



Metropolitan Planning Organization of Johnston County

MEETING NOTICE

MPOJC Urbanized Area Policy Board
Wednesday, May 29, 2019 – 4:30 PM
City of North Liberty – Council Chambers
1 Quail Creek Circle, North Liberty, IA

AGENDA

1. **Call to Order**
 - a. Recognize alternates
 - b. Consider approval of meeting minutes
 - c. Set next Board meeting date, time and location (July 10, tentatively hosted by Coralville)
2. **Public Discussion of any item not on the agenda***
3. **Transportation Planning**
 - a. Consider a resolution approving the FY2020 MPOJC Transportation Planning Work Program
 - b. Public hearing and consideration of amendments to the adopted FY2019-2022 MPOJC Transportation Improvement Program (TIP) – Adding two City Highway Bridge Program projects
 - i. Replace the 2nd Avenue bridge over Ralston Creek
 - ii. Replace the Gilbert Street bridge over Ralston Creek
 - c. Consider approval of Draft FY2020-2023 MPOJC Transportation Improvement Program (TIP) projects
 - d. Update on the CRANDIC passenger rail study
4. **Other Business**
 - a. Update on Bike to Work week/month
 - b. Update from North Liberty staff on significant community projects
5. **Adjournment**

Attachments:

1. DOT Notice of Funding Availability - Railroad Revolving Loan & Grant Program
2. DOT Notice of Funding Availability - State Recreational Trails Program

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

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

MINUTES

DRAFT

MPOJC Urbanized Area Policy Board

Wednesday, April 3, 2019 - 4:30 PM

Johnson County Health and Human Services Building - 2nd Floor Conference Room

855 S. Dubuque St, Iowa City

MEMBERS PRESENT: Coralville: Meghann Foster, Tom Gill
Iowa City: Susan Mims, Pauline Taylor, John Thomas,
Bruce Teague, Mazahir Salih, Rockne Cole
Johnson County: Pat Heiden, Lisa Green-Douglass
North Liberty: Terry Donahue
Tiffin: Steve Berner
University Heights: Louise From
University of Iowa: Erin Shane
ICCSD: Lori Roetlin

OTHERS PRESENT: Bill Gerhard (President, Iowa State Building and Construction
Trades Council)

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

1. CALL TO ORDER

Meeting called to order at 4:30 PM by Berner.

a. Recognize alternates

No alternates recognized.

b. Consider approval of meeting minutes

Foster moved to approve; Donahue seconded. **The motion passed unanimously.**

c. Set next Board meeting date, time and location (May 29, tentatively in North Liberty)

The next meeting was scheduled for May 29th, hosted by North Liberty.

2. PUBLIC DISCUSSION OF ANY ITEM NOT ON THE AGENDA

There was no public discussion of any item not on the agenda.

3. ADMINISTRATION

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

Ralston indicated that House File 203 was signed into law the previous year, allowing the Iowa Transportation Commission to participate in what is commonly referred to as the 'Federal-Aid-Swap', a process by which road and bridge projects which would have typically been funded through the MPO by federal funding are instead swapped for state

funding. The idea behind this legislation was to streamline projects and minimize costs. Ralston indicated that at this time last year, the Transportation Technical Advisory Committee (TTAC) unanimously recommended participation in the swap, but after lengthy discussion the UAPB decided to opt out of the swap with a vote of 11 affirmative and 4 against. The Board cited Davis-Bacon wages, worker safety, and lack of available data supporting the benefits of the swap as primary reasons for opting out. MPOJC is the only MPO in the state that has opted out of the swap and unless the Board decides to opt out again the Iowa DOT will assume that MPOJC is electing to participate. Ralston explained that as the swap did not begin until October 2018, there still is very little data to provide and had suggested at the January 2019 meeting that members consult their engineering staff. Ralston indicated that Surface Transportation Block Grant (STBG) funding is the only funding eligible for swap under the jurisdiction of the 'Federal-Aid-Swap' program, and specific language and qualifiers were attached for reference.

Ralston indicated that at their March 26th meeting, the TTAC voted unanimously to participate in the swap.

Green-Douglass expressed concerns over lack of data and the wide-ranging implications of bypassing Davis-Bacon wages, citing worker safety and local labor sourcing as specific issues. Green-Douglass expressed interest in seeing data for this coming construction season, but indicated that findings would have to be compelling for a reversal of her preference for opting out of participation.

Ralston explained that the question as to whether to opt in or out will be revisited annually, as it aligns with the timelines for allocating as well as programming funds through the Transportation Improvement Program (TIP) Timeline.

Bamer opened the floor for public discussion for individuals who came to speak on the item. Bill Gerhard, President of the Iowa State Building and Construction Trades Council, addressed the Board. Gerhard thanked the Board for opting out of the program for the previous fiscal year. Gerhard indicated that other MPOs across the state were now looking at opting out as well, following the Board's lead. Gerhard expressed his concerns over the bypassing of worker wage protections as well as domestic product sourcing as incentivized in the 'Buy American Act'. Without Davis-Bacon wages, the only wage protection is the minimum wage. Furthermore, there is often negligible per-diem allotted to workers on major highway projects even as they are either relocated or required to commute. Gerhard reiterated his thanks to the Board for opting out for the previous year and asked them to do the same for the current year.

Donahue indicated that he had spoken with his city engineer regarding the issue, and the city engineer shared that federal aid funding increases engineering costs for both the design and construction phases of a road project. Costs range from 7-8% greater for federally-funded roadway projects.

From added that University Heights' city engineer indicated that there is a substantial amount of work involved in the weekly reviews of payroll reports, having to be submitted by a supervisor for every employee involved in working on a project – one of the factors contributing to the increased cost of federal-aid projects. From further indicated that University Heights' city engineer expressed that the Iowa DOT post-project audit process for federal-aid projects is very thorough and would require a substantial amount of time and effort to prepare for and complete. As federally-funded projects tend to have an

increased timeline of 3-6 months, From indicated that the small city of University Heights may be unable to complete a project due to the increase in time. Considering this information, From expressed her desire to opt in to the 'Federal-Aid-Swap' program.

Cole expressed his continued support for opting out of the swap. He explained that the role of the increased amount of paperwork was to ensure worker protections and fair compensation, especially as most efficiency measures for roadway projects come at the expense of worker salaries. Cole further expressed his opinion that this policy is a part of an ongoing union-busting effort as it sacrifices worker protections for efficiency. Considering this, Cole expressed his opposition to opting in to the swap program. He reiterated Green-Douglass' position regarding the lack of data present to support any kind of change in current funding processes.

Gill revisited his vote from the previous year to opt in, and cited a lack of compelling evidence to support taking the same position as his justification for opting out for the coming fiscal year.

Taylor expressed her opinion to support opting out, citing lack of supporting data and lack of discernable benefits. With the rushing of jobs, outsourcing of cheaper materials, and that saving time does not provide adequate long-run benefits for vital, long-lasting infrastructure projects.

Salih agreed to opt out, expressing that concerns from the previous year had not been adequately resolved to make a different decision.

Foster also agreed with Green-Douglass and Cole, specifically regarding reduction of oversight of worker safety and compensation – particularly due to the strenuous and heightened risk associated with these construction sites. Particularly following a severe winter, worker protections are particularly pertinent and for this reason Foster supported opting out of the aid swap.

Donahue drew attention to the fact that all projects are subjected to the same OSHA (Occupational Safety and Hazard Administration) rules.

Green-Douglass responded by reiterating concerns over union-busting. Green-Douglass explained that union projects have safer standards, fewer accidents, fewer change orders, and more timely completion standards. Local cases have illustrated the dangers of worker misclassification due to oversight on non-union projects, issues that apply to contracted workers and compensation.

Donahue expressed concern over the lack of documentation from either side. Cole responded by citing peer-reviewed literature exploring the safety differences between union and non-union projects, as union projects provide similar worker protections as those provided by Davis-Bacon wages. Donahue cited issues surrounding the front-loading of projects facilitated using federal funds and stated his opinion that this part of the project should be the Board's focus. Donahue advocated for local enforcement and implementation of Davis-Bacon wages instead of it being federally-mandated. Gill rebutted by citing the significance of direct experience when dealing with differing requirements, specifically using Gerhard as a reference. Gill reiterated his opinion that the Board should wait another year before deciding to opt in, to allow for more data to become available.

Foster inquired about a plan for acquisition of pertinent safety and wage data to be considered at the next discussion of the issue. Ralston responded by explaining that the Iowa DOT is responsible for providing the data, as the MPO is not the contracting entity for the projects under consideration. Ralston further indicated interest in working with engineers from each community to gain further information.

Thomas asked about the local hiring aspects of the contracts. Ralston responded by indicating that, from his understanding, there was not a successful mechanism currently in place to ensure local hiring.

Berner supplied the viewpoint of Tiffin's city engineer, which was that opting in to the swap would save significant amounts of time as well as decrease engineering costs by 6-7%. Berner further indicated that Tiffin rarely receives federal funding and the town has received satisfactory products using local projects and labor regulations. Berner expressed his intention to vote to opt in to the aid swap.

Motion to opt out of the 'Federal-Aid-Swap' policy was made Cole. The motion was seconded by Green-Douglass.

