

MPOJC Transportation Technical Advisory Committee  
Tuesday May 18, 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:

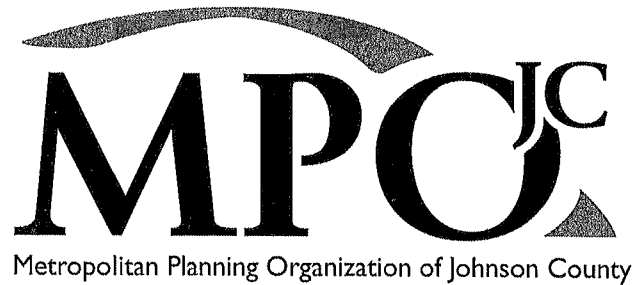
<https://zoom.us/meeting/register/tJEpdu2trTgrGNcnuJNicVoE07NQQE51cflp>

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: 954 1453 3123

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 approval of the Draft MPOJC FY2022 Transportation Planning Work Program
4. Consider a recommendation to the Urbanized Area Policy Board regarding approval of Draft FY2022-2025 MPOJC Transportation Improvement Program (TIP) projects
5. Consider a recommendation to the Urbanized Area Policy Board regarding 'American Rescue Plan Act' funding allocations for local transit agencies
6. Consider a recommendation to the Urbanized Area Policy Board regarding MPOJC Long Range Transportation Plan capital infrastructure project prioritization
7. Update on Federal Functional Class designations for urbanized area roadways
8. Other Business
9. Adjournment

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

MINUTES  
MPOJC TRANSPORTATION TECHNICAL ADVISORY COMMITTEE  
TUESDAY, MARCH 23, 2021 – 10:30 AM  
ZOOM MEETING PLATFORM

DRAFT

MEMBERS PRESENT: Coralville: Dan Holderness, Vicky Robrock, Scott Larson  
Iowa City: Darian Nagle-Gamm, Mark Rummel, Ron Knoche, Jason Havel, Scott Sovers  
Johnson County: Tom Brase  
North Liberty: Ryan Rusnak  
University Heights: Louise From  
University of Iowa: Brain McClatchey  
RTBC: Robert Oppliger  
Iowa DOT: Cathy Cutler

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

1. CALL TO ORDER

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

a. Recognize alternates

Scott Larson was recognized as an alternate for Kelly Hayworth.

b. Consider approval of meeting minutes

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

2. PUBLIC DISCUSSION OF ANY ITEM NOT ON THE AGENDA

None

3. CONSIDER A RECOMMENDATION TO THE URBANIZED AREA POLICY BOARD (UAPB) REGARDING LOCALLY DETERMINED PROJECTS FOR THE MPOJC FY2022 TRANSPORTATION PLANNING WORK PROGRAM

Ralston explained that every spring, the MPOJC compiles a list of Transportation Planning Work Program projects for the upcoming fiscal year. While it is required by the Federal Highway Administration (FHWA) and the Iowa Department of Transportation (DOT), it is also used by the MPOJC to schedule and plan ahead for the year. Additional projects will come up throughout the year and can be added to the list, but major projects will need to be approved by the committee and may not be able to be completed within the next year. Ralston noted that the TPWP would be updated with regularly occurring projects and federal planning work and would be returned to the Committee for approval.

Nagle-Gamm moved approval, Knoche seconded. **The motion passed unanimously.**

4. CONSIDER A RECOMMENDATION TO THE URBANIZED AREA POLICY BOARD REGARDING MPOJC SURFACE TRANSPORTATION BLOCK GRANT (STBG) AND TRANSPORTATION ALTERNATIVE PROGRAM (TAP) FUNDING ALLOCATIONS

Neumann explained that the Iowa DOT funding target for STBG projects is \$7,380,000 million and \$520,000 for TAP projects for FY2025-2026. Four entities submitted a total of six STBG applications requesting \$16,971,450 and one entity submitted one TAP application requesting \$500,000. Two of the applications - Coralville's Heartland Drive (STBG) and Iowa City's Highway 6 Trail (TAP)) are not currently in the Long-Range Transportation Plan (LRTP), but both items have been submitted for the next LRTP to be approved in 2022.

Neumann presented the projects in order from highest to lowest on the scoring criteria.

Neumann added that project scores can be amended before being sent to the Urbanized Area Policy Board (UAPB) for their meeting on March 31, 2021. The scores are only one piece of information to consider for recommendation and funding cannot be apportioned strictly according to the population of MPOJC municipalities.

Coralville contested some of the scoring on their projects. For the Deer Creek Road project, Coralville contested the safety criterion, which the MPOJC scored as a 0 out of 7 points. For the Heartland Drive project, Coralville contested both the quality of life criterion, which the MPOJC scored as 0 out of 5, and the health criterion, which the MPOJC scored as a 0 out of 3.

Larson withdrew the requests from Coralville to rescore the Heartland Drive project. Larson then stated that all 7 points under Item 7c for safety at the Deer Creek Road and Highway 6 intersection should be counted. Item 7c of the scoring criteria refers to a "sight distance or related safety issue documented by an expert (planner/engineer)." The intersection at Highway 6 and Deer Creek Road is the only access point for the River Products Klein Quarry, Hawkeye Ready-Mix and Streb Concrete batch plants, and LLC Pelling asphalt plant, meaning there is an uptick in heavy truck traffic at the intersection. Larson stated the Highway 6 speed limit is 55 mph and there is a lot of slowing down occurring on the highway for trucks to turn onto Deer Creek Road. Larson acknowledged that Item 7c was originally created for a project that had visibility issues and that specific issue is not present at this intersection, the previous points suggest other safety issues. The MPOJC has conducted a traffic signal warrant analysis and found that it was warranted for the intersection. Larson noted that traffic collision data marks only 1 accident at the intersection between 2013 and 2017, but the full corridor had 6 accidents during that same period and has had 5 additional accidents between 2018 and 2021. The intersection is also a hub for the metropolitan area, so traffic is not likely to diminish in near future.

Ralston added more details on when Item 7c was added and that staff has been using the criteria consistently since then, but the scoring criteria judgement is up to the Committee, not staff.

Rusnak asked if all the other projects would be reconsidered for this year to create equitable treatment of the criteria across jurisdictions.

Holderness added that the proximity to the railroad is another issue with the intersection as construction vehicles have been hit by trains, posing a significant safety issue. Because the trucks have lots of rocks and asphalt, that provides another dimension to the issue of safety. Additionally, the accident numbers are increasing over time and increasing traffic on Highway 6 and Deer Creek Road provide support that this project should score higher.

McClatchey added that a traffic control system seemed to be needed at the intersection, but the full project included more than just that intersection. Larson agreed, saying that the full project includes turn lanes, tapers on Highway 6, and a turn lane on Deer Creek Road to further increase safety at the intersection.

McClatchey restated Rusnak's question about reevaluation of other jurisdictions. Ralston replied saying that after reviewing the other projects being evaluated this year, the Deer Creek Road and Highway 6 project was unique in that the MPOJC has already conducted a traffic signal analysis and found that it was warranted, providing empirical support that safety is a concern here. None of the other projects have that same background, so it would not necessarily apply. However, if communities wanted to review their own projects and contest their scores, either on this criterion or others, then staff would reevaluate the scores. Rusnak responded saying that time to reevaluate would be good with the new classification of this criteria, but there would not be time for it now given that voting on funding allocation for these projects was about to take place. Ralston added that Item 7c has rarely been applied due to the vagueness of the criteria, but it has been consistently applied historically. Larson added that the argument was intended to be unique due to the busy quarry, 2 batch plants, asphalt plant, as well as recreational uses with baseball, softball, bike trails, etc. The heavy percentage of truck traffic for industrial use being ushered to one point on a state highway is unique and therefore warrants the additional consideration. From added that the situation in Coralville does seem unique, but other communities should be able to go back and review their projects in order to be

fair. McClatchey agreed with From and said that the 7 points would significantly alter the scoring and should be considered carefully. Ralston added that the scoring is just a tool to be used in funding allocations and does not need to be the only consideration made when allocating funding. Ralston added that Coralville's argument does seem to point to several safety issues, but the question is more about whether or not it fits the criteria.

Neumann asked how the Committee wanted to proceed. Committee members could bring up any concerns about their own projects for this or other criteria. Knoche added that the situation is unique, but previous accidents should be covered in 7a and 7b, and signal warrant analysis should be considered in terms of safety and not volume. If Item 7c would be reconsidered for this project, then it should be changed for all other projects as well.

McClatchey asked if the points could be awarded with a caveat given that there is not time to reevaluate each jurisdiction's project under the potential new justifications. McClatchey also wondered if the seven-point change would mean that much in the funding allocation, given that other criteria are to be considered and this project has a strong argument for funding. Ralston responded that the criteria wording should be reconsidered by staff in order to get the desired outcome in the future. Ralston added that funds only needed to be allocated at the meeting in order to be included with the Transportation Improvement Program (TIP) in July, but that does not mean that funds could not be allocated at a later date and the TIP amended as appropriate. Ralston suggested against that approach but offered it as an alternative for consideration. McClatchey added that the addition of seven points today would not necessarily influence the Committee's decision on funding allocation.

From advocated to award the seven points but include a caveat that some explanation be given to the Urbanized Area Policy Board (UAPB) and the projects can continue moving forward. Ralston responded that the conversation about this item will be shared with the UAPB.

Larson moved to award seven points to the Coralville project under Item 7c, From seconded.

McClatchey showed support to award the seven points and promote further investigation into the scoring criteria in the future.

**The motion passed by majority rule, 7-5.**

Neumann opened the discussion for funding allocations. Havel proposed a scenario that would allocate funds proportionately: 32% to Iowa City's Taft Avenue project, 28% for Coralville's Highway 6 and Deer Creek project, 26% and 24% for North Liberty and University Heights respectively. The total was just above the funds available, but some rounding would bring it close to the total amount.

<i>Scenario 1:</i>	Iowa City – Dodge Street Improvements:	\$0
	Iowa City – Taft Avenue Reconstruction:	\$3,520,000
	Coralville – Highway 6 and Deer Creek Road:	\$869,400
	North Liberty – Ranshaw Way Reconstruction Phase 6:	\$2,938,000
	University Heights – Sunset Street Pavement Repair:	\$115,440
	Coralville – Heartland Drive to Commerce Drive:	\$0
	<b>Total:</b>	<b><u>\$7,442,840</u></b>
	<i>Shortfall:</i>	<u>\$62,840</u>

McClatchey asked if Taft Avenue was prioritized over the Dodge Street improvements and Havel responded that it was. Rusnak agreed with the proportions in the scenario and believed it was equitable. Holderness added that the proposal seemed fair and that with some rounding, the approach seemed reasonable.

McClatchey asked if the projects would still be able to move forward with the shortfalls or if they would need to be held off to wait for additional funding. Rusnak, From, Havel, and Holderness all stated that their respective jurisdictions would be moving forward with their projects regardless.

From asked if rounding down could occur just in Iowa City, Coralville, and North Liberty and not for University Heights. Holderness, Havel, and Rusnak agreed. Neumann asked if rounding should be done by dollar amount or percentage breakdown. Holderness supported the percentage breakdown.

<i>Scenario 2:</i>	Iowa City – Dodge Street Improvements:	\$0
	Iowa City – Taft Avenue Reconstruction:	\$3,500,000
	Coralville – Highway 6 and Deer Creek Road:	\$864,560
	North Liberty – Ranshaw Way Reconstruction Phase 6:	\$2,900,000
	University Heights – Sunset Street Pavement Repair:	\$115,440
	Coralville – Heartland Drive to Commerce Drive:	\$0
	<b>Total:</b>	<b><u>\$7,380,000</u></b>
	<i>Shortfall:</i>	\$0

Holderness moved approval of Scenario 2, Knoche seconded. **The motion passed unanimously.**

Neumann introduced the TAP funding allocation. The Regional Trails and Bicycling Committee (RTBC) recommended allocating the entire \$520,000 available for the Iowa City Highway 6 Trail project even though Iowa City only requested \$500,000. Ralston added that there was no need to withhold any funds and suggested awarding the full amount. Ralston continued that at the RTBC meeting, there was discussion about the potential for an underpass, but that would need to be explained later with project development. Oppliger, a member of the RTBC, was also curious about underpass options.

Holderness moved approval to award the full \$520,000 to the Iowa City Highway 6 Trail project, Rusnak seconded. **The motion passed unanimously.**

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

Ralston explained that in 2018, House File 203 was signed into law allowing for the 'Federal-Aid Swap' whereby funding dollars are swapped with state dollars to minimize federal regulation and streamline local projects. For the past three years, the TTAC has recommended participating in the swap while the UAPB has voted to 'opt-out' during each of these years. Some of the concerns mentioned are Davis-Bacon wages, worker safety, and lack of data supporting the benefits of the swap. Currently, MPOJC and Bi-State Regional Commission in the Quad Cities are the only MPOs in the state not participating in the swap. Unless the MPOJC chooses to opt-out, the Iowa DOT will assume opting-in. The Iowa DOT has also not been able to quantify project cost savings yet but indicates that most project developments in the swap have been reduced by as much as six months.

Knoche asked if a motion for the recommendation was required today. Ralston confirmed. Knoche moved to opt-in to the 'Federal-Aid Swap' program to conform with previous years, Larson seconded.

**The motion passed unanimously.**

6. CONSIDER A RECOMMENDATION TO THE URBANIZED AREA POLICY BOARD REGARDING APPROVAL OF THE FY2022-2027 MPOJC PASSENGER TRANSPORTATION PLAN

Neumann explained that the Passenger Transportation Plan (PTP) is required by the Iowa 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 MPOJC is required to adopt a new PTP every five years, and the document being discussed will cover fiscal years 2022-2027. In the years between required updates, the 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. These committees have connections with local human services and transit agencies and were brought together by the MPOJC to review the PTP. Past priorities, updates to what has happened since the last PTP, recent developments, and anticipated needs, goals and objectives for the next five years have been established. The update was sent to the PTP committee members (including transit managers) and the Iowa DOT for comment. Many of the recommendations depend on the Iowa City Transit Study which was just completed, and all committees took part in the study. Late-night and weekend services, facilities and technology, training and education, and regional service options remain the top priorities. The only federal funding

that the PTP committee considered are the 5310 Funds. Historically, these funds have been used for ADA support. The MPOJC will be holding a public hearing on this item on March 31, 2021 and staff requested approval of the Plan from the TTAC.

Nagle-Gamm commented that a lot has changed in seven years, although many needs are still the same, and that the transit study is helping to move things in the right direction. Nagle-Gamm appreciated the updates and the input from the committees and moved approval of the plan. McClatchey seconded and added that there was considerable public input into the transit study, solidifying support for the plan. **The motion passed unanimously.**

7. CONSIDER A RECOMMENDATION TO THE URBANIZED AREA POLICY BOARD REGARDING ADOPTION OF LOCAL TRANSIT AGENCY SAFETY PERFORMANCE TARGETS

Neumann explained that the Public Transportation Agency Safety Plan (PTASP) is required of recipients of Federal Transit Administration grants, including Iowa City Transit, Coralville Transit, and CAMBUS. Each organization has developed plans to establish procedures to provide a comprehensive approach to manage safety, including safety measures. These plans were submitted to the MPOJC and the performance targets specifically include fatalities, injuries, safety events, and system reliability. The MPOJC is required to either adopt these safety measures or produce their own and staff is requesting a TTAC recommendation to adopt these measures. The targets will need to be sent to the DOT by July 20, 2021. The targets were based on historical data and staff is in support of these measures to be approved.

