iowa DOT worked with a wide variety of stakeholders in developing the Swap policy. This included cities, counties, planning agencies, the Federal Highway Administration (FHWA), other state agencies, and environmental groups. In cooperation with a lot of input from the representatives from the cities, counties and other Iowa DOT Offices, the Office of Local Systems has developed some additional guidelines below, to assist with implementing the Swap. More detailed guidance will be provided in the future, but this information is being provided now to help local agencies begin making plans for their future Swap project development.

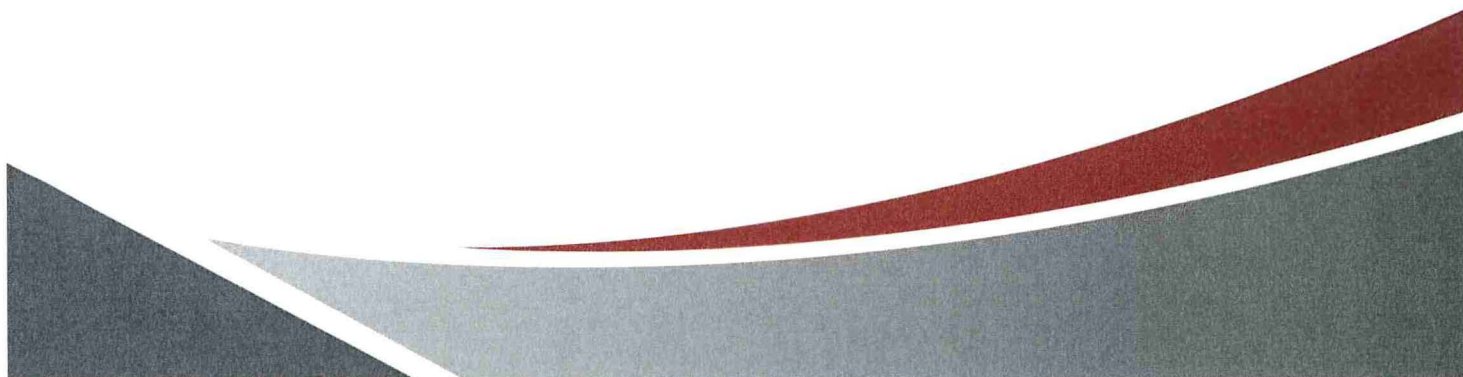
Swapped Programs

Surface Transportation Block Grant (STBG)

- Funding will be targeted to Regional Planning Affiliations (RPAs) and Metropolitan Planning Organizations (MPOs), per Fixing America's Surface Transportation (FAST) Act Implementation Policies.
- System Classification eligibility has been expanded to include Minor Collectors and Farm-to-Market roads, in addition to Major Collectors, which were included per the FAST Act.
- Eligible for 100% reimbursement, but subject to MPO and RPA match requirements.
- Bridge replacement or rehabilitation on any public road.

County Highway Bridge Program (HBP)

- 100% funding – no match is required.
- Current requirements - SD or FO, SR 80 or less, 25 or more ADT.



- Programming through RPA's is not necessary – projects will be extracted from CFYP and put into Transportation Improvement Plan (TIP) / Statewide Transportation Improvement Plan (STIP) or a "Swap Project List".

City Bridge Program

- This program will be 80% Swap funding. A 20% local match is still required.
- This program will remain as is, per the program guidance in [I.M. 2.020](#), but will utilize Swap funds instead of Federal-aid.
- Further details will be forthcoming.

Highway Safety Improvement Program - Secondary (HSIP-S)

- Continue the program per program guidance.
- However, the program guidance is currently being reviewed to meet the needs and intent of the program with the swapped funding.

Federalized Projects - TPMS Programming and Development

"Federalizing" a project requires the project to remain Federal-aid, and follow all Federal regulations that apply. First, a determination will need to be made as to whether a project has been "Federalized".

A project is Federalized when any of the following activities have occurred:

- The project has been authorized by FHWA, or utilized Federal-aid for any phase of work, such as Preliminary Engineering, purchasing Right-of-Way, Utility work, Construction, etc.
- The project has received FHWA Environmental Concurrence (NEPA Clearance). However, if a project was given NEPA clearance as a Programmatic Categorical Exclusion (PCE), it has **NOT** been Federalized. An analysis on whether a project is assumed to be Federalized has been run; the analysis looked at whether TPMS Development showed a NEPA Clearance and whether that NEPA Clearance was granted under a PCE. The Federalization information can be found in TPMS Development, next to the map icon, stating the project is "Federalized". However, that is not an all encompassing list; there are likely projects that haven't been included in that analysis.
- The project has had a Planning Study, that has utilized Federal-aid, the project may be Federalized. If you've had or are considering a federally-funded planning study, contact your MPO/RPA and the Office of Systems Planning to discuss whether any subsequent work would make it Federalized.
- If the project has had an Interchange Justification Report, the project has likely been Federalized. Contact the Iowa DOT Administering Office for further guidance.

- Any other “Federal Action” by FHWA has been granted. If you believe your project has had a “Federal Action”, but are unsure if it has been Federalized, please contact Nicole Fox in Local Systems at 515.239.1506.