Shane indicated the University of Iowa would abstain as they perform their own infrastructure projects and do not receive the outside funding in question.

Berner moved to a roll-call vote. The votes were as follows: Heiden (aye) Taylor (aye), From (no), Donahue (present), Shane (abstain), Mims (Aye), Berner (no), Cole (aye), Gill (aye), Teague (aye), Foster (aye), Green-Douglass (aye), Thomas (aye), Salih (aye). **Motion passed by majority vote of 10-1-1, with (1) abstention and (1) present vote.**

4. TRANSPORTATION PLANNING

a. Consider approval of the Locally Determined Projects list for the MPOJC FY2020 Transportation Planning Work Program

Ralston indicated that each spring the MPOJC develops a work-program schedule as required by both state and federal entities. Staff received 36 projects from members of the urbanized area, and staff will likely be able to accommodate additional project requests. The projects included in the packet are approximately one-fourth to one-third of all projects as it can be difficult for engineers to foresee all necessary projects for FY20. All federally-mandated projects will be included following the approval of the Locally-Determined Projects list for approval at the Board's May meeting.

Thomas inquired about project number 4, regarding Iowa City achieving a 'Gold' Standard for bike friendliness through the 2017 Bicycle Master Plan. Ralston indicated that this project is to facilitate and allow for the necessary improvements that would further bike friendliness in the area. Furthermore, bike-friendly communities' status can be reapplied for every four years so this would allow for continual improvements until the time of reapplication.

Donahue moved to approve the Locally-Determined Projects list, with Gill seconding.

Shane requested that cross-coordination between the public sector and the University be present in the execution of number 14, implementation of a bike share program, as the University shares this same goal.

The motion passed unanimously.

b. Consider approval of the MPOJC FY2020 Transit Program of Projects

Neumann introduced the transit Program of Projects for the three transit entities within the area (Iowa City, Coralville, and CAMBUS). Each entity produces a federally-mandated project list annually to identify all federally-funded projects. The Program of Projects will also be included in the consolidated funding request through Iowa DOT. This Transit Program of Projects will be a part of FY20-23 TIP which will be approved in July and has been approved unanimously by the TTAC.

Taylor moved for approval of the Transit Program of Projects, Cole seconded. **Motion passed unanimously.**

c. Consider approval of MPOJC Surface Transportation Block Grants (STBG) and Transportation Alternative Program funding allocations

Neumann explained that the Iowa DOT has allotted the MPO about \$6.5 million in STBG funding to be allocated for FY23-24. An additional \$1.45 million in TAP funding was provided for FY21-24. This is the culmination of 4 years of funding since TAP funding was not allocated in 2017 due to changes in state policies.

Four entities submitted a total of three applications for STBG funding, amounting to \$18 million in projects. Three entities submitted four applications for TAP funding, amounting to \$1.5 million in projects.

Two of the TAP projects are not included in the Long-Range Transportation Plan which according to Iowa DOT's new interpretation is allowed.

A summary of each project was provided, including a project description, staff scores, project totals, funding request, local match, and recommended funding levels. The scoring criteria were also attached.

Iowa City, North Liberty, and Tiffin submitted one application each and Coralville submitted two STBG projects.

Iowa City's project is the Dodge Street Improvement Project, which staff scored 48 points. The project would include a complete reconstruction of Dodge Street and surrounding infrastructure. The total cost of the project is \$13,250,000. Iowa City is requesting \$4,667,000 in STBG funding.

Coralville's 5th Street reconstruction project received 40 points. The total project cost is \$2,856,600 and requested STBG funding is \$2,285,280.

North Liberty's Hwy 965 project received 34 points and is the final phase of the Hwy 965 reconstruction through North Liberty. The total project cost is \$9,595,000 and requested

STBG funding is \$7,196,250. Donahue indicated that North Liberty would defer to Tiffin's needs if necessary, with the intention of reapplying for the same funding.

Tiffin's North Park Road improvement project received 32 points in staff scoring. Total project cost is \$5,279,472 with requested STBG funding totaling to \$2,500,000. Berner indicated that a roundabout will go in at the south terminus at Hwy 6 and will go to a developer-built four-lane boulevard. This would fill in a part-gravel, part-pavement road to match the rest of the surrounding developed area.

Coralville's First Ave and Oakdale roundabout received 26 points. Total project cost is \$1,847,475 with \$1,275,275 in STBG funding requested.

Iowa City and North Liberty each submitted one application each, while Coralville submitted two TAP applications.

Coralville's Iowa River Trail replacement project received 54 points. This project received \$462,717 in TAP funding in 2015 and is currently programmed for FY2020. Total project cost is \$889,970 with Coralville requesting an additional \$151,363 in TAP funding.

Iowa City's Hwy 6 trail project received 43 points. Total project cost is \$548,000 with \$438,000 in TAP funding requested.

The North Liberty Road Trail Project received 29 points. Total project cost is \$1,082,000 with \$648,118 in TAP funding requested. The project is not currently included in the MPO's long-range transportation plan. Donahue indicated that the trail would improve accessibility to a new dog park. Roetlin indicated that the school district has purchased land in the area.

The Coralville Clear Creek Trail Connector received 27 points. Total project cost is \$482,195 with \$332,715 of TAP funding requested. This project is not included in current Long-Range Transportation Plan. Gill indicated that it was originally an inaccessible industrial area and that providing a trail for this connector point would make a safe route. Roetlin explained that school district redistricting has led to this being an access point to Borlaug Elementary. Foster indicated that the ground is currently worn down from pedestrian traffic. Cole asked about when the trail would be connected to Tiffin.

Recommendations from the Regional Trails and Bicycling Committee (RTBC) and TTAC included allocating TAP funds to fully-fund Coralville's Iowa River Trail (\$151,363), Iowa City's Highway 6 Trail (\$438,000), and North Liberty's North Liberty Road Trail (\$648,118). The remainder of the funding would go towards Coralville's Clear Creek Trail Connector (\$212,519).

The STBG funding recommendation from the TTAC would allocate \$3,750,000 to Iowa City's Dodge Street Improvement project, \$1,850,000 to Coralville's 5th Street improvements, and \$1,200,000 for Tiffin's North Park Road improvements. The remaining two projects would receive no funding for this round of applications.

Mims moved to approve funding allocations, Teague seconded.

Ralston mentioned that the MPOJC worked closely with city engineers as well as the RTBC and TTAC to provide funding recommendations. These recommendations, once

approved, will be included in the Transportation Improvement Program (TIP) for approval by the Iowa DOT as well as for a public hearing period.

Berner thanked North Liberty for providing the opportunity for Tiffin's project to be funded, despite having a lower score.

The motion passed unanimously.

d. Update on CRANDIC Passenger Rail and Rails-to-Trails studies

Neumann indicated that Phase III Study is still on hold, as HDR, CRANDIC, and the Iowa DOT are trying to resolve issues with the ridership models and methodology with the FTA office in Kansas City. This project was intended to be finished at the same time as the Rails-to-Trails study, and the updated timeline for the passenger rail study is unknown.

The Rails-to-Trails study focused on railroad abandonment projects, characteristics of these types of projects, connectivity to existing trails, liability issues, and cost estimates. Cost will be primarily dependent upon the trail surface type, with estimates ranging from \$3.5-\$5.5 million. This estimate did not include additional property acquisitions for trailheads nor park-and-ride infrastructure.

Cole expressed interest in operating costs of a passenger rail, including the costs for updating rail and procuring trains. This figure is likely to range between \$30-\$40 million. The project is waiting for ridership numbers upon which it can base revenue projections. HDR is currently using MPOJC's DOT-approved ridership model. Iowa City Transit's route study may provide opportunities for the CRANDIC projects to be completed.

5. OTHER BUSINESS

There was no additional business.

6. ADJOURNMENT

From moved to adjourn, Foster seconded. **Motion passed unanimously.** Meeting adjourned at 5:33 PM.



Date: May 22, 2019

To: Urbanized Area Policy Board

From: Kent Ralston, ^{KR} Executive Director

Re: Agenda Item #3(a): Consider a resolution approving the FY2020 MPOJC Transportation Planning Work Program

Attached is a draft copy of the MPOJC FY20 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). Besides being a federal requirement, staff rely on the Work Program to organize our data collection and manage project workflow throughout the year.

The format used for the TPWP is the general format required for submittal to the Iowa DOT, FHWA and FTA. Please review the document and let staff know if you would like to see any modifications before staff forwards the document to the DOT, FHWA, and FTA for final approval. We will continue to take requests for additional projects which come up throughout the year and complete those projects as time permits.

On their May 21 meeting, the Transportation Technical Advisory Committee unanimously recommended approval of the Work Program. Please be prepared to consider approval of the FY20 Transportation Planning Work Program at your May 29 meeting.

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

FY2020 Transportation Planning Work Program

Metropolitan Planning Organization of Johnson County



DRAFT
Approved May 29, 2019
Last updated May 22, 2019

FY2020 Transportation Planning Work Program

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

Kent Raiston, Executive Director
Emily Bothell, Sr. Trans. Engineering Planner
Brad Neumann, Assistant Transportation Planner
Sarah Walz, Assistant Transportation Planner
Frank Waisath, Assistant Transportation Planner

Adopted by the MPO Urbanized Area Policy Board May 29, 2019

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
<hr/>	
Total:	15 representatives

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 two full-time transportation planners, one part-time transportation planner, and one traffic engineering planner. Augmenting the staff are two to three planning interns. Additional staff is shared with the City of Iowa City in the areas of secretarial, 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.