McClatchey commented that the measures were required by federal regulations. Neumann added that the measures are updated annually and will need to be included in the Transportation Improvement Program (TIP).

Nagle-Gamm moved approval, McClatchey seconded. **The motion passed unanimously.**

8. UPDATE REGARDING THE MPOJC FY2022 TRANSIT PROGRAM OF PROJECTS

Neumann explained that this update needed to be conducted annually and that it contained proposed projects for federal funding. The projects will be included in the FY2022 Iowa DOT's Consolidated Transit Funding applications for each transit agency as well as the FY2022-2025 TIP. Approval is not necessary, just information being distributed to the Committee.

9. UPDATE ON THE MPOJC LONG RANGE TRANSPORTATION PLAN REVISION PROCESS

Bothell explained that since the last Transportation Technical Advisory Committee meeting, MPOJC staff has been scoring transportation infrastructure project lists submitted by each community, gathering performance measure data, and gathering public input for the Long-Range Transportation Plan. Public engagement has been performed through an online survey open between February 11, 2021 and March 12, 2021 in which over 600 responses were received. The data collected from this survey will be used at a series of virtual workshops. Secondly, there was an online interactive map recently developed and released for the public to view current projects and expected completion dates. Bothell shared the map and walked through several features highlighting project descriptions, cost estimates, and public comments. The map will be available for comment until April 16, 2021 and Bothell invited Committee members to look at the map on the MPOJC website and provide feedback. Lastly, the virtual workshops will start in April and likely continue into the fall. It will primarily be used to continue to inform and engage the public.

McClatchey commented that the map was well done and the comment section would hopefully generate interest. Ralston agreed and added that the MPOJC staff was working to get as much public input on the projects submitted as possible.

Nagle-Gamm asked if the workshops would include open public comment or just be an overview of the LRTP. Bothell responded that the first workshop is just scheduled for half an hour and is likely going to be more of an overview, but hopefully the introduction of the map will open the conversations on specific projects a bit more and help guide the MPOJC on the best way to distribute more information.

Oppliger asked where the information was located. Bothell responded that everything was on the MPOJC website under Quick Links for the 2050 Long-Range Transportation Plan.

10. OTHER BUSINESS

Ralston informed the Committee that it was Holderness' last meeting with the TTAC and wished him a good bye. Holderness was grateful for the farewell and shared his appreciation for the Committee.

11. ADJOURNMENT

Rusnak moved to adjourn, Oppliger seconded. **Motion passed unanimously.** Neumann adjourned the meeting at 11:50 AM.





Date: May 11, 2021

To: Transportation Technical Advisory Committee

From: Kent Ralston<sup>KR</sup>; Executive Director

Re: Agenda Item #3: Consider a recommendation to the Urbanized Area Policy Board regarding approval of the FY22 MPOJC Transportation Planning Work Program

Attached is a draft copy of the MPOJC FY22 Transportation Planning Work Program (TPWP) for your review. The Work Program includes all locally-requested projects we received from member-entities and general projects and procedures as required by the Iowa DOT, Federal Highway Administration (FHWA), and Federal Transit Administration (FTA).

The format used for the TPWP is the general format required for submittal to our federal partners. Please review the Work Program and let staff know if you would like to see any modifications before staff forwards the document to the Urbanized Area Policy Board for final approval. We will also continue to take requests for additional projects which come up throughout the year and complete those projects as time permits.

Please be prepared to consider a recommendation to the Urbanized Area Policy Board on the FY22 Transportation Planning Work Program.

I will be available at your May 18<sup>th</sup> meeting to answer any questions you may have.

# FY2022 Transportation Planning Work Program

Metropolitan Planning Organization of Johnson County



***FINAL***  
*Approved May 26, 2021*  
*Last updated May 26, 2021*

# FY2022 Transportation Planning Work Program

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Metropolitan Planning Organization of Johnson County  
410 East Washington Street, Iowa City, IA 52240

Kent Ralston, Executive Director  
Emily Bothell, Sr. Associate Transportation Planner  
Brad Neumann, Associate Transportation Planner  
Sarah Walz, Associate Transportation Planner  
Frank Waisath, Associate Transportation Planner

Adopted by the MPO Urbanized Area Policy Board May 26, 2021

Preparation of this report was financed in part through a grant by the Federal Transit Administration under Section 5303 of the Federal Transit Act, as amended, and in part through a grant by the Federal Highway Administration under the provision of the 1962 Federal Aid Highway Act, as amended.

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## The Iowa City Urbanized Area Metropolitan Planning Organization

Transportation planning in the Iowa City Urbanized Area is conducted by the Metropolitan Planning Organization of Johnson County (MPOJC). On January 12, 1982 the governor of Iowa designated the Metropolitan Planning Organization for the Iowa City Urbanized Area. The **Urbanized Area Policy Board** is organized to conform with the federal requirements for an MPO. Seven governmental entities have voting representation on the Urbanized Area Policy Board. The Iowa City Community School District is represented by a non-voting member. The following member agencies have voting representatives on the Urbanized Area Policy Board.

City of Iowa City:	6 representatives
City of Coralville:	2 representatives
Johnson County:	2 representatives
City of North Liberty:	2 representatives
City of Tiffin:	1 representative
City of University Heights:	1 representative
University of Iowa:	1 representative
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<b>Total:</b>	<b>15 representatives</b>

The number of voting representatives is roughly proportional to population size, but does not allow any one member agency to control a majority of the board.

The **MPO** consists of a part-time Director who oversees four full-time transportation planners. Augmenting the staff are two to three planning interns. Additional staff is shared with the City of Iowa City in the areas of administrative assistance, accounting, and legal services.

In addition to the Urbanized Area Policy Board, the MPO has established the **Transportation Technical Advisory Committee**. This committee is comprised of area transportation professionals and representatives of state and federal departments of transportation. The Transportation Technical Advisory Committee functions to aid MPO staff in identifying/addressing transportation issues and makes recommendations to the Urbanized Area Policy Board.

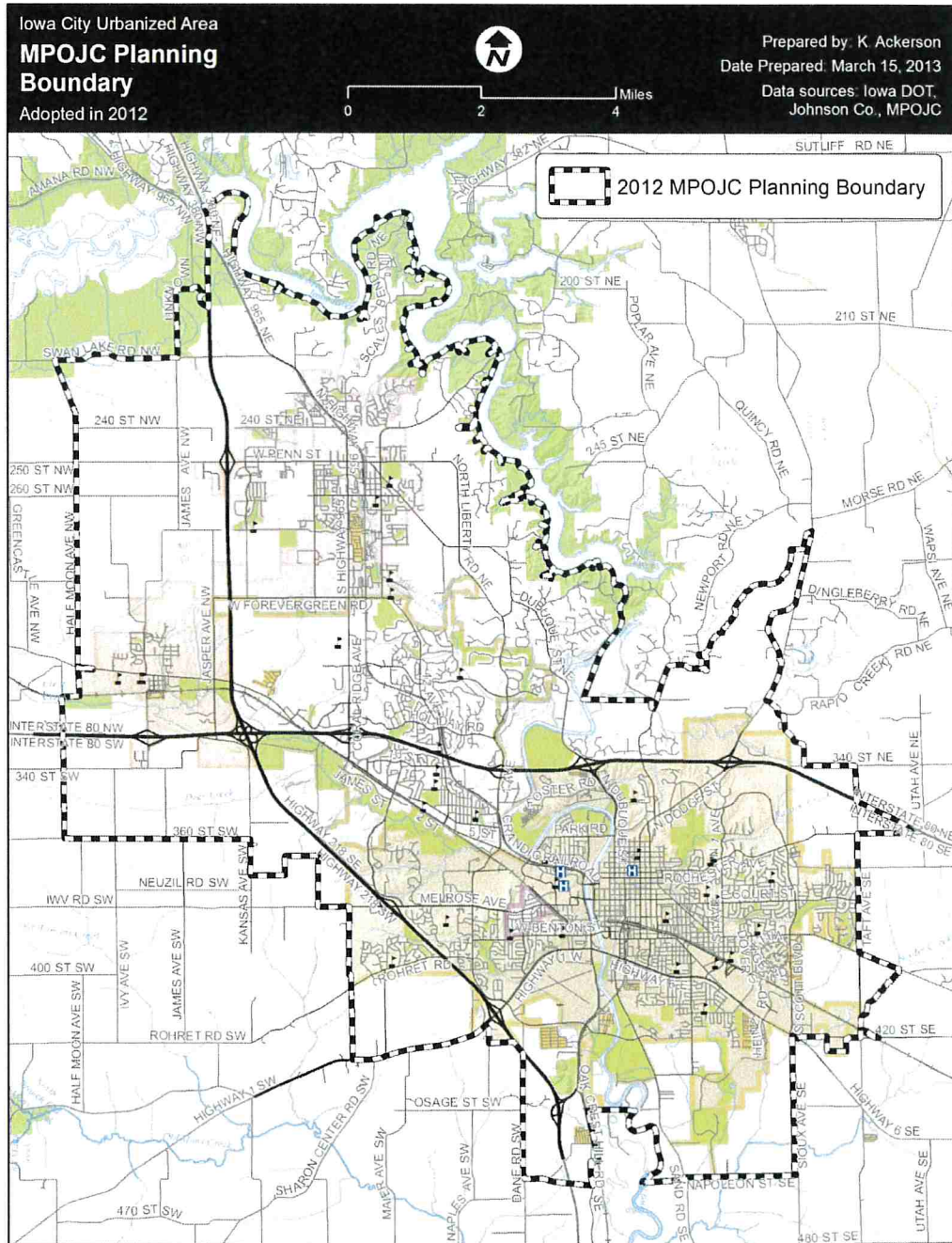
The **Regional Trails and Bicycling Committee** has been established to assist with discussion of pedestrian and bicycle-related issues and provides recommendations on pedestrian and bicycling issues to the Urbanized Area Policy Board.

Additional ad hoc committees are formed on an as-needed basis.

## Long-Range Planning Area

The following map shows the MPO long-range transportation planning boundary. This boundary was amended by the Urbanized Area Policy Board in 2012. This area includes the census-designated Iowa City Urbanized Area as well as the adopted long-range growth areas for each city.

### Transportation Planning Boundary for the Iowa City Urbanized Area



File location: S:\Iowa City GIS\JCCOG\_Maps\2010 UAB Boundary Revision\Boundaries.mxd

## **Development of FY2022 MPOJC Transportation Planning Work Program**

The Transportation Planning Work Program is developed each year in a coordinated effort involving the MPOJC Regional Trails and Bicycling Committee, the Transportation Technical Advisory Committee, and the Urbanized Area Policy Board. A draft work program is assembled by MPOJC staff which includes special requested projects; ongoing and routinely occurring projects; projects required by the Federal Highway Administration, the Federal Transit Administration, and the Iowa Department of Transportation; and carry-over projects from the preceding fiscal year.

A process is conducted in January and February of each year whereby all members of the Transportation Technical Advisory Committee (including a representative from the Regional Trails and Bicycling Committee) are asked for projects for the following year's transportation planning work program – each requested project is included in the appropriate section of this document starting on Page 10, a list of all projects requested is on Page 24. It has been the policy of the MPO to have transportation planning projects requested by the “public” to be sponsored by one of the entities that belong to the MPO.

The projects requested by the Transportation Technical Advisory Committee and specific work program items requested by Iowa DOT are forwarded to MPOJC public participation organizations as part of the Work Program development and notification process. Notice of the development of the Work Program is also posted on the MPOJC website. The draft Work Program is then forwarded to the Federal Highway Administration, the Federal Transit Administration, and the Iowa Department of Transportation for review. Following the receipt of comments, the final MPOJC Transportation Planning Work Program is prepared. This document is then submitted to the MPOJC Urbanized Area Policy Board for final approval.

## **Planning Priorities of FY2022 MPOJC Transportation Planning Work Program**

In general, the Work Program is oriented toward projects which 1) carry out the projects and procedures required due to our designation as a Metropolitan Planning Organization; 2) continue to address transportation needs and issues due to MPOJC being part of a growing and dynamic community; and 3) continuing efforts to maintain and improve our multi-modal transportation network. A significant number of our work program projects are related to our growing population and changing traffic patterns, and to our continued emphasis on bicycle, pedestrian, and transit modes.

The work program elements (large and small) provide support to satisfy these efforts. Long-range planning projects (such as comprehensive plan review and corridor planning) ensure each community's needs with respect to balancing future growth and transportation goals will be achieved; short-range projects (such as transit or bike route planning) ensure that our system is truly multi-modal and addresses transportation needs/choice for all our residents; and traffic engineering projects (such as traffic signal or roundabout analyses) provide solid, data driven, recommendations for how to make our transportation function seamlessly and efficiently.

As noted, a priority for much of the urbanized area includes providing a solid transportation network for a rapidly growing population – the Iowa City metro area has grown by 15% just in the last decade (2010-2019 ACS). This population growth places demands on existing transportation infrastructure and also generates demands for new and expanded transportation facilities as indicated by many of this year's work program projects. Ensuring these demands are met with limited and uncertain transportation funding available to our region will no doubt be one of the biggest challenges the community faces in the coming years.

Another priority for the community is the construction of new schools and numerous school expansion projects in the urbanized area. The MPO has and will continue to provide traffic forecasts and conduct site plan reviews for these projects and make recommendations for necessary transportation infrastructure over the next several years.

The Iowa DOT is also currently planning and constructing several very large capital infrastructure projects in the urbanized area – including the reconstruction of the Interstate 80/380 and Interstate 80/1<sup>st</sup> Avenue interchanges. MPOJC will continue to provide staff support and programming for these projects necessary to satisfy Federal Highway Administration requirements. Staff will also continue to work with the DOT, the East Central Iowa Council of Governments (ECICOG), and local partners to reduce congestion on Interstate 380 by providing and planning for transportation choice within the corridor.



# Revisions to the Transportation Planning Work Program

## Overview

2 CFR 200 describes the uniform administrative rules for Federal grants and cooperative agreements and sub-awards to State, local and Indian tribal governments. These requirements apply to metropolitan planning (PL) and State Planning and Research (SPR) grants. The Federal Transit Administration (FTA) has similar requirements documented in FTA Circular 5010.1C, which apply to FTA metropolitan planning grants. The State of Iowa uses a Consolidated Planning Grant where Federal Highway Administration (FHWA) and FTA planning funds are combined into a single fund managed through FTA's TrAMS system. The uses of these funds are documented in the work programs of the Iowa DOT, MPOs, and RPAs.

## Waiver of approvals

All work program changes require prior written Federal approval, unless waived by the awarding agency. 2 CFR 200.308 outlines different types of revisions for budget and program plans, and the following summarizes revisions that require prior Federal approval, as well as other miscellaneous actions and allowable costs that require prior Federal approval. More information can be found on the FHWA website ([www.fhwa.dot.gov/planning/priorapprovals.cfm](http://www.fhwa.dot.gov/planning/priorapprovals.cfm)).

Types of Work Program revisions that require Federal approval include, but are not limited to, the following:

- Request for additional Federal funding.
- Transfers of funds between categories, projects, functions, or activities which exceed 10% of the total work program budget when the Federal share of the budget exceeds \$150,000.
- Revision of the scope or objectives of activities.
- Transferring substantive programmatic work to a third party (consultant).
- Capital expenditures, including the purchasing of equipment.
- Transfer of funds allotted for training allowances.

Types of revisions that require Iowa DOT approval include:

- Transfers of funds between categories, projects, functions, or activities which do not exceed 10% of the total work program budget, or when the Federal share of the budget is less than \$150,000.