If the project has **not** had any of these activities happen, **then it most likely has not been Federalized**. If it has a project number, but hasn’t met any of the above criteria, it may be switched to a Swap project number.

Programming a project in the STIP, but not having any of the above activities happen, generally does **NOT** Federalize a project.

If a Concept Statement has been submitted, but the project has not yet received FHWA Environmental Concurrence, and the desire is to have the project be a Swap project, send an email to Deeann.Newell@iowadot.us to see if this is achievable.

Project Numbering

The Swap projects will get different project numbers than the normal Federal project numbers. In order to switch projects from a Federal project number to a Swap project number, or to program new projects with Swap funds, follow the attached Swap Project Numbering Guidelines. The project numbering information will also be in TPMS, to assist with programming of projects.

Project Development

The Swap project development process will be as follows:

- For counties, program projects County Five Year Plan (CFYP).
- For cities, work with the RPA or MPO to get swap projects programmed into the (TIP) or “Swap Projects List”.
- Activate the project in TPMS Development.
- The Iowa DOT Administering Office will send a Project Funding Agreement.
- Begin working on the Environmental Clearances, per the [I.M.s in Section 3.1. These are in the process of being updated.](#) See below for further information on the Environmental Process for Swap projects.
- Begin working on plans for the project.
- Follow [I.M. 3.005](#) and [I.M. 3.505](#) to submit “Check Plans”- Check Plans will be the first plan submittal for Swap projects. Also utilize [I.M. 3.510](#) as appropriate, for Bridge or Culvert Plans.
- **THE FIRST LETTING FOR SWAP PROJECTS WILL BE OCTOBER 16, 2018.**

Environmental Process

Threatened and Endangered Species - [I.M. 3.111](#)

- The Endangered Species Act is a Federal Law that applies to all projects, regardless of funding. The United States Fish and Wildlife Service (USFWS) is the agency charged with enforcing this law.
- For Federal-aid projects, Section 7 of the Endangered Species Act applies. This allows the Iowa DOT to consult with USFWS, on behalf of the LPA.
- For Swap projects, Section 10 of the Endangered Species Act applies. This does not allow the Iowa DOT to consult; therefore, a LPA must consult with USFWS on their own, if affecting a Threatened or Endangered Species. However, the Iowa DOT can assist at the LPA's request.
- Fill out the Determination of Effect for Threatened and Endangered Species for Local Public Agencies (DOE) form ([Form 760005](#)).
 - If "No Effect", no consultation with USFWS is required.
 - If "May affect - not likely to adversely affect", consultation with USFWS is required, but see [I.M. 3.111](#) for details. If the project needs a Corps Permit, the Corps will consult with USFWS on the LPA's behalf, and include provisions in the Corps Permit to ensure protection to the Threatened and Endangered Species affected by the project.
 - If "May affect - likely to adversely affect", consultation with USFWS is required. The LPA should initiate this process, but the Iowa DOT can assist if desired.
- It is recommended the DOE form be filled out for all locally funded projects. It is recommended the form be put in the project file, to ensure the LPA is following this Federal law.

Cultural Resource Regulations - [I.M. 3.114](#)

- Iowa Code has requirements governing cemeteries, burials, cultural resources and historic properties. The Iowa DOT also is charged with "taking action" to ensure that historical objects not be destroyed. Therefore, the following swap process has been developed:
 - If the project does not involve ground disturbance, then the LPA needs to work with a Historic Preservation Commission or Professional Historian to fill out the new Cultural Resources Assessment ([CRA form](#)), looking for historic bridges, districts, structures, sites, etc.
 - If the project does involve ground disturbance, then the LPA needs to work with a Secretary of Interior (SOI) Qualified Person to do a "desktop review", which may or may not recommend further action, like a Phase 1. Those of you familiar with the University of Iowa I-sites website and working with the Office of the State Archaeologist, the "desktop review" is the same thing. If a Phase 1 is recommended, then the LPA works with OLE to navigate this process.

404 Permit Process - [I.M. 3.130](#)

- The following changes are due to U.S. Army Corps of Engineers policy, and not due to Swap. However, they are worth mentioning here. The changes are now shown in [I.M. 3.130](#).
 - The U.S. Army Corps of Engineers is encouraging LPAs to use the Nationwide Permits without sending a Pre-Construction Notice (PCN) to the Corps, if the project does not impact any special

aquatic sites (i.e. wetlands, riffle-pool complexes, etc) and places less than 0.1 acres of fill into a Water of the U.S. However, the Corps will require the LPA to do a wetlands delineation in order to automatically authorize a project under a Nationwide Permit (usually NWP 3, 13 or 14).

- The Corps is strongly recommending a wetlands delineation when submitting a PCN.
- If a PCN is required, submit the DOE form ([Form 760005](#)) with the Joint Application.
- If a PCN is required, submit any documentation found as part of the Cultural Resource Review.
- All these pieces of documentation will help the Corps to issue your permit in a timely manner.
- See [I.M. 3.130](#) for further details.

