Metropolitan Planning Organization of Johnson County

MPOJC Urbanized Area Policy Board
Wednesday November 17, 2021 – 4:30 PM
Johnson County Health & Human Services Building - 2nd Floor Conf. Rm.
855 S. Dubuque St, Iowa City IA

AGENDA

1. ***Call to Order***
   a. Recognize alternates
   b. Consider approval of meeting minutes
   c. Set next Board meeting date, time and location (January 26th, location to be determined)
2. ***Public Discussion of any item not on the agenda****
3. ***Administration***
   a. Confirm entities that will nominate Johnson County representatives to East Central Iowa Council of Governments (ECICOG) Board of Directors
   b. Appoint nominating committee for Calendar Year 2022 Urbanized Area Policy Board officers
   c. Preliminary discussion of FY23 MPOJC Budget
   d. Consider a Resolution approving updates to the MPOJC Title VI Compliance Plan
   e. Consider approval of staff authorization to execute actions on behalf of MPOJC for the Federal Transit Administration
4. ***Transportation Planning***
   a. Consider approval of safety targets and performance measures for the MPO as required by the Federal Highway Administration
   b. Update on the MPOJC Long Range Transportation Plan revision process
   c. Discussion on CRANDIC passenger rail and potential next steps
   d. Update on local traffic volume data
5. ***Other Business***
   a. Discuss the 'Severson Charity Challenge' for this holiday season
6. ***Adjournment***

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

MINUTES **DRAFT**
MPOJC URBANIZED AREA POLICY BOARD
JULY 7, 2021 - 4:30 P.M.
ZOOM MEETING PLATFORM

MEMBERS PRESENT:	Coralville:	Meghann Foster, Laurie Goodrich
	Iowa City:	Pauline Taylor, John Thomas, Laura Bergus,
	Johnson County:	Rod Sullivan
	North Liberty:	Terry Donahue, Chris Hoffman
	University Heights:	Louise From
	University of Iowa:	Erin Shane
	Iowa DOT:	Cathy Cutler
	Tiffin:	Steve Berner

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

OTHERS PRESENT: Mark Harle (Iowa DOT)

1. CALL TO ORDER

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

a. Recognize alternates

None

b. Consider approval of meeting minutes

Motion to approve made by Sullivan; Goodrich seconded. **The motion carried unanimously.**

c. Set next Board meeting date, time and location

Tentatively scheduled for September 22nd, location to be determined. Ralston explained that the board will most likely meet in person if Ralston is able to find a location large enough. Ralston will follow up with Donahue.

2. PUBLIC DISCUSSION OF ANY ITEM NOT ON THE AGENDA

None

3. TRANSPORTATION PLANNING

a. Public Hearing and consideration of resolutions of adoption and certification for the FY22-25 MPOJC Transportation Improvement Program

i. Staff presentation of the FY22-25 MPOJC Transportation Improvement Program

Neumann explained that this is the final Transportation Improvement Program (TIP) for FY22-25 for the board's approval. The annual TIP is the MPO's local planning and programming document for federal and state surface transportation and transit projects. At the last meeting the board approved the draft list of projects for both surface transportation and transit, including the transit apportionment approved at

the January 2021 meeting. The MPO received over $2.9 million for Federal Transit Administration (FTA) Section 5307 operating assistance funding apportioned to the three transit agencies in the metro area using the FY19 formula (pre-pandemic).

Neumann stated that the MPO revised the TIP to include three new surface transportation block grant projects awarded by the board earlier this year, programmed in FY25, including Iowa City's Taft Avenue Reconstruction project receiving $3.5 million, Coralville's Highway 6 and Deer Creek Road project receiving $864,000, and University Heights' Sunset Street Pavement Repair Project receiving $115,440. North Liberty also received $2.9 million funding for their Ranshaw Way Phase 6 Reconstruction Project, but due to the funding target constraints, this project was moved to FY26 and will be included in next year's FY23-26 TIP. The one Transportation Alternatives Program (TAP) project awarded funding was Iowa City's Highway 6 Trail project between Broadway and Fairmeadows receiving $520,000 and programmed in FY26 due to target constraints.

Neumann explained that since the draft TIP was approved, some changes were requested by the Iowa DOT. North Liberty's Ranshaw Way Surface Transportation Block Grant (STBG) project from Zeller to Hawkeye and Iowa City's IWV Road STBG Project programmed in FY21 were removed from the TIP because they are now under contract for construction with the Iowa DOT.

Neumann continued to explain that all STBG and TAP projects not completed in FY21 automatically roll over to FY22 with an applied 4% increase to the total project cost to account for inflation. All Iowa DOT projects in the planning area are included in the TIP. Neumann reminded the board that they opted out of the federal aid swap at the March meeting, meaning all local projects will be programmed and completed in accordance with federal guidelines like in the past.

Neumann stated that in addition to the projects list, the TIP includes project status reports, regionally significant projects, the MPO's public input process, the project selection procedure and scoring criteria for STBG and TAP projects, the fiscal constraint review of TIP projects, financial analysis of transit projects, and statements regarding performance-based planning measures for highway safety, pavement and bridge, freight reliability, transit asset management, and transit safety. The MPO did publish a public hearing notice 30 days in advance of the meeting. All agencies on the public input list were contacted, and posters were placed on all fixed-route buses in the metropolitan planning area. There had not been any public comments submitted regarding the TIP.

Staff requested approval of the final FY22-25 TIP. Neumann explained that once approved it will be submitted to the Iowa Department of Transportation, Federal Transit Administration, and Federal Highway Administration by July 15th.

ii. Public Hearing

Donahue opened the floor to public comment. No comments were made, and the public hearing was closed.

iii. Consider a resolution adopting the FY22-25 Transportation Improvement Program for the Iowa City Urbanized Area and authorizing the MPO Chairperson to sign associated documents considered therein.

Sullivan moved to approve the resolution; Berner seconded. **The motion carried unanimously.**

iv. Consider a resolution certifying compliance with federal requirements for conducting the urban transportation planning process in the Iowa City Urbanized Area.

Hoffman moved to approve the resolution. Thomas seconded. **The motion carried unanimously.**

b. Update on the MPOJC Long Range Transportation Plan revision process.

Ralston indicated that since the last meeting MPOJC staff had been gathering public input, finalizing the travel demand model, and drafting plan chapters for the revision to the Long Range Transportation Plan.

The Bicycle and Pedestrian, Passenger Transportation, Freight Network, and Aviation chapters were presented to the board. Ralston explained that they are not presented sequentially, but rather as data becomes available. The framework for the Future Forward 2050 Plan outlines all the different modal chapters staff has been working on. Later in the summer and fall, the background, regional context, and guiding principles will become available. The entire draft document is expected to be available in January, and final public comment and revisions will be completed up until May 2022 for final approval. Ralston explained that the board does not need to approve anything today, the MPO is just providing these chapters now to make the anticipated 200-page document more digestible. Ralston added that the MPO held a public meeting on June 30th on the Passenger Transportation, Freight, and Aviation chapters, and in May there was a public meeting for the Bicycle and Pedestrian Network chapter.

Bergus asked if there were many residents in attendance at those public meetings. Ralston said there were a handful of participants at both meetings and explained that the process is a little different this year because the Metro Bike Plan, Iowa City Council Bike Master Plan, and Iowa City, Coralville, and CAMBUS public input meetings have all taken place in the last few years, so residents have already expressed input at these meetings which likely limited participation. In past years, there have been many more participants, but in advertising for meetings this year, it was made clear that suggestions on big changes such as transit routes would not be requested because of all the recent opportunities for input and newly implemented changes from other entities. Ralston also said that survey participation is strong and has given the MPO good results to work with.

c. Update on the Eastern Iowa Electric Vehicle Readiness Plan

Neumann explained that the Eastern Iowa Electric Vehicle (EV) Readiness Plan was initiated by the City of Iowa City with funding from the Iowa Economic Development Authority including representatives from Cedar Falls, Cedar Rapids, Davenport, Dubuque, Iowa City, and MPOJC. The plan includes strategies for increasing local and regional investment in electric vehicle charging infrastructure, education and outreach, policies for municipalities, and regional coordination. The plan has been completed, and an executive summary was presented to the board. The MPOs throughout eastern Iowa will continue to coordinate throughout this process, and information regarding the EV Readiness Plan will be included in the upcoming LRTP. Sarah Gardner, Iowa City's

Climate Action Engagement Specialist, is available to present to each community's city council to provide more information on the plan if requested. The link to the final plan will be included on the MPOJC website.

Donahue asked if there had been any feedback from utility companies on the plan. Neumann answered that there were discussions including some utilities, but he was not aware of specific feedback. Neumann added that planning conversations included many private entities such as local car dealerships to encourage coordination towards the same goal. The Iowa DOT was also involved, especially with the plans to establish electric vehicle infrastructure. Ralston emphasized that Sarah Gardener is a great contact for other information or questions.

d. Update from DOT District 6 staff on I-380 & I-80 corridor projects.

Cutler and Iowa DOT staff engineer Mark Harle presented on the rebuild of the I-80/I-380 Interchange, First Avenue/I-80 diverging diamond, and Herbert Hoover Highway/I-80 construction.

Cutler explained that the current I-80/I-380 interchange is an outdated cloverleaf design from the 1960s that will not be able to safely handle projected traffic growth, especially freight traffic growth. The future interchange will replace the four loops with directional ramps that will allow vehicles, especially trucks, to maintain speeds better and merge safely. Additionally, I-80 will be widened to 6 lanes west of I-380 and 8 lanes east of I-380, and I-380 and US 218 will be widened to 6 lanes with 12-foot shoulders for potential future traffic capacity and provide storage for snow removal operations. The anticipated benefits of this project include increased capacity, reduced congestion, improved safety, improved travel reliability, and better regional employment and economic growth. In 2020 the first directional ramp from I-80 eastbound to US 218 southbound was completed and opened. Traffic impacts and delays have been predicted through 2024 with special consideration for University of Iowa Hospitals and Clinics and University of Iowa Athletics.

Harle explained the 218 NB to I-80 westbound loop will be closed from 2021 through the end of 2023, and the signed detour is north to Forevergreen Road with the option to use Coral Ridge Avenue. The eastbound on-ramp on Ireland Avenue will be closed late summer/early fall with the signed detour north to Highway 6 with some additional traffic on Ireland Ave anticipated. The I-80 westbound to US 218 southbound loop will also close fall 2021 through the end of 2023 when there will be a new ramp, but this closure will not occur until the eastbound on-ramp on Ireland Avenue can reopen. The Iowa DOT has focused on reducing commuter impacts as much as possible through social media and public outreach and has not received many complaints thus far. Through coordination with East Central Iowa Council of Governments the 380 Express Bus has been able to remain open, and ridership rates were reported. Ridesharing and telecommuting have also been promoted by the Iowa DOT with assistance from real time travel alerts.

Harle discussed the Herbert Hoover Highway and I-80 project currently under construction. The westbound on-ramp was recently reopened, and grading and bridgework will continue into the fall with fewer traffic impacts the rest of the year. More traffic impacts will be seen next year as the project progresses on schedule.

Cutler explained that the City of Coralville received a BUILD grant to rebuild the I-80 First Avenue interchange into a diverging diamond interchange that will handle left turning traffic better than the existing design. The DOT has taken over the contract and

will be administering the design and build contracts. Specific challenges to the area to be considered include the pipelines crossing First Avenue and the interstate, tanker trucks blocking First Avenue, utilities, and maintaining good vehicular and pedestrian/cycling traffic flow. The letting of this project in on track for August 2022.

There were no questions from the board for Harle and Cutler.

4. OTHER BUSINESS

None

6. ADJOURNMENT

Meeting adjourned by Donahue at 4:56 PM.

Metropolitan Planning Organization of Johnson County

Date: November 10, 2021

To: Urbanized Area Policy Board

From: Kent Ralston, Executive Director KR

Re: Agenda Item #3(a): Confirm entities that will nominate Johnson County representatives to the East Central Iowa Council of Governments (ECICOG) Board of Directors

You may recall that the MPOJC Bylaws stipulating how appointments are made to the ECICOG Board of Directors were revised and approved last year. Per the revised Bylaws, each January the Johnson County Board of Supervisors shall appoint one elected official representative and one citizen representative to the ECICOG Board, and the Urbanized Area Policy Board shall appoint two elected official representatives to the ECICOG Board according to the following process:

A. One elected official seat and one citizen representative will be designated by the Johnson County Board of Supervisors.

   The 2022 representatives are to be designated by the Johnson County Board of Supervisors.

B. One elected official seat will be filled by the four largest municipalities by population which will alternate annually.

   The 2022 representative is to be designated by Iowa City.

C. One elected official seat will be filled by the remaining municipalities which will alternate annually.

   The 2022 representative is to be designated by Lone Tree.

I intend to contact Johnson County, Iowa City, and Lone Tree and request that they designate representatives to the ECICOG Board of Directors. The designees will be recognized by the MPOJC Policy Board at our January meeting. I will also ask each entity to designate alternates and encourage them to send alternates to ECICOG Board meetings when the designee cannot attend.

I will be available at your November 17th meeting to answer any questions you may have.

MPOJC

Metropolitan Planning Organization of Johnson County

Date: November 10, 2021

To: Urbanized Area Policy Board

From: Kent Ralston, Executive Director

Re: Agenda Item #3(b): Appoint nominating committee for calendar year 2022 Urbanized Area Policy Board officers

At your January meeting, you will elect a Chairperson and Vice Chairperson for the calendar year 2022 Urbanized Area Policy Board. The Chairperson is responsible for presiding over all meetings of the Board. The Chairperson and/or Director are also responsible for signing contracts and other federally required documents.

As Director, it has been my practice to discuss agenda items and major work program activities with the Chair prior to each Board meeting. The Vice Chairperson assumes the duties of the Chair when he/she is not available.

Please consider appointing a three-person nominating committee to recommend a Chair and Vice-Chair for the 2022 Urbanized Area Policy Board – past practice has not included the Director in these discussions. The nominating committee will then report at the January meeting where the Chair and Vice-Chair will be elected.

Currently the Chair is Terry Donahue (Mayor, City of North Liberty) and the Vice-Chair is John Thomas (Iowa City, City Council). Both the Chair and Vice-Chair have served for two years; there is a two-year maximum term for these posts. A list of past Board Chairpersons is attached for your reference.

I will be available at your November 17th meeting to answer any questions you may have.

MPOJC Urbanized Area Policy Board Chairpersons

Year	Chairperson	Organization
2021	Donahue	North Liberty
2020	Donahue	North Liberty
2019	Berner	Tiffin
2018	Berner	Tiffin
2017	Mims	Iowa City
2016	Mims	Iowa City
2015	Gill	Coralville
2014	Gill	Coralville
2013	Neuzil	Johnson County
2012	Kuhl	North Liberty
2011	Kuhl	North Liberty
2010	From	University Heights
2009	From	University Heights
2008	Ricketts	University of Iowa
2007	Bailey	Iowa City
2006	Bailey	Iowa City
2005	Stutsman	Johnson County
2004	Weihe	Coralville
2003	Champion	Iowa City
2002	Dorst	North Liberty
2001	O'Donnell	Iowa City
2000	Herwig	Coralville
1999	Hippee	North Liberty
1998	Stutsman	Johnson County
1997	Lacina	Johnson County
1996	Kubby	Iowa City
1995	Axeen	Coralville
1994	Novick	Iowa City
1993	Ambrisco	Iowa City
1992	Duffy	Johnson County
1991	Courtney	Iowa City
1990	Courtney	Iowa City
1989	Schottelius	University Heights
1988	Roberts	North Liberty
1987	Ambrisco	Iowa City
1986	Donnelly	Johnson County
1985	Dvorsky	Coralville
1984	Sehr	Johnson County
1983	Balmer	Iowa City
1982	Kattchee	Coralville
1981	Kattchee	Coralville

Metropolitan Planning Organization of Johnson County

Date: November 10, 2021

To: Urbanized Area Policy Board

From: Kent Ralston, Executive Director

Re: Agenda Item #3(c): Preliminary discussion of the FY23 MPOJC Budget

Prior to the preparation of the MPO budget for your consideration in January, it has been my practice to discuss any proposed changes to the MPO scope of services or operations with the Board. Administratively MPOJC is part of the City of Iowa City and follows Iowa City budgeting procedures. Pages from the current year (FY22) budget are attached for reference.

The focus and purpose of the MPO remains to:

- Fulfill requirements necessary for local communities to receive state and federal transportation capital and operating funds.
- Produce professional studies to support transportation-related decisions and capital project selection/funding.
- Coordinate transit planning and transit reporting consistent with state and federal regulations for Iowa City Transit, Coralville Transit, and the University of Iowa Cambus system.
- Assist local entities with review of development proposals.
- To serve as a forum for other regional issues/discussions.

Capital expenses for FY23 are expected to be very similar to recent years; including a replacement schedule for our traffic counting equipment, traffic model and traffic signal software maintenance, and mapping software maintenance. I am not proposing any changes to the level of MPO staffing for FY23 and anticipate an approximate 3.9% increase in the total MPO budget – primarily due to annual increases in staff salaries and health benefit costs.

I anticipate using $230,000 of Iowa Department of Transportation 'Planning Funds' in FY23 similar to previous years. This ensures an appropriate balance of funds per DOT guidelines and defrays local funding necessary for MPO operations. I also anticipate utilizing $50,000 of internal reserves to ensure an appropriate balance of funds per internal guidelines and minimize increases in assessments.

I will be available at your November 17th meeting to answer any questions you may have. The formal budget will be provided to the Board for consideration at your January meeting.

MPOJC Budget FY22 – FY24

Expenditures	FY21 Budgeted	FY22 Proposed	FY23 Forecast[1]	FY24 Forecast[1]
Salaries and Benefits	$640,337	$666,629	$686,628	$707,227
Technical and Professional Services & Maintenance, Travel and Education	$70,658	$69,445	$71,528	$73,674
Operating Costs; including office supplies, traffic counting and mapping equipment/software	$9,677	$11,141	$11,475	$11,819
Subtotal	$720,672	$747,215	$769,631	$792,720
University of Iowa Student Interns[2]	$23,817	$23,817	$23,817	$23,817
TOTAL	**$744,489**	**$771,032**	**$793,448**	**$816,537**

MPOJC is designated by the Governor of the State of Iowa as the Metropolitan Planning Organization (MPO) for the Iowa City Urbanized Area. The MPOJC Transportation Planning Division must fulfill the state and federal requirements of the 3-C transportation planning process. This process is required of all urbanized areas to maintain eligibility for grant programs and transportation operations funds of the United States Department of Transportation and the Iowa Department of Transportation.