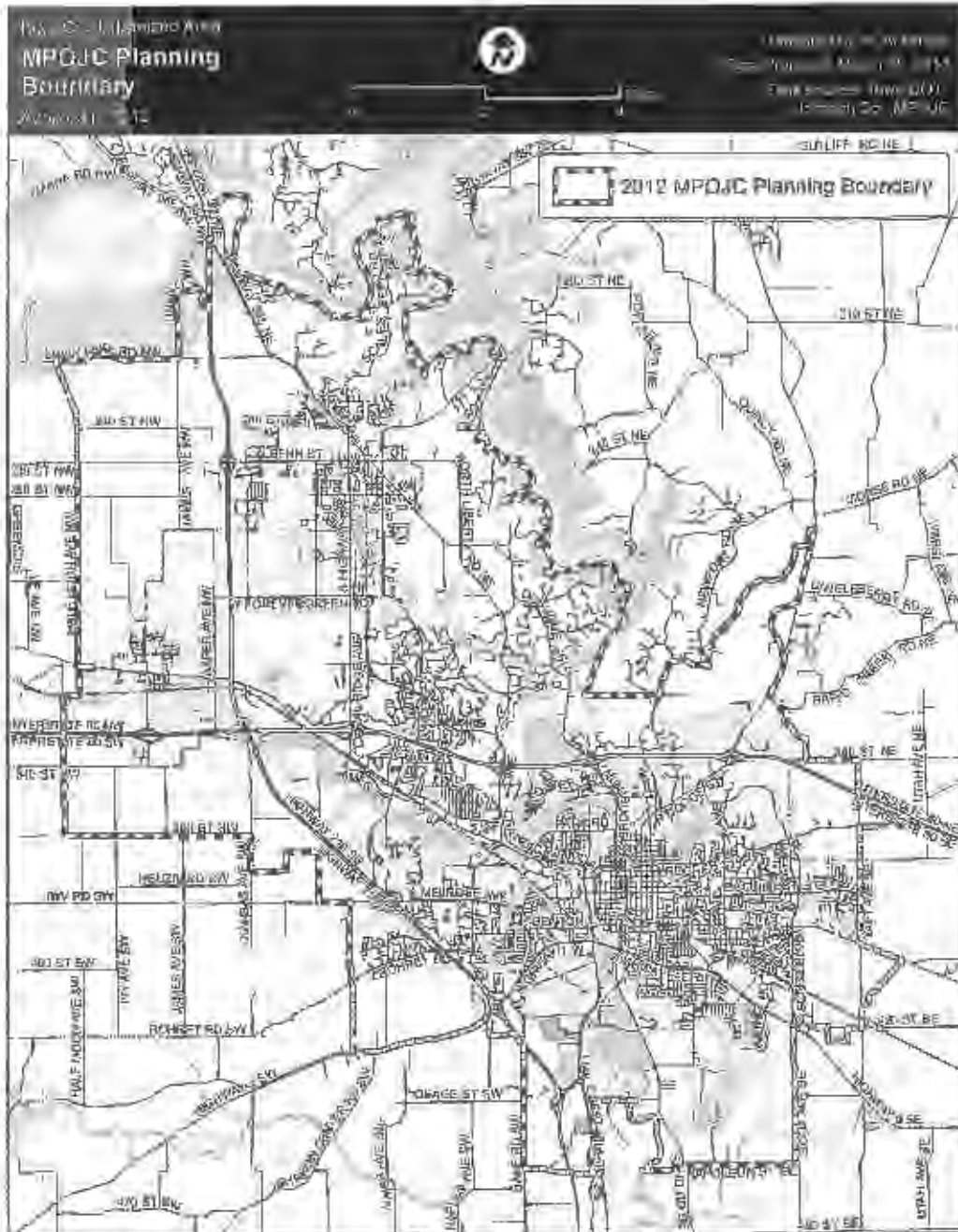
The **Regional Trails and Bicycling Committee** has been established to assist with discussion of pedestrian and bicycle-related issues and provides recommendations on pedestrian and bicycling issues to the Urbanized Area Policy Board.

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



Development of FY2020 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 project ideas 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 26.

There is also a public participation element of the preparation of the annual Transportation Planning Work Program. It has been the policy of 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 were forwarded to MPOJC public participation organizations as part of the Work Program development and notification process. Notice of the development of the Work Program was posted on the MPOJC website as well. 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 review 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 FY2020 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 our 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.

A priority for much of the urbanized area includes providing a solid transportation network for a rapidly growing population – the Iowa City metro area had the greatest growth in the state (7.7%) between 2010-2014 (U.S. Census Bureau). This population increase 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 several 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 for several very large capital infrastructure projects in the urbanized area – including the reconstruction of the Interstate 80/380 and Interstate 80/1st Avenue interchanges and the construction of a new Forevergreen Road/Interstate 380 interchange. MPOJC will continue to provide traffic model estimates for these projects and programing for these projects necessary to satisfy Federal Highway Administration requirements. MPOJC will also continue to work with the DOT, the East Central Iowa Council of Governments (ECICOG), and local partners on an express bus service to operate between the Iowa City and Cedar Rapids metro areas to reduce congestion on Interstate 380 and to provide 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).

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.

RESOLUTION NO. 2019- _____

RESOLUTION ADOPTING THE FY2020 METROPOLITAN PLANNING ORGANIZATION OF JOHNSON COUNTY TRANSPORTATION PLANNING WORK PROGRAM, AND AUTHORIZING THE EXECUTIVE DIRECTOR TO SIGN CONTRACTS FOR FTA 5305d AND FHWA PL FUNDS

WHEREAS, governmental bodies in the Iowa City Urbanized Area have established the Metropolitan Planning Organization of Johnson County (MPOJC), and

WHEREAS, the Governor of the State of Iowa has designated the MPOJC as the Metropolitan Planning Organization for the Iowa City Urbanized Area making MPOJC eligible to receive FTA 5305d and FHWA PL funding; and

WHEREAS, the MPOJC Transportation Planning Division has developed a Transportation Planning Work Program for FY2020 in accordance with the federal 3-C transportation planning process; and

WHEREAS, the Federal Highway Administration and the Federal Transit Administration make FHWA PL and FTA Section 5305d funds grant funds available for the purposes of carrying out the 3-C transportation planning process, and have reviewed the draft work program.

NOW, THEREFORE, BE IT RESOLVED BY THE URBANIZED AREA POLICY BOARD OF THE METROPOLITAN PLANNING ORGANIZATION OF JOHNSON COUNTY:

1. To adopt the FY2020 MPOJC Transportation Planning Work Program.
2. To authorize the Executive Director to file all necessary work program documents for the 3-C transportation planning process as required by U.S. DOT and Iowa DOT.
3. To authorize the Executive Director to sign grant agreements for FHWA PL and FTA Section 5305d funds.

It was moved by _____ and seconded by _____ the resolution be adopted. The motion _____ on a vote of _____ affirmative and _____ negative. Considered on this _____ day of May 2019.

Steve Eemer, Chairperson
MPOJC Urbanized Area Policy Board

MPOJC Urbanized Area Policy Board

Tom Gill	Coralville City Council
Meghann Foster	Coralville City Council
Bruce Teague	Iowa City City Council
Mazahir Salih	Iowa City City Council
John Thomas	Iowa City City Council
Susan Mims	Iowa City City Council
Pauline Taylor	Iowa City City Council
Rockne Cole	Iowa City City Council
Lisa Green-Douglass	Johnson County Board of Supervisors
Pat Heiden	Johnson County Board of Supervisors
Terry Donahue (Vice-Chair)	Mayor, North Liberty
Chris Hoffman	North Liberty City Council
Steve Berner (Chair)	Mayor, Tiffin
Erin Shane	University of Iowa
Louise From	Mayor, University Heights
Lori Roatlin (non-voting)	Iowa City School Board

MPOJC Transportation Technical Advisory Committee

Vicky Robrock	Manager, Coralville Transit
Dan Holderness	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
Simon Andrew	Asst. to City Manager, City of Iowa City
Dean Wheatley	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
Daniel Nguyen (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 Saglin	Johnson County
Sheri Proud	City of Coralville
Michelle Ribble	University of Iowa
Shelly Simpson	City of North Liberty
Juli Seydell Johnson	City of Iowa City
Anne Duggan	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. Transportation Engineering Planner
Brad Neumann, Assistant Transportation Planner
Sarah Walz, Assistant Transportation Planner
Frank Waisath, Assistant 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 in FY19. 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 will also be responsible for 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. Develop the annual Transportation Improvement Program (TIP), and amend as necessary
4. Amend the Long Range Multi-Modal Transportation Plan as necessary, full update adopted in May 2017
5. Consider 5310 amendments to Passenger Transportation Plan (PTP) – holding no less than two Committee meetings
6. Assist with triennial and quadrennial reviews as required
7. Assist with updates of Federal Transit Administration documents
8. Contract renewals, including paratransit contracts with municipalities and contracts between municipalities
9. Prepare materials for policy board and technical committee meetings
10. Coordinate with the East Central Iowa Council of Governments, Iowa DOT, and U.S. DOT
11. Administer FAST Act grant programs and regulations
12. Assist local transit agencies with completing required Disadvantaged Business Enterprise (DBE) documents and reporting
13. Administer regional Surface Transportation Block Grant Program and Transportation Alternatives Program Funds