Construction and Project Close-out

The construction and project close-out processes have not been fully defined and there are a lot of details to be worked out. The Project Development and Environmental processes occur before Construction, and therefore those processes are what we have focused more of our efforts on to date. The construction and project close-out processes will continue to be worked on and more communication on this subject will follow.

Here are a few things we know:

- LPAs shall continue to inspect construction projects, and follow all Materials Inspection requirements for the Project Engineer.
- There will be some sort of “systems approach” to DOT reviews on Swap projects.

Reimbursement for Swap Projects

- For projects paid through the County’s Farm-to-Market (FM) Account, the funds will continue to be paid through Contractor Pay at the Iowa DOT. Swap funds will then reimburse the county’s FM account.
- For projects not eligible to use the County’s FM Account, the LPA will make the initial payments and request periodic reimbursements. Final reimbursement request can be made after retainage is paid.



Metropolitan Planning Organization of Johnson County

Date: March 16, 2021

To: Transportation Technical Advisory Committee

From: Brad Neumann, Associate Transportation Planner

Re: Agenda Item #6: Consider a recommendation to the Urbanized Area Policy Board regarding approval of the FY2022-2027 MPOJC Passenger Transportation Plan

The Passenger Transportation Plan (PTP) is required by the Iowa Department of Transportation (DOT) and is intended to coordinate planning for transit-related funding programs. The PTP incorporates federal requirements for coordinated planning as well as addresses needs-based project justification. The Plan is mandatory and is required to be identified in our Transportation Planning Work Program. We are required to adopt a new PTP every five years and the last update was due in 2015. However, to spread out the submission dates for MPOs, the DOT added two years to our submission date. The document being considered will cover fiscal years 2022-2027. In the years between required updates, MPOJC provides the DOT with agendas and minutes from the Johnson County Livable Communities Transportation Committee, the Johnson County SEATS Advisory Committee, the Citizens Transportation Committee, and the Johnson County Mobility Coordinator Advisory Committee by way of meeting requirements identified in our adopted Plan.

MPOJC's planning process for the PTP update includes using members from the four transportation committees mentioned above to review and update the Plan. The committee reviewed the status of past priorities and recent developments and developed a list of service/fleet/facility needs, strategies for the next 5 years, and goals and objectives for FY2022-2027.

The draft PTP has been sent to committee members and submitted to the Iowa DOT for review. Staff is requesting a recommendation regarding the needs strategies and goals and objectives in the draft PTP (attached). Staff will be requesting approval of the final PTP at the March 31, 2021 Urbanized Area Policy Board meeting.

Please give me a call at 356-5235 or email me at brad-neumann@iowa-city.org if you have any questions or comments.

cc: Kent Ralston

Section Three: Coordination Issues

As a result of public input, transportation organizations, and advisory group meetings, the following service needs, fleet needs, and facility needs have been identified consistently over the years.

Service Needs

- Late night, early morning hours, Sundays, and holiday service.
- Public transit may not provide frequent enough service to certain employment and/or shopping centers in the urban area or surrounding communities.
- Additional training and education material to potential users of public transit.
- Planning for the eventual need for fixed route and/or demand response transit service to Tiffin and North Liberty.
- Need for additional bus shelter facilities. Need for increased budgets for maintenance and expansion of bus shelters.
- Promotion of the Transit App/Google Transit may reduce the need for more shelters. More informational signage at bus stops.
- Need for regional service options, including bus/light rail service between the Iowa City urbanized area and Cedar Rapids and transportation services to work destinations outside of the Iowa City urbanized area, including Riverside Casino and Amana.
- Lack of an ADA accessible vehicle for use by private sector for service after fixed route and paratransit service hours end.

Fleet Needs

- The three transit systems in the urbanized area, including fixed route and paratransit buses, have received 25 new buses since 2015. Still, about half of the buses in the three fleets are older than 12 years.
- The local human service agencies have limited fleets and little funding to expand or repair existing fleets. Many agencies must rely on public transportation, donations, or resort to using personal vehicles when transporting clients.
- As the need for service grows so does the need for equipment. Newer and more efficient buses are needed in order to keep costs down. Need to consider alternative fuel buses, such as electric.

Facility Needs

- Coralville Transit has plans for a Phase II of their intermodal facility located in the Iowa River Landing Development Area.
- The Iowa City Transit facility is undersized and has significant environmental issues due to it being constructed on top of an old dump site. Cracks in the utilities infrastructure underneath the building cause significant air quality issues. The flood of 2008 also

damaged the pipes underneath the facility. Driveways and parking areas have settled 4 to 6 feet. Settling and methane gas issues have made it difficult to expand the facility and maintenance costs continue to increase. Iowa City Transit continues to search for funding opportunities. The cost of the project is estimated at \$20 million.

- University of Iowa Cambus continues to update their existing transit facility. A storage addition was completed in 2012 and a significant facility renovation was completed in 2019.
- The need for additional bus stop shelters was identified by the Johnson County Livable Communities Transportation Committee and the Johnson County SEATS Paratransit Committee.
- Cambus continues to monitor facility growth and development on the University campus.