The Administration Division consists of a half-time Executive Director, and a .2 FTE Administrative Secretary. The Administration Division provides oversight and support to the staff of MPOJC. The Executive Director supervises all MPOJC personnel. The Executive Director coordinates the budget process and the preparation of division work programs.

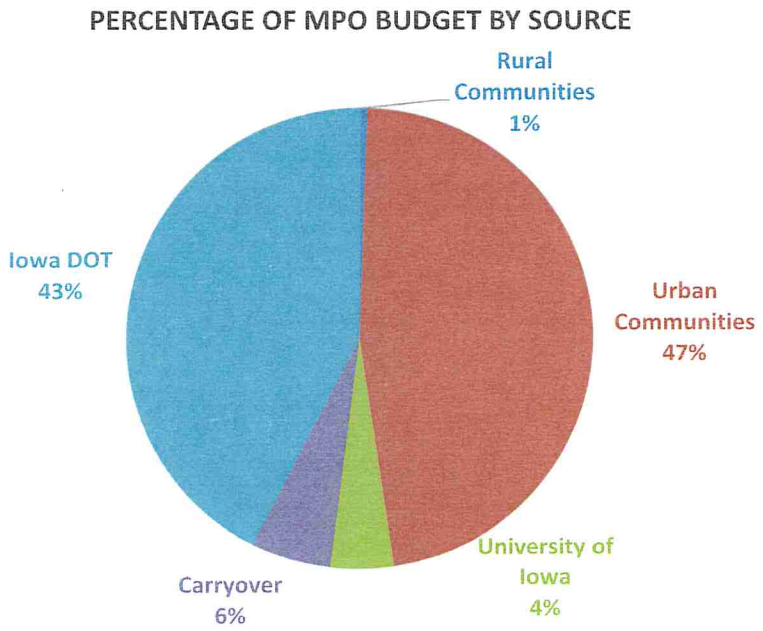
As MPOJC staff also serve the City of Iowa City Neighborhood and Development Services Department, this budget reflects Iowa City specific funding for 0.5 FTE Administration and 1.0 FTE Transportation Planning specifically for Iowa City duties.

[1]Forecasts assume a 3% increase

[2]Student interns are funded entirely by the University of Iowa

Summary of FY22 Assessments

Urban Communities	
Iowa City	$133,651
Johnson County	$42,221
Coralville	$37,236
North Liberty	$36,039
Tiffin	$3,835
University Heights	$2,070
SubTotal	**$255,052**
Rural Communities	
Solon	$833
Lone Tree	$531
Swisher	$359
Oxford	$330
Hills	$287
Shueyville	$236
SubTotal	**$2,576**
Other Sources	
Iowa DOT	$230,000
Carryover	$30,000
University of Iowa	$23,817
SubTotal	**$283,817**
Total	**$541,445**



Note: Figures do not include specific funding for Iowa City Neighborhood & Development Services, equivalent to 0.5 Administration Budget ($85,556) and 1.0 FTE Transportation Planning ($144,021).

MPOJC Assessment Explanation

Urban Entity	Population	Population % Urban Board	Total Assessment[4]	% of Total MPO Budget	% of Total Assessments[4]
Iowa City	67,862	52.40%	$133,651	24.7%	51.9%
Johnson County	21,438	16.55%	$42,221	7.8%	16.4%
Coralville	18,907	14.60%	$37,236	6.9%	14.5%
North Liberty	18,299	14.13%	$36,039	6.7%	14.0%
Tiffin	1,947	1.50%	$3,835	0.7%	1.5%
U-Heights	1,051	0.81%	$2,070	0.4%	0.8%
Subtotal	129,504	100.0%	$255,052	47.1%	99.0%

Rural Entity[1]	Population	Population % Rural Board	Total Assessment[4]	% of Total MPO Budget	% of Total Assessments[4]
Solon	2,037	32.32%	$833	0.2%	0.3%
Lone Tree	1,300	20.63%	$531	0.1%	0.2%
Swisher	879	13.95%	$359	0.1%	0.1%
Oxford	807	12.80%	$330	0.1%	0.1%
Hills	703	11.15%	$287	0.1%	0.1%
Shueyville	577	9.15%	$236	0.0%	0.1%
Subtotal	6,303	100.0%	$2,576	0.5%	1.0%
Total	135,807	100.0%	$257,628	47.6%	100.0%

Other Funding Sources			
Iowa DOT		$230,000	42.5%
Carryover		$30,000	5.5%
University of Iowa		$23,817	4.4%
	MPO Total	**$541,445**	**100.00%**
	50% Admin for Iowa City NDS[2]	$85,566	
	1.0 FTE for Iowa City NDS[2]	$144,021	
	Total Budget[3]	**$771,032**	

1. Assessment for Rural entities is 1% of the overall MPO assessment. Rural Board communities utilize MPO planning services but are not eligible for MPO grant funds.
2. 0.5 FTE of Administration Division and 1.0 FTE of Transportation Planning Division are for Iowa City related functions and are not reflected in assessments to other communities.
3. This budget does not include East Central Iowa Council of Governments (ECICOG) assessments.
4. Assessment figures may not reflect exact population percentages shown due to rounding.

MPOJC
Metropolitan Planning Organization of Johnson County

Date: November 9, 2021

To: Urbanized Area Policy Board

From: Brad Neumann, Associate Transportation Planner

Re: Agenda item #3(d): Consider a resolution approving updates to the MPOJC Title VI Compliance Plan

As required by the Iowa Department of Transportation (DOT), MPOJC has prepared a Federal Transit Administration (FTA) Title VI Program for approval by the Urbanized Area Policy Board. Since MPOJC receives federal funding, we are required to submit a Title VI Program every three years. The FTA also requires Iowa City Transit, Coralville Transit, and University of Iowa Cambus to submit a Title VI Program. MPOJC prepares and submits these Title VI programs separately on behalf of the transit agencies.

The Title VI program assures nondiscrimination as outlined in the Civil Rights Act of 1964, which prohibits discrimination on the basis of race, color, or national origin in any program or activity receiving Federal financial assistance. The broader application of the Title VI nondiscrimination law can also be found in other statutes, regulations, and Executive Orders including the Americans with Disabilities Act (ADA) of 1990.

The attached document provides guidelines for MPOJC to follow in order to comply with all Title VI requirements for nondiscrimination. The plan addresses MPOJC programs such as access, benefits, participation, treatment, services, training, contracting opportunities, allocation of funds, language assistance, and the investigation of complaints. This Title VI also names Frank Waisath as the MPOJC Title VI Coordinator.

Staff is requesting Board approval of the proposed MPOJC Title VI Compliance Plan. The Transportation Technical Advisory Committee recommended approval at their November 9th meeting. If approved, the document will be submitted to the Iowa DOT.

If anyone has any questions or comments regarding the Title VI Program, please contact me at 356-5235 or by e-mail at brad-neumann@iowa-city.org.

cc: Kent Ralston

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

FTA TITLE VI PROGRAM

THE CIVIL RIGHTS ACT OF 1964

Compliance Plan

January 2022

Metropolitan Planning Organization of Johnson County

410 East Washington Street

Iowa City, Iowa 52240

Recipient Profile

Recipient: Metropolitan Planning Organization of Johnson County

Administrative Head: Kent Ralston (Name) Executive Director (Title)

Recipient Title VI Coordinator: Frank Waisath (Name) Associate Transportation Planner (Title)

Address: 410 East Washington Street

City/State: Iowa City, Iowa Zip Code/County: 52240/Johnson

Phone: 319-356-5253 Fax: 319-356-5217

Email: kent-Ralston@iowa-city.org

Website: MPOJC.org

Has the recipient signed and submitted its Title VI Assurances? Yes _X_ No ____

Has the recipient submitted its Title VI Program Plan? Yes _X_ No ____

Purpose of Title VI Program

The purpose of this document is to ensure that the Metropolitan Planning Organization of Johnson County (MPOJC) is in compliance with the FTA Circular 4702.1B and Title VI of the Civil Rights Act of 1964, which states:

> "No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity that receives Federal financial assistance."

With specific regard to planning services, this document ensures that:

1. FTA assisted benefits and related services are made available and are equitably distributed without regard to race, color, or national origin;
2. That the level and quality of FTA assisted transit services are sufficient to provide equal access and mobility for any person without regard to race, color, or national origin;
3. That opportunities to participate in the transit planning and decision-making processes are provided to persons without regard to race, color, or national origin;
4. That decisions on the location of transit services and facilities are made without regard to race, color, or national origin; and

That corrective and remedial action will be taken if necessary, to prevent discriminatory treatment based on race, color, or national origin.

Strategies

MPOJC's planning process ensures compliance with Title VI through the many transportation related plans it develops and posts on the MPOJC website. The planning process includes the scoring of projects, use of demographics in project location, Limited English Proficiency Plan, and requires adherence to a complete streets policy for all funded projects.

METROPOLITAN PLANNING ORGANIZATION OF JOHNSON COUNTY TITLE VI POLICY STATEMENT

The Metropolitan Planning Organization of Johnson County (MPOJC), through the City of Iowa City, assures that no person shall, on the grounds of race, color, national origin, or sex as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987 (P.L. 100.259), and the Federal-Aid Highway Act of 1973 be excluded from or participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. The MPOJC further assures every effort will be made to ensure nondiscrimination in all of its committees, programs and activities, regardless of the funding source.

The public may contact the MPOJC office directly or go to the MPOJC website for more information regarding the MPO's Title VI obligations. The MPOJC's Title VI notice to the public is posted in the MPOJC office located at 410 East Washington Street, Iowa City, Iowa.

The MPOJC will include Title VI language in all written agreements and bid notices and will monitor compliance.

The MPOJC Executive Director will be responsible for monitoring Title VI activities and all other responsibilities as outlined in this plan.

11.2.21

Kent Ralston, MPOJC Executive Director Date

11.2.21

Stefanie Bowers, City of Iowa City Civil Rights Coordinator Date

Terry Donahue, Chair, MPOJC Urbanized Area Policy Board Date

This policy and assurances were adopted at a MPOJC Urbanized Area Policy Board meeting held on November 17, 2021.

METROPOLITAN PLANNING ORGANIZATION OF JOHNSON COUNTY
TITLE VI ASSURANCES

The Metropolitan Planning Organization of Johnson County (hereinafter referred to as the recipient), HEREBY AGREES THAT as a condition to receiving any federal financial assistance from the United States Department of Transportation, it will comply with Title VI of the Civil Rights Act of 1964 (hereinafter referred to as the "Act"), and all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of transportation Subtitle A, Office of the Secretary Part 21, Nondiscrimination in Federally Assisted Programs of the Department of transportation – Effectuation of the Title VI of the Civil Rights Act of 1964 (hereinafter referred to as the "Regulations"), and other pertinent directives, to the end that in accordance with the Act, Regulations, and other pertinent directives, no person in the United States shall, on the grounds of race, color, sex, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the Recipient received federal financial assistance, and;

HERBY GIVES ASSURANCES THAT, it will promptly take any measures necessary to effectuate this agreement. This assurance is required by Subsection 2 1. 7(a)(1) of the Regulations.

THIS ASSURANCE, is given in consideration of and for the purpose of obtaining, any and all federal grants, loans, contracts, property, discounts or other federal financial assistance extended after the date hereof to the Recipient by the Department of transportation under Federal Highway or Federal Transit program, and is binding on it, other recipients, sub-grantees, contractors, contractors, transferees, successors, in interest, and other participants in the Federal Aid Highway or Federal Transit program. The person or persons whose signatures appear below are authorized to sign on behalf of the Recipient.

11.2.21

Kent Ralston, MPOJC Executive Director — Date

11-2-21

Stefanie Bowers, City of Iowa City Civil Rights Coordinator — Date

COORDINATOR RESPONSIBILITES

The MPOJC Executive Director and the Civil Rights Coordinator are responsible for ensuring the implementation and the day to day administration of the MPOJC Title VI Plan. The Executive Director is also responsible for implementing, monitoring, and ensuring the MPO's compliance with the Title VI regulations.

GENERAL RESPONSIBILITIES

A. Public Dissemination

The MPOJC will disseminate Title VI Program information to MPO employees, sub-recipients, and contractors, as well as the general public. Public dissemination may include posting of public statements, inclusion of Title VI language in contracts, and announcements of hearings, and meetings in minority newspapers when determined necessary and funding is available.

B. Prevention of Discrimination

Procedures will be implemented to detect and eliminate discrimination when found to exist, including, but not limited to, issues of accessibility of training to all MPOJC employees, utilization of Minority/Women/Disadvantaged Business Enterprises (DBE) contractors, public involvement and material acquisition.

C. Remedial Action

The MPOJC will actively pursue the prevention of any Title VI deficiencies or violations and will take the necessary steps to ensure compliance through a program review with the program administrative requirements. If irregularities occur in the administration of the programs operation, procedures will be promptly implemented to resolve Title VI issues and reduce to writing remedial action agreed to be necessary, all within a period not to exceed 90 days.

Iowa DOT will be notified of any complaint filed at the City of Iowa City, regarding MPOJC involving Title VI issues, and any resolution.

FILING A COMPLAINT

Applicability
The complaint procedures apply to the beneficiaries of the MPOJC programs, activities, including but not limited to: the public, contractors, sub-contractors, consultants, employees and other sub-recipients of federal and state funds.

Eligibility
If any individual, group or individuals, or entity believes that they or any other program beneficiaries have been subjected to discrimination prohibited by Title VI nondiscrimination provision as a recipient of benefits and/or services, or on the grounds of race, color, national origin, or sex, they may exercise the right to file a complaint with MPOJC (as part of the City of Iowa City). Every effort will be made to resolve complaints informally at the agency, recipient and/or contractor level.

Time Limitation on Filing Complaints

Title VI complaints may be filed with:

- City of Iowa City/MPOJC
- Iowa Department of Transportation
- Federal Highway Administration
- U.S. Department of Transportation

In all situations, MPOJC employees must contact the Executive Director and/or the City of Iowa City Civil Rights Coordinator immediately upon receipt of Title VI or related statutes complaints.

Complaints must be filed not later than 180 days after:

- The date of the alleged act of discrimination; or
- The date the person became aware of the alleged discrimination; or
- Where there has been a continuing course of discriminatory conduct, the date on which the conduct was discontinued.

Complaints must be in writing and must be signed by the complainant and/or the complainant's representative. The complaint must set forth as fully as possible the facts and circumstances surrounding the claimed discrimination.

A Title VI complaint form (Attachment B) is available at the MPOJC office and the Iowa City Civil Rights Coordinator's office during normal business hours.

INTERNAL COMPLAINT PROCESSING

1. The Iowa City Civil Rights Coordinator, acting as the Title VI Coordinator, along with the MPOJC Executive Director, will review the complaint upon receipt to ensure that all information is provided, the complaint meets the 180-day filing deadline and falls within the jurisdiction of the City and follow the procedures as outlined in Title Two of the Iowa City City Code.

2. The Civil Rights Coordinator will then investigate the complaint. If the complaint is against the Civil Rights Coordinator or the MPOJC Executive Director, then the Chair of the MPOJC Urbanized Area Board and/or the MPOJC Urbanized Area Policy Board or its designee will investigate the complaint. Additionally, a copy of the complaint will be forwarded to the Iowa City City Attorney.

3. If the complaint warrants a full investigation, the complainant will be notified in writing by certified mail. This notice will name the investigator and/or investigating agency. The MPOJC will also notify the Iowa Department of Transportation Office of Employee Services/Civil Rights.

4. The party alleged to have acted in a discriminatory manner will also be notified by certified mail as to the complaint. This letter will also include the investigator's name and will request that this party be available for an interview.

5. Any comments or recommendations from legal counsel will be reviewed by the Title VI Coordinator.

6. Once the Iowa Department of Transportation Office of Employee Services/Civil Rights is notified of MPOJC/City of Iowa City finding concerning the complaint, the MPOJC will adopt a final resolution.

7. All parties will be properly notified of the outcome of the Iowa Department of Transportation Office of Employee Services/Civil Rights Opportunity report.

8. If the complainant is not satisfied with the results of the investigation of the alleged discriminatory practices, she/he shall be advised of their right to appeal the MPOJC/City of Iowa City's decision. Appeals must be filed within 180 days after the MPOJC final resolution. Unless new facts not previously considered come to light, reconsideration of the MPOJC's determination will not be available.

The foregoing complaint resolution procedure will be implemented in accordance with the Department of Justice guidance manual entitled "Investigation Procedures Manual for the Investigation and Resolution of Complaints Alleging Violations of Title VI and Other Nondiscrimination Statutes," available online at:

http://www.usdoj.gov/crt/cor/Pubs/manuals/complain.html.

TRANSIT RELATED TITLE VI INVESTIGATIONS, COMPLAINTS, AND LAWSUITS

There are no active lawsuits or complaints alleging discrimination on the basis of race, color, or national origin with respect to services provided by MPOJC. MPOJC has not been asked to take part in any local, state, or federal civil rights compliance reviews in the past three years. MPOJC has not undertaken any federally funded construction projects in the past three years.

Identification of Stakeholders

Stakeholders are those who are either directly or indirectly affected by a plan, or the recommendations of that plan. Those who may be adversely affected, or may be denied benefits of a plan's recommendations, are of particular interest in the identification of specific stakeholders. While stakeholders may vary based on the plan or program being considered, MPOJC will assemble a listing of stakeholders with whom we may regularly communicate by email or direct mail.

Meeting locations

When determining locations and schedules for public meetings, MPOJC will:

- Schedule meetings at times and locations that are convenient and accessible for minority and LEP communities
- Coordinate with community organizations to implement public engagement strategies that reach out to members of affected minority and/or LEP communities
- Consider media outlets that serve LEP populations
- Provide opportunities for public participation through written communications, group discussions, and one-on-one interviews

PROVIDE MEANINGFUL ACCESS TO LEP PERSONS

MPOJC uses Iowa City Transit's Four Factor LEP analysis to meet requirements under Title VI of the Civil Rights Act of 1964. This Act seeks to improve access to services for persons with Limited English Proficiency (LEP). The following analysis uses the Four Factor Analysis identified in the LEP Guidance.