FY20 Final Work Products and estimated time of completion:

1. Coordinate ad hoc committees as required [ongoing]
2. FY21 Passenger Transportation Plan coordination [3Q]
3. FY21 Transportation Planning Division budget [2Q & 3Q]
4. FY21 Transportation Planning Work Program [3Q & 4Q]
5. Consolidated transit grant applications – three systems [3Q & 4Q]

Previous Work in FY19:

1. Assisted with Disadvantaged Business Enterprise reports for Coralville Intermodal Center (Coralville) [ongoing]
2. Developed FY19 Policy Board and technical committee meeting materials
3. Completed FY20 Transportation Planning Work Program
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 MPO/JC entities)
8. Reviewed 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 Assistant Transportation Planner will be 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. Assistance with comprehensive planning as requested by member agencies
6. Update urbanized area arterial street plan as required
7. Land use, urban design, housing, human services, environmental, solid waste management, recreation, open space, and utilities planning activities affecting 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

FY20 Final Work Products and Estimated Time of Completion

1. Assist with transportation analysis 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 (Wheatley, North Liberty)

Previous Work in FY19:

1. Provided GIS support and analysis for various projects (Ralston, Iowa City) [ongoing]
2. Assisted with transit related planning (Wheatley, North Liberty) [ongoing]
3. Update of Metro Area Bike Plan (Holderness, Coralville) [ongoing]
4. Facilitated revisions to comprehensive plan including correspondence, online survey, and community meeting (From, University Heights) [ongoing]
5. Assist with data collection and mapping related to the Climate Adaptation Plan
6. (Knoche, Iowa City) [ongoing]

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 Assistant 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

FY20 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. Gilbert Street concept plan (Fruin, Iowa City) [ongoing]
4. Assist as needed with CRANDIC corridor studies (Cutler, DOT) [ongoing]
5. Assist with Dodge Street concept plan between Burlington and Governor Streets (Havel, Iowa City) [ongoing]
6. Evaluation of Dodge Street two-way traffic flow (Burlington to Bowery) & a 4-3 lane conversion (Bowery to Kirkwood) (Ralston, Iowa City) [ongoing]
7. Assist with transit route study (Nagle-Gamm, Iowa City) [Q1]
8. Update of Metro Area Bike Master Plan (Holderness, Coralville) [Q1]
9. Assist with on-board passenger survey (Robrock, Coralville) [2Q]
10. Assist with implementation of bike share program (Nagle-Gamm, Iowa City) [Q1]
11. Adopt 2016-2020 roadway safety targets required by DOT/FHWA (Ralston, MPO) [Q2]

Previous Work in FY19:

1. Pedestrian/bicycle counts at various locations on trail system (Holderness, Coralville)
2. Evaluated streets for four-lane to three-lane conversions (Ralston, Iowa City)
3. Assisted with Iowa City Bike Master Plan (Fruin, Iowa City)
4. Continued assistance with 4-lane to 3-lane conversions (Knoche, Iowa City) [ongoing]
5. Provide GIS mapping needs and training as City Staff develop understanding of GIS (Knoche, Iowa City) [ongoing]
6. Northside traffic calming project (Fruin, Iowa City) [ongoing]
7. Evaluated placing Capitol / Kirkwood connection on FFC Map (Ralston, Iowa City)
8. Bike master plan implementation & evaluation to achieve a gold Bike Friendly Community designation (Knoche, Iowa City) [ongoing]
9. Evaluate potential for implementation of a quiet zone on Iowa Interstate RR (Ralston,

Iowa City) [ongoing]

10. Participation on local MDST and TIM committees during the construction of the I-80 / 380 interchange and the I-380 / Forevergreen Road interchange (Cutter, DOT)
11. Reviewed potential trail crossing of Hwy 1 near Prairie Rose Ln (Rasmussen, Solar)
12. Adopted pavement, bridge, system performance, and freight targets by November 2018 and safety targets by February 2019 (Raiston, MPOJC)

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 one of the Assistant Transportation Planners with assistance from the Traffic Engineering 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

FY20 Final Work Products and Estimated Time of Completion:

1. Update traffic model forecast for McCollister Boulevard (Knoche, Iowa City) [Q2]
2. Assist with the reevaluation of the Oakdale Boulevard alignment east of Hwy 1 (Knoche, Iowa City) [ongoing]
3. Assist with the studies to pursue federal funding for relocation of transit facility (Knoche, Iowa City) [ongoing]
4. Evaluate traffic and transit flow impact of a new west campus parking ramp (Shane, U of I) [Q2]
5. Evaluate traffic and transit flow impact of a new east campus parking ramp (Shane, U of I) [Q2]
6. Assist with CRANDIC corridor studies as needed (Cutler, DOT)

Previous Work In FY19:

1. Assisted Iowa City Transit with maintenance/storage facility relocation (Nagle-Gamin, Iowa City) [ongoing]
2. Assist as needed with study of I-80 widening from east of Iowa City to the MPO eastern boundary (Cutler, DOT) [ongoing]
3. Assist as needed with study of I-380 widening from the Penn Street interchange to the northern MPO boundary (Cutler, DOT) [ongoing]
4. Recommendations related to Forevergreen Road interchange work (Wheatley, North Liberty)

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

FY20 Final Work Products and Estimated Time of Completion:

1. Traffic counts and evaluations as related to development proposals (Ralston, Iowa City)
2. Traffic counts and analysis of intersection warrant studies for capital projects (Knoche, Iowa City)
3. Assist with review of traffic calming projects (Knoche, Iowa City)
4. Assist with traffic counts as requested by MPO entities (Ralston, MPO)
5. Evaluate a two-way conversion of Jefferson and Market Streets (Havel, Iowa City) [Q3]
6. Turn lane evaluation at 5th Street / new school entrance (Rasmussen, Solon) [ongoing]
7. Assist with Gilbert Street 4-3 lane conversion (Havel, Iowa City) [Q1]
8. Assist with First Ave/Scott Blvd intersection analysis, including Scott Blvd intersections with Dubuque Rd. and Dodge St. (Havel, Iowa City) [Q2]
9. All-way stop / signal warrant at 12th Ave 7th Street (Holderness, Coralville) [Q2]
10. All-way stop / signal warrant at 12th Ave 8th Street (Holderness, Coralville) [Q2]
11. All-way stop / signal warrant at 12th Ave 10th Street (Holderness, Coralville) [Q2]
12. Update Hwy 6 traffic counts (Holderness, Coralville) [ongoing]
13. Assist with traffic evaluations / volumes related to the Forevergreen Road interchange and its effect on Park Road and Hwy 6 – including direction of travel at Hwy 6 (Boldt, Tiffin) [Q1]
14. Assist with traffic evaluations / volumes at the new Ireland / Hwy 6 signal (Boldt, Tiffin) [Q2]
15. Evaluate need for a pedestrian crosswalk at Olive Ct / Melrose (From, University Heights) [Q1]
16. Evaluate need for a permanent traffic signal at Evashevski and Melrose Avenue (Shane, U of I) [Q2]
17. 5th Street - Racine to Iowa St - traffic counts and signage suggestions for school areas (Rasmussen, Solon) [Q3]
18. Traffic counts at 5th / Windsor (Rasmussen, Solon) [Q3]
19. Traffic counts at Stinocher Street and Solon City Shop (Rasmussen, Solon) [Q3]
20. Traffic counts at Cedar Street / Main Street (Rasmussen, Solon) [Q3]

21. Traffic counts at 2nd St / Summit Ave; 3rd St / Swisher View Dr; 3rd St / Central Ave (Kakacak, Swisher) [Q3]

Previous Work in FY19:

1. Assisted with review of SUDAS specifications/design guide (Knoche, Iowa City)
2. Updated the 2012 North Dubuque Street / North Liberty Road Traffic Study (Parker, Johnson County)
3. Signal analysis at Gilbert / McCollister (Knoche, Iowa City)
4. Taft Avenue speed study (Knoche, Iowa City)
5. Signal / roundabout analysis 1st Ave / Oakdale (Holderness, Coralville)
6. Signal analysis at 12th / Oakdale (Holderness, Coralville)
7. Signal analysis at Deer Creek / Hwy 8 (Holderness, Coralville)
8. Signal analysis at Kennedy / Camp Cardinal Blvd (Holderness, Coralville)
9. Grant Elementary school traffic analysis/recommendations (Wheatley, North Liberty) [ongoing]
10. Dubuque/Juniper intersection study (Wheatley, North Liberty) [ongoing]
11. North Bend / N Dubuque intersection analysis - including turn lanes (Wheatley, North Liberty)
12. Assisted with traffic evaluations related to Park Road and Park Road / Hwy 6 intersection construction (Boldt, Tiffin)
13. Evaluated Hwy 382 / N. Chabal intersection for geometric improvements (Rasmussen, Solon)

Transportation Improvement Program (TIP)

Task Objective: State and federal project programming for member agencies. The TIP is assigned to one of the Assistant Transportation Planners.