Types of revisions that require MPO/RPA approval include:

- Revisions related to work that does not involve federal funding.

## Revision and Approval Procedures

- All revision requests from MPOs and RPAs should be submitted electronically to the Iowa DOT Office of Systems Planning. Four hard copies of the revision shall also be sent to Systems Planning, which will be forwarded to the DOT District, FHWA, and FTA for review and any necessary approvals.
  - Revision requests shall, at a minimum, include:
    - A resolution or meeting minutes showing the revision's approval.
    - Budget summary table with changes highlighted/noted.
    - Modified section(s) of the plan's work elements with changes highlighted/noted.

- Revisions where FHWA/FTA is the designated approving agency shall require written approval by FHWA/FTA prior to commencement of activity, purchasing of equipment, or request for reimbursement.
- Revisions where the Iowa DOT Office of Systems Planning is the designated approving agency shall require written approval by the Iowa DOT Office of Systems Planning prior to commencement of activity or request for reimbursement.
- Revisions where the MPO or RPA is the approving agency shall be approved by the Policy Board.
- Notification by the approving agency will be in writing.

**NOTE:** All necessary Work Program approvals shall be in place prior to the commencement of activity, purchasing of equipment, or request for reimbursement. More specifically in regards to the procurement of equipment and services, there should be no notification of award, signed contract, placement of an order, or agreement with a contractor prior to receiving the necessary approvals.

Insert Resolution Here:

## **MPOJC Urbanized Area Policy Board**

Laurie Goodrich	Coralville City Council
Meghann Foster	Coralville City Council
Janice Weiner	Iowa City City Council
Mazahir Salih	Iowa City City Council
John Thomas (Vice-Chair)	Iowa City City Council
Susan Mims	Iowa City City Council
Pauline Taylor	Iowa City City Council
Laura Bergus	Iowa City City Council
Royceann Porter	Johnson County Board of Supervisors
Rod Sullivan	Johnson County Board of Supervisors
Terry Donahue (Chair)	Mayor, North Liberty
Chris Hoffman	North Liberty City Council
Steve Berner	Mayor, Tiffin
Erin Shane	University of Iowa
Louise From	Mayor, University Heights
Ruthina Malone (non-voting)	Iowa City School Board

## **MPOJC Transportation Technical Advisory Committee**

Vicky Robrock	Manager, Coralville Transit
Scott Larson	City Engineer, City of Coralville
Kelly Hayworth	City Administrator, City of Coralville
Darian Nagle-Gamm	Director, Trans. Services, City of Iowa City
Ron Knoche	Director, Public Works, City of Iowa City
Jason Havel	City Engineer, City of Iowa City
Mark Rummel	Asst. Director, Trans. Services, Iowa City
Scott Sovers	Asst. City Engineer, City of Iowa City
Ryan Rusnak	Planning Director, City of North Liberty
Louise From	Mayor, City of University Heights
Doug Boldt	City Administrator, City of Tiffin
Greg Parker	Johnson County Engineer
Tom Brase	Director, Johnson County SEATS
Brian McClatchey	Manager, University of Iowa Campus
David Kieft	Business Manager, University of Iowa
Sadie Greiner	Facilities Management, University of Iowa
Bob Oppliger	MPO Regional Trails & Bicycling Committee
Cathy Cutler (ex-officio)	Planner, Iowa DOT
Darla Hugaboom (ex-officio)	Federal Highway Administration, Ames
Brock Grenis (ex-officio)	East Central Iowa Council of Governments
Jeremiah Shuler (ex-officio)	Federal Transit Administration, Kansas City

\*The Transportation Technical Advisory Committee is chaired by MPOJC staff.

## **MPOJC Regional Trails and Bicycling Committee**

Louise From	City of University Heights
Bob Oppliger	Bicyclists of Iowa City
Doug Boldt	City of Tiffin
Becky Soglin	Johnson County
Sherri Proud	City of Coralville
Michelle Ribble	University of Iowa
Shelly Simpson	City of North Liberty
Juli Seydell Johnson	City of Iowa City
Liz Hubing	Think Bicycles Coalition

\*The Regional Trails and Bicycling Committee is a subcommittee of the MPOJC Transportation Technical Advisory Committee.

## **MPOJC Transportation Planning Staff**

Kent Ralston, Executive Director  
Emily Bothell, Sr. Associate Planner  
Brad Neumann, Associate Transportation Planner  
Sarah Walz, Associate Transportation Planner  
Frank Waisath, Associate Transportation Planner

## Summary of Projects

The following sections identify projects that the MPO routinely completes as required by the Federal Highway Administration, Federal Transit Administration, and Department of Transportation, new and ongoing projects that have been requested by MPO member entities, and past projects that staff completed. Projects are categorized by Administration, Comprehensive Planning, Short-Range Planning, Long-Range Planning, Traffic Engineering Planning, Transportation Improvement Program, and Purchasing of Equipment.

### Administration

**Task Objective:** Administration of MPO staff, including required transportation planning and programming documents, contracts, grant applications, agendas and information packets. The Administration work element also includes work items not traditionally associated with transportation planning. Staff coordination, hiring and training is also conducted under Administration. Administration projects are coordinated by the Executive Director with assistance from all MPOJC staff.

#### **Project Description (general work items):**

1. Develop and administer elements of the annual Transportation Planning Work Program (TPWP)
2. Administer the adopted Public Participation Plan (PPP), and update as necessary
3. Assist with triennial and quadrennial reviews as required
4. Assist with updates of Federal Transit Administration documents
5. Contract renewals, including paratransit contracts with municipalities and contracts between municipalities
6. Prepare materials for policy board and technical committee meetings
7. Coordinate with the East Central Iowa Council of Governments, FTA, Iowa DOT, and U.S. DOT
8. Administer FAST Act grant programs and regulations
9. Assist local transit agencies with completing required Disadvantaged Business Enterprise (DBE) documents and reporting
10. Administer paratransit appeals process for Iowa City Transit and Coralville Transit

#### **FY22 Final Work Products and estimated time of completion:**

1. Coordinate ad hoc committees as required [ongoing]
2. FY23 Transportation Planning Division budget [2Q & 3Q]
3. FY23 Transportation Planning Work Program [3Q & 4Q]
4. Consolidated transit grant applications – three systems [3Q & 4Q]

#### **Previous Work in FY21:**

1. Assisted with Disadvantaged Business Enterprise reports for Coralville Intermodal Center (Coralville) [ongoing]
2. Developed FY21 Policy Board and technical committee meeting materials
3. Completed FY21 Transportation Planning Work Program projects
4. Completed Consolidated transit grant applications – three systems
5. Assisted with Paratransit service contract documents
6. Assisted with contracts for fixed route service
7. Assisted with a variety of grant applications for metropolitan area transportation capital improvement projects (all MPOJC entities)
8. Reviewed MPO Public Participation Plan

## Comprehensive Planning

**Task Objective:** Integrate transportation planning and land use planning for MPO member agencies. The goal of this task is to incorporate land use planning, best practices of site design, environmental sustainability, and economic development with transportation planning. MPO staff will typically work as part of a team with municipal staff on Comprehensive Planning-related projects. An Associate Transportation Planner is assigned to Comprehensive Plan-related projects.

### **Project Description (general work items):**

1. Assist with arterial street planning issues as required
2. Assist with review of development projects
3. Assist with analyses related to economic development activities
4. Travel demand modeling activities
5. Assist with comprehensive planning as requested by member agencies
6. Update urbanized area arterial street plan as required
7. Assist with land use, urban design, housing, human services, environmental, solid waste management, recreation, open space, and utilities planning activities with respect to transportation planning
8. Assist with neighborhood transportation studies as requested
9. Assist with monitoring local air quality as it relates to transportation planning and funding

### **FY22 Final Work Products and Estimated Time of Completion**

1. Assist with transportation analyses related to comprehensive planning (Ralston, Iowa City)
2. Assist Economic Development Division as needed (Ralston, Iowa City)
3. Assist with GIS mapping including maintaining zoning map (Ralston, Iowa City)
4. Review of development studies as needed (Boldt, Tiffin)
5. Review of development studies as needed (Holderness, Coralville)
6. Review of development studies as needed (From, University Heights)
7. Review of development studies as needed (Rusnak, North Liberty)
8. Review of development studies as needed (Knoche, Iowa City)

### **Previous Work in FY21:**

1. Provided GIS support and analysis for various projects (Ralston, Iowa City)
2. Updated Metro Area Bike Plan (Holderness, Coralville)
3. Facilitated revisions to comprehensive plan including correspondence, online survey, and community meeting (From, University Heights)
4. Developed downtown/near-downtown GIS curb inventory (Nagle-Gamm, Iowa City)
5. Developed recommendations for bicycle rack ordinance for new developments (Holderness, Coralville)

## Short-Range Planning

**Task Objective:** Conduct planning activities for MPO member agencies focusing on the 0-10 year planning horizon. Short-range planning items are completed by an Associate Transportation Planner.

### **Project Description (general work items):**

1. Update Transit Capital Equipment Replacement Plan and Program of Projects – including capital equipment financial planning
2. Quarterly and year-end transit statistical summaries
3. Transit on-time performance studies as requested
4. Short-range trail, bicycle and pedestrian planning activities
5. Assist with development of Surface Transportation Program Block Grant and Transportation Alternatives Program projects
6. Conduct Federal Environmental Justice evaluations as needed
7. Activities related to the Americans with Disabilities Act, including complementary paratransit plan monitoring and curb ramp inventory/improvement planning
8. Assist member entities with meeting livability planning principles related to EPA, HUD, and DOT policies
9. Assist member entities with applications for FHWA, FTA, DOT, EPA, and HUD grant funds as opportunities arise
10. Review FAST Act implementation circulars and provide regional input when necessary
11. Transit Route Planning as requested
12. Consider 5310 amendments to the Passenger Transportation Plan (PTP) - holding no less than two Committee meetings

### **FY22 Final Work Products and Estimated Time of Completion:**

1. Assist MPO entities with Bicycle Friendly Community applications upon request (Ralston, MPOJC) [ongoing]
2. Assist with transportation funding grant applications (TSIP, BUILD, RISE) (Knoche, Iowa City) [ongoing]
3. Adopt performance measures/targets as required by DOT/FHWA (Ralston, MPO)
4. Evaluate adaptive signal technology and potential corridors for implementation (Havel, Iowa City) [Carryover from FY21 – more staff time needed to conduct research]
5. Assist with GIS mapping and maintenance of Iowa City zoning map (Ralston, MPO)
6. Assist with Iowa City area transit study and implementation (Nagle-Gamm, Iowa City) [Carryover from FY21 – waiting on city approvals for implementation]
7. Assist with implementation of a bike share program (Nagle-Gamm, Iowa City) [Carryover from FY21 – waiting on city approvals for implementation]
8. FY23 Passenger Transportation Plan coordination [3Q]

### **Previous Work in FY21:**

1. Pedestrian/bicycle counts at various locations on trail system (Holderness, Coralville)
2. Assisted with 4-lane to 3-lane conversions (Knoche, Iowa City) [ongoing]
3. Provided GIS mapping needs and training as City Staff develop understanding of GIS (Knoche, Iowa City) [ongoing]
4. Assisted with Bike Master Plan implementation & evaluation to achieve a gold Bike Friendly Community designation (Knoche, Iowa City) [ongoing]
5. Participated on local MDST and TIM committees during the construction of the I-80 / 380 interchange (Cutler, DOT) [ongoing]
6. Gilbert Street concept plan (Fruin, Iowa City) [ongoing]
7. Assisted with Dodge Street concept Burlington to Governor Street (Havel, Iowa City)



## Long-Range Planning

**Task Objective:** Conduct planning activities for member agencies focusing on the 10-25 year planning horizon. While there is often some overlap between short-range planning and long-range planning, projects in long-range planning are oriented toward projects beyond the 10-year time frame. Long-range planning items are assigned to an Associate Transportation Planner.

### **Project Description (general work items):**

1. Update urbanized area long-range transit planning documents as required
2. Assist with urbanized area and Johnson County trail planning as required
3. Long Range Transportation Plan amendments as needed; current Plan adopted in May 2017, next full revision due May 2022.

### **FY22 Final Work Products and Estimated Time of Completion:**

1. Assist with the reevaluation of the Oakdale Boulevard alignment east of Hwy 1 (Knoche, Iowa City) [Carryover from FY21 – waiting for City to onboard consultant]
2. Assist with transit planning and grant administration (Nagle-Gamm, Iowa City)
3. Perform traffic study for proposed realignment of Heartland Drive (Larson, Coralville) [Q1]
4. Evaluate overall plan for future arterial street network (Rasmussen, Solon) [Q4]
5. Complete update of the 2017 Long Range Transportation Plan for adoption in May 2022 [Q1-3]
6. Assist as needed with study of I-80 widening from east of Iowa City to the MPO eastern boundary (Cutler, DOT) [Carryover from FY21 – waiting for project to commence]
7. Assist with study of I-380 widening from the Penn Street interchange to the northern MPO boundary – Including Penn Street interchange design (Cutler, DOT) [Carryover from FY21 – waiting for project to commence]

### **Previous Work in FY21:**

1. Assisted with studies to pursue federal funding for relocation of transit facility (Knoche, Iowa City)
2. Assisted with CRANDIC corridor studies as needed (Cutler, DOT)
3. Updated traffic model forecast for McCollister Boulevard (Knoche, Iowa City)

## Traffic Engineering Planning

**Task Objective:** Conduct traffic engineering planning studies. Traffic engineering has become a very important component of the MPO's overall work program, both for the traffic studies and the information they provide, but also for the support traffic engineering brings to the other tasks within the overall work program.

### **Project Description (general work items):**

1. Traffic counts
2. Traffic signal warrant studies
3. Traffic signal operation studies
4. On-street parking evaluations
5. Traffic control signage evaluations
6. Lane marking evaluations
7. Street light evaluations
8. Traffic collision data analysis
9. Street alignment and traffic signal concept design
10. Preparation of ordinance legislation
11. Respond to individual and neighborhood group requests for traffic control measures
12. Administer Iowa City Traffic Calming Program
13. Traffic modeling & maintenance of adopted MPO traffic model

### **FY22 Final Work Products and Estimated Time of Completion:**

1. Traffic counts and evaluations as related to development proposals (Ralston, Iowa City)
2. Assist with review of traffic calming projects (Knoche, Iowa City)
3. Assist with traffic counts as requested by MPO entities (Ralston, MPO)
4. Evaluate a two-way conversion of Jefferson and Market Streets (Havel, Iowa City) [Carryover from FY21 – waiting on approvals from City]
5. Collect ADTs on Deer Creek Road between Hwy 6 / 340th Street and turning movements at Hwy 6 / Deer Creek Road (Larson, Coralville) [Q1]
6. Evaluate 1st Avenue / North Liberty Road corridor to confirm the current road will handle project traffic volumes if roundabouts are constructed (Larson, Coralville) [Q3]
7. Traffic signal timing review and adjustment as needed (Havel, Iowa City)
8. Perform travel time study on Mormon Trek Boulevard between Melrose Avenue / Hwy 1 (Havel, Iowa City) [Q1]
9. Conduct roundabout / signal warrant analysis at Forevergreen Rd / Ridgeway Drive (Larson, Coralville) [Q2]
10. Collect ADTs on E. 7th Street and E. 9th Street between 1st Avenue and E. 2nd Avenue (Larson, Coralville) [Q1]
11. Conduct roundabout warrant analysis at 1st Ave / Russell Slade Boulevard (Larson, Coralville) [Q2]
12. Conduct roundabout warrant analysis at 12th Avenue / Oakdale Boulevard (Larson, Coralville) [Q2]
13. Conduct roundabout / signal warrant analysis at Kansas Avenue / Forevergreen Road intersection (Larson, Coralville) [Q2]
14. Update the Hwy 1 / Main Street intersection study including LOS and N/S left-turn warrants (Rasmussen, Solon) [Q3]
15. Evaluate turn lane warrants on Hwy 382 related to proposed development (Rasmussen, Solon) [Q3]
16. Evaluate impacts of proposed Hwy 382 development on Racine Avenue LOS (Rasmussen, Solon) [Q3]
17. Evaluate speeds on 5th Street / 180th Street near the intersection of Racine Avenue (by

- Solon Middle School) for a future controlled intersection (Rasmussen, Solon) [Q3]
18. Perform a traffic evaluation on Ireland Avenue south of railroad tracks (Boldt, Solon) [Q4]

**Previous Work in FY21:**

1. Turn lane evaluation at 5<sup>th</sup> Street / new school entrance (Rasmussen, Solon)
2. Assisted with Gilbert Street 4-3 lane conversion (Havel, Iowa City)
3. Provided traffic counts at Marriott driveway on Melrose Avenue (Bilskemper, University Heights)
4. Provided traffic counts on Melrose Avenue between Koser Avenue and east city limits (Bilskemper, University Heights)
5. Performed full intersection analysis at Koser Avenue / Melrose Avenue intersection (Bilskemper, University Heights)

## **Transportation Improvement Program (TIP)**

**Task Objective:** State and federal project programming for member agencies. The TIP is assigned to an Associate Transportation Planner.