A. Four Factor Analysis

Factor 1: Assessing the number and proportion of LEP persons served or encountered in the eligible service population

Task 1, Step 1; Examine prior experiences with LEP individuals
MPOJC serves a diverse community. The University of Iowa brings people from all over the world to the Iowa City urbanized area which includes the communities of Iowa City, University Heights, Coralville, North Liberty, and Tiffin. Most foreign-speaking residents residing in Iowa City are affiliated with the University of Iowa, either as an international student or visiting scholar. The University has, on average, an international student population of 4,000 persons on an annual basis as well as approximately 450 visiting scholars.

Task 1, Step 2; Become familiar with data from the U.S. Census
The Iowa City Urbanized Area includes the municipalities of Coralville, Iowa City, North Liberty, Tiffin, and University Heights. According to the U.S. Census Bureau, the population for the urbanized area was 74,513 in 1990, 84,672 in 2000, 91,881 in 2005, 103,152 in 2010,125,538 in 2014, and 118,506 in 2019.

Iowa City Urbanized Area's current demographics:

Iowa City Urbanized Area Statistics and Demographics	**Number**	**Percent**
Iowa City Urbanized Area Population	121,232	100.0
SEX AND AGE		
Male	59,874	49.4
Female	61,358	50.6
Under 5 years	7,267	6.0
5 to 9 years	6,548	5.4
10 to 14 years	6,099	5.0
15 to 19 years	10,892	9.0
20 to 24 years	21,483	17.7
25 to 34 years	20,435	16.9
35 to 44 years	14,349	11.8
45 to 54 years	11,233	9.3
55 to 59 years	5,501	4.5
60 to 64 years	4,967	4.1
65 to 74 years	7,518	6.2
75 to 84 years	3,072	2.5
85 years and over	1,868	1.5
Median age (years)	28.8	(X)
16 years and over	100,343	82.8
18 years and over	98,198	81.0
Male	48,504	49.4
Female	49,694	50.6
21 years and over	85,268	70.3

62 years and over	15,672	12.9
65 years and over	12,458	10.3
Male	5,590	44.9
Female	6,868	55.1
RACE		
One Race	118,233	97.5
White	95,527	78.8
Black or African American	10,518	8.7
American Indian and Alaska Native	225	0.2
Asian	8,934	7.4
Asian Indian	1,932	1.6
Chinese	3,450	2.8
Filipino	422	0.3
Japanese	88	0.1
Korean	1,126	0.9
Vietnamese	736	0.6
Other Asian	1,180	1.0
Native Hawaiian and Other Pacific Islander	102	0.1
Some Other Race	2,927	2.4
Two or More Races	2,999	2.5
HISPANIC OR LATINO		
Hispanic or Latino (of any race)	7,437	6.1
Mexican	4,046	3.3
Puerto Rican	509	0.4
Cuban	179	0.1
Other Hispanic or Latino	2,703	2.2
Not Hispanic or Latino	113,795	93.9
White alone	91,154	75.2
RELATIONSHIP		
Total population	121,232	100.0
In households	113,559	
In family households	75,874	66.8
Householder	48,837	100.0
Male	24,555	53.0
Female	24,282	47.0
Spouse	19,078	X
Child	25,822	X
In group quarters	7,673	X
HOUSEHOLDS BY TYPE		
Total households	48,837	
Total families	24,391	100
With own children under 18 years	11,597	47.5
Husband-wife family	19,035	78.0
With own children under 18 years	8,415	44.2
Male householder, no wife present	1,613	6.6
With own children under 18 years	880	54.6

Female householder, no husband present	3,743	15.3
With own children under 18 years	2,302	61.5
Nonfamily households	24,446	49.6
65 years and over	3,697	14.5
Households with individuals under 18 years	12,112	24.8
Households with individuals 65 years and over	3,712	7.6
Average household size	2.33	
Average family size	2.97	
HOUSING OCCUPANCY		
Total housing units	52,660	
Occupied housing units	48,837	92.7
Vacant housing units	3,823	7.3
Homeowner vacancy rate (percent)	1.3	
Rental vacancy rate (percent)	4.9	
HOUSING TENURE		
Occupied housing units	48,837	100
Owner-occupied housing units	25,888	53.0
Average household size of owner-occupied units	2.47	
Renter-occupied housing units	22,949	47.0
Average household size of renter-occupied units	2.17	
Source: U.S. Census Bureau, ACS 2019 5-year Estimates		

There were 2,509 international students according to the University of Iowa's fall 2020 enrollment statistics, which represents 7.9% of the University of Iowa student enrollment. The largest national representations of international students and scholars at the University of Iowa are from Asia, as shown below:

UI International Students and Scholars by World Region

	Undergraduate Student Population	Scholar Population
China	560	275
India	50	132
South Korea	39	103
United Kingdom	18	5
Malaysia	17	7

Source: The University of Iowa, Fall 2020 Profile of International Students and Scholars

Task 1, Step 2A; Identify the geographic boundaries of the area that your agency serves

The Iowa City urbanized area includes the communities of Iowa City, University Heights, Coralville, North Liberty, and Tiffin.

Task 1, Step 2B; Obtain Census data on LEP population in your service area
In determining the number or proportion of LEP persons in Johnson County, including the City of Iowa City, 2019 U.S. Census American Community Survey (ACS) data was evaluated. According to ACS data, 21,501 persons in Johnson County (15.4% of the population) spoke a language other than English at home. Of the 21,501 persons residing in Johnson County who spoke a language other than English at home, 9,146 (6.5% of the population) reported speaking English less than "very well", or in other words, would be considered to have limited English proficiency. The table below shows the language subgroups as follows:

Persons in Johnson County Who Reported Speaking English Less Than "Very Well"

Language Spoken	Number of Persons	Percent of Total Population
Spanish	2,248	1.6%
Other Indo-European language	2,039	1.5%
Asian & Pacific Island language	2,816	2.0%
Other languages	2,043	1.5%

Source: American Community Survey, 2019 ACS 5 Year Estimates

Task 1, Step 2C; Analyze the data collected
According to the University of Iowa's fall 2018 *Profile of International Students and Scholars*, China, India, South Korea, Iran, and Malaysia remain the top represented countries in the international student population. Iran (63 students) switched places from fifth to fourth with Malaysia (57 students) from the fall 2017 largest international student enrollment representations, but both remain in the top five represented countries. While the same data is not available for the international scholar population, it can be assumed that past national representation trends found among the student population can be applied to the international scholar population, as three of the top five represented countries are the same for both international students and scholars in 2018.

The University of Iowa's Intensive English Program (IIEP) reports 107 international students enrolled in the intensive English language classes in 2018, while other visiting students speak and understand, at minimum, some English. The International Students and Scholars Services (OISS) director stated that the student population from India generally speaks advanced-to-fluent English. Visiting scholars have no English-speaking requirements and often speak little-to-no English. The scholars attend the University to conduct research with an affiliated University member who speaks the scholar's native language. There is an additional international population of approximately 500 dependents and spouses that accompany international students and scholars.

Task 1, Step 2D; Identify any concentrations of persons within service area
No large concentrations of LEP persons exist in the Iowa City urbanized area.

Task 1, Step 3; Consult state and local sources of data

The Iowa City Community School District (ICCSD) and the Iowa Department of Education compile information regarding the number of students receiving English Language Learning (ELL) services. The ICCSD ELL services predominantly serve Spanish, Arabic, French, and Swahili speakers, similar to many of Iowa's schools. For the 2019-2020 school year, there are 14,572 students (IA Dept. of Education Certified Enrollment) in the ICCSD. Of those, 12.6% (1,836

students) receive English Language Learning services. This is up from the 10.1% (1,344 students) receiving ELL services in the 2015-2016 school year.

Task 1, Step 4; Community organizations that serve LEP persons
MPOJC have current associations with local business, the Iowa City Community School District, and the University of Iowa and their OISS center. All of these organizations provide service for persons speaking limited English.

Task 1, Step 4A; Identify community organizations
LEP persons are served mainly by the University of Iowa's OISS center.

Task 1, Step 4B; Contact relevant community organizations
MPOJC, in collaboration with Iowa City Transit, has developed a working relationship with the University of Iowa's OISS center for language assistance services.

Task 1, Step 4C; Obtain information
MPOJC will continue to reach out to LEP persons and organizations in order to gather relevant information and provide information.

Factor 2: Frequency with which LEP individuals come into contact with MPOJC programs, activities, and services.

Task 2, Step 1; Review the relevant programs, activities, and services you provide
MPOJC provides primarily planning services to member agencies. MPOJC does not operate any transit services and has limited contact with the LEP population. MPOJC's language assistance program includes:

- Printed outreach materials
- Web-based outreach materials
- Public meetings
- Local news media
- Planning activities such as the Long-Range Transportation Plan, Passenger Transportation Plan, Transportation Improvement Plan, and Work Program

MPOJC has identified City of Iowa City employees that have language skills to assist with the LEP population where language is a barrier. Most employees indicated that encounters with customers who were unable to communicate in English were rare.

The MPOJC website has the ability to translate up to 80 different languages and also has access to Iowa City's Language Line program.

Task 2, Step 2; Review information obtained from community organizations

Through interviews and planning sessions, Iowa City Transit/MPOJC has discovered that most community organizations want more service related to jobs, education, day care, and health care and have identified very few LEP issues. Community organizations include:

- The Arc of Southeast Iowa
- Neighborhood Centers of Johnson County
- Systems Unlimited
- Chatham Oaks Care Facility
- Home Ties Childcare
- Reach for Your Potential

- United Action for Youth
- Big Brothers/Big Sisters
- Four Oaks
- Youth Homes
- Goodwill Industries
- Shelter House
- Iowa City Community School District
- Access 2 Independence
- Elder Services

Task 2, Step 3; Consult directly with LEP persons
LEP persons were consulted through the Title VI planning process through interviews with agencies (and clients) listed above.

Factor 3: Assess the nature and importance of the program, activity, or service provided by the program

Task 3, Step 1; Identify your agencies most critical services
MPOJC provides primarily planning services to member agencies. MPOJC does not operate any transit services.

Task 3, Step 2; Review input from community organizations and LEP persons
MPOJC has received very little input from the community regarding problems with language barriers.

Factor 4: Assessing the resources available to the recipient and costs

Task 4, Step 1; Inventory language assistance measures currently being provided, along with associated costs
MPOJC provides the following language assistance measures to date:

- Language assistance service on website for over 80 languages
- Language Line available
- Identified employees that speak a language other than English
- Information translated into 3 different languages on website

Task 4, Step 2; Determine what, if any additional services are needed to provide meaningful access
Iowa City Transit/MPOJC will focus on the following service improvements:

- Translation of critical printed information
- Improve website information regarding LEP
- Translation of paratransit information
- Provide additional signage in buses in multiple languages
- Include LEP in driver training

Task 4, Step 3; Analyze your budget
Like most public agencies, MPOJC budgets are constrained by several factors and staff resources are also limited. Devoting more resources to printing, webpage design, signage, and additional administrative costs may be included in future budgets.

Task 4, Step 4; Consider cost effective practices for providing language services

MPOJC will continue to work with the community and the university to provide cost effective practices including researching and pursuing language assistance products and translation services developed and paid by local, regional, and state government agencies.

B. Developing a Language Assistance Plan

a. Results of Four Factor Analysis:
MPOJC is part of the Iowa City Urbanized Area that includes a large university with over 30,000 students. Because of the University, many foreign students and faculty live in the Iowa City urbanized area creating the potential for language issues. As identified in the four-factor analysis, both the Hispanic/Latino and the Asian/Pacific Island populations were identified as needing language assistance since their populations were each over 5% of the total population in the metro area. Because of the diversity of the Asian/Pacific Island population, Iowa City Transit/MPOJC approached the University of Iowa's Office of International Students and Scholars to assist in identifying the top Asian/Pacific Island languages within the University system that may require language assistance. Chinese and Korean were identified as the top two Asian/Pacific Island languages. **As a result, Iowa City Transit/MPOJC offers information in Chinese, and Spanish.**

b. Language Assistance Services by Language:
The following measures have or will be implemented to ensure LEP persons have adequate access to transit information:

- Iowa City Transit, in collaboration with Coralville Transit, Johnson County SEATS, University of Iowa Cambus, and MPOJC have developed a working relationship with the University of Iowa's Office of International Students and Scholars (OISS) for language assistance services. OISS has agreed to assist the transit agencies in Johnson County by distributing transit program information to international students and scholars.

- MPOJC will identify any employees who speak a language other than English. For those employees who are able and willing to provide translation services, their services will be called upon as needed during fixed route service hours to interpret and assist LEP individuals.

- The City of Iowa City (MPOJC) has a multilingual 24-hour telephone service, the Language Line. The Language Line is a three-way call translation service that can translate numerous languages. Language Line Services provides a sheet which lists the languages available for translation assistance. The language sheet can be used by transit agency staff to determine the language spoken by an LEP individual.

- MPOJC will develop additional language services on their websites. A link will be added to the websites that will have general information translated in the most common spoken languages in Johnson County.

c. Notice to LEP Persons:
MPOJC will provide general information to the public in the most common spoken languages in Johnson County on the transit websites.

d. Monitor, Evaluate and Update Language Access Plan:

All language assistance programs and procedures will be evaluated on an annual basis. The following will be monitored and reviewed annually:

- The number of documented LEP persons encountered
- How the needs of the LEP persons were addressed
- Determine whether local language assistance programs have been effective

Each encounter with an LEP person will be recorded and reported directly to the MPOJC Executive Director.

Dissemination of the Title VI/LEP Plan includes a link to the Title VI/LEP Plan on the MPOJC websites.

Any person or agency with internet access will be able to access and download the plan from the above-referenced website. Alternatively, any person or agency may request a copy of the plan via telephone, fax, mail, or in person, and shall be provided a copy of the plan at no cost. LEP individuals may request copies of the plan in translation which will provided if feasible.

e. Employee Training:
Current and incoming employees will be trained on the policies and procedures of the language assistance program. Staff would have the necessary information provided to them to assist LEP individuals. The following information will be available to assure staff can adequately assist LEP persons:

- Information on Title VI Policy and LEP responsibilities
- Description of language assistance services offered to the public
- Contact information of chosen bilingual staff who have agreed to assist in translation services
- Documentation of language assistance requests
- Use of the Language Line Services
- How to handle a potential Title VI/LEP complaint

Safe Harbor Provision
As identified in the four- factor analysis, MPOJC identified Spanish speakers (2,248 in population) and Asian (Pacific Island) language speakers (2,816 in population) as requiring language/written materials assistance. The Asian (Pacific Island) language speakers were also identified in the analysis of the University population. Translation of written materials for these populations are included on the MPOJC website and on posted information.

MINORITY REPRESTATION ON PLANNING AND ADVISORY BODIES
MPOJC Board is made up of elected officials. The Transportation Technical Advisory Committee the Regional Trails and Bicycling Committee consist mainly of municipal or county staff appointed by the elected officials. MPOJC does encourage participation by minorities in Board created ad-hoc committees through their postings.

MPOJC Urbanized Area Policy Board
The MPOJC Urbanized Area Policy Board includes representatives from all governmental units included in the Iowa City Urbanized Area as defined by the U.S. Census. The number of representatives is roughly proportional to population, although Iowa City is limited to six members, so they do not have a majority of the Board. All representatives are elected officials (the University

of Iowa's representative is appointed by the president of the University). Federal transportation regulations mandate the Iowa Department of Transportation be included as a non-voting member.

Current Members:

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

Group	Number
Male	5
Female	11
White	13
Black or African American	3
American Indian or Alaskan Native	0
Asian	0
Native Hawaiian or Other Pacific Islander	0
Other	0

MPOJC Transportation Technical Advisory Committee

The Transportation Technical Advisory Committee (TTAC) advises the Urbanized Area Policy Board on policy matters. This committee is composed of transportation staff members from appointed by MPOJC member agencies. Representatives of the Iowa and U.S. Departments of Transportation are also represented on the Transportation TAC. This committee meets on an as-needed basis.

Current Members:

Kelly Hayworth:	City Administrator, City of Coralville
Vicky Robrock:	Manager, Coralville Transit
Scott Larson:	City Engineer, City of Coralville
Darian Nagle-Gamm:	Director, Transportation Services, City of Iowa City
Mark Rummel:	Assoc. Director, Transportation Services, City of Iowa City

Ron Knoche:	Director of Public Works, City of Iowa City
Jason Havel:	City Engineer, City of Iowa City
Greg Parker:	Johnson County Engineer
Tom Brase:	Johnson County SEATS
Brian McClatchey:	Manager, University of Iowa Cambus
David Kieft:	Business Manager, University of Iowa
Sadie Greiner:	Assoc. Director Planning, Design and Construction, University of Iowa
Bob Oppliger:	Regional Trails & Bicycling Committee
Ryan Rusnak:	Planning Director, City of North Liberty
Louise From:	Mayor, City of University Heights
Doug Boldt:	City Administrator, City of Tiffin
Brock Grenis:	East Central Iowa Council of Governments
Catherine Cutler:	Transportation Planner, Iowa DOT
Darla Hugaboom:	Transportation and Community Planner, FHWA

Group	Number
Male	13
Female	6
White	19
Black or African American	0
American Indian or Alaskan Native	0
Asian	0
Native Hawaiian or Other Pacific Islander	0
Other	0

MPOJC Regional Trails and Bicycling Committee

The MPOJC Regional Trails and Bicycling Committee (RTBC) is an ad hoc subcommittee of the MPOJC Transportation Technical Advisory Committee. The RTBC includes representatives appointed by each MPOJC entity and several bicycle interest groups. The RTBC is a valuable information sharing and planning group for our cities as we work toward regional trail connections and connections with multi-county trails such as the American Discovery Trial, the Hoover Nature Trail, and the Ioway Trail. As a subcommittee of MPOJC, the RTBC is able to discuss and make recommendations on trails, bicycling and pedestrian issues as requested by MPOJC entities.