Project Description (general work items):

1. Amend current TIP as required
2. Coordinate with Iowa DOT on the State TIP

FY20 Final Work Products and Estimated Time of Completion:

1. Transit financial planning documentation for TIP (FTA) [3Q]
2. Amend the FY20-23 MPOJC TIP as needed
3. Complete the FY21-24 MPOJC TIP [3Q-4Q]

Previous Work in FY19:

1. Completed the FY20-23 MPOJC TIP

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.

FY20 Final Work Products and Estimated Time of Completion:

1. n/a

Previous Work in FY18:

1. No equipment purchased.

FY2020 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	FY2020 Assessment	Percentage
Iowa City*	\$325,803	46.6%
U.S. DOT	\$230,000	32.9%
Johnson County	\$37,331	5.3%
University of Iowa	\$23,817	3.4%
Coralville	\$32,923	4.7%
North Liberty	\$31,865	4.6%
Tiffin	\$3,390	0.5%
Other MPO Entities	\$4,108	0.6%
FY18 Internal carryover	\$10,000	1.4%
Total MPO Budget	\$699,237	100%

*Includes funding for Neighborhood and Development Services Department-specific services, equivalent to 1.0 Administration Budget (\$77,556) and 1.0 FTE Transportation Planning (\$130,077).

Percentages are rounded. More detail on FY20 assessments is provided in the FY20 MPOJC Budget document.

Summary of Federal FY20 Funds & Anticipated FY20 Carryover

New FTA 5305d	\$45,040
FTA Carryover	\$0
New FHWA PL	\$176,343
FHWA PL Carryover	\$75,615
FHWA STBG Carryover	\$0
Subtotal	\$296,998
Anticipated use in FY20	\$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
Total	100%	6,240	\$230,000

Budget Summary of Federal Fund Distribution

Activity/work element	FTA 5305d Carryover	FTA 5305d New	FHWA PL Carryover	FHWA PL New	STBG Carryover	20% Local Match	Total
Administration	\$0	\$9,008	\$15,123	\$21,869	\$0	\$11,500	\$57,500
Comprehensive Planning	\$0	\$4,504	\$7,562	\$10,935	\$0	\$5,750	\$28,750
Long Range Planning	\$0	\$6,756	\$11,342	\$16,402	\$0	\$8,625	\$43,125
Short Range Planning	\$0	\$11,260	\$18,904	\$27,336	\$0	\$14,375	\$71,876
Traffic Eng. Planning	\$0	\$12,161	\$20,416	\$29,523	\$0	\$15,525	\$77,625
TIP	\$0	\$1,351	\$2,268	\$3,280	\$0	\$1,725	\$8,625
Equipment	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$45,040	\$75,615	\$109,345	\$0	\$57,500	\$287,500

*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



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 black ink, appearing to read 'K. Ralston', is 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 black ink, appearing to read 'K. Ralston', is written over a horizontal line.

Kent Ralston; Executive Director



Metropolitan Planning Organization of Johnson County
410 S. 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 Ralsion
(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 21st 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 §460.306(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 (g) 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 825, 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.

Listing of requested FY20 Work Program projects

The following is a summary of projects requested by MPO member entities for the FY20 Work Program. The summary includes 'new' projects for which requests were made, but does not include generally recurring 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	Assist with Dodge Street concept plan between Burlington and Governor Streets	Havel	Iowa City
4	Bike master plan implementation & evaluation to achieve a gold Bike Friendly Community designation	Ralston	Iowa City
5	Assist Economic Development Division as needed	Ralston	Iowa City
6	Assist with GIS mapping including maintaining zoning map	Ralston	Iowa City
7	Traffic counts and evaluations related to development proposals	Ralston	MPO
8	Update traffic model forecast for McCollister Boulevard	Knoche	Iowa City
9	Assist with First Ave/Scott Blvd intersection analysis, including Scott Blvd intersections with Dubuque Rd. and Dodge St.	Havel	Iowa City
10	Complete signal warrants and intersection analyses as needed	Havel	Iowa City
11	Evaluation of Dodge Street two-way traffic flow (Burlington to Bowery) & a 4-3 lane conversion (Bowery to Kirkwood)	Ralston	Iowa City
12	Evaluate potential for implementation of a quiet zone on Iowa Interstate RR	Ralston	MPO
13	Assist with transit route study	Nagle-Garni	Iowa City
14	Assist with implementation of bike share program	Nagle-Garni	Iowa City
15	All-way stop / signal warrant at 12 th Ave 7 th Street	Holderness	Coraville
16	All-way stop / signal warrant at 12 th Ave 8 th Street	Holderness	Coraville
17	All-way stop / signal warrant at 12 th Ave 10 th Street	Holderness	Coraville
18	Update Hwy 6 traffic counts	Holderness	Coraville
19	Review of development studies as needed	Holderness	Coraville
20	Pedestrian / bicycle counts at various locations on the trail system	Holderness	Coraville
21	ADT & peak hour traffic counts at roundabouts (repeat every 2-3 years)	Holderness	Coraville
22	Assist with on-board passenger survey	Robrock	Coraville
23	Assist with traffic evaluations / volumes related to the Forevergreen Road interchange and its effect on Park Road and Hwy 6 - including direction of travel at Hwy 6	Boldt	Tiffin
24	Assist with traffic evaluations / volumes at the new Ireland / Hwy 6 signal	Boldt	Tiffin
25	Evaluate need for a pedestrian crosswalk at Olive Ct / Melrose	From	University Heights
26	Evaluate traffic and transit flow impact of a new west campus parking ramp	Shane	University of Iowa
27	Evaluate need for a permanent traffic signal at Evashewski and Melrose Avenue	Shane	University of Iowa
28	Evaluate traffic and transit flow impact of a new east campus parking ramp	Shane	University of Iowa
29	Assist with study of I-80 widening from east of Iowa City to the MPO eastern boundary as needed	Cutler	DOT
30	Assist with study of I-380 widening from the Penn Street interchange to the northern MPO boundary as needed	Cutler	DOT
31	Assist with CRANDIC corridor studies as needed	Cutler	DOT
32	5th Street - Racine to Iowa St - traffic counts and signage suggestions for school areas	Rasmussen	Solon
33	Traffic counts at 5 th / Windsor	Rasmussen	Solon
34	Traffic counts at Sinocher Street and Solon City Shop (1031 Sinocher)	Rasmussen	Solon
35	Traffic counts at Cedar Street / Main Street	Rasmussen	Solon
36	Traffic counts at 2 nd St / Summit Ave; 3 rd St / Swisher View Dr; 3 rd St / Central Ave	Kakanel	Swisher
37	Traffic study of the Forevergreen Road / Park Road intersections	Ralston	MPO



Date: May 22, 2019

To: Urbanized Area Policy Board

From: Brad Neumann, ^{BN}Assistant Transportation Planner

Re: Agenda item #3(b): Public hearing and consideration of amendments to the adopted FY2019-FY2022 MPOJC Transportation Improvement Program (TIP) - adding two City Highway Bridge Program projects

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

The City of Iowa City has requested amendments to the adopted MPOJC FY2019-2022 TIP adding two City Highway Bridge Program projects. Iowa City requests the following amendments:

- i. **Amend the FY2019-2022 TIP to add a City Highway Bridge Program project to replace the 2nd Avenue bridge over the south branch of Ralston Creek. The preliminary total cost of the project is \$555,000. Iowa City is eligible to recover up to 80% of the total cost.**
- ii. **Amend the FY2019-2022 TIP to add a City Highway Bridge Program project to replace the Gilbert Street bridge over Ralston Creek. The preliminary total cost of the project is \$1,600,000. Iowa City is eligible to recover up to \$1,000,000 of the total cost.**

Both bridge projects have received City Highway Bridge Program funds through the Iowa Department of Transportation requiring their inclusion in the TIP.

On May 21, the Transportation Technical Advisory Committee unanimously recommended approval of the TIP amendments. Please be prepared to consider approval of the TIP amendments.

I will be available at the May 29 meeting to answer any questions you have.

cc: Kent Ralston



Date: May 22, 2019

To: Urbanized Area Policy Board

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

Re: Agenda Item #3(c): Consider approval of the draft *MPOJC FY2020-2023 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 FY2020-2023 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 FY2019 are listed in FY2020 in the draft TIP. The DOT's software used to develop the TIP does this automatically; projects will be dropped from the FY2020 list if they are let in FY2019. 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. Starting in 2020 the DOT anticipates implementing a policy to limit the amount of funding that can be carried from one year to the next.

At a previous meeting, the Board awarded \$6.6 million in Surface Transportation Block Grant Program (STBG) funds to three new projects to be programmed in FY2023-2024. The projects programmed in FY2023 include Coralville's 5th Street improvement project (\$1,650,000 in STBG funding), and Tiffin's North Park Road improvement project (\$1,200,000 in STBG funding). Iowa City's Dodge Street improvement project (\$3,750,000 in STBG funding) is programmed in FY2024 and will be included in next year's TIP (FY2021-2024).