Status of Past Priorities/Strategies

Service Needs

- Lack of public transit service during late night and early morning hours, Saturdays, Sundays, and holidays.

UPDATE: Part of the Iowa City Transit Study completed in 2020. Implementation of new programs are being considered.

- Public transit may be very inconvenient for some due to time consuming rides on public transit.

UPDATE: Part of the Iowa City Transit Study completed in 2020.

- Public transit may not provide frequent enough service to certain employment and/or shopping centers in the urban area or surrounding communities.

UPDATE: Part of the Iowa City Transit Study completed in 2020. Implementation of new programs are being considered.

- Distribute more training and education material to potential users of public transit. Including the Livable Communities Transportation brochure.

UPDATE: Part of Mobility Coordinator Position. - Expanded to include virtual trainings and technical assistance for use of Transit App.

- Evaluate the need for fixed route and/or demand response transit service to Tiffin. Consider options to pay for service.

UPDATE: Determined to not be necessary at this time. Future consideration.

- Evaluate need for additional bus shelter facilities, including future shelters in North Liberty and Tiffin. The implementation of the Bongo program may reduce the need for more shelters. Reduced budgets and increased maintenance costs are also prohibiting the placement of more shelters.

UPDATE: Part of the Iowa City Transit Study completed in 2020. New shelters are being installed by Iowa City Transit and Cambus annually. Bongo program has been replaced by Transit App (with real time GPS location for buses) and stop/route planning information is available on Google Maps.

- More park and ride facilities are necessary to reduce vehicle congestion and the growing need for more parking in the downtown Iowa City area and at the University of Iowa.

UPDATE: Developing Park and ride facilities considered in University of Iowa Parking Study. Iowa DOT also produced a Park and Ride study including urban and rural parts of Johnson County.

- Consider the need for a bus/light rail service between Iowa City urbanized area and Cedar Rapids.

UPDATE: Three studies have been completed over the past two years exploring passenger transportation service between North Liberty and Iowa City. Implementation steps being considered by local governments. Passenger rail service to Cedar Rapids is no longer being considered at this time due to cost.

The three transit agencies continue to work with ECICOG in coordinating the CorridorRides program. Even though ridership in the program has been greatly affected by COVID-19, the three transit agencies will continue its support of the program and work to improve ridership until the I-80/I-380 reconstruction is complete. Reevaluation of the program will take place at that time.

- Evaluate business demand for transportation services outside of the Iowa City urbanized area, including Riverside Casino and Amana.

UPDATE: Ride sharing and van pool programs have been developed by the East Central Iowa Council of Governments (the regional transit provider). Discussions for bus service are ongoing.

- Continue to support the Volunteer Transportation Coordinator position with Elder Services. This service targets persons with disabilities that cannot utilize fixed route or paratransit service. This position coordinates a door-through-door service with the support of the local medical community.

UPDATE: Program now funded by The United Way of Johnson and Washington Counties.

- Lack of bus shelters in metropolitan area.

UPDATE: Part of the Iowa City Transit Study completed in 2020. Implementation of new programs are being considered.

- Consider more partnerships in order to provide late night, holiday, and weekend transit service.

UPDATE: Part of the Iowa City Transit Study completed in 2020. Implementation of new programs are being considered.

- Lack of an ADA accessible vehicle for use by private sector for service after fixed route and paratransit service hours end.

UPDATE: Yellow Cab does provide an ADA service but is very expensive and not a good alternative for many low-income individuals. Further consideration is necessary.

Fleet Needs

- The spare ratios for the three transit systems in the urbanized area including fixed route and paratransit buses. The total number of buses for the Coralville Transit fleet is 13, Iowa City Transit 38, and Cambus 34. Almost half of the buses in the three fleets are older than 12 years. The following spare ratios are currently in effect for each system:

○ Coralville Transit:	30% (3 spares/ 13 total/ 10 peak)
○ Iowa City Transit:	23% (7 spares/ 38 total/ 30 peak)
○ University of Iowa Cambus:	17% (5 spares/ 34 total/ 29 peak)

UPDATE: Iowa City Transit, Coralville Transit, and University of Iowa Cambus have received 26 new buses (both fixed route and ADA buses) since 2015.

- The local human service agencies have limited fleets and little funding to expand or repair existing fleets. Many agencies must rely on public transportation, donations, or resort to using personal vehicles when transporting clients.

UPDATE: More study is needed.

- As the need for service grows so does the need for equipment. Newer and more efficient buses are needed in order to keep costs down. New routes are anticipated where expansion will be necessary.

UPDATE: Iowa City Transit will begin using 4 electric buses later in 2021.

Facility Needs

- Coralville Transit has plans for an intermodal facility to be located in their new Iowa River Landing Development Area. This redevelopment area will include not only the new intermodal facility but also a hotel and conference center (completed in 2006), professional office and retail space, public recreation, open space, and trails. This intermodal facility will include a transit interchange/hub for Coralville Transit and will be fully operational for paratransit services for Johnson County SEATS and Cambus. The facility will also provide taxicab and intercity bus accommodations, a park-and-ride program, bicycle facilities, and will include administrative offices for transit and parking. Coralville has already received three "earmarks" for design and engineering totaling about \$1,500,000. The total cost for this facility is over \$18,000,000. Coralville Transit has recently hired a consultant to design and engineer the intermodal facility. Earmark funds will pay for the D/E. Coralville Transit has received four earmarks for the intermodal facility totaling \$2,466,980. In 2011, the City of Coralville received a \$4 million Livability Grant from FTA to be used in the construction of the intermodal facility.