Current Members:

Sherri Proud:	Director, Parks and Recreation, City of Coralville
Juli Seydell Johnson:	Director, Parks and Recreation, City of Iowa City
Shelly Simpson:	Director, Parks and Recreation, City of North Liberty
Doug Boldt:	City Administrator, City of Tiffin
Louise From:	Mayor, City of University Heights
Michelle Ribble:	Parking and Transportation, University of Iowa
Bob Oppliger:	Bicyclists of Iowa City
Becky Soglin:	Sustainability Coordinator, Johnson County

Group	Number
Male	2
Female	6
White	8
Black or African American	0
American Indian or Alaskan Native	0
Asian	0
Native Hawaiian or Other Pacific Islander	0
Other	0

ASSISTANCE TO SUBRECIPIENTS/MONITORING SUBRECIPIENTS
MPOJC does not currently have any subrecipients. MPOJC does ensure compliance with Title VI requirements by a subrecipient by undertaking the following activities:

- Document its process for ensuring that all subrecipients are complying with the general reporting requirements, as well as other requirements that apply to the subrecipient.
- Collect Title VI Programs from subrecipients and review programs for compliance.
- In response to a complaint of discrimination, or as otherwise deemed necessary by the primary recipient, the primary recipient shall request that subrecipients who provide transportation services verify that their level and quality of service is provided on an equitable basis.

DETERMINATION OF SITE OR LOCATION OF FACILITIES
MPOJC is part of the City of Iowa City and is not responsible for facility development.

DEMOGRAPHICS/MAPPING
As part of the MPOJC Long Range Transportation Plan process, demographic profiles have been developed. Attached are three maps that were produced identifying locations of socioeconomic groups, including low-income and minority populations as well as special needs housing. Also, included in each map is the location of current STBG/TAP projects as well as each bus route in the metropolitan area.

Mobility needs of minority populations are considered in the MPOJC Long-Range Transportation Plan planning process and in the scoring criteria for STBG and TAP projects in the Transportation Improvement Program (TIP). Many of the scoring criteria (Attachment F) take into consideration the "Guiding Principles" developed in both documents and the scoring for these criteria are weighted to consider the needs of minority populations. The strategies for criteria that pertain to minority populations include:

Strategies to Enhance Economic Opportunity:

- Focus transportation dollars to areas of greatest need.
- Direct investments towards areas that encounter significant congestion
- Encourage use of intelligent transportation technologies and efficient intersection design to improve corridor efficiency
- Employ strategies that improve multi-modal access to employment centers
- Perform transportation engineering evaluations upon request to aid in maximizing efficiency at spot locations
- Facilitate the annual Traffic Signal Timing program and provide updated signal timing recommendations at least once every five years

Strategies to Safeguard the Environment:

- Avoid impacts to environmentally sensitive features, such as woodlands and wetlands, early in the planning process when planning for and designing and building new infrastructure.
- Expand context sensitive and sustainable solutions in the planning and design of transportation infrastructure.
- Continue to monitor National Ambient Air Quality Standards thresholds for fine particulate mater (PM 2.5) and improve air quality when possible.
- Reduce pollution emissions, including CO_2
- Integrate land use and economic development goals with transportation planning. Encourage and support land use plans and policies to enhance overall transportation efficiency, including compact and mixed use development.
- Follow adopted MPO "Complete Streets" Policy.

Strategies to Enhance Quality of Life:

- Promote projects that enhance connections between existing neighborhoods, jobs, and local services.
- Provide accessible, safe, and low-stress solutions in all transportation modes.
- Promote more transportation choices to enhance each person's quality of life.
- Reduce combined housing and transportation costs by encouraging coordinated land use and transportation planning.
- Provide more transit training for transit users to increase ridership and access.
- Promote mobility technology.
- Implement supportive services that encourage personal responsibility.
- Continue to incorporate safety issues in transportation planning for all modes.
- Continue to support Complete Streets designs and recommendations.
- Provide pedestrian-friendly streets and recreational trails.
- Built with seniors and children in mind.
- Support efforts in areas with high growth/high density development potential that justify transportation infrastructure investments.

Strategies to Ensure Transportation Choice:

- Ensure compliance with the MPO Complete Streets Policy and Americans with Disabilities Act (ADA) requirements.
- Coordinate land use with planning to optimize multi-modal transportation, focusing investment in areas adjacent to compact and mixed-use development.
- Enhance access to activity centers (e.g. commercial areas, schools, parks and recreation, and employment centers) by ensuring transit service and safe, low-stress pedestrian routes and bike facilities are available.
- Assist communities with achieving Bike Friendly and Walk Friendly status as well as implementation of Safe Routes to School projects.
- Follow FHWA, National Association of City Transportation Officials (NACTO), and AASHTO best practices when planning and developing.

Strategies to Foster Health:

- Promote active transportation through the creation of a safe and convenient transportation network throughout the region.
- Prioritize infrastructure improvements near transit stops and public transportation facilities.
- Encourage active lifestyles through way-finding signs, maps, and other educational materials.
- Improve elements of the transportation network that are seen as unsafe such as the scarcity of sidewalks, crosswalks and bicycle facilities, in order to encourage active transportation and increase safety.
- Reduce injuries associated with motor vehicle crashes through the improvement of roadway facilities and availability of transportation options.
- Encourage active transportation to minimize air pollution from motor vehicles, and the fuels used to operate them.
- Address transportation needs and prioritize critical gaps to ensure equity and comprehensiveness in efforts to enhance active living.
- Ensure all people have access to safe, healthy, convenient, and affordable transportation options regardless of age, income, and other socioeconomic factors.

Strategies to Ensure Equity:

- Ensure a range of affordable transportation options for all people and neighborhoods Policy.
- Maximize the safety, convenience, and reliability of the public transit system.
- Prioritize the expansion and improvement of the sidewalk and multi-use trail network, especially for direct access from multi-family or mixed-use development.
- Support land use and development policies that support safe and convenient access between housing and employment areas, schools, recreation, and commercial areas.
- Provide targeted LOS evaluation for non-motorized travel to evaluate transportation services and infrastructure serving low-income and disadvantaged neighborhoods.
- Prioritize projects that create or enhance multi-modal access to employment, education, or recreational facilities.

Since Iowa City Transit, Coralville Transit, and University of Iowa Cambus receive federal operating formula funding through the MPO, each agency provides Certifications and Assurances annually that all minority locations are considered regarding bus routes and service (see attached maps). Through the development of required planning documents, Board discussions, public

input, input from the MPO's Transportation Technical Advisory Committee, modeling of future projects, evaluation of performance measures, and MPOJC community involvement no disparate impacts have been identified in any transportation investment program.

Attached maps:

- Median Household Income/Transit Routes/STBG and TAP project locations
- Special-Needs Housing/Transit Routes/STBG and TAP project locations
- Non-White Population Density/Transit Routes/STBG and TAP Project locations

Declaration of the Respondent

I declare that I have provided information as part of the Title VI Program to the best of my knowledge and believe it to be true, correct, and complete.

Frank Waisath, MPOJC Associate Transportation Planner

Declaration of the Administrative Head

I declare that I have reviewed and approved the information provided in the Title VI Program and to the best of my knowledge believe it to be true, correct, and complete.

11-2-21

Kent Ralston, MPOJC Executive Director

Attachment A: MPOJC Title VI Resolution

Metropolitan Planning Organization of Johnson County

MPOJC Title VI Compliance Program Resolution

RESOLUTION NO. _____

RESOLUTION APPROVING THE METROPOLITAN PLANNING ORGANIZATION OF JOHNSON COUNTY FTA TITLE VI PROGRAM PLAN

WHEREAS, Title VI of the Civil Rights Act of 1964 prohibits discrimination based on race, color, or national origin by agencies such as Metropolitan Planning Organization of Johnson County in any programs and activities that receive federal funds; and

WHEREAS, the MPOJC Urbanized Area Policy Board needs to adopt a plan to ensure compliance with Title VI (FTA) and similar federal laws prohibiting discrimination in the use of federal funds.

NOW, THEREFORE, BE IT RESOLVED BY THE METROPOLITAN PLANNING ORGANIZTION OF JOHNSON COUNTY, THAT:

The attached Title VI Program Plan (FTA) for the Metropolitan Planning Organization of Johnson County is approved.

It was moved by _____ and seconded by _____ the Resolution be adopted. The motion passed on a vote of _____ affirmative and _____ negative.

Considered on the 17th day of November 2021.

_____
Chairperson
MPOJC Urbanized Area Policy Board

Attachment B: MPOJC Title VI Complaint Form

METROPOLITAN PLANNING ORGANIZATION of JOHNSON COUNTY

TITLE VI NOTICE TO THE PUBLIC

The Metropolitan Planning Organization of Johnson County (MPOJC) hereby gives public notice that it is the policy of MPOJC to assure full compliance with Title VI of the Civil Rights Act of 1964, related statutes and regulation provide that no person shall on the ground of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. The Civil Rights Restoration Act of 1987 amended Title VI to specify that entire institutions receiving federal funds, whether schools, colleges, government entities, or private employers, must comply with Federal civil rights laws, rather than just the particular programs or activities that receive federal funds.

MPOJC is concerned with the impacts of our programs, projects, and activities on low-income and minority populations ("Environmental Justice") under the Title VI. Any person who believes that they are being denied participation in a project, denied benefits of a program, or otherwise being discriminated against because they identify with one of the listed characteristics or protected classes, please contact:

Frank Waisath, Associate Transportation Planner & Title VI Coordinator
Metropolitan Planning Organization of Johnson County
319-356-5235 or frank-waisath@iowa-city.org

OR, you may also contact:

Iowa Department of Transportation's Civil Rights Coordinator
Office of Employee Services - Civil Rights
800-262-0003 or 515-262-1921

PLAESE CONTACT THE TITLE VI COORDINATOR ABOVE AS SOON AS POSSIBLE, BUT NO LATER THAN 180 DAYS AFTER THE ALLEGED DISCRIMINATION OCCURRED, OR IF THERE HAS BEEN A CONTINUING COURSE OF CONDUCT, NO LATER THAN 180 DAYS AFTER THE ALLEGED DISCRIMINATION WAS DISCONTINUED.

For more information about Title VI, visit the Iowa DOT's Civil Rights website at:
http://www.iowadot.gov/civilrights/ or contact the MPOJC Title VI Coordinator

Attachment C: MPOJC Title VI Complaint Form

METROPOLITAN PLANNING ORGANIZZATION of JOHNSON COUNTY
TITLE VI COMPLAINT FORM

This form may be used to file a complaint with the Metropolitan Planning Organization of Johnson County (as part of the City of Iowa City) based on violations of Title VI of the Civil Rights Act of 1964. You are not required to use this form, a letter that provides the same information may be submitted to file your complaint. Complaints must be submitted within 180 calendar days.

Name: _____ Date: _____

Street Address: _____

City: _____ State: _____ Zip: _____

Telephone: (home) _____ (work) _____

Individual(s) discriminated against, if different that above (use additional pages if needed).

Name: _____ Date: _____

Street Address: _____

City: _____ State: _____ Zip: _____

Telephone: (home) _____ (work) _____

Please explain your relationship with the individual(s) indicated above:

_____

Name of agency and department or program that discriminated:
Agency or department
name:

Name of Individual (if known): _____

Address: _____

City: _____ State: _____ Zip: _____

Date(s) of alleged discrimination:

Date Discrimination began _____

Last or most recent date _____

ALLEGED DISCRIMINATION:

If your complaint is in regard to discrimination in the delivery of services or discrimination that involved the treatment of you by others by the agency or department indicated above, please indicate below the basin on which you believe these discriminatory actions were taken.

_____	Race	_____	_____	_____
_____	Color	_____	_____	_____
_____	National Origin	_____	_____	_____

Explain:
Please explain as clearly as possible what happened. Provide the name(s) of witness(es) and others involved in the alleged discrimination. (attach additional sheets if necessary and provide a copy of written materials pertaining to your case).

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

Signature: _____ Date: _____

Note: MPOJC (as part of the City of Iowa City) prohibits retaliation or intimidation against anyone because that individual has either taken action or participated in action to secure rights protected by policies of the City. Please inform the Iowa City Civil Rights Office if you feel you were intimidated or experienced perceived retaliation in relation to filing this complaint.

Metropolitan Planning Organization of Johnson County

PUBLIC PARTICIPATION PLAN

Metropolitan Planning Organization of Johnson County
410 E. Washington St. ▪ Iowa City, IA 52240

Adopted by the Urbanized Area Policy Board September 20, 2017

MPO ORGANIZATION

Urbanized Area Policy Board

Susan Mims, Chairperson	Council Member, City of Iowa City
Terry Dickens	Council Member, City of Iowa City
Kingsley Botchway	Council Member, City of Iowa City
Pauline Taylor	Council Member, City of Iowa City
John Thomas	Council Member, City of Iowa City
Rockne Cole	Council Member, City of Iowa City
Steve Berner, Vice Chairperson	Mayor, City of Tiffin
Jill Dodds	Council Member, City of Coralville
Tom Gill	Council Member, City of Coralville
Mike Carberry	Johnson County Board of Supervisors
Janelle Rettig	Johnson County Board of Supervisors
Terry Donahue	Mayor, City of North Liberty
Vacant	Council Member, City of North Liberty
Louise From	Mayor, City of University Heights
David Ricketts	Director, Parking and Transportation, University of Iowa
Chris Lynch (non-voting)	Board Member, Iowa City Community School District

Rural Policy Board

Tim Kemp, Chairperson	Mayor, City of Hills
Christopher Taylor, Vice Chairperson	Mayor, City of Swisher
Mike Carberry	Johnson County Board of Supervisors
Janelle Rettig	Johnson County Board of Supervisors
Sandra Flake	Mayor, City of Lone Tree
Mickey Coonfare	Mayor, City of Shueyville
Steve Stange	Mayor, City of Solon
Brodie Campbell	Council Member, City of Oxford

Transportation Technical Advisory Committee (TTAC)

Kelly Hayworth	City Administrator, City of Coralville
Dan Holderness	City Engineer, City of Coralville
Vicky Robrock	Director, Parking and Transportation, City of Coralville
Mark Rummel	Acting Director, Transportation Services, City of Iowa City
Vacant Director,	Transportation Services, City of Iowa City
Ron Knoche	Director, Public Works, City of Iowa City
Jason Havel	City Engineer, City of Iowa City
Simon Andrew	Assistant to the 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	Cambus Manager, University of Iowa

David Kieft	Business Manager, University of Iowa
Sadie Greiner	Director, Design and Construction, University of Iowa
Terry Dahms	MPOJC Regional Trails & Bicycling Committee
Cathy Cutler (ex-officio)	Iowa DOT District 6 Planner, Cedar Rapids
Darla Hugaboom (ex-officio)	Federal Highway Administration, Ames
Brock Grenis (ex-officio)	East Central Iowa Council of Governments
Mark Bechtel (ex-officio)	Federal Transit Administration, Kansas City

(TTAC is charged with making technical recommendations to the Urbanized Area Policy Board)

Regional Trails and Bicycling Committee (RTBC)

Sherri Proud	Director, Parks and Recreation, City of Coralville
Juli Seydell-Johnson	Director, Parks and Recreation, City of Iowa City
Shelly Simpson	Director, Parks and Recreation, City of North Liberty
Louise From	Mayor, City of University Heights
Janelle Rettig	Johnson County Board of Supervisors
Michelle Ribble	Parking and Transportation, University of Iowa
Brian Loring	Bicyclists of Iowa City
Anne Duggan	Think Bicycles Coalition of Johnson County
Terry Dahms	Johnson County Trails Foundation
Doug Boldt	City Administrator, City of Tiffin

(RTBC is charged with making recommendations to the TTAC and Urbanized Area Policy Board)

MPO Transportation Planning Division Staff

Kent Ralston	Executive Director
Darian Nagle-Gamm	Senior Transportation Engineering Planner
Brad Neumann	Assistant Transportation Planner
Emily Bothell	Assistant Transportation Planner
Sarah Walz	Assistant Transportation Planner

Metropolitan Planning Organization of Johnson County

Prepared by: Brad Neumann, Asst. Transp. Planner, 410 E. Washington St., Iowa City, IA 52240 (319) 356-5235

RESOLUTION NO. 2017-05

RESOLUTION ADOPTING THE METROPOLITAN PLANNING ORGANIZATION OF JOHNSON COUNTY PUBLIC PARTICIPATION PLAN

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

WHEREAS, the Code of Federal Regulations (Section 450.316: Interested parties, participation, and consultation) stipulates the requirements for providing citizens and stakeholders with reasonable opportunities to be involved in the planning process; and

WHEREAS, providing opportunities for public input during transportation planning processes ensures that future development is informed by the interests of the community; and

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

1. To adopt the Public Participation Plan for the Metropolitan Planning Organization of Johnson County.

2. To authorize the MPOJC chairperson to sign the adopted resolution.

It was moved by Botchway and seconded by Flora the Resolution be adopted. The motion passed on a vote of 13 affirmative and 0 negative.

Considered on this 20th, day of September, 2017.