### **Project Description (general work items):**

1. Develop the annual Transportation Improvement Program (TIP)
2. Amend current TIP as necessary
3. Coordinate with Iowa DOT on the State TIP
4. Administer regional Surface Transportation Block Grant Program and Transportation Alternatives Program Funds

### **FY22 Final Work Products and Estimated Time of Completion:**

1. Transit financial planning documentation for TIP (FTA) [3Q]
2. Amend the FY22-25 MPOJC TIP as needed
3. Complete the FY23-26 MPOJC TIP [3Q-4Q]

### **Previous Work in FY21:**

1. Completed the FY22-25 MPOJC TIP
2. Administered regional Surface Transportation Block Grant Program and Transportation Alternatives Program Funds

## **Purchasing of Equipment**

**Task Objective:** To acquire equipment for the purpose of collecting data to complete tasks/projects identified in this Work Program. The following equipment will be purchased utilizing local Surface Transportation Block Grant funds. Those funds will be transferred to the FTA and will be included in the Consolidated Planning Grant.

**Equipment Description:**

1. No anticipated equipment purchases

**FY22 Final Work Products and Estimated Time of Completion:**

1. n/a

**Previous Work in FY21:**

1. No equipment purchased

## FY2022 MPOJC Transportation Planning Work Program Budget Summary

Federal Transit Administration and Federal Highway Administration funds will be used for staff salaries which will support the MPOJC Transportation Planning Work Program.

### Funding Sources

Agency	FY2022 Assessment	Percentage
Iowa City*	\$363,238	47.1%
U.S. DOT	\$230,000	29.8%
Johnson County	\$42,221	5.5%
University of Iowa	\$23,817	3.1%
Coralville	\$37,236	4.8%
North Liberty	\$36,039	4.7%
Tiffin	\$3,835	0.5%
Other MPO Entities	\$4,646	0.6%
FY21 internal carryover	\$30,000	3.9%
<b>Total MPO Budget</b>	<b>\$771,032</b>	<b>100%</b>

\*Includes funding for Neighborhood and Development Services Department-specific services, equivalent to 0.5 Administration Budget (\$85,556) and 1.0 FTE Transportation Planning (\$144,021).

Percentages are rounded. More detail on FY22 assessments is provided in the FY22 MPOJC Budget.

### Summary of Federal FY22 Funds & Anticipated FY22 Carryover

New FTA 5305d	\$46,014
FTA Carryover	\$0
New FHWA PL	\$178,637
FHWA PL Carryover	\$65,223
FHWA STBG Carryover	\$0
Subtotal	\$289,874
Anticipated use in FY22	\$230,000

## Estimate of Federal Fund Distribution and Employee Hours

	Percentage	Employee Hours	Federal Fund Expenditure
Administration	20%	1,248	\$46,000
Comprehensive planning	10%	624	\$23,000
Long-range planning	15%	936	\$34,500
Short-range planning	25%	1,560	\$57,500
Traffic engineering planning	27%	1,685	\$62,100
Transportation Improvement Program	3%	187	\$6,900
<b>Total</b>	<b>100%</b>	<b>6,240</b>	<b>\$230,000</b>

## Budget Summary of Federal Fund Distribution

Activity/work element	FTA 5305d New	FHWA PL Carryover	FHWA PL New	20% Local Match	Total Federal Funding	Total All Funding
Administration	\$9,203	\$13,045	\$23,753	\$11,500	\$46,001	\$57,501
Comprehensive Planning	\$4,601	\$6,522	\$11,876	\$5,750	\$23,000	\$28,750
Long Range Planning	\$6,902	\$9,783	\$17,814	\$8,625	\$34,501	\$43,126
Short Range Planning	\$11,504	\$16,306	\$29,691	\$14,375	\$57,500	\$71,875
Traffic Eng. Planning	\$12,424	\$17,610	\$32,066	\$15,525	\$62,099	\$77,624
TIP	\$1,380	\$1,957	\$3,563	\$1,725	\$6,900	\$8,625
Equipment	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$46,014</b>	<b>\$65,223</b>	<b>\$118,763</b>	<b>\$57,500</b>	<b>\$230,000</b>	<b>\$287,500</b>

\*Totals may not equal actual figures due to rounding

\*As required, FTA 5305d, FHWA PL, and STBG carryovers are budgeted to be drawn down first

\*FHWA Metropolitan Planning (PL) program funding is transferred to FTA 5305d program funding in a consolidated grant application



Metropolitan Planning Organization of Johnson County  
410 E. Washington St. ■ Iowa City, Ia 52240

### Statement Regarding Direct and Indirect Cost Allocations

The Metropolitan Planning Organization of Johnson County (MPOJC) does not intend to charge any indirect costs associated with the transportation planning program to federal grants. Because only direct personnel expenses will be charged to the federal grants, we do not prepare a cost allocation plan. By use of the system of accounts employed by the City of Iowa City, these expenses can be directly attributed to the appropriate funding source.

A handwritten signature in blue ink, appearing to read "K. Ralston", written over a horizontal line.

Kent Ralston; Executive Director

### Statement Regarding Disadvantaged Business Enterprise Goals

The Metropolitan Planning Organization of Johnson County (MPOJC) does not intend to charge any indirect costs to federal grants. Only direct personnel expenses for permanent staff will be charged to the federal grants; therefore MPOJC does not have a DBE goal.

A handwritten signature in blue ink, appearing to read "K. Ralston", written over a horizontal line.

Kent Ralston; Executive Director





Metropolitan Planning Organization of Johnson County  
410 E. Washington St. ■ Iowa City, Ia 52240


### MPO/RPA Self-Certification of Procurement and Consultant Selection Procedures

This is to certify that I have reviewed the Iowa DOT Purchasing Rules (Iowa Administrative Code 761, Chapter 20) and will ensure procurements or the selection of consultant firms for projects to be reimbursed with federal transportation planning funds will follow the policies and procedures outlined in the above-referenced purchasing rules.

Further, I certify that the following requirements will be adhered to for procurements and consultant services to be reimbursed with federal transportation planning funds.

- Capital expenditures, including the purchase of equipment, will be a separate line item in an approved Transportation Planning Work Program (TPWP) if the anticipated total cost exceeds \$5,000.
- An approved TPWP will specify that a project will involve consultant services prior to initiating the consultant selection process.
- Our agency will document the procedures utilized for the procurement or consultant selection, and will retain this documentation on file for a minimum of three years.
- When reimbursement is requested for capital expenditures or consultant services, we will provide our District Planner and the Office of Systems Planning, through email or hard copy, invoices documenting the expenditure(s) at the time the associated reimbursement request is submitted.

I declare to the best of my knowledge and ability that we will adhere to the above requirements.

  
 \_\_\_\_\_  
 (Signature)  
 Kent Ralston  
 \_\_\_\_\_  
 (Please Print Name)  
 Executive Director  
 \_\_\_\_\_  
 (Title)  
 Metropolitan Planning Org of Johnson County  
 \_\_\_\_\_  
 (Name of Organization)  
 3/28/19  
 \_\_\_\_\_  
 (Date Signed)

(Signed by the official having the authority to initiate procurements or consultant selection for the organization or by a higher level official.)
--

## Performance management agreement between Metropolitan Planning Organization of Johnson county and Iowa DOT

On May 27, 2016, the final rule for statewide and metropolitan transportation planning was published, based on 2012's Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Act and 2015's Fixing America's Transportation System (FAST) Act. As part of this final rule, [23 CFR 450.314 \(h\)](#) was amended to state:

(h)(1) The MPO(s), State(s), and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (see §450.306(d)), and the collection of data for the State asset management plan for the NHS for each of the following circumstances:

- (i) When one MPO serves an urbanized area;
  - (ii) When more than one MPO serves an urbanized area; and
  - (iii) When an urbanized area that has been designated as a TMA overlaps into an adjacent MPA serving an urbanized area that is not a TMA.
- (2) These provisions shall be documented either:
- (i) As part of the metropolitan planning agreements required under paragraphs (a), (e), and (g) of this section; or
  - (ii) Documented in some other means outside of the metropolitan planning agreements as determined cooperatively by the MPO(s), State(s), and providers of public transportation.

In 2017, the following three-pronged approach was cooperatively developed to address 23 CFR 450.314 (h). This approach provides a regular opportunity to review and update coordination methods as performance management activities occur, which offers an adaptable framework as performance-based planning and programming evolves.

- Agreement between the Iowa DOT and MPOs on applicable provisions through documentation included in each MPO's TPWP.
- Agreement between the Iowa DOT and relevant public transit agencies on applicable provisions through documentation included in each public transit agency's consolidated funding application.
- Agreement between each MPO and relevant public transit agencies on applicable provisions through documentation included in the appropriate cooperative agreement(s) between the MPO and relevant public transit agencies.

Inclusion of the following language in an MPO's TPWP, and that TPWP's subsequent approval by Iowa DOT, constitutes agreement on these items.

The Iowa DOT and the Metropolitan Planning Organization of Johnson County agree to the following provisions. The communication outlined in these provisions between the MPO and Iowa DOT will generally be through the statewide planning coordinator in the Office of Systems Planning.

- 1) Transportation performance data
  - a. The Iowa DOT will provide MPOs with the statewide performance data used in developing statewide targets, and, when applicable, will also provide MPOs with subsets of the statewide data, based on their planning area boundaries.
  - b. If MPOs choose to develop their own target for any measure, they will provide the Iowa DOT with any supplemental data they utilize in the target-setting process.



- 2) Selection of performance targets
  - a. The Iowa DOT will develop draft statewide performance targets for FHWA measures in coordination with MPOs. Coordination may include in-person meetings, web meetings, conference calls, and/or email communication. MPOs shall be given an opportunity to provide comments on statewide targets and methodology before final statewide targets are adopted.
  - b. If an MPO chooses to adopt their own target for any measure, they will develop draft MPO performance targets in coordination with the Iowa DOT. Coordination methods will be at the discretion of the MPO, but the Iowa DOT shall be provided an opportunity to provide comments on draft MPO performance targets and methodology prior to final approval.
  
- 3) Reporting of performance targets
  - a. Iowa DOT performance targets will be reported to FHWA and FTA, as applicable. MPOs will be notified when Iowa DOT has reported final statewide targets.
  - b. MPO performance targets will be reported to the Iowa DOT.
    - i. For each target, the MPO will provide the following information no later than 180 days after the date the Iowa DOT or relevant provider of public transportation establishes performance targets, or the date specified by federal code.
      1. A determination of whether the MPO is 1) agreeing to plan and program projects so that they contribute toward the accomplishment of the Iowa DOT or relevant provider of public transportation performance target, or 2) setting a quantifiable target for that performance measure for the MPO's planning area.
      2. If a quantifiable target is set for the MPO planning area, the MPO will provide any supplemental data used in determining any such target.
      3. Documentation of the MPO's target or support of the statewide or relevant public transportation provider target will be provided in the form of a resolution or meeting minutes.
  - c. The Iowa DOT will include information outlined in [23 CFR 450.216 \(f\)](#) in any statewide transportation plan amended or adopted after May 27, 2018, and information outlined in [23 CFR 450.218 \(q\)](#) in any statewide transportation improvement program amended or adopted after May 27, 2018.
  - d. MPOs will include information outlined in [23 CFR 450.324 \(f\) \(3-4\)](#) in any metropolitan transportation plan amended or adopted after May 27, 2018, and information outlined in [23 CFR 450.326 \(d\)](#) in any transportation improvement program amended or adopted after May 27, 2018.
  - e. Reporting of targets and performance by the Iowa DOT and MPOs shall conform to [23 CFR 490](#), [49 CFR 625](#), and 49 CFR 673.
  
- 4) Reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO
  - a. The Iowa DOT will provide MPOs with the statewide performance data used in developing statewide targets, and, when applicable, will also provide MPOs with subsets of the statewide data, based on their planning area boundaries.
  
- 5) The collection of data for the State asset management plans for the NHS
  - a. The Iowa DOT will be responsible for collecting bridge and pavement condition data for the State asset management plan for the NHS.

## Requested FY22 Work Program projects

The following is a summary of projects requested by MPO member entities for the FY22 Work Program. The summary includes projects for which requests were made, but may not include generally reoccurring projects or on-going projects for which work has begun but has not been finalized.

#	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: May 6, 2021

To: Transportation Technical Advisory Committee

From: Brad Neumann, <sup>BN</sup>Associate Transportation Planner

Re: Agenda Item #4: Consider a recommendation to the Urbanized Area Policy Board regarding approval of Draft *FY2022-2025 MPOJC Transportation Improvement Program* (TIP) Projects

The annual *Transportation Improvement Program* (TIP) is our local programming document for federal and state surface transportation and transit projects. Project pages from the draft FY2022-2025 TIP for both surface transportation and transit projects are attached. Please review your respective projects and let staff know if any updates are necessary. You will notice some projects anticipated to be let in FY2021 are listed in FY2022 in the draft TIP. The DOT's software used to develop the TIP does this automatically; projects will be dropped from the FY2022 list if they are let in FY2021. The DOT has indicated that they will be closely monitoring all STBG and TAP carryover balances and strongly encourage communities to spend the funding when programmed. The DOT has implemented a policy to limit the amount of funding that can be carried from one year to the next.

At their previous meeting, the Urbanized Area Policy Board awarded \$7.38 million in Surface Transportation Block Grant Program (STBG) funds to four projects to be programmed in FY2025-2026. The projects programmed in FY2025 include Iowa City's Taft Avenue reconstruction project (\$3,500,000), Coralville's Hwy 6 and Deer Creek Road improvement project (\$864,560), and University Height's Sunset Street pavement repair and pedestrian improvement project (\$115,440). North Liberty's Ranshaw Way reconstruction project (\$2,900,000) is programmed in FY2026 and will be included in next year's TIP (FY2023-2026).

The Urbanized Area Policy Board also awarded \$520,000 in Transportation Alternatives Program (TAP) funding to Iowa City's Highway 6 Trail extension project (\$520,000) to be programmed in FY2026 and will be included in next year's TIP (FY2023-2026).