Coralville is currently designing the facility to be built in phases. Construction will begin in 2014.

UPDATE: Coralville Transit's Intermodal Facility in the Iowa River Landing district was completed in 2015. Planning for Phase II expansion is ongoing.

- The Iowa City Transit facility is undersized and has significant environmental issues due to it being constructed on top of an old dump site. Cracks in the utilities infrastructure underneath the building cause significant air quality issues. The flood of 2008 also damaged the pipes underneath the facility. Driveways and parking areas have settled 4 to 6 feet. Settling and methane gas issues have made it difficult to expand the facility and maintenance costs continue to increase. Iowa City plans to implement a feasibility study for a new transit facility in 2012 with construction to begin in 2015 if funding is secured through federal earmarks. The cost of the project is estimated at \$20 million. Iowa City Transit received \$64,000 for building repair through PTMS in FY2007. These building repairs were completed in the spring of 2008. Iowa City Transit invested over \$200,000 in improving the air quality at their current transit/maintenance facility in 2000 and 2001.

UPDATE: Iowa City Transit continues to pursue funding options for the construction of a new Transit Maintenance/Storage Facility to be located in the public works complex located on South Gilbert Street. Repairs on current facility are ongoing.

- In FY2007, Cambus received \$64,000 from PTMS to install a sprinkler system in their existing maintenance facility. The facility is located along the Iowa River and was damaged by the 2008 flood. In FY08 Cambus received \$880,000 in funding through the State's RIIF program to expand their current bus storage facility. Cambus also utilized \$230,000 in 5310 funds (FY2007 and FY2008) in the expansion project. Before the expansion Cambus could not house their entire transit fleet inside, leaving 25% of the fleet outside. A site and program study has been conducted by the University of Iowa and it has been determined that a joint use facility, along with the University of Iowa's Fleet Services Division, would provide the opportunity for a more efficient and cost effective facility. Staffing and equipment would also be shared by the two university divisions. Future opportunities continue to be evaluated.

UPDATE: Renovations to the interior and exterior of existing facility were completed in 2019. Cambus received \$600,000 in funding through the Iowa DOT's RIIF program to fund the renovations. Bus storage at this location is currently at its maximum capacity.

- The need for additional bus stop shelters was identified by the Johnson County Livable Communities Transportation Committee and the Johnson County SEATS Paratransit Committee.

UPDATE: Part of the Iowa City Transit Study completed in 2020. Implementation of new programs are being considered. Cambus implemented the study's recommendations in the Fall of 2020.

- Cambus continues to monitor the impacts of the growth of University facilities, including parking, and University Hospitals and modifies services as needed.

UPDATE: Ongoing evaluation.

Other Recent Developments

COVID-19

As we are all aware, the COVID -19 pandemic has had a huge impact on transit ridership in the Iowa City urbanized area. Ridership has plummeted by more than 66% between the first quarter of FY2020 and FY2021. This is on top of a consistent decline in ridership over the past 5 to 6 years. Federal funding in the form of the CARES Act and CRRSAA will be utilized by the transit agencies in the Iowa City urbanized area to subsidize operations budgets with the reduction of fare revenue and student and parking fees as well as expected reductions in State transit funding.

Iowa City Area Transit Study

The 2019-2020 Iowa City Area Transit Study is the result of one year of public outreach, technical analysis, and service planning conducted by Iowa City Transit, Coralville Transit, University of Iowa Campus, and consultant staff. The final product of the study is a fiscally constrained Preferred Alternative that makes detailed route-level recommendations for improving public transit in the Iowa City Urbanized Area.

Goals for the study were developed based on public input collected through surveys and in-person outreach, as well as from study agency goals. The primary goals of the study are to increase ridership, better collaborate across agencies, improve communications to riders, and take a regional approach to transit planning.

Section Four: Priorities and Strategies

At their January meetings, the MPOJC PTP (TAG) Committee made the following recommendations to the MPOJC Urbanized Area Policy Board. The Urbanized Area Policy Board held a public hearing and approved the following recommendations at their March 31, 2021 meeting. The following recommendations include 5-Year Priorities, other Long-Term Priorities, Goals and Objectives, and 5310 funding.

5 Year Priorities

- Continue to meet with the PTP Committee every five years to update the PTP and continue to utilize the Johnson County Livable Communities Transportation Committee, the Johnson County SEATS Advisory Committee, the Citizen Transportation Committee, and the Mobility Coordinator Advisory Group during the years when the PTP update is not scheduled (agendas and minutes). All four committees will be asked to participate during the update year and will meet at least twice.
- Continue to upgrade and renovate transit facilities for Coralville Transit, Iowa City Transit, and Campus.
- Continue to update and modernize transit vehicles and technology, such as electric buses and mobile ticketing.
- Evaluate existing service and coordination of both fixed route and paratransit service; include recommendations from the Iowa City Area Transit Study.
- Continue to promote trip-maker programs throughout the urbanized area, including Google Transit and the Transit App.