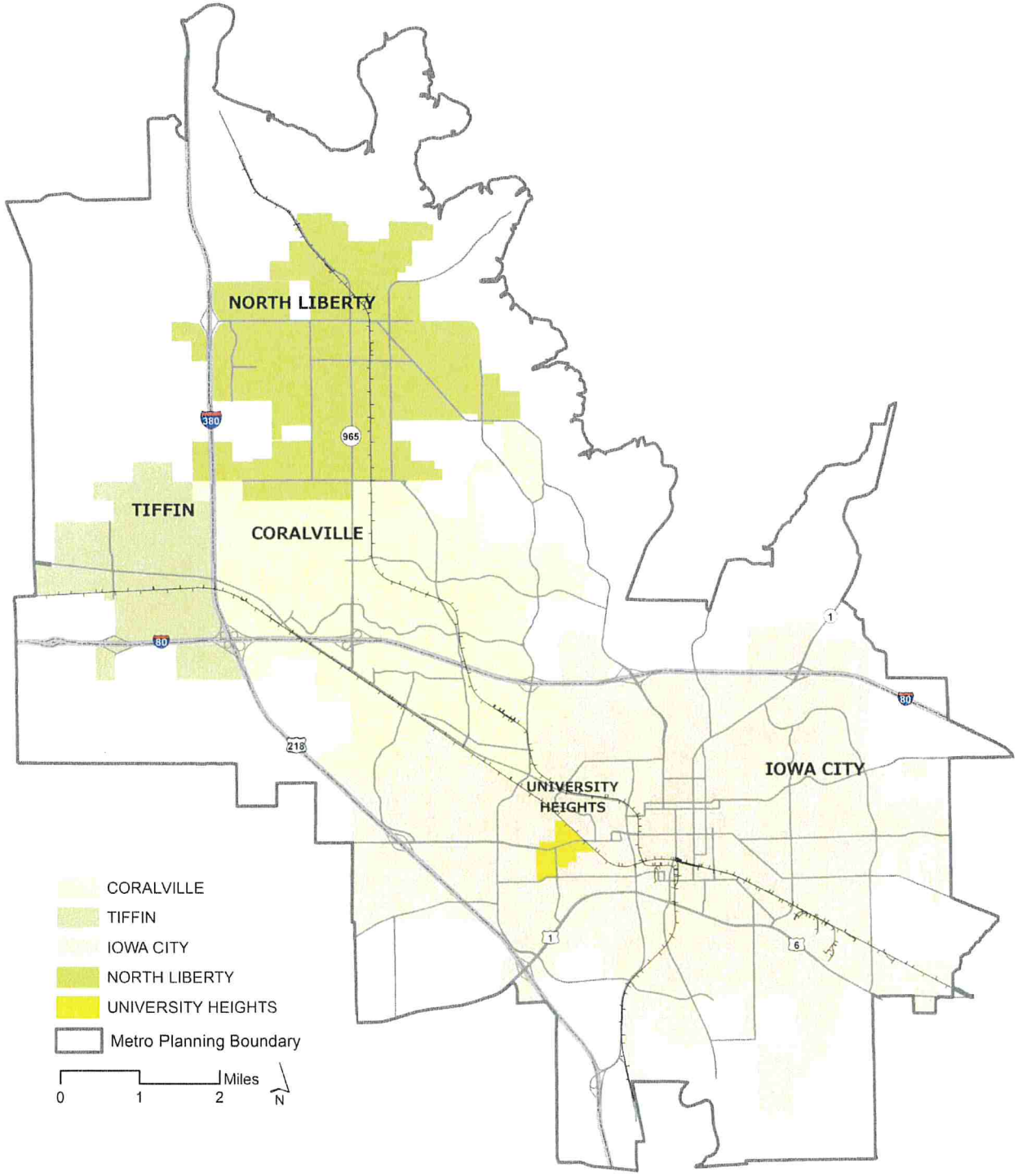
Susan Mims
Chairperson
MPOJC Urbanized Area Policy Board

INTRODUCTION

Providing opportunities for public input during planning processes ensures that future development is informed by the interests of the community. As a result, residents of MPOJC entities are routinely encouraged to participate in local planning efforts. The following MPOJC Public Participation Plan, in accordance with the Code of Federal Regulations section §450.316 *"Interested parties, participation, and consultation"*, documents a process for providing citizens and stakeholders with reasonable opportunities to be involved in the planning process.

The core public involvement opportunities for MPOJC work products include the development and adoption of the Long-Range Transportation Plan, the Transportation Improvement Program, the Passenger Transportation Plan, the Transportation Planning Work Program, and apportionment of Surface Transportation Block Grant Program and Transportation Alternatives Program funds. Similarly, the entities of Coralville, Iowa City, North Liberty, Tiffin, University Heights, Johnson County, and the University of Iowa each follow their own public involvement processes when developing or updating local plans. However, the University of Iowa uses the MPO's Public Participation Plan process to satisfy the public participation requirements for its annual Program of Projects for transit, and the Transportation Improvement Program (TIP) public notice of public involvement activities and time established for public review and comment on the TIP will satisfy the Transit Program of Projects requirements of the FTA Section 5307 Program.

MPO PLANNING BOUNDARY



MPO PUBLIC INPUT PROCESS

Outreach Strategies

MPOJC gathers public comment on each key work product and forwards the comments to the Urbanized Area Policy Board and sub-committees for consideration during the decision making process. The following three methods form the foundation for public involvement during development of key MPOJC products.

Public Comment Period

MPOJC staff initiates a formal public comment period lasting 30 days prior to the adoption and/or amendment of the Long Range Transportation Plan, the Transportation Improvement Program (15 days minimum prior for TIP amendments), and the Passenger Transportation Plan. During public comment periods, residents are encouraged to submit written comments on the given topic. MPOJC staff then forwards these comments to the MPOJC Urbanized Area Policy Board for consideration during the decision making process. Written public input may be submitted to:

Kent Ralston, Director
Metropolitan Planning Organization of Johnson County
410 E. Washington St., Iowa City, IA 52245
Kent-ralston@iowa-city.org

Urbanized Area Policy Board Public Meetings

In addition to written input, residents are encouraged to attend and provide comments at regularly scheduled Urbanized Area Policy Board meetings where MPOJC work products are adopted or amended.

Staff typically provides a brief presentation followed by a period for formal public comment. Anyone wishing to provide input is given an opportunity, and all comments become part of the public record. Public meetings of the Urbanized Area Policy Board are open to the public and are subject to the Iowa's Open Meetings Law.

MPO member entities may request a special meeting of the Urbanized Area Policy Board to consider time sensitive amendments to the adopted Transportation Improvement Program. This capability is intended to prevent costly delays in the project letting process.

Public Workshops/Open Houses

Public workshops are informal and open to all residents. The purpose of the workshop is to provide information to the public and to solicit public comment. An attendance record is kept and attendees are given the opportunity to sign up for the MPOJC mailing list. MPOJC staff typically provide a brief presentation, share information using displays and handouts, and interact with the public to answer questions. Public workshops are frequently used for key MPOJC work products.

Accommodations for Special Populations: All meeting rooms are accessible by ADA standards. Additionally, any MPO documents can be made available in alternative formats upon request.

Individuals with disabilities may request special accommodations by contacting MPOJC staff at (319) 356-5230.

GETTING THE WORD OUT

MPOJC uses five outlets to notify residents about upcoming public comment periods and public workshops:

1. Residents may sign-up to receive email notices of public input opportunities by visiting *www.icgov.org/e-subscriptions* and completing the subscription form.
2. Notices of public input opportunities are published in the Iowa City Press Citizen.
3. The MPOJC website *(www.MPOJC.org)* lists upcoming meeting information.
4. Posters are displayed Iowa City, Coralville, and University of Iowa Cambus buses.
5. Notices are sent to the following MPOJC Public Input Organizations:

- Access 2 Independence
- Allen Lund Company
- Bicyclists of Iowa City
- Chamber of Commerce
- Citizens for Sensible Development
- Clear Creek Amana School District
- Iowa City Area Assoc. of Realtors
- Iowa City Area Development Group
- Iowa City Historic Preservation Commission
- Iowa City/Johnson County Senior Center
- Iowa City Neighborhood Services Office
- Iowa City Sierra Club
- Iowa City School Board
- Iowa Interstate Railroad
- MPOJC Regional Trails and Bicycling Committee
- Johnson County Historic Preservation Commission
- Johnson Co. Historical Society
- Coralville Parks & Recreation Commission
- CRANDIC Railroad
- Environmental Advocates
- FAIR!
- Friends of the Iowa River Scenic Trail
- Friends of Historic Preservation
- Goodwill of the Heartland
- Iowa Bicycle Coalition
- Johnson Co. Planning and Zoning Commission
- Johnson Co. SEATS
- League of Women Voters of Johnson County
- North Liberty Parks & Recreation Commission
- North Liberty Community Center
- Project GREEN
- Soil & Water Conservation Service
- Systems Unlimited
- Tiffin Planning and Zoning Commission

To request being added to the MPOJC Public Input Organization list, please contact MPOJC staff at (319) 356-5230.

PROCEDURAL NOTICES AND PROCESSES

Public Participation Plan

The Public Participation Plan outlines the process MPOJC will follow to adequately involve the community and gather meaningful input regarding transportation decisions. A minimum public comment period of 45 days will be established prior to any Public Participation Plan adoption or revision. Notice is sent to interested parties, posted on the MPOJC website, and posted in a local newspaper 45 days in advance of any change.

Long Range Transportation Plan

The Long Range Transportation Plan (LRTP) provides direction and guidance for MPOJC to make efficient transportation investment decisions over a 20-year planning horizon and to address major transportation needs in the Iowa City Urbanized Area. The LRTP must be updated every five years.

A minimum of two public workshops shall be held to present new or major updates to the LRTP prior to adoption. At least one of these meetings shall be held a minimum of 30 days prior to adoption of the LRTP to provide for a 30-day comment period. Notice is sent to interested parties and posted on the MPOJC website.

Amendments to the LRTP require a recommendation from the Transportation Technical Advisory Committee (TTAC). A 30-day public input notice will be published in the Iowa City Press-Citizen prior to the Urbanized Area Policy Board meeting. Notice is sent to interested parties and posted on the MPOJC website.

Transportation Improvement Plan

The Transportation Improvement Program (TIP) is a four-year schedule of projects to improve or maintain the quality of the public transportation network. A new TIP is developed and adopted annually.

Revising the Approved TIP: Revisions are defined as any changes to the TIP that occur outside of the annual updating process. There are two types of changes that occur under the umbrella of revision. The first is a major revision or "Amendment." The second is a minor revision or "Administrative Modification." The MPO uses the following definitions and thresholds when determining an amendment vs. an administrative modification.

Amendments: An amendment is a revision to the TIP that involves a major change to a project included in the TIP, the creation of a new project, a major change in design concept, or a change in scope or project cost.

The following criteria define the need for an amendment:

- Project Cost: Projects in which the recalculated project costs increase federal aid by more than 30% or increase total federal aid by more than $2 million from the original amount.
- Schedule Changes: Projects added or deleted from the TIP.
- Funding Sources: Adding an additional federal funding source.
- Scope Changes: Changing the project termini, project alignment, the amount of through lanes, type of work from an overlay to reconstruction, or a change to include widening of the roadway.

Procedural Requirements for an Amendment: Amendments are considered major revisions and therefore have additional procedural requirements. When the TIP is amended, MPOJC is required to conduct our adopted amendment process, including public review and comment, re-demonstration of fiscal constraint or a conformity determination (non-exempt projects in nonattainment and maintenance areas), review by the Transportation Technical Advisory Committee (TTAC), and Urbanized Area Policy Board approval. Notices announcing TIP amendments are published in the Iowa City Press-Citizen a minimum of 15 days prior to an Urbanized Area Policy Board meeting.

Iowa DOT sponsored projects located within the MPO planning boundary must also use the MPO's public participation process. Illustrative projects that are found to be regionally significant must also use the MPOJC adopted amendment process, if revised.

Administrative Modifications: A minor revision to a TIP is known as an administrative modification. Administrative modifications include minor changes to project costs, minor changes to funding sources, and minor changes to project phase initiation dates. Administrative modifications are subject to re-demonstration of fiscal constraint of the TIP.

The following criteria define the need for an administrative modification:

- Project Costs: Projects in which the recalculated project costs do not increase federal aid by more than 30% or do not increase total federal aid by more than $2 million from the original amount.
- Schedule Changes: Changes in schedules to projects included in the first four years of the TIP.
- Funding Sources: Changing funding from one source to another.
- Scope changes: All changes to a project's scope will require an amendment.

Procedural Requirements for an Administrative Modification: Administrative modifications have simplified procedures which allow more flexibility when processing changes. Public participation procedures are not required for administrative modifications (both local and DOT projects).

Passenger Transportation Plan

The MPOJC Passenger Transportation Plan (PTP) promotes joint, coordinated passenger transportation planning programs and provides needs-based justification for passenger transportation projects. The PTP involves key community organizations, including human services organizations, public and private transit providers, and local business representatives. The PTP

identifies transportation needs and service requests and recommends strategies or projects to overcome these needs. The PTP is updated every 5 years with annual updates provided to the Iowa DOT.

Amendments to the Passenger Transportation Plan will be required when any changes are proposed to Section 5310 funding. Amendments will be presented to the Transportation Technical Advisory Committee and a recommendation will be presented to the Urbanized Area Policy Board for approval. A 30-day public input notice will be published in the Press-Citizen prior to the Urbanized Area Policy Board meeting. A notice is sent to interested parties and is posted on the MPOJC website.

Transportation Planning Work Program

The Transportation Planning Work Program (TPWP) is developed each year by MPOJC in a coordinated effort involving the Transportation Technical Advisory Committee, the Regional Trails and Bicycling Committee, and the Urbanized Area Policy Board. The TPWP includes special requested projects, ongoing and routinely occurring projects, projects required by the FHWA, FTA, and Iowa DOT, and carry-over projects from the previous year.

Public participation is required in the preparation of the TPWP. The Transportation Technical Advisory Committee reviews and makes a recommendation to the Urbanized Area Policy Board for approval. A notice is sent to interested parties and is posted on the MPOJC website.

MPO PROGRAM	DESCRIPTION	REQUIREMENTS	TYPE OF PUBLIC INPUT NOTICE				PUBLIC INPUT OPPORTUNITIES	
			Public Notice/ Public Comment	Bus Notice/ Poster	Notice to Interested Parties	Web Notice	Public Input/ Mtg	Open House
Public Participation Plan	Public input process for transportation planning	Updated as necessary	(45 days)		YES	YES	YES	
Long Range Transportation Plan	20-year long range plan including policies and projects	Adopted every 5-years by MPO/C Urbanized Area Policy Board	(30 days)		YES	YES	YES	YES
Amending the LRTP	Changes to projects and financial constraints	Adopted as necessary	(30 days)		YES	YES	YES	YES
Transportation Improvement Program	4-year schedule of projects	Adopted annually by MPO/C Urbanized Area Policy Board	(30 days)	YES	YES	YES	YES	
Awarding STBG/TAP funding	Local process to award federal funding	Awarded by MPO/C Urbanized Area Policy Board			YES	YES	YES	
Amending the TIP	Changes to programmed projects	Adopted as necessary	(15 days min)		YES	YES	YES	
Passenger Tranportation Program	Coordinated transit planning	Adopted every 5-years by MPO/C Urbanized Area Policy Board	(30 days)		YES	YES	YES	
Transportation Planning Work Program	Annual Work Program	Adopted annually by MPO/C Urbanized Area Policy Board			YES	YES		

Attachment D: Iowa City Transit Contract Language

TITLE VI CONTRACT LANGUAGE

During the performance of this contract, the contractor, for itself, its assignees, and successors in
interest, (hereinafter referred to as the "contractor") agrees as follows:

1. Compliance with Regulation

   The contractor shall comply with the regulations relative to nondiscrimination in federally assisted programs of the Department of Transportation (hereinafter referred to as DOT), Title 49, Code of Federal Regulations, part 21 (hereinafter referred to as the Regulations), as they may be amended from time to time, herein incorporated by reference and made a part of this contract.

2. Nondiscrimination

   The contractor, with regard to the work performed during the contract, shall not discriminate on the grounds of race, color, sex, or national origin in the selection of and retention of subcontractors, including procurement of materials and leases of equipment. The contractor shall not participate either directly or indirectly in discrimination prohibited by Section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.

3. Solicitation for Subcontracts, including Procurement of Materials and Equipment

   In all solicitations either by competitive bidding or negotiations made by the contractor for work to be performed under a subcontract, including the procurement of material for leases of equipment, each potential subcontractor or supplier shall be notified by the contractor of the contractor's obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color, sex, or national origin.

4. Information and Reports

   The contractors shall provide all information and reports required by the Regulation or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information and its facilities as may be determined by the MPOJC, the City of Iowa City, Iowa Department of Transportation or appropriate Federal Agency to be pertinent to ascertain compliance with such Regulation, orders and instructions. Where any information required of a contractor is in exclusive possession of another who fails or refuses to furnish this information, the contractor shall so certify to the Iowa Department of Transportation or the appropriate Federal Agency as needed, and shall set forth what efforts it has made to obtain the information.

5. Sanctions for Noncompliance

In the event of the contractor's noncompliance with the nondiscrimination provisions of this contract, the MPOJC/City of Iowa City shall impose such contract sanctions as the Iowa Department of Transportation may determine to be appropriate, including, but not limited to:

- Withholding of payments to the contractor under contract until the contractor complies, and/or
- Cancellation, termination, or suspension of the contract, in whole or in part.

6. Incorporations of Provisions

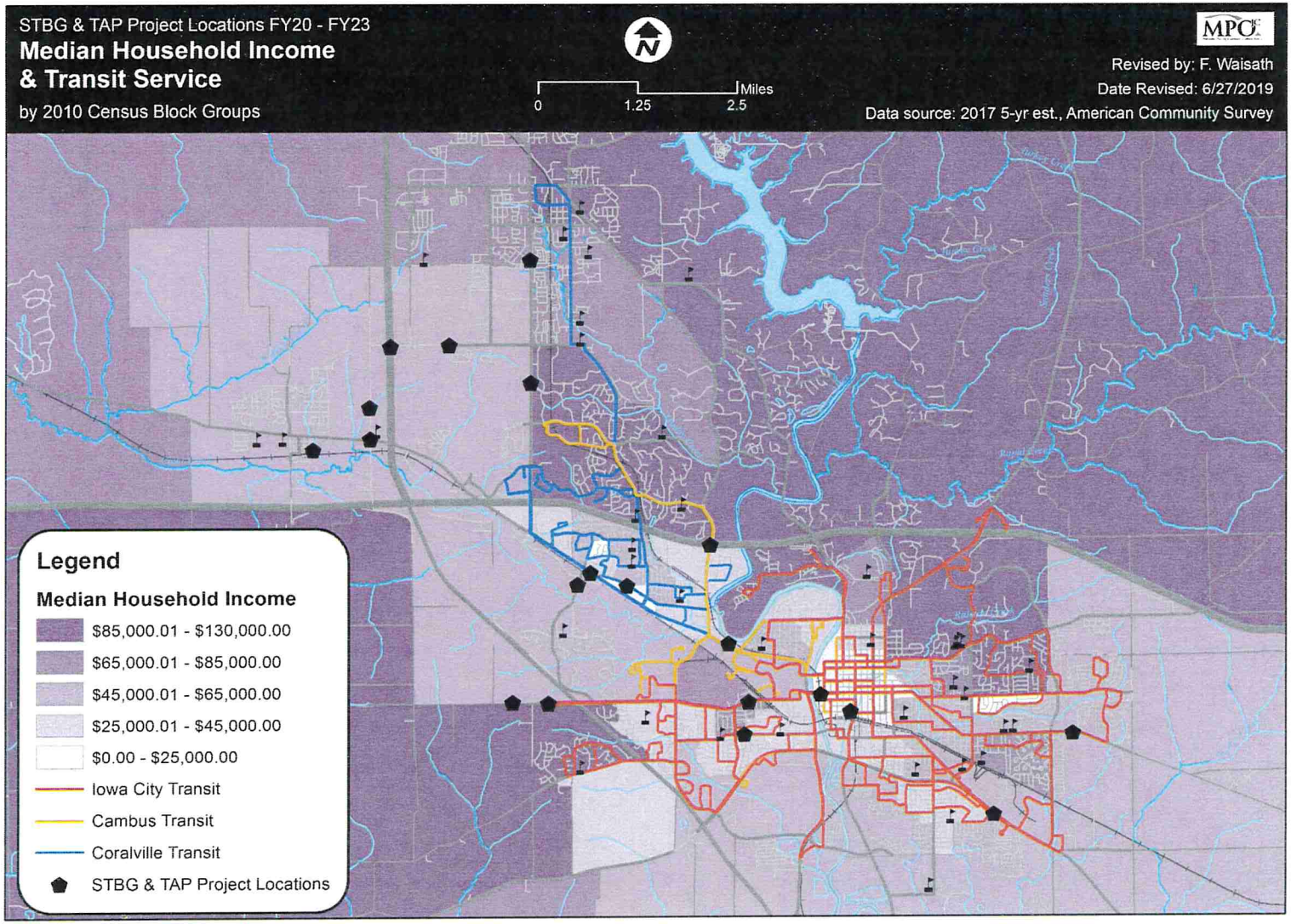
The contractor shall include the provisions of paragraphs (1) through (5) in every subcontract, including procurement of materials and leases of equipment, unless exempt by Regulations or directives issued pursuant thereto. The contractor shall take such action with respect to any subcontractor or procurement as the MPOJC/City of Iowa City, Iowa Department of Transportation, or appropriate Federal Agency may direct as a means of enforcing such provisions, including sanctions for noncompliance.