The Board also awarded \$1,450,000 in Transportation Alternatives Program (TAP) funding to four new projects to be programmed in FY2021-2024. Two of the projects, Iowa City's Highway 6 Trail (\$438,000 in TAP funding) and Coralville's Iowa River Trail replacement project (\$151,363 in TAP funding), are programmed in FY2021. Coralville's Clear Creek Trail connection project (\$212,519 in TAP funding) is programmed for FY2022 and North Liberty's North Liberty trail project (\$648,118 in TAP funding) will be programmed in FY2024 and included in next year's TIP (FY2021-2024).

Federal Transit Administration (FTA) Program 5307 operating funds were also apportioned by the Board in January for FY2020 and are included in the draft FY2020-2023 TIP. The TIP also includes projects from the transit Program of Projects, which was approved by the Board in April.

Also at your March meeting, the Board "opted out" of the available federal-aid-swap whereby federal dollars would be swapped for state funding in regards to STBG projects. Due to this

decision, please be aware that all MPO funded projects must continue to follow the federal-aid project development process.

At their May 21 meeting, the MPOJC Transportation Technical Advisory Committee (TTAC) recommended unanimously in favor of approving the draft TIP list of projects. Upon approval staff will 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 29 meeting to present this item and answer questions.

cc: Kent Ralston

MPO-28 / MPOJC 2020 - 2023 Transportation Improvement Program

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# STR		Pgm'd Amounts in 1000's				Total	STIP#	
				FY20	FY21	FY22	FY23			
Surface Transportation Block Grant Program - Bridge Program										
Johnson - 52										
35404 (prior 2020)	FELOS-37E5(663)-21-52 DOT Letting: 10/15/2019	0		Project Total	1,700	0	0	0	1,400	
Iowa City	In the city of Iowa City, Prentiss Street Bridge, Prentiss Street Bridge over Ralston Creek	500790		Federal Aid	820	0	0	0	820	
Submitted	Bridge Replacement			Regional Swap	0	0	0	0	0	--
					0	0	0	0	0	
National Highway Performance Program										
Johnson - 52										
34104	DOT-340(5)-13-52	0		Project Total	398	0	0	0	398	
DOT-D06-MPO28	I-380 W FOREVERGREEN RD INTERCHANGE 2.0 MI N OF I-80 IN TIPPIN (STATE SHARE)			Federal Aid	0	0	0	0	0	
Submitted	Grade and Pave,Pave,Bridge Replacement			Regional Swap	0	0	0	0	0	--
					0	0	0	0	0	
38069	IM-380(1)-13-52	0 MI		Project Total	3,357	342	0	0	3,699	
DOT-D06-MPO28	I-380 W FOREVERGREEN RD INTERCHANGE 2.0 MI N OF I-80 IN TIPPIN (STATE SHARE)			Federal Aid	3,022	0	0	0	3,022	
Submitted	Grade and Pave,Pave,Traffic Signal			Regional Swap	0	0	0	0	0	--
					0	0	0	0	0	
38234	NIISX-1(1)-3FF-52	0 MI		Project Total	250	0	0	0	250	
DOT-D06-MPO28	IA 1: CAPITOL ST TO RIVERSIDE DR IN IOWA CITY (STATE SHARE)			Federal Aid	200	0	0	0	200	
Submitted	Pavement Rehab			Regional Swap	0	0	0	0	0	--
					0	0	0	0	0	
DOT-D06 Project includes MPO funding as programmed in TPMS 25398										
37854	BRF-1(1)-38-52	0 MI		Project Total	747	0	0	0	747	
DOT-D06-MPO28	IA 1: RALSTON CREEK 2.3 MI S OF I-80 (NB)			Federal Aid	575	0	0	0	575	
Submitted	Bridge Replacement			Regional Swap	0	0	0	0	0	--
					0	0	0	0	0	
38068	IM-80(1)-13-52	0 MI		Project Total	0	68,916	70,440	0	140,356	
DOT-D06-MPO28	I-80 I-380/US 218 INTERCHANGE NEAR IOWA CITY (STATE SHARE)			Federal Aid	0	62,925	63,396	0	126,321	
Submitted	Grade and Pave,Bridge New,Bridge Replacement			Regional Swap	0	0	0	0	0	233
					0	0	0	0	0	
DOT-D06 Project includes 2020 National Highway Freight Program funding.										
LIFETIME FUNDING TOTAL: Sum of funding from this program plus any spending prior to 2019 plus any anticipated future amounts after 2023: \$425,608,000										

TPMS Sponsor Appr. Status	Project # Location Pending Program	Length FHWA# S/T/R		Fgn'd Amounts in 100's				Total	STIP#
				FY20	FY21	FY22	FY23		
All 666 Transportation Block Grant Program									
Johnson - 52									
25398 Iowa City Submitted	TAP-T-001(120)-81-52 DOT Letting: 10/15/2019 In the City of Iowa City, I. From Capital St to Riverside Drive Pavement Rehab/Widen,Ped/Bike Miscellaneous	0	Project Total Federal Aid Regional Swap	1,378 1,011 1,011 0	0 0 0 0	0 0 0 0	0 0 0 0	1,378 1,011 1,011 0	--
33922 Iowa City Submitted	STP-U-3715(666)-70-52 DOT Letting: 01/22/2020 In the city of Iowa City, On American Legion Road, from Sant Boulevard east 1.1 Miles to Tall Avenue Grade and Pave	1.1 MI	Project Total Federal Aid Regional Swap	8,800 3,608 3,608 0	0 0 0 0	0 0 0 0	0 0 0 0	8,800 3,608 3,608 0	--
PA 666 FY21 STBG funding moved up to FY20 (advanced construction) Project #33923 funding in FY20 moved back to FY21									
33875 Johnson CRD Submitted	STP-U-3715(1)-70-52 On F46 (HWY Road), from Hebl to HWY 218 Grade and Pave	1.325 MI 14-79-07	Project Total Federal Aid Regional Swap	3,700 930 930 0	0 0 0 0	0 0 0 0	0 0 0 0	3,700 930 930 0	--
36668 Iowa City Submitted	STP-U-3715(1)-70-52 In the city of Iowa City, On Benton Street, from Mormon Trek Boulevard East to Greenwood Drive Pavement Rehab	0 MI	Project Total Federal Aid Regional Swap	0 0 0 0	2,762 1,316 1,316 0	0 0 0 0	0 0 0 0	2,762 1,316 1,316 0	--
33923 Iowa City Submitted	STP-U-3715(1)-70-52 In the city of Iowa City, On HWY Road, from Hebl Ave east 1.5 Miles to Hwy 218 Grade and Pave	1.4 MI	Project Total Federal Aid Regional Swap	0 0 0 0	3,382 930 930 0	0 0 0 0	0 0 0 0	3,382 930 930 0	--
Awarded \$930,000 in STP funds. These funds will be used in the MPOJC eligible segment between Hwy 218 and Hurl Road. Project funding was moved from FY20 to FY21 to allow funding in project #33922 to move up to FY20.									
36310 North Liberty Submitted	STP-U-3557(1)-70-52 In the city of North Liberty, On Highway 965, from Zeller Street south to Hawkeye Drive Pavement Rehab/Widen,Lighting,Ped/Bike Structures	0	Project Total Federal Aid Regional Swap	0 0 0 0	0 0 0 0	6,440 2,576 2,576 0	0 0 0 0	6,440 2,576 2,576 0	--
38309 University Heights Submitted	STP-U-7855(1)-70-52 In the city of University Heights, On Mehus Avenue, from Sunset Street east to east city limits Pavement Rehab,Lighting,Pavement Marking	0	Project Total Federal Aid Regional Swap	0 0 0 0	0 0 0 0	1,460 730 730 0	0 0 0 0	1,460 730 730 0	--

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S/R#		Pgm'd Amounts in 1000's				Total	STIP#
				FY20	FY21	FY22	FY23		
Johnson - 52 (continued)									
39151 Coraville Submitted	HTP-1-1557()-70-52 In the city of Coraville. On 5th St, from just west of 12th Ave west through 20th Ave intersection Pavement Rehab/Widen/Landscaping, Ped/Bike Paving	0	Project Total Federal Aid Regional Swap	0 0 0 0	0 0 0 0	0 0 0 0	2,857 1,650 1,650 0	2,857 1,650 1,650 0	-
39152 Tiffin Submitted	STP-U-7662()-70-52 In the city of Tiffin. On North Park Rd. from Hwy 6 north 2,000 Feet Pavement Rehab/Widen, Ped/Bike Grade & Pave, Ped/Bike Miscellaneous	0	Project Total Federal Aid Regional Swap	0 0 0 0	0 0 0 0	0 0 0 0	5,279 1,200 1,200 0	5,279 1,200 1,200 0	-
STIP - Iowa's Transportation Alternatives Program									
Johnson - 52									
33925 Tiffin Submitted	TAP-U-7662(614)-80-52 DOT Leaching 09/17/2019 In the city of Tiffin. On Tiffin Clear Creek (nd Phase 6, from Kimberlite Street south 1 Miles to Brown Street Ped/Bike Grade & Pave	0 1 MI	Project Total Federal Aid Regional Swap	220 102 102 0	0 0 0 0	0 0 0 0	0 102 102 0	220 102 102 0	-
DOT NOTE: Project eligible for FHWA TAP funding									
39149 Iowa City Submitted	TAP-T-3715()-8V-52 In the city of Iowa City. On Hwy 6 Trail from Farmcades Blvd east to Heinz Rd Ped/Bike Grade & Pave	0	Project Total Federal Aid Regional Swap	0 0 0 0	548 438 438 0	0 0 0 0	0 438 438 0	548 438 438 0	-
TA NOTE: Awarded \$438,000 in TAP funding in FY19									
39150 Coraville Submitted	TAP-U-1557()-81-52 On Clear Creek Trail on east side of Camp Cardinal Blvd, from Hwy 6 south to Tom Harkin Trailhead Ped/Bike Grade & Pave	0	Project Total Federal Aid Regional Swap	0 0 0 0	0 0 0 0	482 212 212 0	0 212 212 0	482 212 212 0	-
TA NOTE: Project was awarded \$212,519 in FY19									
Transportation Alternatives Program									