- Consider recommendations from Iowa City Area Transit Study regarding the need for a lift-equipped vehicle for use during fixed route off hours, late night and weekend transit service in the urbanized area.
- Consider recommendations from Iowa City Area Transit Study regarding new bus route service in commercial areas.
- Support bus shelter revitalization and replacement programs in the urbanized area.
- Support ECICOG's CorridorRides program after the completion of the I-80/I-380 interchange project is completed.
- Support efforts to establish light rail service between Iowa City and North Liberty and Amtrak service between Iowa City and Chicago.
- Continue to provide education materials and ride training programs through the Mobility Coordinator.

Other Long Term Priorities

- Develop programs for senior riders through Johnson County Livable Communities Senior Transportation Committee.
- Continue to evaluate park-and-ride programs in the urbanized area.
- Continue to evaluate bus routes to residential areas outside of the urbanized area.
- Look for corporate partners in transportation programs.

Goals and Objectives

From the above identified deficiencies and needs, the following goals and objectives were developed:

- ❖ **Goal:** Extend off-hour service options including ADA service.
 - **Objective:** Support Iowa City Transit's efforts to utilize CAREAS Act funding on evening service, late night service, and Sunday service.
 - **Objective:** Consider recommendations from Iowa City Area Transit Study regarding the need for a lift-equipped vehicle for use during fixed route off hours, late night and weekend transit service in the urbanized area.
 - **Objective:** Ensure that all off-hour programs are seamless between transit agencies.
- ❖ **Goal:** Update and expand transit facilities and technology.
 - **Objective:** Continue to pursue funding options for Iowa City Transit's new transit storage/maintenance facility. A location has been determined. Due to the current condition of Iowa City's Transit Facility FTA is encouraging Iowa City Transit to pursue federal funding.
 - **Objective:** Support the continued upgrades and expansion of the transit maintenance facility for Cambus.
 - **Objective:** Consider joint projects for the three fixed route transit operations and ensure that these programs are seamless between transit agencies.
 - **Objective:** Provide support for the upgrade and expansion of additional enclosed bus stop shelters and include additional signage and bus route information at each stop.

- ❖ **Goal:** Support the implementation of the recently completed Iowa City Area Transit Study.
 - **Objective:** Since the study included all three-area fixed route transit systems, support implementation of the study's recommendations (study summary found in Attachment 4):
 - Increasing frequency on core routes
 - Simplifying routes
 - Addressing on-time performance problems
 - Provide more direct service to popular destinations.
- ❖ **Goal:** Provide more transportation related training and education programs.
 - **Objective:** Continue to provide education materials and ride training programs through the Mobility Coordinator.
 - **Objective:** Continue to promote trip-maker programs throughout the urbanized area, including Google Transit and the Transit App and ensure seamless use between transit agencies.
- ❖ **Goal:** Provide support for regional transit options.
 - **Objective:** Support efforts to continue the 380 Express Bus service after the completion of the I-80/I-380 interchange project is completed.
 - **Objective:** Support efforts to establish light rail service between Iowa City and North Liberty.
 - **Objective:** Support efforts to establish Amtrak service between Iowa City and Chicago.

5310 Funds

- Coralville Transit and Iowa City Transit will continue to use Section 5310 Special Needs funding for their paratransit service contract with Johnson County SEATS. In FY2020, Iowa City Transit received \$112,448 and Coralville Transit received \$31,780. These funding levels increased dramatically in FY2021 due to increase in 5310 funds through the Iowa Department of Transportation. The FY2021 funding for Iowa City Transit increased to \$233,124 and \$63,889 for Coralville Transit. It is anticipated that 5310 funding will return to FY2020 funding levels in the future.
- CAMBUS will continue to program their Section 5310 Special Needs funds toward bus replacement in their Bionic Bus fleet and operating. Cambus received \$158,760 in FY2020 with an increase to \$315,941 in FY2021 due to the addition of funds from the Iowa Department of Transportation. Funding levels are anticipated to go back to FY2020 levels. Since Cambus does not contract for paratransit service they will continue to use the funding for bus replacement in their Bionic Bus fleet and for the operation of the program.
- ❖ **Goal:** Continue to provide ADA transportation options during fixed route service hours.

- **Objective:** Continue to utilize 5310 funds in the funding of the ADA paratransit service contract with Johnson County SEATS for Iowa City Transit and Coralville Transit and the Bionic Bus program with the University of Iowa.



Metropolitan Planning Organization of Johnson County

Date: March 16, 2021

To: Transportation Technical Advisory Committee

From: ^{*BN*} Brad Neumann, Associate Transportation Planner

Re: Agenda Item #7: Consider a recommendation to the Urbanized Area Policy Board regarding the adoption of local transit agency safety performance targets

The Public Transportation Agency Safety Plan (PTASP) is intended to improve public transportation safety by guiding agencies to more effectively and proactively manage risks in their systems. The PTASP is required of recipients that receive Federal Transit Administration grants to operate public transportation (Section 5307). Each transit agency is to develop and implement a safety plan that establishes procedures to support the implementation of a Safety Management System (SMS). The SMS is a comprehensive approach to managing safety, control risk, detect and correct safety problems, share and analyze safety data, and measure safety performance.