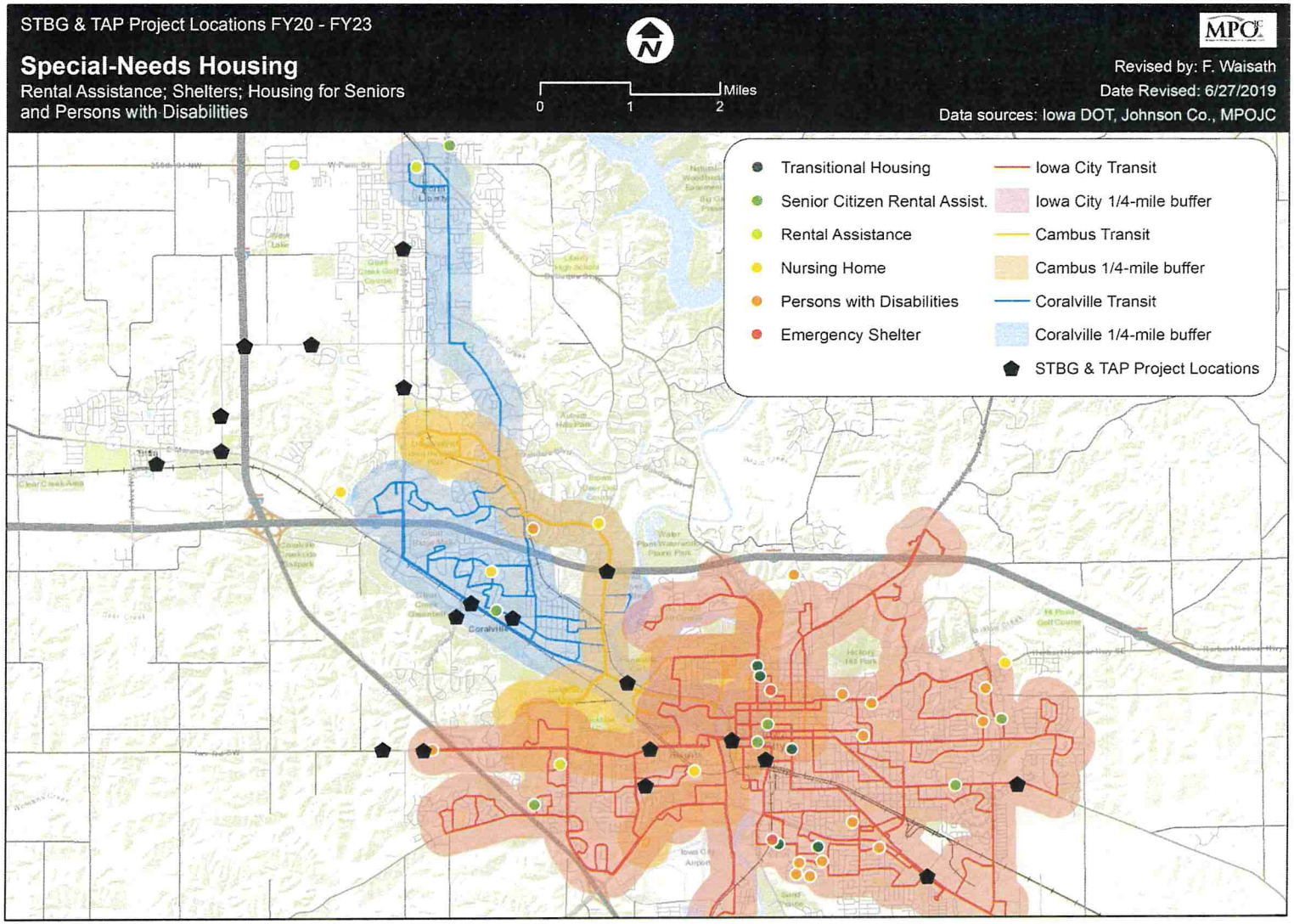
Attachment E:

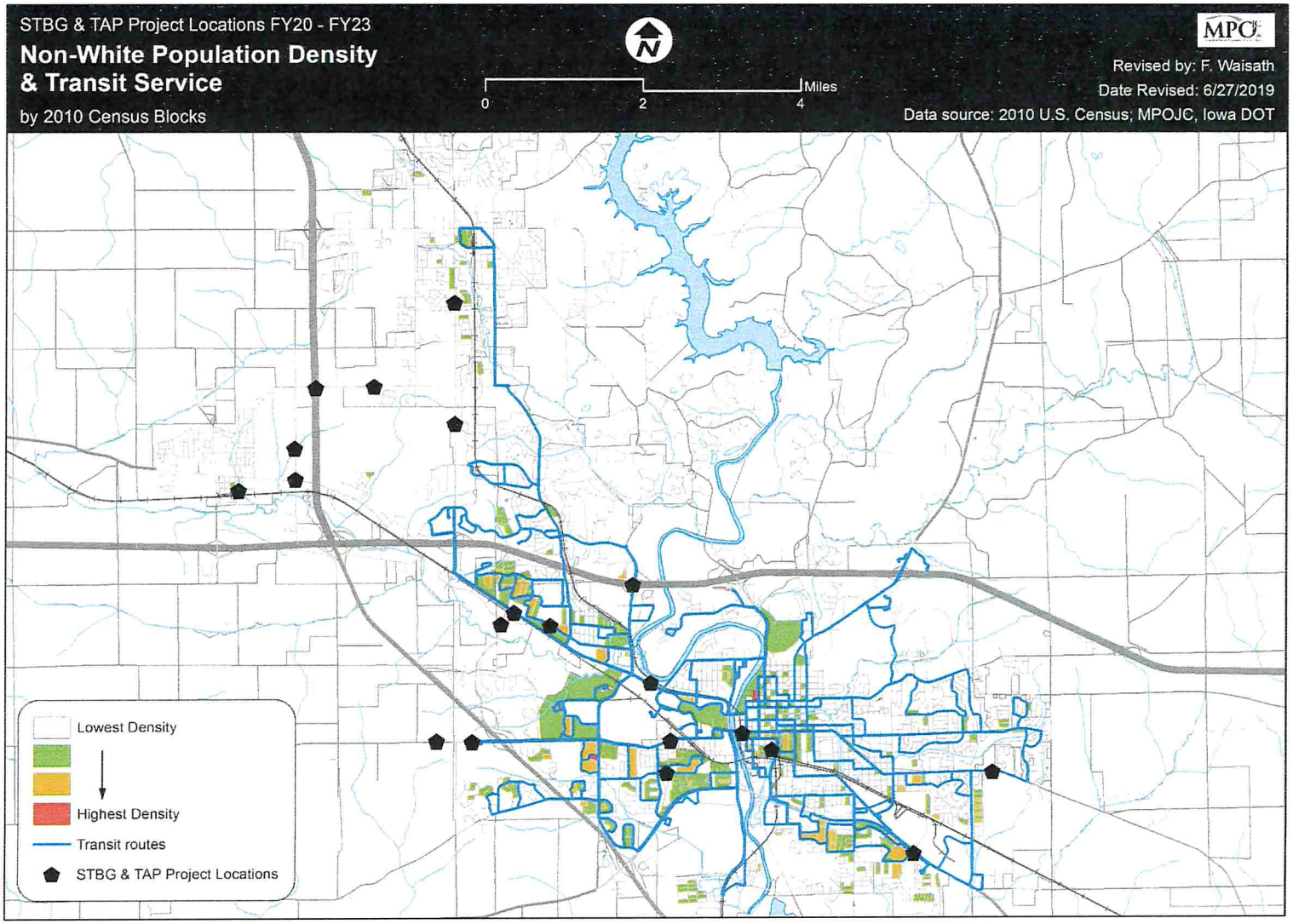
Maps: **Median Household Income/Transit Routes/STP and TAP project locations (2019)**

Special Needs Housing/Transit Routes/STP and TAP project locations (2019)

Non-White Population Density/Transit Routes/STP and TAP project locations (2019)


STBG & TAP Project Locations FY20 - FY23
Median Household Income
& Transit Service
by 2010 Census Block Groups
N
0
1.25
2.5
Miles
MPO
Revised by: F. Waisath
Date Revised: 6/27/2019
Data source: 2017 5-yr est., American Community Survey
Legend
Median Household Income
$85,000.01 - $130,000.00
$65,000.01 - $85,000.00
$45,000.01 - $65,000.00
$25,000.01 - $45,000.00
$0.00 - $25,000.00
Iowa City Transit
Cambus Transit
Coralville Transit
STBG & TAP Project Locations


STBG & TAP Project Locations FY20 - FY23
Special-Needs Housing
Rental Assistance; Shelters; Housing for Seniors and Persons with Disabilities
0
1
2
Miles
MPO
Revised by: F. Waisath
Date Revised: 6/27/2019
Data sources: Iowa DOT, Johnson Co., MPOJC
Transitional Housing
Senior Citizen Rental Assist.
Rental Assistance
Nursing Home
Persons with Disabilities
Emergency Shelter
Iowa City Transit
Iowa City 1/4-mile buffer
Cambus Transit
Cambus 1/4-mile buffer
Coralville Transit
Coralville 1/4-mile buffer
STBG & TAP Project Locations


STBG & TAP Project Locations FY20 - FY23
Non-White Population Density
& Transit Service
by 2010 Census Blocks
0
2
4
Miles
MPO
Revised by: F. Waisath
Date Revised: 6/27/2019
Data source: 2010 U.S. Census; MPOJC, Iowa DOT
Lowest Density
Highest Density
Transit routes
STBG & TAP Project Locations

Attachment F:

Long Range Transportation Plan – Scoring Criteria

MPOJC Policy Board Approved November 18, 2020

1: Economic Opportunity – *Supports metro area growth, innovation, job creation, and productivity*

A. Project improves/provides direct access to planned growth area, existing jobs, or retail **+5**
B. Project involves more than one MPO jurisdiction **+1 each (Points Possible: 7)**

Total Points Possible: 12 (13%)
Score: _____

2: Environment[1] – *Preserves and protects our natural resources, including land, water and air quality*

A. Project promotes air quality improvements via congestion reduction through one or more of the following: Geometric improvements (physical improvements that improve motorist operations), ITS/signalization improvements, Reduction of Vehicle Miles Traveled (VMT), Improvement to turning movements **+1 each (Points Possible: 4)**

B. Project preserves the natural environment through Stormwater Management practices such as: Incorporating permeable pavements, bioretention, soil restoration, etc. **+1 each (Points Possible: 3)**

Total Points Possible: 7 (8%)
Score: _____

3: Quality of Life – *Enhances livability and creates vibrant and appealing places that serve residents throughout their lives*

A. Project directly enhances safe route(s) to school, or improves transportation choices for locations specifically serving multi-family developments or elderly populations **+5**

Total Points Possible: 5 (5%)
Score: _____

4: System Preservation – *Maintained in good and reliable condition*

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

Total Points Possible: 5 (5%)
Score: _____

5: Efficiency – *Builds a well-connected transportation network and coordinating land use patterns to reduce travel demand, miles travelled, and fossil fuel consumption*

A. Project in a corridor with existing congestion (defined as having LOS E or F during peak hours according to the adopted MPO Travel Demand Model) **+7**
B. Project in a corridor with forecasted future congestion (defined as having LOS E or F during peak hours according to adopted MPO Travel Demand Model, LOS map is attached) **+7**

Total Points Possible: 14 (15%)
Score: _____

6: Choice – *Offers multi-modal transportation options that are affordable and accessible*

A. Project is on existing bus route (bus route map is attached) **+3**
B. Separated trail or wide sidewalk (8' or wider) **+3**
C. Project reduces modal conflict (pedestrian hybrid beacons, grade separation, dedicated bicycle lanes or sharrows, bus pull-off, etc) **+3**

Total Points Possible: 9 (10%)
Score: _____

7: Safety – *Designed and maintained to enhance the safety and security of all users*

A. History involving two or more documented bicycle or pedestrian collisions in the last five years (collision maps are attached) **+7**
B. Top 25 highest MPO accident locations or top 10 highest accident mid-blocks in last three years (accident tables are attached) **+7**

OR

C. Sight distance or related safety issue documented by an expert (planner/engineer) **+7**

Total Points Possible for A&B: 14 (15%)
OR
Total Points Possible for C: 7
Score: _____

8: Health – *Invites and enhances healthy and active lifestyles*

A. Project extends regional trail network (map is attached) **+3**
B. Project addresses critical gap in the regional trail network **+5**

Total Points Possible: 8 (9%)
Score: _____

9: Equity[2] – *Provides access and opportunity for all people and neighborhoods*

A. Project improves transportation network in lower-income neighborhoods **+5**
B. Focus of the project is to correct ADA non-compliance **+3**

Total Points Possible: 8 (9%)
Score: _____

10: Local Commitment – *Gauges local commitment to the project including local and/or state funds pledged*

A. Local match 20.1% - 30% **+1**
B. Local match 30.1% - 40% **+3**
C. Local match 40.1% - 50% **+5**
D. Local match 50.1% - 60% **+7**
E. Local match 60.1% - or more **+9**

Total Points Possible: 9 (10%)
Score: _____

Total Score: _____

[1]Not used to score Transportation Alternatives Program projects

[2]Lower-income neighborhoods are defined as being at or below 80% of Area Median Income (AMI) by block group.
Source: American Community Survey 5-Year Estimates (2012-2016)

MPOJC

Metropolitan Planning Organization of Johnson County

Date: November 9, 2021

To: Urbanized Area Policy Board

From: Brad Neumann, Associate Transportation Planner

Re: Agenda item #3(e): Consider approval of staff authorization to execute actions on behalf of MPOJC for the Federal Transit Administration

In May of 2018, the MPOJC Policy Board approved Cooperative Agreements on behalf of Coralville Transit, Iowa City Transit, and University of Iowa Cambus that clarifies MPOJC's standing as the Designated Recipient for FTA's 5307 operating funds. The Cooperative Agreements identify mutual responsibilities to be completed by MPOJC staff and each transit agency. Also required as part of the agreements, is the designation of a specific MPOJC Associate Planner as the authorized MPOJC staff person to execute the Section 5307 operating grants process.

With upcoming MPOJC staffing changes, Associate Planner Frank Waisath will be named in the FTA letter as the new authorized designee. I have attached the proposed letter to be submitted to FTA.

Staff is requesting Board approval of the new staff authorization to execute actions on behalf of MPOJC for the Federal Transit Administration. The Transportation Technical Advisory Committee recommended approval at their November 9th meeting.

Please contact me at 356-5235 or by email at brad-neumann@iowa-city.org with questions or comments prior to the meeting.

cc: Kent Ralston

MPOJC
Metropolitan Planning Organization of Johnson County

November 9, 2021

FTA Region 7
901 Locust Street
Kansas City, MO 64106

Re: Authorizing Designation of MPOJC

To Whom It May Concern:

As Chair of the Metropolitan Planning Organization of Johnson County (MPOJC) Urbanized Area Policy Board, I hereby authorize Frank Waisath as the designated Associate Transportation Planner for MPOJC, as required in the MPOJC/Transit Cooperative Agreements. Mr. Waisath will execute the actions listed in the Cooperative Agreements from this time forward on behalf of MPOJC. MPOJC will, by letter, inform the Federal Highway Administration of any future change regarding the designee status.

Thank you for your time and consideration.

Sincerely,

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

cc: Kent Ralston, MPOJC Executive Director

MPOJC

Metropolitan Planning Organization of Johnson County

Date: November 10, 2021

To: Urbanized Area Policy Board

From: Kent Ralston, Executive Director

Re: Agenda Item #4(a): Consider approval of safety targets and performance measures for the MPO as required by the Federal Highway Administration

As you may recall, the Federal Highway Administration (FHWA) now requires that MPO's set targets for five safety performance measures as part of the Highway Safety Improvement Program and report them to the State DOT by February 27th each year. For each measure, we will need to choose one of the following options: 1) support the State's 2021 targets (below) by agreeing to plan and program projects so that they contribute to the accomplishment of the State's target for each performance measure, or 2) set our own quantifiable target for each measure within our metropolitan area.

Performance Measure	Five-year Rolling Averages	
	2016-2020 Baseline	2018-2022 Target
Number of Fatalities	345.2	337.8
Fatality Rate*	1.053	1.037
Number of Serious Injuries	1,391.6	1,327.2
Serious Injury Rate*	4.241	4.073
Non-Motorized Fatalities and Serious Injuries	128.6	129.8

**Rates are per 100 million vehicle miles traveled (VMT)*

In either event, we are required to state how our annual projects programmed in our Transportation Improvement Program show progress towards meeting the adopted targets and provide similar information about how projects are satisfying the performance measures in our next required update to the Long Range Transportation Plan in 2022 – currently in development. While MPO targets will not be formally evaluated to measure annual progress toward meeting adopted targets, the State's targets will be assessed by the FHWA.