Please note that at their March meeting the Urbanized Area Policy Board voted to "opt out" of the available federal-aid-swap whereby federal dollars could be swapped for state funding for STBG projects. Due to this decision, please be aware that all MPO STBG funded projects must continue to follow the federal-aid project development process.

Federal Transit Administration (FTA) Program 5307 operating funds were also apportioned by the Board in January for FY2021 and the FY2022 estimated funding amounts are also included in the draft FY2022-2025 TIP. The TIP also includes projects from the MPO Transit Program of Projects, which was approved by the Board at their March meeting.

Please be prepared to recommend approval of the draft TIP list of projects to the Urbanized Area Policy Board. Upon approval staff will start our 30-day public comment period and submit the draft TIP to our public input organization mailing list, the Iowa Department of Transportation, Federal Highway Administration, and Federal Transit Administration. Upon review by these stakeholders, staff will present a final draft of the TIP for Board approval in July.

I will be at your May 18 meeting to present this item and answer questions.

cc: Kent Ralston

**2022 Statewide Transportation Improvement Program**

**MPO 28 / MPOJC**

PL

Project ID Sponsor STIP ID	Project Number Location Work Codes	Approval Level Letting Date		2022	2023	2024	2025	Totals
39689 MPO 28 / MPOJC	RGPL-JCCOG(RTP)--PL-52 JCCOG: METROPOLITAN PLANNING PL FUNDS Trans Planning	In Prep	<b>Total</b>	\$491,522	\$223,761	\$223,761		\$939,044
			<b>Federal Aid</b>	\$359,522	\$179,761	\$179,761		\$719,044
			<b>Regional Swap</b>					



STBG

Project ID	Project Number	Approval Level		2022	2023	2024	2025	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
33923	STP-U-3715(668)--70-52	In Prep	<b>Total</b>	<b>\$3,620,771</b>				<b>\$3,620,771</b>
Iowa City	In the city of Iowa City, On IWV Road, from Hebl Ave east 1.5 Miles to Hwy 218	5/18/2021	<b>Federal Aid</b>	\$930,000				<b>\$930,000</b>
	Grade and Pave		<b>Regional Swap</b>	\$930,000				<b>\$930,000</b>
PA Note: Awarded \$930,000 in STP funds. These funds will be used in the MPOJC eligible segment between Hwy 218 and Hurt Road.								
33873	STP-U-3715(668)--70-52	Submitted	<b>Total</b>	<b>\$5,100,000</b>				<b>\$5,100,000</b>
Johnson County	In Iowa City, on IWV Road, from Hebl Ave. East 1.5 miles to HWY 218, and on Hebl Ave. from the Landfill to IWV Road		<b>Federal Aid</b>	\$930,000				<b>\$930,000</b>
	Grade and Pave		<b>Regional Swap</b>	\$930,000				<b>\$930,000</b>
36668	STP-U-3715(669)--70-52	In Prep	<b>Total</b>	<b>\$2,934,739</b>				<b>\$2,934,739</b>
Iowa City	In the city of Iowa City, On Benton Street, from Mormon Trek Boulevard East to Greenwood Drive	8/17/2021	<b>Federal Aid</b>	\$1,316,000				<b>\$1,316,000</b>
	Pavement Rehab		<b>Regional Swap</b>	\$1,316,000				<b>\$1,316,000</b>
38310	STP-U-5557(622)--70-52	In Prep	<b>Total</b>	<b>\$6,697,600</b>				<b>\$6,697,600</b>
North Liberty	In the city of North Liberty, On Ranshaw Way, from Zeller Street south to Hawkeye Drive	4/20/2021	<b>Federal Aid</b>	\$2,576,000				<b>\$2,576,000</b>
	Pavement Rehab/Widen, Lighting, Ped/Bike Structures		<b>Regional Swap</b>	\$2,576,000				<b>\$2,576,000</b>
DOT Note: Project has been approved for the use of Advance Construction. Reimbursement can begin in FFY 2022.								
38309	STP-U-7855()--70-52	In Prep	<b>Total</b>	<b>\$1,549,936</b>				<b>\$1,549,936</b>
University Heights	In the city of University Heights, On Melrose Avenue, from Sunset Street east to east city limits		<b>Federal Aid</b>	\$730,000				<b>\$730,000</b>
	Pavement Rehab, Lighting, Pavement Markings		<b>Regional Swap</b>	\$730,000				<b>\$730,000</b>
39151	STP-U-1557()--70-52	In Prep	<b>Total</b>		<b>\$3,024,131</b>			<b>\$3,024,131</b>
Coralville	In the city of Coralville, On 5th St, from just west of 12th Ave west through 20th Ave intersection		<b>Federal Aid</b>		\$1,650,000			<b>\$1,650,000</b>
	Pavement Rehab/Widen, Landscaping, Ped/Bike Paving		<b>Regional Swap</b>		\$1,650,000			<b>\$1,650,000</b>
39152	STP-U-7662()--70-52	In Prep	<b>Total</b>		<b>\$5,661,766</b>			<b>\$5,661,766</b>
Tiffin	In the city of Tiffin, On North Park Rd, from Hwy 6 north 2,000 Feet		<b>Federal Aid</b>		\$1,200,000			<b>\$1,200,000</b>
	Pavement Rehab/Widen, Ped/Bike Grade & Pave, Ped/Bike Miscellaneous		<b>Regional Swap</b>		\$1,200,000			<b>\$1,200,000</b>
45232	STP-U-3715()--70-52	In Prep	<b>Total</b>			<b>\$14,181,200</b>		<b>\$14,181,200</b>
Iowa City	In the city of Iowa City, on Dodge Street, from Burlington Street north to Governor Street.		<b>Federal Aid</b>			\$3,750,000		<b>\$3,750,000</b>
	Pavement Rehab		<b>Regional Swap</b>			\$3,750,000		<b>\$3,750,000</b>

STBG

Project ID Sponsor STIP ID	Project Number Location Work Codes	Approval Level Letting Date		2022	2023	2024	2025	Totals
48400 Coralville	STP-U-1557()--70-52 In the city of Coralville, On US 6 E, Over from Just west of Lowes W to I-80 bridge Pavement Rehab/Widen, Lighting, Traffic Signals	In Prep	Total Federal Aid Regional Swap				\$3,105,000 \$864,560	\$3,105,000 \$864,560
48401 Iowa City	STP-U-3715()--70-52 In the city of Iowa City, On Taft Avenue, from Lower West Branch Road S to American Legion Road Grade and Pave, Ped/Bike Development	In Prep	Total Federal Aid Regional Swap				\$11,000,000 \$3,500,000 \$3,500,000	\$11,000,000 \$3,500,000 \$3,500,000
48399 University Heights	STP-U-7855()--70-52 In the city of University Heights, On Sunset Street, from Melrose Ave S to Benton Street Pavement Rehab, Ped/Bike Development	In Prep	Total Federal Aid Regional Swap				\$481,000 \$115,440 \$115,440	\$481,000 \$115,440 \$115,440

STBG-HBP

Project ID Sponsor STIP ID	Project Number Location Work Codes	Approval Level Letting Date		2022	2023	2024	2025	Totals
39434 Iowa City	BRM-3715(667)--8N-52 In the city of Iowa City, Gilbert Street bridge, Gilbert Street bridge over RALSTON CREEK. Bridge Replacement	In Prep 11/16/2021	Total Federal Aid Regional Swap	\$1,664,000 \$1,000,000				\$1,664,000 \$1,000,000
39427 Iowa City	BROS-3715(664)--8J-52 In the city of Iowa City, In City of Iowa City, 2nd Avenue bridge, 2nd Avenue bridge over Ralston Creek Bridge Replacement	In Prep 8/17/2021	Total Federal Aid Regional Swap	\$577,200 \$444,000				\$577,200 \$444,000

STBG-TAP

Project ID Sponsor STIP ID	Project Number Location Work Codes	Approval Level Letting Date		2022	2023	2024	2025	Totals
39150 Coralville	TAP-U-1557()--8I-52 In the city of Coralville, On Clear Creek Trail on east side of Camp Cardinal Blvd, from Hwy 6 S to Tom Harkin Trailhead Ped/Bike Grade & Pave	In Prep	<b>Total</b>	<b>\$512,830</b>				<b>\$512,830</b>
			<b>Federal Aid</b>	\$212,519				<b>\$212,519</b>
			<b>Regional Swap</b>	\$212,519				<b>\$212,519</b>
39149 Iowa City	TAP-U-3715(670)--8I-52 In the city of Iowa City, On Hwy 6 Trail, from Fairmeadows Blvd east to Heinz Rd Ped/Bike Grade & Pave	In Prep 8/17/2021	<b>Total</b>	<b>\$575,197</b>				<b>\$575,197</b>
			<b>Federal Aid</b>	\$438,000				<b>\$438,000</b>
			<b>Regional Swap</b>	\$438,000				<b>\$438,000</b>
45234 North Liberty	TAP-U-5557()--8I-52 In the city of North Liberty, on North Liberty Trail, from north of Abraham Drive, north-northwest to Front Street. Pave	In Prep	<b>Total</b>			<b>\$1,144,366</b>		<b>\$1,144,366</b>
			<b>Federal Aid</b>			\$648,118		<b>\$648,118</b>
			<b>Regional Swap</b>			\$648,118		<b>\$648,118</b>

# Draft 2022 Transit Program

(Filtered)



## MPO-28 / MPOJC (50 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY22	FY23	FY24	FY25
STA, 5307, 5310	CAMBUS	6440 Operations Misc	General operations/maintenance/administration/planning	<b>Total</b>	4,219,849			
				<b>FA</b>	822,687			
				<b>SA</b>	805,666			
5339	CAMBUS	6441 Capital Expansion	In-ground hoist system	<b>Total</b>	120,000			
				<b>FA</b>	96,000			
				<b>SA</b>				
5339	CAMBUS	6442 Capital Replacement	Associated capital bus maintenance (spare parts)	<b>Total</b>	200,000			
				<b>FA</b>	160,000			
				<b>SA</b>				
5339	CAMBUS	6443 Capital Replacement	6 replacement passenger shelters	<b>Total</b>	90,000			
				<b>FA</b>	72,000			
				<b>SA</b>				
5339	CAMBUS	6444 Capital Replacement	Forklift for maintenance	<b>Total</b>	60,000			
				<b>FA</b>	48,000			
				<b>SA</b>				
5339	CAMBUS	6445 Capital Replacement	Expansion and upgrade (includes mechanical and hoists) of maintenance facility	<b>Total</b>	5,250,000			
				<b>FA</b>	4,200,000			
				<b>SA</b>				
5317	CAMBUS	6446 Capital Replacement	Heavy Duty Bus (30-34 ft.) UFRC, VSS, Low Floor Unit #: 11	<b>Total</b>	489,300			
				<b>FA</b>	415,905			
				<b>SA</b>				
5317	CAMBUS	6447 Capital Replacement	Heavy Duty Bus (30-34 ft.) UFRC, VSS, Low Floor Unit #: 12	<b>Total</b>	489,300			
				<b>FA</b>	415,905			
				<b>SA</b>				
5317	CAMBUS	6448 Capital Replacement	Heavy Duty Bus (40-42 ft.) UFRC, VSS, Low Floor Unit #: 94	<b>Total</b>	522,709			
				<b>FA</b>	444,303			
				<b>SA</b>				
5317	CAMBUS	6449 Capital Replacement	Heavy Duty Bus (40-42 ft.) UFRC, VSS, Low Floor Unit #: 95	<b>Total</b>	522,709			
				<b>FA</b>	444,303			
				<b>SA</b>				
5317	CAMBUS	6450 Capital Replacement	Heavy Duty Bus (40-42 ft.) UFRC, VSS, Low Floor Unit #: 96	<b>Total</b>	522,709			
				<b>FA</b>	444,303			
				<b>SA</b>				
5317	CAMBUS	6451 Capital Replacement	Heavy Duty Bus (40-42 ft.) UFRC, VSS, Low Floor Unit #: 97	<b>Total</b>	522,709			
				<b>FA</b>	444,303			
				<b>SA</b>				
5317	CAMBUS	6452 Capital Replacement	Heavy Duty Bus (40-42 ft.) UFRC, VSS, Low Floor Unit #: 98	<b>Total</b>	522,709			
				<b>FA</b>	444,303			
				<b>SA</b>				
5317	CAMBUS	6453 Capital Replacement	Heavy Duty Bus (40-42 ft.) UFRC, VSS, Low Floor Unit #: 99	<b>Total</b>	522,709			
				<b>FA</b>	444,303			
				<b>SA</b>				
5317	CAMBUS	6454 Capital	Heavy Duty Bus (40-42 ft.) UFRC, VSS, Low Floor	<b>Total</b>	522,709			
				<b>FA</b>	444,303			
				<b>SA</b>				



## MPO-28 / MPOJC (50 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY22	FY23	FY24	FY25
5317	CAMBUS	6455 Capital Replacement	Heavy Duty Bus (40-42 ft.) UFRC, VSS, Low Floor Unit #: 101	<b>Total</b>	522,709			
				<b>FA</b>	444,303			
				<b>SA</b>				
5317	CAMBUS	6456 Capital Replacement	Heavy Duty Bus (40-42 ft.) UFRC, VSS, Low Floor Unit #: 102	<b>Total</b>	522,709			
				<b>FA</b>	444,303			
				<b>SA</b>				
5317	CAMBUS	6457 Capital Replacement	Heavy Duty Bus (40-42 ft.) UFRC, VSS, Low Floor Unit #: 103	<b>Total</b>	522,709			
				<b>FA</b>	444,303			
				<b>SA</b>				
5317	CAMBUS	6458 Capital Replacement	Heavy Duty Bus (40-42 ft.) UFRC, VSS, Low Floor Unit #: 104	<b>Total</b>	522,709			
				<b>FA</b>	444,303			
				<b>SA</b>				
5317	CAMBUS	6459 Capital Replacement	Heavy Duty Bus (40-42 ft.) UFRC, VSS, Low Floor Unit #: 105	<b>Total</b>	522,709			
				<b>FA</b>	444,303			
				<b>SA</b>				
STA, 5307	Coralville	6231 Operations Misc	General Operations/Maintenance/Administration/Planning	<b>Total</b>	2,070,641			
				<b>FA</b>	550,000			
				<b>SA</b>	304,111			
5310	Coralville	6408 Operations Misc	Contract services for persons with special needs	<b>Total</b>	334,800			
				<b>FA</b>	32,664			
				<b>SA</b>				
5339	Coralville	6409 Capital Misc	Associated capital bus maintenance (spare parts)	<b>Total</b>	75,000			
				<b>FA</b>	60,000			
				<b>SA</b>				
5339	Coralville	6411 Capital Expansion	Design and construction of Intermodal Transportation Center/Phase II	<b>Total</b>	10,500,000			
				<b>FA</b>	8,400,000			
				<b>SA</b>				
5339	Coralville	6412 Capital Expansion	Construct new Transit Facility/Phase II	<b>Total</b>	1,500,000			
				<b>FA</b>	1,200,000			
				<b>SA</b>				
5339	Coralville	6414 Capital Replacement	Two passenger shelters and associated improvements	<b>Total</b>	14,000			
				<b>FA</b>	11,200			
				<b>SA</b>				
5339	Coralville	6415 Capital Expansion	Three passenger shelters and associated improvements	<b>Total</b>	21,000			
				<b>FA</b>	16,800			
				<b>SA</b>				
5339	Coralville	6416 Operations Other	Shop equipment for transit maintenance (armature lathe, misc)	<b>Total</b>	75,000			
				<b>FA</b>	60,000			
				<b>SA</b>				
5317	Coralville	6417 Capital Replacement	Heavy Duty Bus (40-42 ft.) UFRC, VSS, Low Floor Unit #: 108	<b>Total</b>	522,709			
				<b>FA</b>	444,303			
				<b>SA</b>				
5317	Coralville	6418 Capital Replacement	Heavy Duty Bus (40-42 ft.) UFRC, VSS, Low Floor Unit #: 109	<b>Total</b>	522,709			
				<b>FA</b>	444,303			
				<b>SA</b>				