The PTASP rule became effective in July of 2019. MPOs have until July 20, 2021 to either adopt the local transit agency PTASP safety performance measures and targets or develop and adopt their own. These adopted safety performance measures will be included in the MPOJC Transportation Improvement Program to be adopted in July 2021.

Iowa City Transit, Coralville Transit, and University of Iowa Cambus have completed their PTASPs and have submitted them to MPOJC. Staff recommends adopting the local transit agency safety performance measures and targets (attached).

Please be prepared to consider a recommendation regarding the adoption of Public Transportation Agency Safety Plan performance measures and targets.

If you have any questions or comments, please contact me at brad-neumann@iowa-city.org or at 356-5235

cc: Kent Ralston

Assurance of Safety Performance Measure Targets
For Public Transportation Agency Safety Plan
Metropolitan Planning Organization of Johnson County (MPOJC)

On July 19, 2018, the Federal Transit Administration (FTA) published the Public Transportation Agency Safety Plan (PTASP) Final Rule. The rule requires certain operators of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop safety plans that include the process and procedures to implement Safety Management Systems (SMS).

Iowa City Transit, Coralville Transit, and University of Iowa Cambus have prepared safety performance targets as part of their PTASP development. These PTASPs were certified by each agency prior to December 31, 2020 and each PTASP has been shared with MPOJC and the Iowa Department of Transportation, along with supporting documents of performance targets.

MPOJC is required to establish performance targets to use for tracking progress toward attainment of critical outcomes for the Iowa City Metropolitan Area by June 29, 2021. Starting July 20, 2021, MPOJC will be required to reflect the safety performance measures and targets in all Long-Range Transportation Plans and Transportation Improvement Programs and report on progress toward those targets.

The Urbanized Area Policy Board assures that MPOJC will work cooperatively with the State of Iowa related to support of respective targets and will work cooperatively with Iowa City Transit, Coralville Transit, and University of Iowa Cambus to support the local fixed route systems' respective safety targets (attached) through the comprehensive, continuing and cooperative metropolitan transportation planning process, including activities related to collection of data, tracking, and reporting toward attainment of critical outcomes in the Iowa City Metropolitan Planning Area.

As part of that cooperation, MPOJC has received and will retain the three local fixed route systems' safety performance targets on file for official record, and attached to this assurance.

Date: March 31, 2021

Terry Donahue, Chair
Metropolitan Planning Organization of Johnson County
Urbanized Area Policy Board

Public Transportation Agency Safety Plan (PTASP)

Safety Performance Targets - Coralville Transit							
Mode of Transit Service	Fatalities (total)	Fatalities (per 100 thousand VRM*)	Injuries (total)	Injuries (per 100 thousand VRM*)	Safety Events** (total)	Safety Event** (per 100 thousand VRM*)	System Reliability (VRM*/failures)
Bus	0	0	1	0.5	1	0.5	8,140
Demand Response	0	0	1	0.1	31	0.1	68,456

Safety Performance Targets - Iowa City Transit							
Mode of Transit Service	Fatalities (total)	Fatalities (per 100 thousand VRM*)	Injuries (total)	Injuries (per 100 thousand VRM*)	Safety Events** (total)	Safety Event** (per 100 thousand VRM*)	System Reliability (VRM*/failures)
Bus	0	0	2	0.28	10	1.43	35,000
Demand Response	0	0	1	0.1	31	0.1	68,456

Safety Performance Targets - University of Iowa Campus							
Mode of Transit Service	Fatalities (total)	Fatalities (per 100 thousand VRM*)	Injuries (total)	Injuries (per 100 thousand VRM*)	Safety Events** (total)	Safety Event** (per 100 thousand VRM*)	System Reliability (VRM*/failures)
Bus	0	0	6	0.9	75	10	50,000
Demand Response	0	0	1	0	3	5	12,500

*Vehicle Revenue Miles

**Any accident, incident, or occurrence



Date: March 11, 2021

To: Transportation Technical Advisory Committee

From: Brad Neumann, Associate Transportation Planner

Re: Agenda Item #8: Update on the MPOJC FY2022 Transit Program of Projects

Coralville Transit, Iowa City Transit, and University of Iowa Cambus have programmed the projects on the attached tables for Federal Transit Administration (FTA) funds in FY2022. The projects will be included in the FY2022 Iowa Department of Transportation's Consolidated Transit Funding applications MPOJC completes for each transit system and in the FY2022-2025 Transportation Improvement Program (TIP). Not every project in the attached lists will be funded; however, to be eligible for federal funding projects must be included in the Program of Projects.

This information is being distributed to you for your review and will be included in the draft FY2022-2025 MPOJC TIP which will also be presented to you at your May meeting. The final TIP will be prepared for your approval in July. All three transit agencies will hold public hearings and have their Program of Projects approved as part of their Consolidated Funding Applications process by May 1.