Similar to past years, I recommend that we (again) adopt the State's targets. If at any time we feel that creating our own local targets would provide an additional benefit, we will have an opportunity to do so each year.

I have attached supporting information from the DOT for your reference. At their November 9th meeting the Transportation Technical Advisory Committee unanimously recommended approval of supporting the State's targets. Please be prepared to consider this item.

I will be at your November 17th meeting to answer any questions you may have.

Kent Ralston

From: Bitting, Zachary <Zachary.Bitting@iowadot.us>
Sent: Wednesday, August 25, 2021 4:17 PM
To: Robert Ashby; Blanshan, Kevin [DOT Contact[]; Denise Bulat (E-mail); Elizabeth (Liz) M. Darnall; City Ames; Deutmeyer, Kelley [DOT Contact]; Kent Ralston; Michael Helgerson; Michelle Bostinelos; Ravada, Chandra [DOT Contact]; Dylan Mullenix; Erin Berzina; gmccullough@bistateonline.org; Brad Neumann; Airport Manager Sponsor Ames [DOT Airport]; Aldina Dautovic (adautovic@inrcog.org); Allison van Pelt; Andrew Collings; Atwood, Shari [DOT Contact]; Bryan Schmid; Dan Fox (ECIA); Emily Bothell; Freddy Vasquez; Hannah Neel; h.hershner@corridormpo.com; Jim Boerner; Katelyn Miner; Kyle Durant; Kyle Thompson; Maggie Barringer; Sarah Walz; Sreyoshi Chakraborty; Travis Halm; Zach Young; Zhi Chen
Cc: Anderson, Stuart; Markley, Craig; White, Andrea; Sturtz, Samuel; Haubrich, Matthew; Gent, Steve; Laaser-webb, Jan; Poole, Chris; Majors, Shawn; Chambers, Matthew; Litteral, Sean (FHWA); Hugaboom, Darla (FHWA); Lafleur, Paul [DOT Contact]; hoye@dps.state.ia.us; Tinker Joanne; Billhorn, Krista; Bitting, Zachary; Cutler, Catherine; Loonan, Andy; Pedersen, Garrett; Schultz, Dakin; Shea, Sam; Suhr, Scott; Torres-cacho, Hector
Subject: Iowa DOT 2018-2022 HSIP targets; MPO safety targets are due by February 27, 2022
Attachments: We sent you safe versions of your files; Iowa-2018-2022-safety-targets.pdf

Hi MPO Staff –

The Iowa Department of Transportation (DOT) will be submitting its draft 2021 Highway Safety Improvement Program (HSIP) annual report to Federal Highway Administration, due Tuesday, August 31, 2021. This report includes the State's 2018-2022 safety targets for the performance measures established in 23 § 490.207. Those targets are shown in the table below, and are consistent with the draft targets that were provided to MPOs for review and comment in June 2021. Attached, please find the final version of the memo explaining the target-setting methodology.

As we noted when the draft targets were provided in June, two of the targets involve rates that are calculated based on vehicle miles traveled (VMT), and VMT declined about 11.5 percent from 2019 to 2020. VMT has now rebounded to just slightly below pre-pandemic levels, but uncertainty remains about post-pandemic travel behavior. Thus, we adjusted our forecasting method for 2021 and 2022 VMT to use a linear forecast rather than the linear ETS methodology (exponential smoothing approach) we have used for several years, which results in a more conservative VMT forecast. We will reevaluate our VMT forecasting methodology next year.

Performance Measure	Five-year Rolling Averages	
	2016-2020 Baseline	2018-2022 Target
Number of Fatalities	345.2	337.8
Fatality Rate*	1.053	1.037
Number of Serious Injuries	1,391.6	1,327.2
Serious Injury Rate*	4.241	4.073
Non-Motorized Fatalities and Serious Injuries	128.6	129.8

**Rates are per 100 million vehicle miles traveled (VMT)*

Each MPO must establish 2018-2022 safety targets for the five performance measures within 180 days of the State. Since the HSIP report is deemed submitted as of August 31, 2021, **the MPO deadline to establish safety targets is February 27, 2022**. By this date, each MPO will need to choose one of two options for each performance measure:

1. Support the State's target by agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT target for that performance measure, or
2. Set a quantifiable target for that performance measure for the MPO.

Some additional items of importance:

- MPO targets are for all public roadways within the MPO planning area boundary, regardless of functional classification or ownership.
- Crash data is available through the Iowa Crash Analysis Tool.
- Multi-state MPOs that choose to support a State HSIP target will do so for each State. If a multi-State MPO decides to establish its own safety target, the MPO would establish the target for the entire metropolitan planning area.
- MPOs that establish their own targets for fatality rate or serious injury rate will need to report the VMT methodology and the estimate used in developing the rate for the target.
- The performance management agreement included in an MPO's SFY 2022 Transportation Planning Work Program outlines a few specific steps an MPO needs to take regarding target setting and reporting, including:
    - Coordinate with the Iowa DOT on draft target setting, including providing an opportunity for the Iowa DOT to provide comments on draft MPO performance targets and methodology prior to final approval.
    - Report performance targets to Systems Planning Bureau (Zac Bitting):
        - For each performance measure, a determination of whether the MPO is 1) supporting the State's target by agreeing to plan and program projects so that they contribute toward the accomplishment of the Iowa DOT target for that performance measure, or 2) setting a quantifiable target for that performance measure for the MPO's planning area.
        - If a quantifiable target is set for the MPO planning area, the MPO will provide any supplemental data used in determining any such target.
        - Documentation of the MPO's targets or support of the statewide targets in the form of a resolution or meeting minutes.
- Resources for safety target setting can be found at https://safety.fhwa.dot.gov/hsip/spm/, including an MPO safety performance measures fact sheet.
- Iowa DOT targets and additional performance management information can be found at https://iowadot.gov/systems_planning/planning/federal-performance-management-and-asset-management.

We ask that you keep us in the loop as you discuss the safety targets with your Transportation Advisory Committee and Policy Board. If you should have any questions or would like to discuss safety targets for your planning area, please do not hesitate to contact us. Again, the MPO deadline to establish safety targets is **February 27, 2022**.

Thanks.

ZAC BITTING, CPM
METROPOLITAN AND REGIONAL PLANNING COORDINATOR
SYSTEMS PLANNING BUREAU

iowadot.gov
Office: 515-239-1197
zachary.bitting@iowadot.us

Iowa Department of Transportation
@iowadot

Iowa DOT FHWA 2022 Safety Targets

August 2021

In March 2021, the Iowa DOT began the process of reviewing data to set performance targets for the five safety performance measures required by FHWA in 23 CFR 490 (also referred to as "PM1"). For the safety area, these targets are required to be five-year rolling averages and must be set annually. The five required measures are:

1. Number of fatalities
2. Rate of fatalities per 100 million vehicle miles traveled (VMT)
3. Number of serious injuries
4. Rate of serious injuries per 100 million VMT
5. Number of non-motorized fatalities and non-motorized serious injuries

These targets must be set as five-year rolling averages for 2018-2022 and will be submitted as part of the State's Highway Safety Improvement Program (HSIP) annual report, due August 31, 2021. The first round of target setting for these measures occurred in 2017, and the same approach was used again in 2018, 2019, 2020 and 2021. Because of the relatively short-term nature of the targets, the methodology being utilized focuses on historical information and creates a forecast based on trends. The approach relies on the use of prediction intervals around the trend model forecast to inform a "risk-based" target setting method.

A prediction interval is defined as: "In statistical inference, specifically predictive inference, a prediction interval is an estimate of an interval in which future observations will fall, with a certain probability, given what has already been observed."[1] A prediction interval approach enables a focus on the acceptable risk of meeting, or failing to meet a target, which allows stakeholders at all levels of the organization to understand the targets in better context. Since 2017, the safety targets working group has annually evaluated several prediction intervals and continued to recommend a prediction interval of 75%, meaning that there would be 75% confidence that the actual number of fatalities and injuries would be lower than the targets. Management agreed with the use of a 75% confidence level, and it is being used again in 2021 for target setting.

For each measure, a time-series model was developed. An integrated moving average (IMA) model has been used since 2017. The following pages show the model's output and predictions at various confidence levels for each measure. This helps illustrate the level of risk associated with various confidence levels, as well as the fact that higher confidence levels lead to more conservative targets. The final page shows the 2018-2022 safety targets.

The safety data used in the forecast can be obtained from the Iowa Crash Analysis Tool (ICAT) and Motor Vehicle Division daily fatality count from the following websites.

ICAT: https://icat.iowadot.gov/
Fatality Report: https://www.iowadot.gov/mvd/stats/daily.pdf

[1] https://en.wikipedia.org/wiki/Prediction_interval, 2019-May-02

Measure 1: Number of fatalities

Figure 1 shows the historical series (black line), the integrated moving average (IMA) model (red line), the model's forecast values (black dots), and a set of prediction interval (PI) bounds (blue lines). The blue lines shown in this figure correspond to the 75% confidence level used for targets. Table 1 shows the model's forecast of fatalities for 2021 and 2022 and the upper prediction interval value at different confidence levels.

Figure 1: IMA model and forecast for annual fatalities

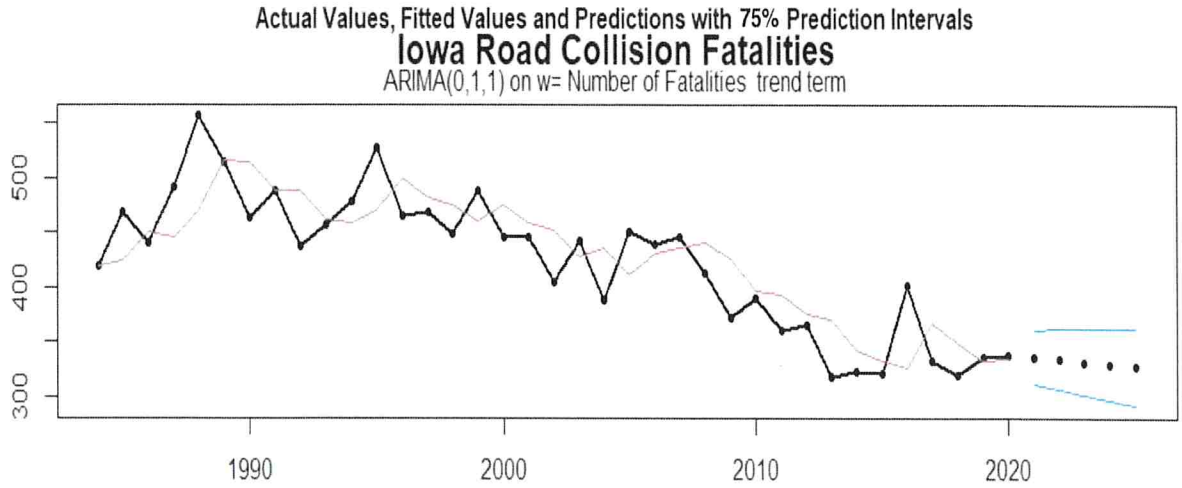


Table 1: Forecast road fatalities and upper prediction values at selected probability levels

Year	Forecast	70%	75%	80%	85%	97.5%
2021	336	355	360	366	373	407
2022	333	355	361	368	376	414

To be 75% confident of the 2022 target value, the five-year rolling average target for 2018-2022 would be set by averaging the forecast value of 336 fatalities for 2021 and the 75% PI value of 361 as the 2022 value along with the actual fatalities for 2018, 2019, and 2020. The five-year rolling average target for fatalities is presented in Table 7.

Measure 2: Fatalities per hundred million vehicle miles traveled

This measure is a rate conversion, using the forecast developed for Measure 1 and the estimated VMT for the forecast period. The forecast values of VMT were provided by the Systems Planning Bureau using a linear forecast.[2] The annual VMT forecast by this method for 2022 is expected to be 33.1 billion (33,051,440,000).

Table 2: Fatality rate forecast at selected probability levels

Year	VMT forecast (x1M)	Forecast fatality rate	70%	75%	80%	85%	97.5%
2021	32,954.00	1.0196	1.0773	1.0924	1.1106	1.1319	1.2351
2022	33,051.44	1.0075	1.0741	1.0922	1.1134	1.1376	1.2526

To be 75% confident of the 2022 target value, the five-year rolling average target for 2018-2022 would be set by averaging the forecast value of 1.0196 fatalities per hundred million VMT for 2021 and the 75% PI value of 1.0922 for 2022 along with the actual fatality rates for 2018, 2019, and 2020. The five-year rolling average target for fatality rate is presented in Table 7.

[2] Note: this is a slight methodological change compared to prior years where the "Linear ETS", an exponential smoothing approach, was used. This is due to the substantial drop in 2020 traffic due to the COVID-19 pandemic.

Measure 3: Number of serious injuries

The figure below shows the historical series (black line), the model (red line), the model's forecast values (black dots), and a set of prediction interval bounds (blue lines) for the number of serious injuries resulting from collisions. In this case, due to a discontinuity between 2000 and 2001, the model is constructed using only data from 2001 and later.

Figure 3: IMA model and forecast for serious injuries

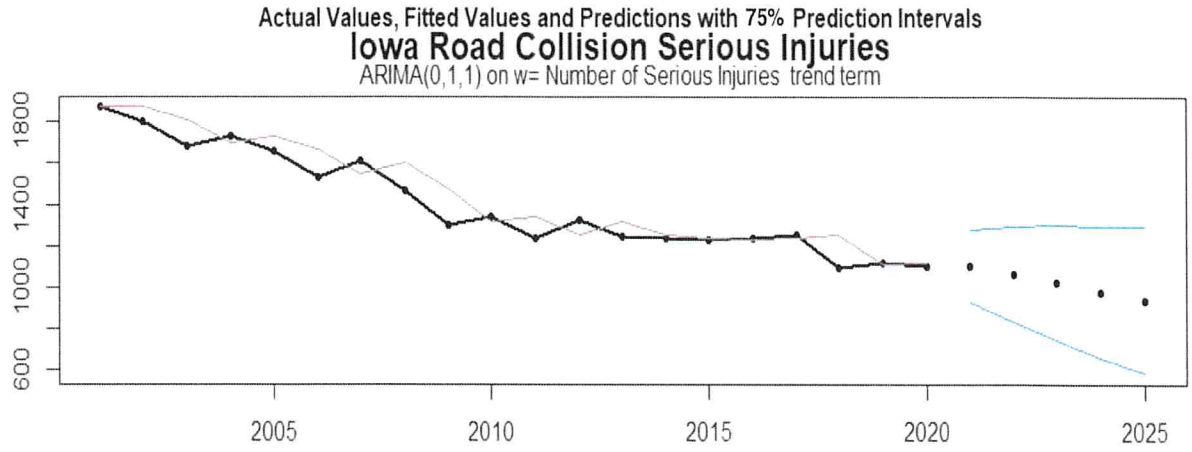


Table 3: Forecast road serious injuries and upper prediction values at selected probability levels

Year	Forecast	70%	75%	80%	85%	97.5%
2021	1,309	1,372	1,390	1,410	1,433	1,543
2022	1,253	1,338	1,362	1,389	1,420	1,568

To be 75% confident of the 2022 target value, the five-year rolling average target for 2018-2022 would be set by averaging the forecast value of 1,309 for 2021 and the 75% PI value of 1,362 for 2022 along with the actual serious injuries for 2018, 2019, and 2020. The five-year rolling average target for serious injuries is presented in Table 7.

Measure 4: Serious injury rate per hundred million vehicle miles traveled

This measure is a rate conversion, using the forecast developed for Measure 3 and the estimated VMT for the forecast period. The forecast values of VMT were provided by the Systems Planning Bureau using a linear forecast.[3] The annual VMT forecast by this method for 2022 is expected to be 33.1 billion (33,051,440,000).

Table 4: Serious injury rate forecast at selected probability levels

Year	VMT forecast (x1M)	Forecast serious injury rate	70%	75%	80%	85%	97.5%
2021	32,954.00	3.9722	4.1634	4.2180	4.2787	4.3485	4.6823
2022	33,051.44	3.7911	4.0482	4.1208	4.2025	4.2963	4.7441

To be 75% confident of the 2022 target value, the five-year rolling average target for 2018-2022 would be set by averaging the forecast value of 3.9722 serious injuries per hundred million VMT for 2021 and the 75% PI value of 4.1208 for 2022 along with the actual serious injury rates for 2018, 2019, and 2020. The five-year rolling average target for serious injury rate is presented in Table 7.

[3] Note: this is a slight methodological change compared to prior years where the "Linear ETS", an exponential smoothing approach, was used. This is due to the substantial drop in 2020 traffic due to the COVID-19 pandemic.

Measure 5: Number of non-motorized fatalities & serious injuries

The figure below shows the historical series (black line), the model (red line), the model's forecast values (black dots), and a set of prediction interval bounds (blue lines) for the number of non-motorized fatalities and serious injuries resulting from collisions with a vehicle. The model is constructed using all available data from 2009 and later.

Figure 5: IMA model and forecast for annual non-motorized fatalities and serious injuries

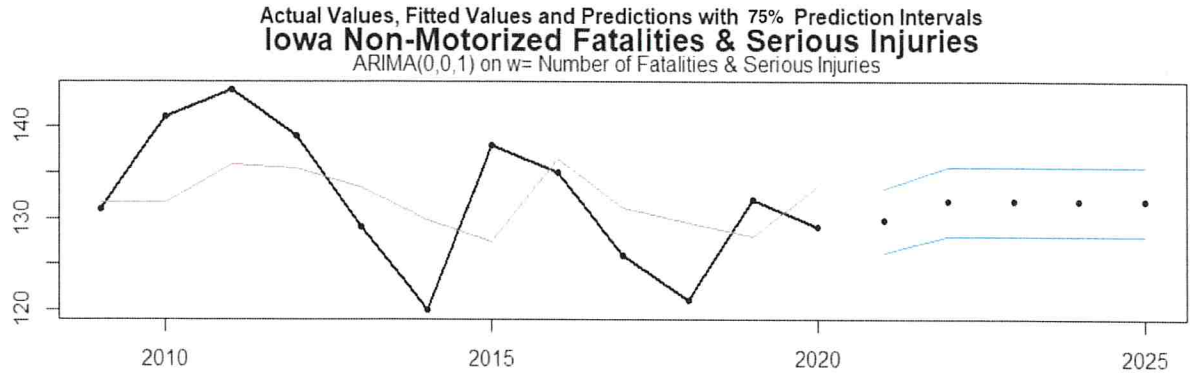


Table 5: Forecast non-motorized fatalities and serious injuries, and upper prediction values at selected probability levels

Year	Forecast	70%	75%	80%	85%	97.5%
2021	130	133	134	135	137	143
2022	132	136	137	138	139	146

To be 75% confident of the 2022 target value, the five-year rolling average target for 2018-2022 would be set by averaging the forecast value of 130 for 2021 and the 75% PI value of 137 for 2022 along with the actual non-motorized fatalities and serious injuries for 2018, 2019, and 2020. The five-year rolling average target for non-motorized fatalities and serious injuries is presented in Table 7.