## MPO-28 / MPOJC (50 Projects)

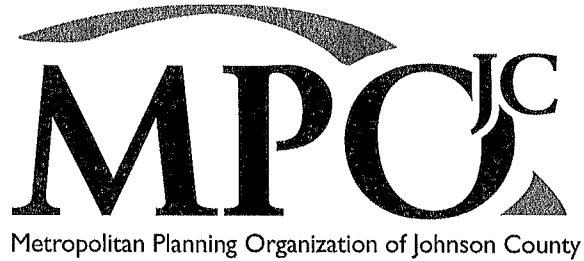
Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY22	FY23	FY24	FY25
5317	Coralville	6419 Capital Replacement	Heavy Duty Bus (40-42 ft.) UFRC, VSS, Low Floor Unit #: 110	<b>Total</b>	522,709			
				<b>FA</b>	444,303			
				<b>SA</b>				
5317	Coralville	6420 Capital Replacement	Heavy Duty Bus (40-42 ft.) UFRC, VSS, Low Floor Unit #: 111	<b>Total</b>	522,709			
				<b>FA</b>	444,303			
				<b>SA</b>				
5317	Coralville	6421 Capital Replacement	Heavy Duty Bus (40-42 ft.) UFRC, VSS, Low Floor Unit #: 112	<b>Total</b>	522,709			
				<b>FA</b>	444,303			
				<b>SA</b>				
5317	Coralville	6422 Capital Expansion	Heavy Duty Bus (40-42 ft.) UFRC, VSS, Low Floor	<b>Total</b>	522,709			
				<b>FA</b>	444,303			
				<b>SA</b>				
5317	Coralville	6423 Capital Expansion	Heavy Duty Bus (40-42 ft.) UFRC, VSS, Low Floor	<b>Total</b>	522,709			
				<b>FA</b>	444,303			
				<b>SA</b>				
5317	Coralville	6424 Capital Expansion	Heavy Duty Bus (40-42 ft.) UFRC, VSS, Low Floor	<b>Total</b>	522,709			
				<b>FA</b>	444,303			
				<b>SA</b>				
5317	Coralville	6425 Capital Expansion	Light Duty Bus (176" wb) VSS	<b>Total</b>	102,000			
				<b>FA</b>	86,700			
				<b>SA</b>				
5317	Coralville	6426 Capital Expansion	Light Duty Bus (176" wb) VSS	<b>Total</b>	102,000			
				<b>FA</b>	86,700			
				<b>SA</b>				
5317	Coralville	6427 Capital Expansion	Light Duty Bus (176" wb) VSS	<b>Total</b>	102,000			
				<b>FA</b>	86,700			
				<b>SA</b>				
5317	Coralville	6428 Capital Expansion	Light Duty Bus (176" wb) VSS	<b>Total</b>	102,000			
				<b>FA</b>	86,700			
				<b>SA</b>				
5339	Iowa City	6430 Capital Expansion	Passenger shelters and associated improvements	<b>Total</b>	50,000			
				<b>FA</b>	40,000			
				<b>SA</b>				
5339	Iowa City	6431 Capital Replacement	Associated capital bus maintenance (spare parts)	<b>Total</b>	338,000			
				<b>FA</b>	270,400			
				<b>SA</b>				
5339	Iowa City	6432 Capital Replacement	New transit maintenance/bus storage facility	<b>Total</b>	20,000,000			
				<b>FA</b>	16,000,000			
				<b>SA</b>				
5317	Iowa City	6433 Capital Replacement	Heavy Duty Bus (40-42 ft.) UFRC, VSS, Low Floor, Electric Unit #: 656	<b>Total</b>	1,089,539			
				<b>FA</b>	926,108			
				<b>SA</b>				
5317	Iowa City	6434 Capital Replacement	Heavy Duty Bus (40-42 ft.) UFRC, VSS, Low Floor, Electric Unit #: 658	<b>Total</b>	1,089,539			
				<b>FA</b>	926,108			
				<b>SA</b>				



## MPO-28 / MPOJC (50 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY22	FY23	FY24	FY25
5317	Iowa City	6435 Capital Replacement	Heavy Duty Bus (40-42 ft.) UFRC, VSS, Low Floor, Electric Unit #: 660	<b>Total</b>	1,089,539			
				<b>FA</b>	926,108			
				<b>SA</b>				
5317	Iowa City	6436 Capital Replacement	Heavy Duty Bus (40-42 ft.) UFRC, VSS, Low Floor, Electric Unit #: 661	<b>Total</b>	1,089,539			
				<b>FA</b>	926,108			
				<b>SA</b>				
5317	Iowa City	6439 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: 810	<b>Total</b>	102,000			
				<b>FA</b>	86,700			
				<b>SA</b>				
STA, 5307	Iowa City	6226 Operations Misc	General operations/maintenance/administrative/planning	<b>Total</b>	8,660,631			
				<b>FA</b>	1,900,000			
				<b>SA</b>	554,905			
5310	Iowa City	6227 Operations Misc	Contracted services for people with special needs	<b>Total</b>	1,800,000			
				<b>FA</b>	119,186			
				<b>SA</b>				





Date: May 11, 2021  
To: Transportation Technical Advisory Committee  
From: Brad Neumann, Associate Transportation Planner  
Re: Agenda item #5: Consider a recommendation to the Urbanized Area Policy Board regarding American Rescue Plan Act funding allocations for local transit agencies

The Federal Transit Administration (FTA) has announced a total of \$30.5 billion in Federal funding allocations to continue to support the Nation's public transportation systems as they continue to respond to the COVID-19 public health emergency. The funding is provided through the **American Rescue Plan Act of 2021**. The funding was signed into law on March 11, 2021 and includes \$7,496,845 for the Iowa City Urbanized Area to be apportioned to Iowa City Transit, Coralville Transit, and University of Iowa Cambus. The FTA previously provided the Iowa City Urbanized Area with \$8,331,763 in funding as part of Coronavirus Aid, Relief, and Economic Security (CARES) Act in 2020 and \$1,532,506 in Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funding earlier in 2021.

Like with the CARES Act and CRRSAA, supplemental funding will be provided at 100-percent federal share, with no local match required. The American Rescue Plan primarily directs recipients to prioritize payroll and operational needs and will also support expenses traditionally eligible under Section 5307 statutory requirements. In addition, 'Designated Recipients' like MPOJC must sub-allocate funds based on a locally determined process. After discussions with the three transit managers, it was recommended that the American Rescue Plan funding be apportioned using the same multiplier used to apportion the last two rounds of Section 5307 Operating funds as well as the CARES Act and CRRSAA funding.

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

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

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

**Approved 2020 CARES Act Apportionment**

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

**Approved 2021 CRRSAA Apportionment**

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

**Proposed 2021 American Rescue Plan Apportionment**

System	Multiplier	CRRSAA Apportionment
Coralville	.1583	\$1,186,751
Iowa City	.6133	\$4,597,815
CAMBUS	.2284	\$1,712,279
<b>TOTAL</b>	<b>1.0000</b>	<b>\$7,496,845</b>



Metropolitan Planning Organization of Johnson County

Date: May 11, 2021  
To: Transportation Technical Advisory Committee  
From: Emily Bothell, Sr. Associate Transportation Planner  
Re: Agenda Item #6: Consider a recommendation to the Urbanized Area Policy Board regarding MPOJC Long Range Transportation Plan capital infrastructure project prioritization

Since your last meeting, MPO staff has been busy with several long-range planning activities including:

1. Gathering public input,
2. Developing federal funding estimates for the years 2022-2050,
3. Scoring proposed capital transportation infrastructure projects,
4. Finalizing the base Travel Demand Model, and
5. Drafting chapters.



### **Travel Demand Model**

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

### **Capital Infrastructure Project Prioritization**

The Federal Highway Administration requires that projects in the Long-Range Plan must not exceed the MPO's forecasted state & federal funds for the duration of the plan. As such, the MPO must ensure that the following time bands are "fiscally constrained" 1) 2022 – 2030, 2) 2031 – 2040, and 3) 2041 – 2050.

Staff evaluated the 115 projects submitted by MPO entities using the TTAC and Policy Board approved scoring criteria. A composite score was developed for each project, and the list was sorted by project type (Road & Bridge, Bike & Pedestrian, Illustrative) and anticipated year of construction. The preliminary list of scored projects is attached. The MPO has traditionally relied on the scoring criteria as one tool to help prioritize projects within the Long-Range Plan as there has always been more transportation infrastructure needs than available forecasted funding. This year, we were able to fiscally constrain all but two road and bridge projects and five bike and pedestrian projects as shown in the attached tables. At this time, we are asking the Committee to make a recommendation to the Urbanized Area Policy Board (UAPB) regarding the fiscally constrained list of capital infrastructure projects.

I will be available at your May 18<sup>th</sup> meeting to answer any questions.

## 2022-2050 Long Range Transportation Plan - Federally Funded Transportation Infrastructure Needs List

TABLE 1: Fiscally Constrained Road and Bridge Projects 2022-2030																								
ID	Project Title <span style="color: red;">(Projects in RED have funding programmed in the TIP)</span>	Project Description <span style="color: red;">(include type of project, location, length, etc.)</span>	\$ Cost Estimate at Construction	Entity	Goal 1		Goal 2		Goal 3	Goal 4	Goal 5		Goal 6			Goal 7			Goal 8		Goal 9		Goal 10	Score
					Economic Opportunity		Environment		Quality of Life	System Preservation	Efficiency		Choice			Safety			Health		Equity		Local Commitment	
					1A	1B	2A	2B	3A	4A	5A	5B	6A	6B	6C	7A	7B	7C	8A	8B	9A	9B	10	
1	5th St Reconstruction - 12th Ave to 20th Ave	0.6 mile reconstruction of 5th St between 12th Ave and 20th Ave	\$3,132,000	Coralville	5	1	0	-	5	5	0	0	3	3	3	7	0	0	0	0	5	0	3	40
2	Taft Ave Reconstruction	American Legion Rd to Lower West Branch Rd	\$12,760,000	Iowa City	5	2	1	-	5	5	0	0	0	3	3	0	0	0	0	0	5	0	9	38
3	Highway 6 & Deer Creek Rd	Pavement widening, turn lanes, RRXing improvements, new traffic signals	\$3,712,000	Coralville	5	2	3	-	0	5	0	7	0	0	0	0	0	7	0	0	5	0	1	35
4	Ranshaw Way Improvements - Phase 6	Full build out from Hawkeye Dr to Forevergreen Rd, including trails and landscaping	\$11,600,000	North Liberty	5	1	4	1	5	5	0	0	0	3	3	0	0	0	0	0	0	0	7	34
5	Sunset St Pavement	Pavement repair and pedestrian improvements	\$557,960	University Heights	5	1	1		5	5	0	0	3	0	0	0	0	0	0	0	5	3	3	31
6	Melrose Ave Complete Street Improvements	Streetscape, stormwater and intersection improvements, utility relocations and construct bike lanes east of Sunset St (0.35 miles)	\$1,560,000	University Heights	5	1	0	-	5	5	0	0	3	0	3	0	0	0	0	0	0	0	-	22
7	Park Rd (Hwy 6 to Oakdale Blvd)	Grade & pave to a four-lane street, install curb, gutter and sidewalks or trails	\$4,860,000	Tiffin	5	1	2	-	5	5	0	0	0	3	0	0	0	0	0	0	0	0	-	21
8	Melrose Ave Preventative Maintenance	Pavement repair within city limits	\$174,000	University Heights	5	1	0	-	5	5	0	7	3	0	0	0	0	0	0	0	0	0	-	26
9	5th St & 10th Ave Roundabout	Reconstruct intersection as a roundabout and reconstruct 10th Ave to Highway 6	\$1,450,000	Coralville	5	1	1	-	5	5	0	0	3	0	0	0	0	0	0	0	5	0	-	25
10	Park Rd Reconstruction	Reconstruct Park Rd between Riverside Dr and Templin Rd	\$7,772,000	Iowa City	5	1	0	-	5	5	0	0	3	0	0	0	0	0	0	0	5	0	-	24
11	1st Ave North Phase 1	0.5 mile reconstruction of 1st Ave between southerly E. Grantview Dr and Auburn East Ln from rural to urban cross section	\$1,537,000	Coralville	5	1	1	-	0	5	0	7	0	3	0	0	0	0	0	0	0	0	-	22
12	12th Ave at I-80 Overpass	Reconstruct road approach sections to bridge over I-80, extend shared use path from south end of bridge to 11th St, construct shared use path north of bridge to Ozark Ridge share use path	\$754,000	Coralville	5	1	0	-	0	5	0	0	3	3	0	0	0	0	0	0	5	0	-	22
13	Benton St Bridge	This project is a replacement of the Benton St bridge over Ralston Creek	\$1,624,000	Iowa City	5	1	0	-	5	5	0	0	0	0	0	0	0	0	0	0	5	0	-	21
14	Hwy 6 (Main St to Park Rd)	Grade & pave street, install curb, gutter and sidewalks or trails and install center turn lane	\$3,190,000	Tiffin	5	2	1	-	5	5	0	0	0	3	0	0	0	0	0	0	0	0	-	21
15	Heartland Dr - Commerce Dr to Jones Blvd	0.42 mile reconstruction of Heartland Dr from Commerce Dr to Jones Blvd	\$1,740,000	Coralville	5	1	1	-	0	5	0	0	0	3	0	0	0	0	0	0	5	0	-	20
16	Dubuque St Reconstruction - Phase 5	Full reconstruction with curb and gutter from Penn St to Main St	\$657,720	North Liberty	5	1	1	-	5	5	0	0	0	3	0	0	0	0	0	0	0	0	-	20
17	Forevergreen Rd/Jasper Ave Roundabout	Full build out, including trails and landscaping	\$4,194,560	North Liberty	5	5	1	-	0	5	0	0	0	3	0	0	0	0	0	0	0	0	-	19
18	Commerce Dr - Coral Ridge Ave to Commercial Pk	0.25 mile reconstruction Commerce Dr from Coral Ridge Ave to Commercial Park	\$1,044,000	Coralville	5	1	0	-	0	5	0	0	3	0	0	0	0	0	0	0	5	0	-	19
19	Sunset St Preventative Maintenance and Crosswalk Improvements	Pavement repair between Benton St and Melrose Ave, and Oakcrest Ave crosswalk visibility improvements	\$174,000	University Heights	5	1	0	-	5	5	0	0	3	0	0	0	0	0	0	0	0	0	-	19
20	Dubuque St Reconstruction - Phase 4	Full reconstruction with curb and gutter from Juniper St to North Liberty Rd	\$861,880	North Liberty	5	2	1	-	5	5	0	0	0	0	0	0	0	0	0	0	0	0	-	18
21	Dubuque St Reconstruction - Phase 2	Full reconstruction with curb and gutter from Zeller St to Juniper St	\$2,494,000	North Liberty	5	1	1	-	5	5	0	0	0	0	0	0	0	0	0	0	0	0	-	17
22	Dubuque St Reconstruction - Phase 3	Full reconstruction with curb and gutter from Cherry Street to Zeller Street.	\$3,087,920	North Liberty	5	1	1	-	5	5	0	0	0	0	0	0	0	0	0	0	0	0	-	17
23	1st Ave - Auburn Hills Dr to Auburn East Ln Roundabout	Reconstruction of intersection into a roundabout with pedestrian facilities	\$1,450,000	Coralville	0	1	1	-	0	5	0	7	0	3	0	0	0	0	0	0	0	0	-	17
24	Hwy 6 (Park Rd to I-380)	Grade & pave street, install curb, gutter and sidewalks or trails	\$1,160,000	Tiffin	0	2	1	-	5	5	0	0	0	3	0	0	0	0	0	0	0	0	-	16
25	Heartland Dr - Commercial Park to Commerce Dr	0.23 mile reconstruction of Heartland Dr from Commercial Park to Commerce Dr	\$812,000	Coralville	5	1	0	-	0	5	0	0	0	0	0	0	0	0	0	0	5	0	-	16
26	1st Ave & Oakdale Blvd Roundabout	Reconstruction of intersection as a roundabout with pedestrian facilities	\$2,320,000	Coralville	5	1	1	-	0	5	0	0	0	3	0	0	0	0	0	0	0	0	-	15
27	Park Rd (Hwy 6 south to I-80) Phase One	Grade & pave street, install curb, gutter and sidewalks or trails	\$5,800,000	Tiffin	5	1	1	-	0	5	0	0	0	3	0	0	0	0	0	0	0	0	-	15
28	Oakdale Blvd Extension	0.6 mile extension of Oakdale Blvd west of Jones Blvd	\$2,465,000	Coralville	5	1	1	-	0	0	0	0	0	3	0	0	0	0	0	0	5	0	-	15
29	12th Ave & Oakdale Blvd Intersection	Reconstruct intersection as a roundabout	\$1,160,000	Coralville	5	1	1	-	0	5	0	0	3	0	0	0	0	0	0	0	0	0	-	15
30	Highway 6 & new Heartland Dr Intersection	Extension of Heartland Dr to new intersection with Hwy 6. Turn lanes and traffic signal improvements	\$1,740,000	Coralville	5	2	1	-	0	0	0	0	0	0	0	0	0	0	0	0	5	0	-	13
<b>Total Costs 2022-2030</b>			<b>\$85,844,040</b>																					
<b>Estimated Funding</b>			<b>\$93,240,028</b>																					
<b>Remaining</b>			<b>\$7,395,988</b>																					