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S:R		Pgm'd Amounts in 1000's				Total	STIP#
				FY20	FY21	FY22	FY23		
Johnson - 52									
33926 Coralville	TAP-1-(5570)-20-52 In the city of Coralville, On Carahilla Iowa River Trail from Rocky Shore Drive northwest 1/2 Miles to Clear Creek Ped/Bike Grade & Pave	0.5 MI	Project Total Federal Aid	601 463	289 151	0 0	0 0	890 614	
Submitted			Regional Swap	463 0	151 0	0 0	0 0	614 0	
NOTE: Awarded \$462,717 in TAP funds in 2015 (FY16-19 TIP) and awarded \$151,363 in TAP funds in FY19 (FY20-23 TIP). DOT NOTE: Project eligible for FHWA TAP funding.									
Congestion Mitigation Activities									
Johnson - 52									
36670 Tiffin	STP-3-(306-7(90))-22-52 DOT Letting: 02/19/2015 In the city of Tiffin, On Highway 6 and Park Road. roundabout Grade and Pave	0	Project Total Federal Aid	2,038 500	0 0	0 0	0 0	2,038 500	
Submitted			Regional Swap	0 0	0 0	0 0	0 0	0 0	
Metropolitan Planning									
Johnson - 52									
1907 Coralville	RGPL-JOCOG(RTP)-PL-52 JOCOG, METROPOLITAN PLANNING PL FUNDS Trans Planning	0 MI	Project Total Federal Aid	416 332	210 168	210 108	0 0	836 668	
Submitted			Regional Swap	0 0	0 0	0 0	0 0	0 0	
Illustrative Projects									
Johnson - 52									
18429 (Trans 700140) Coralville	PLL-1557(1)-93-52 In the City of Coralville, First Ave. Over I-80 Pavement Rehab/Widen, Bridge Widening	0 MI 700140	Project Total Federal Aid	25,303 0	0 0	0 0	0 0	25,303 0	
Submitted			Regional Swap	0 0	0 0	0 0	0 0	0 0	
NOTE: Preliminary design work funded through Primary Road Funds. The study cost is \$568,726, split evenly between DOT and the City of Coralville (\$284,363/\$284,363).									

MPO-28 / MPOJC (36 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Dets / Detail Info		FY20	FY21	FY22	FY23
STA, 5307, 5310	CAMBUS	110 Operations Other	General Operations / Maintenance / Administration / Planning	Total	3,976,924			
				FA	750,000			
				SA	777,248			
5339	CAMBUS	5531 Capital Expansion	In-ground hoist system	Total	120,000			
				FA	96,000			
				SA				
5339	CAMBUS	5532 Capital Replacement	Associated capital bus maintenance (spare parts)	Total	200,000			
				FA	160,000			
				SA				
5339	CAMBUS	5533 Capital Replacement	6 replacement passenger shelters	Total	60,000			
				FA	48,000			
				SA				
5339	CAMBUS	5534 Capital Replacement	Forklift for maintenance	Total	60,000			
				FA	40,000			
				SA				
5339	CAMBUS	5535 Capital Expansion	Mobile hoist system	Total	90,000			
				FA	38,400			
				SA				
5339	CAMBUS	5536 Capital Replacement	Expansion and upgrade of maintenance facility	Total	5,250,000			
				FA	4,200,000			
				SA				
5339	CAMBUS	5537 Capital Replacement	Heavy Duty Bus (30-34 ft.) UFRC, VSS, Low Floor Unit #: 11	Total	461,800			
				FA	392,530			
				SA				
5339	CAMBUS	5538 Capital Replacement	Heavy Duty Bus (30-34 ft.) UFRC, VSS, Low Floor Unit #: 13	Total	461,800			
				FA	392,530			
				SA				
5339, 5310	CAMBUS	5539 Capital Replacement	Heavy Duty Bus (30-34 ft.) UFRC, VSS, Low Floor Unit #: 12	Total	461,800			
				FA	392,530			
				SA				
STA, 5307	Coralville	1098 Operations Misc	General Operations/Maintenance/Administration/Planning	Total	2,029,942			
				FA	460,000			
				SA	272,322			
5310	Coralville	5516 Operations Misc	Contract services for persons with special needs	Total	331,095			
				FA	32,875			
				SA				
5339	Coralville	5517 Capital Misc	Associated capital bus maintenance (spare parts)	Total	75,000			
				FA	60,000			
				SA				
5339	Coralville	5518 Capital Expansion	Design and construct Intermodal Transportation Center/Phase II	Total	10,500,000			
				FA	8,400,000			
				SA				
5339	Coralville	5519 Capital Expansion	Construct new transit facility/Phase II	Total	1,500,000			
				FA	1,200,000			
				SA				

MPO-28 / MPOJC (36 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY20	FY21	FY22	FY23
5339	Coralville	5520 Capital Replacement	Two passenger shelters and associated improvements	Total	14,000			
				FA	11,200			
				SA				
5339	Coralville	5521 Capital Expansion	Three passenger shelters and associated improvements	Total	21,000			
				FA	16,800			
				SA				
5339	Coralville	5522 Capital Expansion	Shop equipment for transit maintenance (armature lathe, misc)	Total	75,000			
				FA	60,000			
				SA				
5339	Coralville	5523 Capital Expansion	Heavy Duty Bus (40-42 ft.) UPRC, VSS, Low Floor	Total	493,300			
				FA	419,305			
				SA				
5339	Coralville	5524 Capital Expansion	Heavy Duty Bus (40-42 ft.) UPRC, VSS, Low Floor	Total	493,300			
				FA	419,305			
				SA				
5339	Coralville	5525 Capital Expansion	Heavy Duty Bus (40-42 ft.) UPRC, VSS, Low Floor	Total	493,300			
				FA	419,305			
				SA				
5339	Coralville	5526 Capital Expansion	Light Duty Bus (176" wb) VSS, Low Floor	Total	96,500			
				FA	82,025			
				SA				
5339	Coralville	5527 Capital Expansion	Light Duty Bus (176" wb) VSS, Low Floor	Total	96,500			
				FA	82,025			
				SA				
5339	Coralville	5528 Capital Expansion	Light Duty Bus (176" wb) VSS, Low Floor	Total	96,500			
				FA	82,025			
				SA				
5339	Coralville	5529 Capital Expansion	Light Duty Bus (176" wb) VSS, Low Floor	Total	96,500			
				FA	82,025			
				SA				
5339	Coralville	5530 Capital Replacement	Light Duty Bus (176" wb) VSS, Low Floor Unit #: 10225	Total	96,500			
				FA	82,025			
				SA				
STA, 5307	Iowa City	1119 Operations Misc	General Operations/Maintenance/Administration/Planning	Total	7,667,519			
				FA	1,800,000			
				SA	480,844			
5310	Iowa City	5507 Operations Misc	Contracted Services for persons with special needs	Total	1,203,867			
				FA	116,315			
				SA				
5339	Iowa City	5508 Capital Replacement	Passenger shelters and associated improvements	Total	50,000			
				FA	40,000			
				SA				
5339	Iowa City	5509 Capital Replacement	Associated capital bus maintenance (spare parts)	Total	219,625			
				FA	175,700			
				SA				

MPO-28 / MPOJC (36 Projects)

Fund	Sponsor	Transect # Expense Class Project Type	Desc / Add Desc / Addnl Info		FY20	FY21	FY22	FY23
5339	Iowa City	5510 Capital Replacement	New transit maintenance/bus storage facility	Total	20,000,000			
				FA	16,000,000			
				SA				
5339	Iowa City	5511 Capital Expansion	Light Duty Bus (176" wb) VSS, Low Floor	Total	96,500			
				FA	82,025			
				SA				
5339	Iowa City	5512 Capital Expansion	Light Duty Bus (176" wb) VSS, Low Floor	Total	96,500			
				FA	82,025			
				SA				
5339	Iowa City	5513 Capital Replacement	Heavy Duty Bus (40-42 ft.) UPRC, VSS, Low Floor Unit #: 637U	Total	493,300			
				FA	419,305			
				SA				
5339	Iowa City	5514 Capital Replacement	Heavy Duty Bus (40-42 ft.) UPRC, VSS, Low Floor Unit #: 638U	Total	493,300			
				FA	419,305			
				SA				
5339	Iowa City	5515 Capital Replacement	Light Duty Bus (176" wb) VSS, Low Floor Unit #: 810	Total	96,500			
				FA	82,025			
				SA				