Please contact me at brad-neumann@iowa-city.org or at 356-5235 if you have any questions or comments.

cc: Kent Ralston

FY2022 Federal Transit Administration Program of Projects - Coralville Transit

<u>Project</u>	Total	FTA
1 Operating Assistance		\$550,000 (est)
2 Contracted services for persons with special needs (5310)	\$334,800	\$32,664
3 Associated capital bus maintenance (spare parts)	\$75,000	\$60,000
4 Design and construction of Intermodal Transportation Center Phase II	\$10,500,000	\$8,400,000
5 Purchase 3 - 40' heavy-duty buses w/cameras (8) and fixed route configuration for service expansion	\$1,568,130	\$1,332,910
6 Purchase 5 - 40' heavy-duty buses (108, 109, 110, 111, 112) w/cameras (8) and fixed route configuration for replacement	\$2,613,550	\$2,221,518
7 Purchase 4 - 176" light-duty expansion buses w/cameras (6)	\$408,000	\$346,800
8 Construct new transit facility (Phase II)	\$1,500,000	\$1,200,000
9 Replace 2 passenger shelters and associated improvements	\$14,000	\$11,200
10 Purchase 3 passenger shelters	\$21,000	\$16,800
11 Purchase shop equipment (armature lathe, misc.)	\$75,000	\$60,000
Total Capital Funds:	\$16,774,680	
FTA Capital Funds:		\$13,649,230
FTA Operating Funds:		\$582,664

FY2022 Federal Transit Administration Program of Projects - University of Iowa Campus

<u>Project</u>	Total	FTA
1 Operating Assistance		\$750,000 (est)
2 Contracted services for persons with special needs (5310)	\$235,000	\$72,687
3 Purchase in ground hoist system	\$120,000	\$96,000
4 Associated capital bus maintenance (spare parts)	\$200,000	\$160,000
5 Purchase 6 replacement passenger shelters	\$90,000	\$72,000
6 Purchase replacement forklift for maintenance	\$60,000	\$48,000
7 Expansion and upgrade (includes mechanical and hoists) of maintenance facility	\$5,250,000	\$4,200,000
8 Purchase 1 - 30' heavy-duty replacement bus (11) w/cameras (8) low floors, and fixed route configuration	\$489,300	\$415,905
9 Purchase 1 - 30' heavy-duty replacement bus (12*) w/cameras (8) low floors, and fixed route configuration	\$489,300	\$415,905
10 Purchase 12 - 40' heavy-duty replacement buses (94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105) w/cameras (8), low floors, and fixed route configuration	\$6,272,520	\$5,331,642
Total Capital Funds:	\$12,971,120	
FTA Capital Funds:		\$10,739,452
FTA Operating Funds:		\$822,687

***Includes 5310 funds of \$88,839**

FY2022 Federal Transit Administration Program of Projects - Iowa City Transit

<u>Project</u>	Total	FTA
1 Operating Assistance		\$1,900,000 (est)
2 Contracted services for persons with special needs (5310)	\$1,800,000	\$119,186
3 Purchase bus shelters	\$50,000	\$40,000
4 Associated capital bus maintenance (spare parts)	\$338,000	\$270,400
5 Transit Storage and Maintenance Facility	\$20,000,000	\$16,000,000
6 Purchase 2 - 176" light-duty expansion buses w/cameras (6)	\$204,000	\$173,400
7 Purchase 4 - 40' heavy-duty battery-electric replacement buses (656, 658, 660, 661) w/cameras (8), low floor, fixed route configuration, and charging equipment	\$4,358,156	\$3,704,432
8 Purchase 1 - 176" light-duty replacement bus (810) w/cameras (6)	\$102,000	\$86,700
Total Capital Funds:	\$26,852,156	
FTA Capital Funds:		\$20,334,932
FTA Operating Funds:		\$2,019,186



Date: March 11, 2021
To: Transportation Technical Advisory Committee
From: Emily Bothell, Sr. Associate Transportation Planner
Re: Agenda Item #9: Update on the MPOJC Long Range Transportation Plan revision process

Since your last meeting, MPO staff has been scoring the transportation infrastructure project lists submitted by each community, gathering performance measure data and gathering public input. Below is an update on our public engagement plan.



Public Engagement

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 was 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. We received over 600 responses that will be used at a series of virtual workshops and will help inform the development of the Plan.

Online Interactive Map

In the coming weeks, we'll release an online interactive web map that will allow the public to review and comment on the road, bridge, bike, and pedestrian projects submitted by member entities. This information will help guide the virtual workshops to be held in April/ early May.

Virtual Workshops

Staff will host a series of virtual public workshops beginning in April/ early May to solicit feedback on capital infrastructure projects proposed as part of the needs assessment. The public will also have an opportunity to comment on the area's transportation network and provide specific feedback on improvements. When writing of the plan commences, the public will also have an opportunity to review and respond to draft chapters through virtual workshops.

I will be available at your March 23rd meeting to answer any questions you may have on the *Future Forward 2050: Connecting Communities Plan*.