63	Forevergreen Rd Extension	Extension of Forevergreen Rd from 12th Avenue to Naples Ave NE	\$4,560,000	North Liberty	5	2	1	-	5	0	0	0	0	3	0	0	0	0	0	0	0	0	-	16
63	Iowa Ave Culvert Repair	This project will repair a box culvert that carries Ralston Creek under Iowa Ave	\$804,019	Iowa City	0	1	0	-	0	5	0	0	0	0	0	0	0	0	0	0	5	0	-	11
64	Deer Creek Rd Bridge over Clear Creek	Bridge replacement	\$1,368,000	Coralville	5	1	0	-	0	5	0	0	0	0	0	0	0	0	0	0	0	0	-	11
65	Park Rd (1-80 to City Limits - includes Kansas Ave) Phase Two	Grade & pave street, install curb, gutter and sidewalks or trails	\$4,560,000	Tiffin	0	2	1	-	0	5	0	0	0	3	0	0	0	0	0	0	0	0	-	11
66	12th Ave and Holiday Rd Roundabout and bridge over CRANDIC	Full reconstruction at 12th Ave and Holiday Rd with replacement of bridge over CRANDIC Railroad to provide necessary offset of roundabout east of 12th Ave.	\$7,600,000	Coralville	0	1	1	-	0	5	0	0	3	0	0	0	0	0	0	0	0	0	-	10
<b>Total Costs 2031-2040</b>			<b>\$144,736,650</b>																					
<b>Estimated Funding</b>			<b>\$144,933,960</b>																					
<b>Remaining</b>			<b>\$197,310</b>																					



2022-2050 Long Range Transportation Plan - Federally Funded Transportation Infrastructure Needs List

TABLE 3: Fiscally Constrained Road and Bridge Projects 2041-2050																								
ID	Project Title	Project Description (include type of project, location, length, etc.)	\$ Cost Estimate at Construction	Entity	Goal 1		Goal 2		Goal 3	Goal 4	Goal 5		Goal 6			Goal 7			Goal 8		Goal 9		Goal 10	Score
					Economic Opportunity		Environment		Quality of Life	System Preservation	Efficiency		Choice			Safety			Health		Equity		Local Commitment	
					1A	1B	2A	2B	3A	4A	5A	5B	6A	6B	6C	7A	7B	7C	8A	8B	9A	9B	10	
67	Melrose Ave West Improvements	Streetscape and stormwater improvements, utility relocations and construct bike lanes west of Sunset St (0.2 miles)	\$2,304,000	University Heights	5	1	1	-	5	5	0	7	3	3	3	0	0	0	0	0	0	0	-	33
68	5th St Reconstruction - 10th Ave to 12th Ave	0.15 mile reconstruction of 5th St from 10th Ave to 12th Ave	\$768,000	Coralville	5	1	1	-	5	5	0	0	3	3	3	0	0	0	0	0	5	0	-	31
69	Sunset St Improvements	Streetscape and stormwater improvements, utility relocations and construct bike lanes south of Melrose Ave (0.35 miles)	\$1,651,200	University Heights	5	1	1	-	5	5	0	0	3	0	3	0	0	0	0	0	5	0	-	28
70	Melrose Ave Preventative Maintenance	Pavement repair within city limits	\$451,200	University Heights	5	1	0	-	5	5	0	7	3	0	0	0	0	0	0	0	0	0	-	26
71	22nd Ave Reconstruction	0.45 mile reconstruction of 22nd Avenue between Hwy 6 and 10th St	\$3,840,000	Coralville	5	1	1	-	5	5	0	0	3	0	0	0	0	0	0	0	5	0	-	25
72	10th St Reconstruction #3	0.5 mile reconstruction of 10th St from 22nd Ave to 25th Ave	\$3,168,000	Coralville	5	1	1	-	5	5	0	0	3	0	0	0	0	0	0	0	5	0	-	25
73	Oakdale Blvd Reconstruction	1 mile reconstruction of Oakdale Blvd from 12th Ave to Crosspark Rd	\$7,680,000	Coralville	5	1	1	-	0	5	0	7	3	3	0	0	0	0	0	0	0	0	-	25
74	Gilbert St IAIS Underpass	This project relocates the sidewalks of the Gilbert St underpass at the IAIS Railroad. The sidewalks are moved further from the street and existing erosion problems are addressed	\$1,205,453	Iowa City	5	1	0	-	5	5	0	0	3	0	0	0	0	0	0	0	5	0	-	24
75	12th Ave Reconstruction #1	0.5 mile reconstruction of 12th Avenue between 8th Street and I-80	\$4,032,000	Coralville	0	1	1	-	5	5	0	0	3	0	3	0	0	0	0	0	5	0	-	23
76	12th Ave Reconstruction #2	0.4 mile reconstruction of 12th Ave between I-80 and Holiday Rd	\$3,840,000	Coralville	5	1	1	-	5	5	0	0	3	0	3	0	0	0	0	0	0	0	-	23
77	Holiday Rd Reconstruction #1	0.4 mile reconstruction of Holiday Rd between 1st Ave and Brown Deer Rd	\$3,840,000	Coralville	5	1	1	-	5	5	0	0	3	0	3	0	0	0	0	0	0	0	-	23
78	Holiday Rd Reconstruction #3	0.4 mile reconstruction of Holiday Rd from 12th Ave to South Ridge Dr	\$3,840,000	Coralville	5	1	1	-	5	5	0	0	3	0	3	0	0	0	0	0	0	0	-	23
79	Sunset St Preventative Maintenance	Pavement repair between Benton St and Melrose Ave	\$451,200	University Heights	5	1	0	-	5	5	0	0	3	0	0	0	0	0	0	0	0	0	-	19
80	Rohret Rd - Lake Shore Dr to City Limits	This project will reconstruct Rohret Rd to urban standards	\$6,683,443	Iowa City	5	2	1	-	0	5	0	0	0	3	3	0	0	0	0	0	0	0	-	19
81	Hwy 6 & new 17th Ave Intersection	Extension of 17th Ave to Hwy 6 with new turn lanes and traffic signals	\$1,440,000	Coralville	5	1	1	-	5	0	0	0	0	0	0	0	0	0	0	0	5	0	-	17
82	340th St (Kansas Ave to Ivy Ave)	Grade and pave street, install curb, gutter and sidewalks or trails	\$7,680,000	Tiffin	5	2	1	-	0	5	0	0	0	0	0	0	0	0	0	0	0	0	-	13
83	Half Moon Ave (Hwy 6 north to approximately .5 mile north)	Grade and pave street, install curb, gutter and sidewalks or trails	\$7,680,000	Tiffin	5	2	1	-	0	5	0	0	0	0	0	0	0	0	0	0	0	0	-	13
84	Holiday Rd Reconstruction #2	0.42 mile reconstruction of Holiday Rd between Brown Deer Rd and 12th Ave	\$4,032,000	Coralville	0	1	1	-	0	5	0	0	3	0	3	0	0	0	0	0	0	0	-	13
85	Rustic Ridge Rd Reconstruction	0.33 mile reconstruction of Rustic Ridge Rd from North Liberty Rd to Dubuque St	\$2,304,000	Coralville	5	2	1	-	0	5	0	0	0	0	0	0	0	0	0	0	0	0	-	13
86	Camp Cardinal Blvd Reconstruction	0.35 mile reconstruction of Camp Cardinal Blvd from Clear Creek to Hwy 6	\$2,880,000	Coralville	5	1	1	-	0	5	0	0	0	0	0	0	0	0	0	0	0	0	-	12
87	Oakdale Blvd - Hwy 1 to Prairie Du Chien Rd	This project would construct Oakdale Blvd from Hwy 1, west to Prairie Du Chien Rd	\$30,375,936	Iowa City	5	2	1	-	0	0	0	0	0	3	0	0	0	0	0	0	0	0	-	11
88	Oakdale Blvd - Hwy 1 to Scott Blvd	This project would construct an extension north across I-80 to a new intersection with Iowa Hwy 1	\$55,296,000	Iowa City	5	2	1	-	0	0	0	0	0	3	0	0	0	0	0	0	0	0	-	11
89	Village Dr (Ireland Ave to Half Moon Ave)	Grade and pave street, install curb, gutter and sidewalks or trails	\$13,440,000	Tiffin	5	2	1	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	8
90	Traffic Signal Pre-Emption System	This project will install a city-wide Geographic Information System (GIS) based traffic signal pre-emption system for emergency vehicles.	\$4,501,094	Iowa City	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	
<b>Total Costs 2041-2050</b>			<b>\$173,383,526</b>																					
<b>Estimated Funding</b>			<b>\$173,459,431</b>																					
<b>Remaining</b>			<b>\$75,905</b>																					

2022-2050 Long Range Transportation Plan - Federally Funded Transportation Infrastructure Needs List

TABLE 4: Illustrative Projects 2041-2050																								
ID	Project Title	Project Description (include type of project, location, length, etc.)	\$ Cost Estimate at Construction	Entity	Goal 1		Goal 2		Goal 3	Goal 4	Goal 5		Goal 6			Goal 7			Goal 8		Goal 9		Goal 10	Score
					Economic Opportunity		Environment		Quality of Life	System Preservation	Efficiency		Choice			Safety			Health		Equity		Local Commitment	
					1A	1B	2A	2B	3A	4A	5A	5B	6A	6B	6C	7A	7B	7C	8A	8B	9A	9B	10	
1	Benton St - Orchard St to Oaknoll Dr	This is a capacity related improvement identified by the Arterial Street Plan	\$15,029,760	Iowa City	5	1	2	-	5	5	0	7	3	3	3	7	0	0	0	0	5	0	-	46
2	South Arterial and Bridge - US 218 to Gilbert St	Construction of a south arterial street and bridge over the Iowa River, connecting from Old Hwy 218/ US 218 interchange to the west side of the Iowa River to Gilbert St/ Sycamore "L" intersection	\$58,934,477	Iowa City	5	2	1	-	0	0	0	0	0	3	0	0	0	0	0	0	5	0	-	16
<b>Total Costs 2041-2050</b>			<b>\$73,964,237</b>																					



2022-2050 Long Range Transportation Plan - Federally Funded Transportation Infrastructure Needs List

TABLE 1: Fiscally Constrained Bike and Pedestrian Projects 2022-2030																								
ID	Project Title <i>(Projects in RED have funding programmed in the TIP)</i>	Project Description <i>(include type of project, location, length, etc.)</i>	\$ Cost Estimate at Construction	Entity	Goal 1		Goal 2		Goal 3	Goal 4	Goal 5		Goal 6			Goal 7			Goal 8		Goal 9		Goal 10	Score
					Economic Opportunity		Environment		Quality of Life	System Preservation	Efficiency		Choice			Safety			Health		Equity		Local Commitment	
					1A	1B	2A	2B	3A	4A	5A	5B	6A	6B	6C	7A	7B	7C	8A	8B	9A	9B	10	
1	Hwy 6 Trail Construction	Construct a 10' trail along Highway 6 between Broadway St and Fairmeadows Blvd	\$4,524,000	Iowa City	5	2	-	-	5	5	0	0	3	3	3	7	0	0	0	5	5	0	9	52
2	North Liberty Rd Trail Improvement	Construction of 8' wide trail from along the south side Penn St and south and west side of North Liberty Rd	\$1,239,840	North Liberty	5	1	-	-	5	0	0	7	0	3	3	0	0	0	0	0	0	0	5	29
3	Clear Creek Trail Connection	0.34 mile trail connection on Camp Cardinal Blvd from Highway 6 to the Tom Harkin Trailhead	\$416,000	Coralville	5	1	-	-	0	0	0	0	0	3	3	7	0	0	0	0	5	0	3	27
<b>Total Costs 2022-2030</b>			<b>\$6,179,840</b>																					
<b>Estimated Funding</b>			<b>\$8,157,692</b>																					
<b>Remaining</b>			<b>\$1,977,852</b>																					