**Regional Surface Transportation Block Grant Program
Summary of costs and federal aid**

	Federal Fiscal Year	FY20	FY21	FY22	FY23	FY24
	STBG Funding Target	\$3,140,005	\$2,963,000	\$2,963,000	\$2,963,000	\$2,963,000
	STBG TAP Flex Target	\$366,432	\$0	\$0	\$0	\$0
	Carry-Over from prior year	\$1,879,736	\$397,361	\$1,114,521	\$771,521	\$884,521
	Sub-total	\$5,373,873	\$3,360,361	\$4,077,521	\$3,734,521	\$3,847,521
Projects						
#25391, Iowa City, Burlington Street: Capitol Street to Riverdale Drive	Project total	(\$1,375,000)				
	Regional STBG Aid	(\$1,011,360)				
#33922, Iowa City, American Legion Rd reconstruction, Scott Boulevard to Taft Avenue	Project total	(\$8,800,000)				
	Regional STBG Aid	(\$4,806,800)				
#33923, Iowa City, W/W Road Improvements: Hebl Avenue to Hwy 216	Project total		(\$5,382,000)			
	Regional STBG Aid		(\$930,000)			
#36668, Iowa City, Benton Street: Mormon Trek Boulevard to Greenwood Drive	Project total		(\$2,762,144)			
	Regional STBG Aid		(\$1,315,850)			
#33926, Coralville, Iowa River Trail segment	Project total	(\$890,000)				
	STBG Tap Flex	(\$366,432)				
#38309, University Heights, Melrose Avenue Complete Streets	Project total			(\$1,460,000)		
	Regional STBG Aid			(\$730,000)		
#38310, North Liberty, Hwy 965: Zeller Street to Hawkeye Drive	Project total			(\$6,440,000)		
	Regional STBG Aid			(\$2,676,000)		
#39151, Coralville, 5th Street: west of 12th Avenue through 20th Avenue intersection	Project total				(\$2,057,000)	
	Regional STBG Aid				(\$1,850,000)	
#39162, Tiffin, North Park Road: Hwy 8 north 2,000 feet	Project total				(\$5,279,000)	
	Regional STBG Aid				(\$1,200,000)	
Iowa City, Dodge Street Improvement Project	Project total					(\$13,260,000)
	Regional STBG Aid					(\$3,750,000)
Running total per year regional STBG		\$397,361	\$1,119,521	\$771,521	\$884,521	\$87,521

**Iowa Transportation Alternative Program
Summary of costs and federal aid**

		Federal Fiscal Year	FY20	FY21	FY22	FY23	FY24
		Iowa TAP Funding Target	\$152,858	\$163,000	\$153,000	\$153,000	\$153,000
		Iowa TAP Flex Funding Target	\$118,828	\$117,000	\$117,000	\$117,000	\$117,000
		Iowa TAP Flex transferred to STBG	\$0	\$0	\$0	\$0	\$0
		Carry-Over from prior year	\$382,963	\$394,382	\$76,382	\$133,382	\$405,382
Projects		Sub-total	\$802,667	\$564,382	\$343,382	\$463,382	\$873,382
#33825, Tiffin, Clear Creek Trail: Phase B	Project total		(\$220,000)				
	Regional TAP		(\$102,000)				
#33926, CoraWille, Iowa River Trail segment	Project total		(\$880,000)	(\$890,000)			
	Regional TAP		(\$106,283)	(\$161,000)			
#39148, Iowa City, Hwy 8 Trail: Fairmeadows Boulevard to Heinz Road	Project total			(\$548,000)			
	Regional TAP			(\$498,000)			
#39150, CoraWille, Clear Creek Trail: Hwy 6 to Toin Harkin Trailhead	Project total				(\$482,000)		
	Regional TAP				(\$212,000)		
North Liberty, North Liberty Road Trail	Project total						(\$1,082,000)
	Regional TAP						(\$648,118)
Running total per year regional TAP			\$394,382	\$76,382	\$113,382	\$463,382	\$25,264

May 8, 2019

NOTICE OF FUNDING AVAILABILITY: RAILROAD REVOLVING LOAN AND GRANT PROGRAM

The Railroad Revolving Loan and Grant (RRLG) Program provides financial assistance to improve rail facilities that will create jobs, spur economic activity and improve the rail transportation system in Iowa. The program is funded through appropriations from the state legislature and repayments from loans for rail development projects funded in the past. For this round, we anticipate approximately \$3.9 million available for eligible projects.

Applications *submitted by 5:00 p.m. on June 21, 2019* will be reviewed. We anticipate recommendations for funding will be presented to the Iowa Transportation Commission in September with Commission action the following month.

The RRLG program has three funding categories under which eligible applicants may apply:

- 1) **Targeted Job Creation:** These rail projects are those that provide immediate, direct job opportunities. Funding is contingent on job creation and or retention commitments by the applicant. Both grants and loans are available. Grant requests require a 50% match contribution. Loan requests require a 20% match contribution.
- 2) **Rail Network Improvement:** These rail projects are those that support existing rail lines and service or improve industrial access when no direct job creation is required. Only loans are available in this category. Loans will be offered at 0% for a ten year term. Loan requests require a 20% match contribution.
- 3) **Rail Port Planning and Development:** These studies will further efforts to plan, design and otherwise prepare for the development of rail port facilities. Grants will be available in this category. Grant requests require a 20% match contribution. No single award may be greater than \$100,000.

Industries, railroads, local governments or economic development agencies are eligible to apply.

For detailed information on the Railroad Revolving Loan and Grants program and how to apply, please refer to <https://iowadot.gov/iowarail/financial-assistance/rrlgp>

Please submit applications and required attachments to Laura.Hutzell@iowadot.us or to:

Laura Hutzeli
Iowa Department of Transportation
Office of Rail Transportation
800 Lincoln Way
Ames, IA 50010

Thank you,

Laura Hutzell

Kent Ralston

From: Riecken, Peggy <Peggy.Riecken@iowadot.us>
Sent: Wednesday, May 15, 2019 12:14 PM
To: CRavada@ecia.org; Dylan Mullenix; Blanshan, Kevin [DOT Contact]; Michelle Bostinelos (E-mail); Mike Helgerson mhelgerson@mapacog.org; Brad Neumann; Allison van Pelt (avanpelt@dmampo.org); Andrew Collings; Brandon Whyte; Bryan Schmid (bschmid@bistateonline.org); Codie Leseman; Dan Fox (ECIA); Dawn Kimmel (dawn@simpco.org); Elizabeth Darnall (e.darnall@cedar-rapids.org); Emily Bothell; Gabriel Appiah (gabriel@simpco.org); h.hershner@corridormpo.com; Jacob Heil (Jacob@simpco.org); Kyle Durant; matthew roth; Sarah Gardner (sgardner@bistateonline.org); Sarah Walz; Sheri Atwood (satwood@cyride.com); Stephen Rashid (srashid@bistateonline.org); Tara Cullison (tcullison@bistateonline.org); Tianze Ma (tma@bistateonline.org); Tony Filippini; Zach Young; Robert Ashby; Bill Micheel; Denise Bulat (E-mail); City Ames; Deutmeyer, Kelley [DOT Contact]; Kent Ralston; Youell, Greg; Bowers, Chris; Doug Elliott; Howe, Rachele; Wymore, Marty [DOT Contact]; McCurdy, John [DOT Contact]; Mike Norris; Myhre, Joe; Nichole Moore; Rick Hunsaker; Ted.Kourousis@nwipdc.org; Tim Ostroski; Weldon, Cliff [DOT Contact]; Aaron Detter; Akanksha Tiwari; Alexis Fleener (alexis.fleener@swipco.com); Grenis, Brock [DOT Contact]; Cara Elbert; Chris Diggins; Dani Luhrs (danielle.luhrs@swipco.org); Jarred Lassiter; Julie Pribyl; Julie Winter (jwinter@region6planning.org); Michelle Barnes; Tammy Debord (tammy.debord@swipco.org); Chris Kukla (chris.kukla@area15rpc.com); Chris Whitaker; Gena McCullough; Mary Rump; Helgevold, Shirley [DOT Contact]; Zach James; Billhom, Krista; Cutler, Catherine; Looan, Andy; Schultz, Dakin; Shea, Sam; Suhr, Scott; Torres-Cacho, Hector
Subject: Legislative appropriation for the State Recreational Trails (SRT) program for State Fiscal Year 2020.

Sent on behalf of Debra Arp

Dear Trail Partners:

This email provides notice that the Iowa DOT is now accepting applications for the annual State Recreational Trails program funding cycle. Applications shall be either received via email by 5:00 pm to peggy.riecken@iowadot.us or postmarked by July 1, 2019. An email submission must still be followed by receipt of a single signed color original of the completed application via U.S. mail. The appropriation for State Fiscal Year 2020 (SFY 2020) is \$1.5 million. Please note, the application form has been revised for this year's cycle. If you are working from a previously prepared application, be sure to update to the new format and questions before submitting.

All hardcopies shall be submitted via U.S. mail to:

State Recreational Trails Program
Iowa Department of Transportation
Systems Planning Bureau
800 Lincoln Way
Ames, IA 50010

Please contact Debra Arp, Grant Program Administration Team Leader, at debra.arp@iowadot.us, if you have any questions or concerns.