TABLE 2: Fiscally Constrained Bike and Pedestrian Projects 2031-2040																								
ID	Project Title	Project Description <i>(include type of project, location, length, etc.)</i>	\$ Cost Estimate at Construction	Entity	Goal 1		Goal 2		Goal 3	Goal 4	Goal 5		Goal 6			Goal 7			Goal 8		Goal 9		Goal 10	Score
					Economic Opportunity		Environment		Quality of Life	System Preservation	Efficiency		Choice			Safety			Health		Equity		Local Commitment	
					1A	1B	2A	2B	3A	4A	5A	5B	6A	6B	6C	7A	7B	7C	8A	8B	9A	9B	10	
4	Iowa River Trail - Benton St to Sturgis Park	Extend the Iowa River Trail from Benton Street to Sturgis Park on the west side of the Iowa River	\$3,981,306	Iowa City	5	1	-	-	0	0	0	0	3	3	0	7	7	0	3	0	5	0	-	34
5	Iowa River Corridor 'Gateway' Trail Segment	Construct a 10' trail between Park Rd (south) to The University of Iowa pedestrian bridge	\$760,000	Iowa City	5	1	-	-	5	0	0	0	3	3	0	7	0	0	0	5	5	0	-	34
6	Old Hwy 218 Trail	Construct 1.2-mile mile of sidepath on the west side of Old Hwy 218 south of the Mormon Trek Blvd/ McCollister Blvd intersection with an underpass at the intersection of Old Hwy 218 and Oakcrest Hill Rd.	\$1,824,000	Johnson County	5	2	-	-	0	0	0	0	3	3	0	7	0	0	3	0	5	0	-	28
7	Old Hwy 218 Trail/ Wide Sidewalk	This project will construct an 8' wide sidewalk adjacent to Old Hwy 218 between Sturgis Ferry Park and McCollister Blvd	\$1,605,120	Iowa City	5	1	-	-	0	0	0	0	3	3	0	7	0	0	3	0	5	0	-	27
8	Herbert Hoover Hwy Trl	Construct 1 mile of sidepath on the south side of Herbert Hoover Hwy/F44 connecting the current sidepath ending on the east side of Thunder Gulch Rd.	\$1,520,000	Johnson County	5	2	-	-	0	0	0	7	0	3	0	0	0	0	3	0	5	0	-	25
9	North Ridge Trail Reconstruction	Reconstruct 0.25 miles of North Ridge Trail immediately south of Forevergreen Rd	\$380,000	Coralville	5	1	-	-	0	5	0	0	0	3	0	0	0	0	0	5	0	0	-	19
10	Morrison Creek Trail	Shared use path extension along east side of Morrison Creek from 5th St to 10th St, with pedestrian bridge connection to Applewood Trail north of 8th St	\$1,026,000	Coralville	5	1	-	-	5	0	0	0	0	3	0	0	0	0	0	5	0	0	-	19
11	Forevergreen Rd Pedestrian Railroad Crossing	Add shared use path crossing of CRANDIC Railroad on south side of Forevergreen Rd	\$190,000	Coralville	5	1	-	-	0	0	0	7	0	3	0	0	0	0	0	0	0	0	-	16
12	Trail south on Ireland Ave (Clear Creek Trail to Villages Development)	Grade and pave .50 trail extension along Ireland Ave to Villages Development	\$410,400	Tiffin	5	1	-	-	5	0	0	0	0	3	0	0	0	0	0	0	0	0	-	14
13	Trail south on Ireland Ave (Railroad to Clear Creek Trail)	Grade and pave .25 mile trail extension along Ireland Ave to connect to Clear Creek Trail	\$380,000	Tiffin	5	1	-	-	5	0	0	0	0	3	0	0	0	0	0	0	0	0	-	14
14	Trail Reconstruction - Coralville Zone 1	Reconstruction of trails in Zone 1. Zone 1 is located east of 12th Ave and south of I-80. Total length: 1.5 miles	\$1,368,000	Coralville	1	0	-	-	1	5	0	0	3	0	0	0	0	0	0	3	0	0	-	13
15	Trailhead at Ireland	Grade and pave trailhead	\$76,000	Tiffin	0	1	-	-	0	5	0	0	0	0	0	0	0	0	0	0	0	0	-	6
<b>Total Costs 2031-2040</b>			<b>\$13,520,826</b>																					
<b>Estimated Funding</b>			<b>\$14,011,230</b>																					
<b>Remaining</b>			<b>\$490,404</b>																					

2022-2050 Long Range Transportation Plan - Federally Funded Transportation Infrastructure Needs List

TABLE 3: Fiscally Constrained Bicycle and Pedestrian Projects 2041-2050																								
ID	Project Title	Project Description (include type of project, location, length, etc.)	\$ Cost Estimate at Construction	Entity	Goal 1		Goal 2		Goal 3	Goal 4	Goal 5		Goal 6			Goal 7			Goal 8		Goal 9		Goal 10	Score
					Economic Opportunity		Environment		Quality of Life	System Preservation	Efficiency		Choice			Safety			Health		Equity		Local Commitment	
					1A	1B	2A	2B	3A	4A	5A	5B	6A	6B	6C	7A	7B	7C	8A	8B	9A	9B	10	
16	Iowa River Landing Pedestrian Bridge	New pedestrian bridge spanning the Iowa River just south of I-80	\$7,680,000	Coralville	5	2	-	-	5	0	0	0	0	3	0	0	0	0	3	0	5	0	-	23
17	Hwy 965 Trail	Construct a 3.5 mile sidepath along Hwy 965 NW. The sidepath would begin at Scales Bend Rd and travel northeast ending at I-380.	\$7,680,000	Johnson County	5	2	-	-	0	0	0	0	0	3	0	0	0	0	3	0	0	0	-	13
<b>Total Costs 2041-2050</b>			<b>\$15,360,000</b>																					
<b>Estimated Funding</b>			<b>\$15,649,334</b>																					
<b>Remaining</b>			<b>\$289,334</b>																					

TABLE 4: Illustrative Bike and Pedestrian Projects 2031-2040																								
ID	Project Title	Project Description (include type of project, location, length, etc.)	\$ Cost Estimate at Construction	Entity	Goal 1		Goal 2		Goal 3	Goal 4	Goal 5		Goal 6			Goal 7			Goal 8		Goal 9		Goal 10	Score
					Economic Opportunity		Environment		Quality of Life	System Preservation	Efficiency		Choice			Safety			Health		Equity		Local Commitment	
					1A	1B	2A	2B	3A	4A	5A	5B	6A	6B	6C	7A	7B	7C	8A	8B	9A	9B	10	
18	Trail Reconstruction - Coralville Zone 2	Reconstruction of trails in Zone 2. Zone 2 is located west of 12th Ave, south of I-80, and east of Coral Ridge Ave. Total length: 3.5 miles	\$2,660,000	Coralville	1	0	-	-	1	5	0	0	3	0	0	0	0	0	0	0	3	0	-	13
<b>Total Costs 2031-2040</b>			<b>\$2,660,000</b>																					

TABLE 5: Illustrative Bike and Pedestrian Projects 2041-2050																								
ID	Project Title	Project Description (including type of project, location, length, etc.)	\$ Cost Estimate at Construction	Entity	Goal 1		Goal 2		Goal 3	Goal 4	Goal 5		Goal 6			Goal 7			Goal 8		Goal 9		Goal 10	Score
					Economic Opportunity		Environment		Quality of Life	System Preservation	Efficiency		Choice			Safety			Health		Equity		Local Commitment	
					1A	1B	2A	2B	3A	4A	5A	5B	6A	6B	6C	7A	7B	7C	8A	8B	9A	9B	10	
19	Old Hwy 218 Streetscape	Streetscape improvements on Old Hwy 218 entrance - Sturgis Ferry Park to Hwy 6. This project includes landscaping, lighting, and sidewalk improvements. The project should be coordinated with Sturgis Ferry Park upgrade and/or Riverside Dr redevelopment project	\$2,993,357	Iowa City	5	1	-	-	0	0	0	0	3	3	0	0	7	0	3	0	5	0	-	27
20	Willow Creek Trail - Phase III	Construct a trail from Willow Creek Dr, under Hwy 1, around the perimeter of the airport, to connect with Iowa River Corridor (IRC) Trail	\$3,207,168	Iowa City	5	2	-	-	0	0	0	0	0	3	3	0	0	0	3	0	5	0	-	21
21	Willow Creek Trail - West	Connect Willow Creek Trail from its current west terminus via a tunnel under Hwy 218, to connect with the trail in Hunters Run Park and further west	\$8,212,378	Iowa City	0	2	-	-	5	0	0	0	0	3	3	0	0	0	3	0	0	0	-	16
22	Trail Reconstruction - Coralville Zone 3	Reconstruction of trails in Zone 3. Zone 3 is located west of 1st Ave, north of I-80, east of Coral Ridge Ave, and south of Oakdale Blvd. Total length: 2.7 miles	\$2,400,000	Coralville	1	0	-	-	1	5	0	0	3	0	0	0	0	0	0	0	0	0	-	10
23	Trail Reconstruction - Coralville Zone 4	Reconstruct trails in Zone 4. Zone 4 is located west of 1st Ave, north of Oakdale Blvd, east of Coral Ridge Ave, and south of Forevergreen Rd. Length: 3.0 mi.	\$2,880,000	Coralville	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0
<b>Total Costs 2041-2050</b>			<b>\$19,692,902</b>																					



Date: May 11, 2021  
To: Transportation Technical Advisory Committee  
From: Emily Bothell, <sup>EB</sup> Sr. Associate Transportation Planner  
Re: Agenda item #7: Update on Federal Functional Class designations for urbanized area roadways

In January the Urbanized Area Policy Board (UAPB) unanimously approved amending the Federal Functional Classification (FFC) system map to include 7.12 miles of roadways as shown in **Table 1** and to forward the request to the Iowa Department of Transportation (DOT) and Federal Highway Administration (FHWA) for final approval.

The amendments were approved in April and the attached map depicts the changes. Only 35% of the total road mileage in the Iowa City Urbanized Area can be listed on the FFC system. With the approved amendments, the total road mileage listed on the FFC system in the Iowa City urbanized area equals 167.04 miles or 33%.

The FFC updates can be seen on the Iowa Highway Networks at: <http://iowadot.maps.arcgis.com/apps/MapSeries/index.html?appid=ee5e09b37329492587f8dd4dca4f8e75>.

I will be available at your May 18<sup>th</sup> meeting to answer any questions you may have.



**Table 1:** Approved Federal Functional Classification System Amendments for the Iowa City Urbanized Area

No	Entity	Street/Route Description	Miles	Existing Classification	Amended Classification	Iowa DOT Comments
1	Coralville	Commerce Drive - Coral Ridge Avenue to Heartland Drive	0.46	Local	U-COL	Commerce Dr as collector. Connection between minor arterials.
2	North Liberty	Forevergreen Road - I-380 to Ranshaw Way/Hwy 965	1.77	U-COL	U-MA	Forevergreen Rd can be upgraded to minor arterial. The future economic development and an increased ADT have developed for a classification of minor arterial at this time.
3	North Liberty	Kansas Avenue - Penn Street to Forevergreen Road	2.05	Local	U-COL	Kansas Ave can be upgraded to collector only. Denying the MPOJC request for a change to minor arterial on this segment. Too close in proximity to I-380.
4	North Liberty	Zeller Street - Jones Boulevard to Front Street	1.00	Local	U-COL	Zeller St can be upgraded to collector for connection between Jones Blvd on the west and Front St to the east.
5	North Liberty	St. Andrews Drive / 270th St - from Jones Boulevard to Kansas Avenue	1.02	Local	U-COL	St. Andrews Dr and 270th St can be upgraded to collector, but only because Kansas Ave to the west is approved for an upgrade to collector (continuity of the same classification).
6	North Liberty	Juniper Street - North Liberty Road to Dubuque Street	0.82	Local	U-COL	Juniper St can be upgraded to collector for quick access connection between S Dubuque St (minor arterial) on the south and North Liberty Rd (collector) on the north.

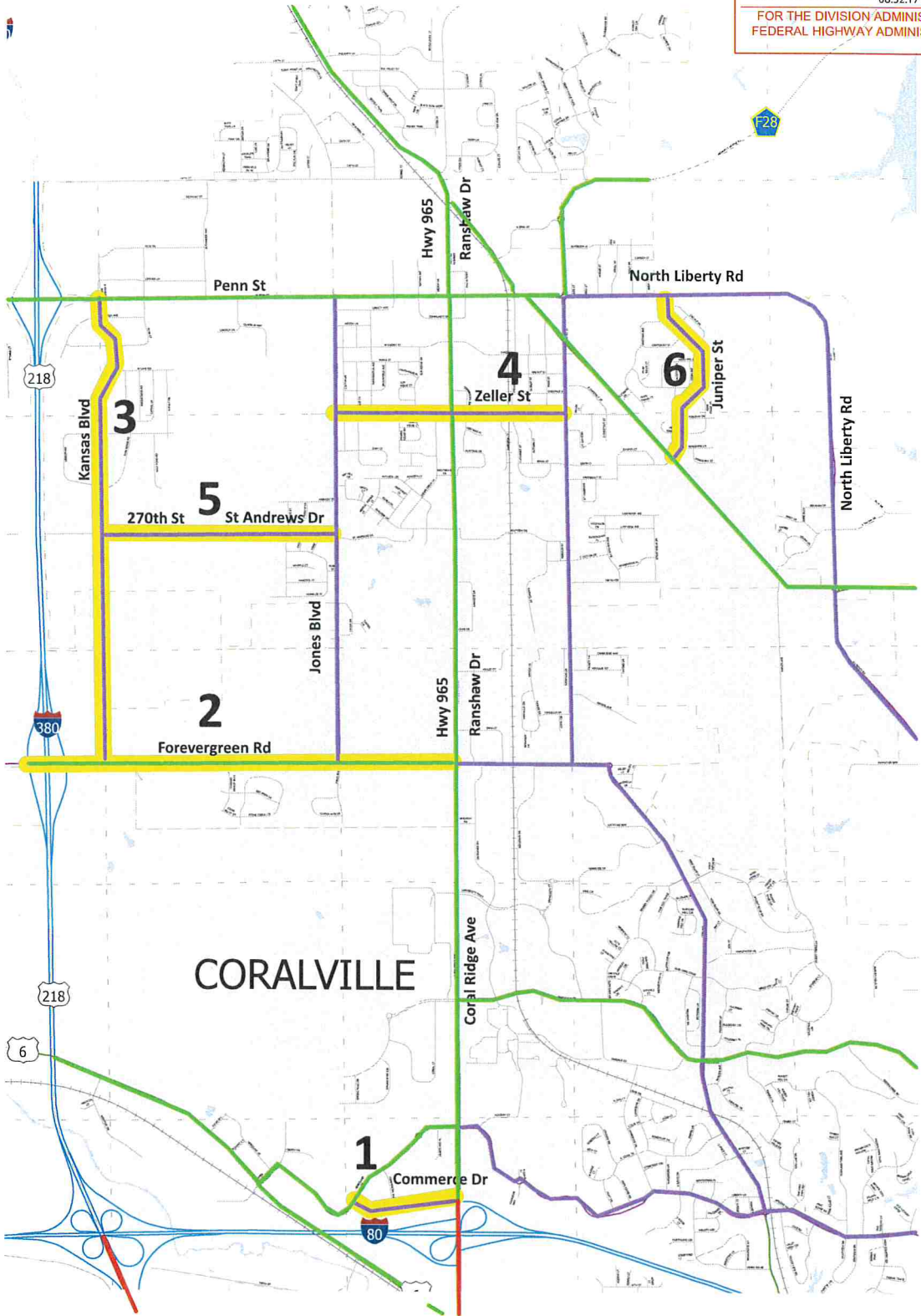
**Total Approved Mileage:** 7.12 miles  
**Total "New" Mileage:** 5.35 miles  
**% of Miles Classified with approved amendments:** 167.04 miles (33.0%)

U-MA = Urban Minor Arterial  
 U-COL = Urban Collector

APPROVED \_\_\_\_\_ Date April 21, 2021

DARLA M HUGABOOM Digitally signed by DARLA M HUGABOOM Date: 2021.04.21 08:52:17 -05'00'

FOR THE DIVISION ADMINISTRATOR  
FEDERAL HIGHWAY ADMINISTRATION



- Recommended FFC
- OPA - Urban Other Principal Arterial —
  - Min Art - Urban Minor Arterial —
  - Coll - Urban Collector —

URBAN FEDERAL FUNCTIONAL CLASSIFICATION MAP  
OF  
**IOWA CITY**  
**IOWA**