Iowa DOT 2018-2022 safety targets

While the preceding forecasts were developed for each year, the targets are required to be set as five-year rolling averages, as crashes are subject to significant year-to-year variability. The following table gives the actual numbers of fatalities, serious injuries, non-motorized injuries and fatalities, and the vehicle miles traveled (VMT, in millions) for each respective year, which are the basis for the five-year rolling averages presented in Table 7.

Table 6: Annual data summary

Year	Fatalities	Fatality rate	Serious injuries	Serious injuries rate	Non-motorized injuries and fatalities	VMT (millions)
2014	322	0.996	1,522	4.707	120	32,332
2015	321	0.970	1,471	4.443	138	33,109
2016	402	1.209	1,513	4.549	135	33,263
2017	332	0.984	1,480	4.385	126	33,751
2018	319	0.952	1,312	3.916	121	33,507
2019	336	0.995	1,348	3.991	132	33,779
2020	337	1.127	1,305	4.364	129	29,906[4]

Table 7 shows the historical and predicted five-year rolling averages for the five targets. The highlighted numbers represent Iowa's 2018-2022 safety targets.

Table 7: 5-year rolling average actuals and 2022 targets

Five-Year Rolling Averages					
Year	**Fatalities**	**Serious injuries**	**Non-motorized injuries and fatalities**	**Fatalities per hundred million VMT**	**Serious injuries per hundred million VMT**
2012-16	345.2	1,532.6	132.2	1.066	4.741
2013-17	338.8	1,506.2	129.6	1.033	4.596
2014-18	339.2	1,459.6	128.0	1.022	4.400
2015-19	342.0	1,424.8	130.4	1.022	4.257
2016-20	345.2	1,391.6	128.6	1.053	4.241
Forecast 75% prediction interval value					
2017-21	336.8	1,367.0	128.4	1.030	4.175
2018-22 targets	**337.8**	**1,327.2**	**129.8**	**1.037[5]**	**4.073[6]**

[4] The 2020 VMT value is estimated based on preliminary 2020 traffic count data.

[5] 2020 VMT and 2021-2022 VMT forecasts are subject to greater-than-usual uncertainty due to the impacts of the COVID-19 pandemic.

[6] See footnote 5.

Metropolitan Planning Organization of Johnson County

Date: November 10, 2021

To: Urbanized Area Policy Board

From: Emily Bothell, Sr. Associate Transportation Planner

Re: Agenda Item #4(b): Update on the MPOJC Long Range Transportation Plan revision process

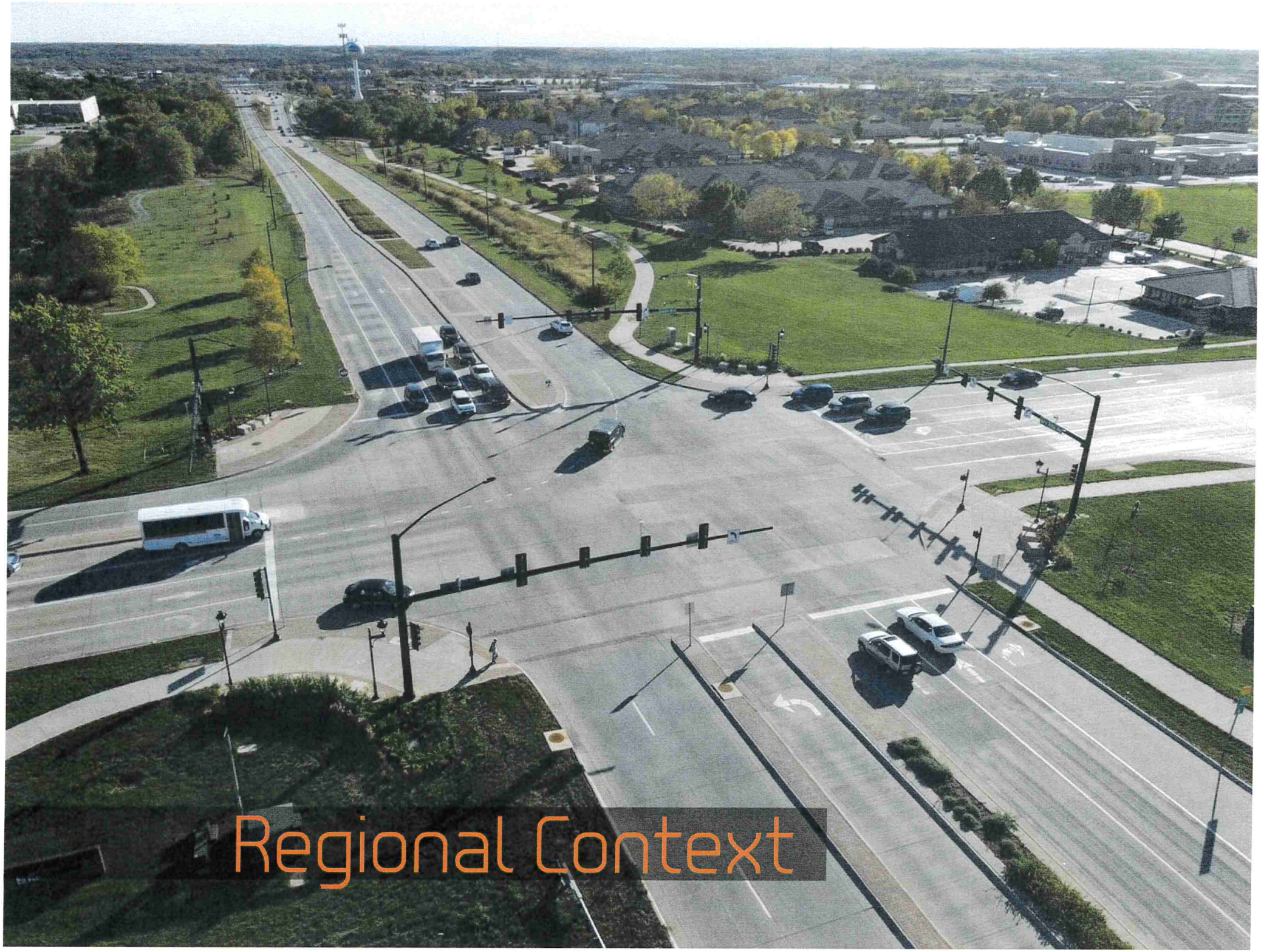
Staff has been busy finalizing the Travel Demand Model and drafting Plan chapters. I included a couple draft chapters for your review.

The remaining chapters will be provided at your January meeting. The chapters have been drafted as data and materials have become available, therefore they will not be received sequentially. The Board will have an opportunity to review the document in its entirety early next year.

Future Forward 2050 Plan Framework

- **Background**
- **Regional Context** (attached)
- **Guiding Principles**
  - Economic Opportunity
  - Environment
  - Quality of Life
  - System Preservation
  - Choice
  - Safety
  - Efficiency
  - Health
  - Equity
- **Transportation Funding**
- **Road and Bridge Network** (attached)
- **Bicycle and Pedestrian Network** (presented in July)
- **Passenger Transportation** (presented in July)
- **Freight Network** (presented in July)
- **Aviation** (presented in July)

I will be available at your November 17th meeting to answer any questions you may have regarding the Long Range Transportation Plan update. Please be prepared to provide initial feedback to staff on the attached materials.



Regional Context

The Metropolitan Area

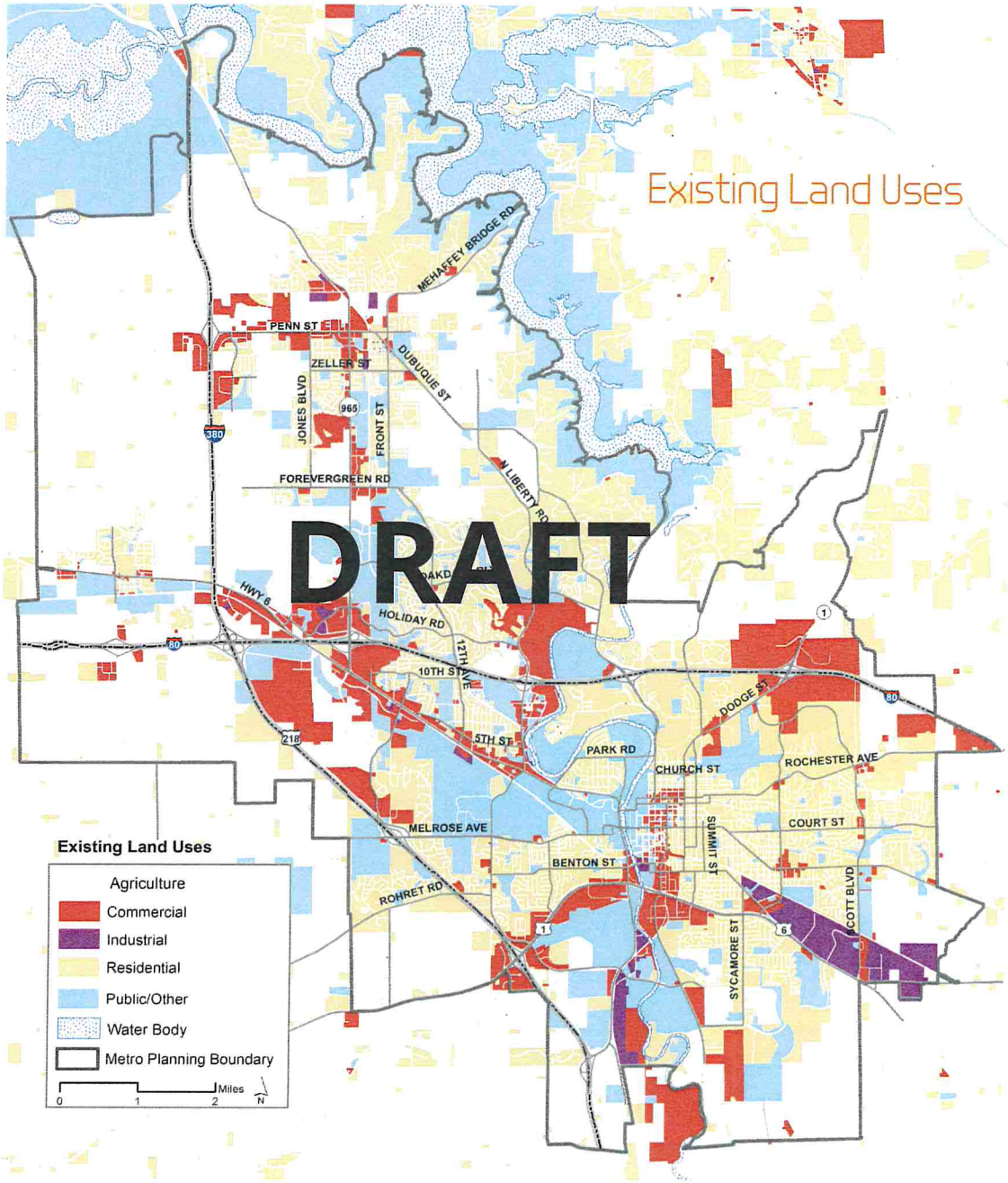
The Iowa City urbanized area is situated in Johnson County at the crossroads of Interstate 80 and 380 and is also served by Highway 218, Highway 1 and Highway 6. Two Rairoads bisect the metro: Iowa Interstate Railroad and CRANDIC Railroad.

The University of Iowa and the University of Iowa Hospitals and Clinics are the major major employers in the area. Healthcare and research branches of the university have expanded beyond Iowa City into Coralville and adjacent to North Liberty. Proximity to Cedar Rapids and it diverse employment opportunties . . .

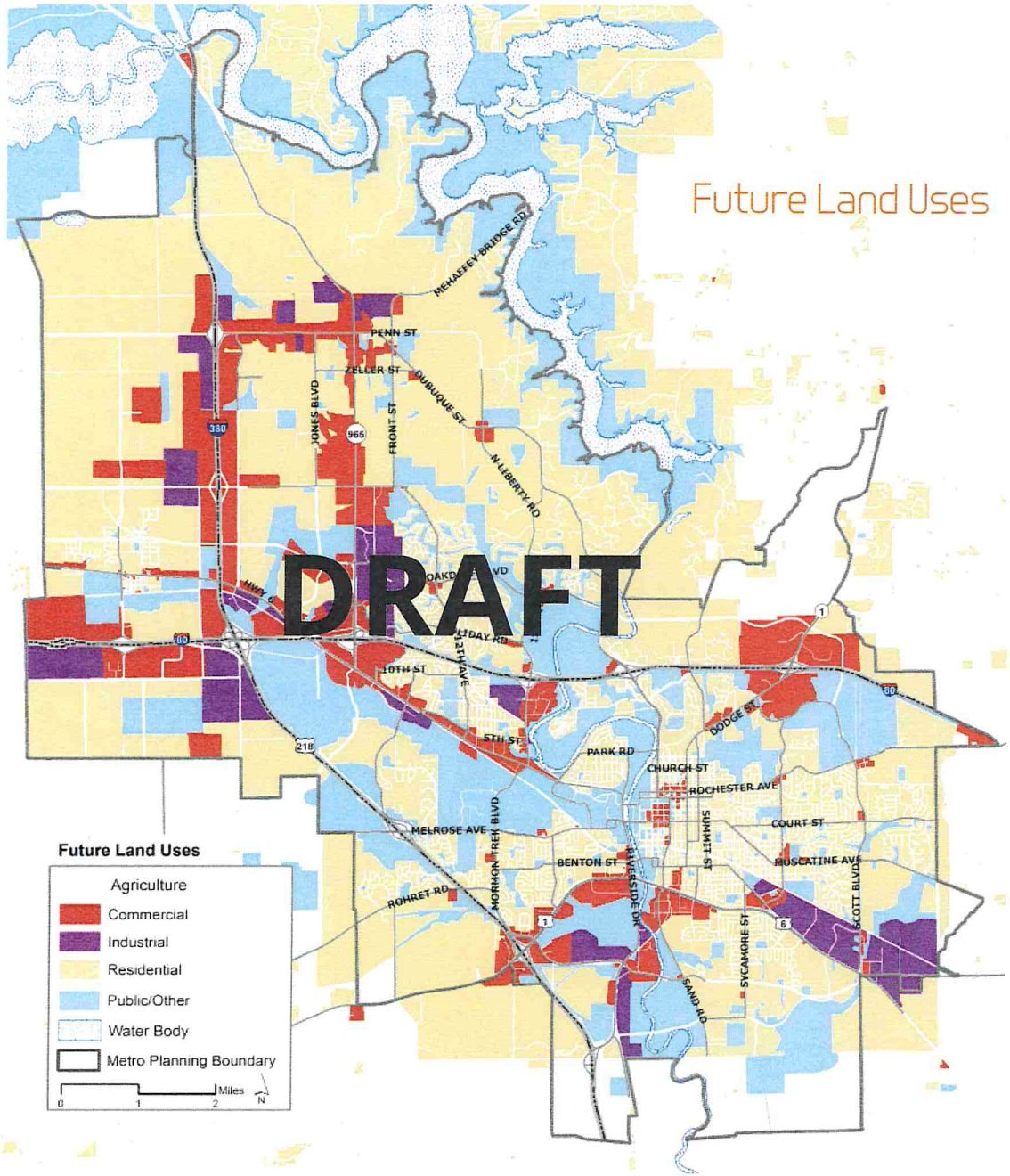
Metro area communities are consistently ranked as ideal places to live, work, and locate a business. Over the past decade metro communities have received national attention as best places to raise a family, retire, find a job, or start a business and rank highly as healthy and safe communities. It is, therefore, no surprise that Johnson County is the second fastest growing county in the state.

People are attracted to Johnson County for its low unemployment rate, diverse economic sectors, and educational opportunities, including a high performing public school system. Yet despite its many assets, Johnson County, also ranks high in the percentage of cost-burdened and extreme cost-burdened households— with an estimated 34.7 percent of households spending more than 30% of their income on housing in 2010.[1]

[1] University of Iowa Public Policy Center http://ppc.uiowa.edu/housing/affordability/iowa



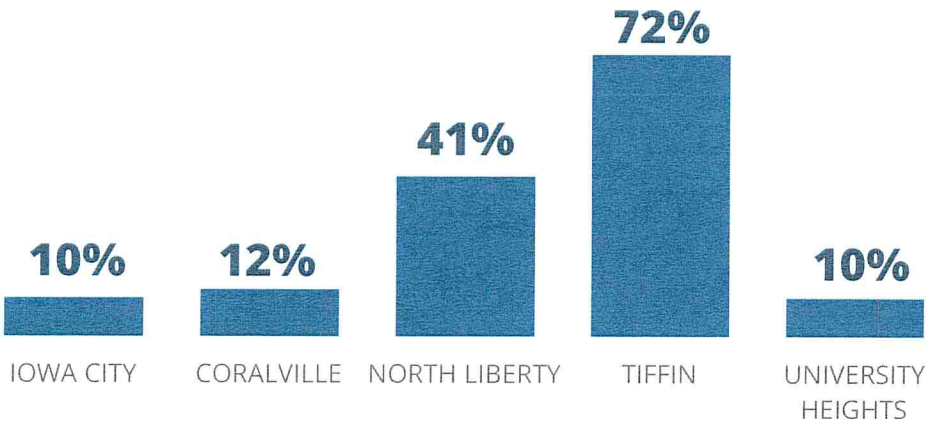
Note: Land use designations based on County property tax assessment classification.



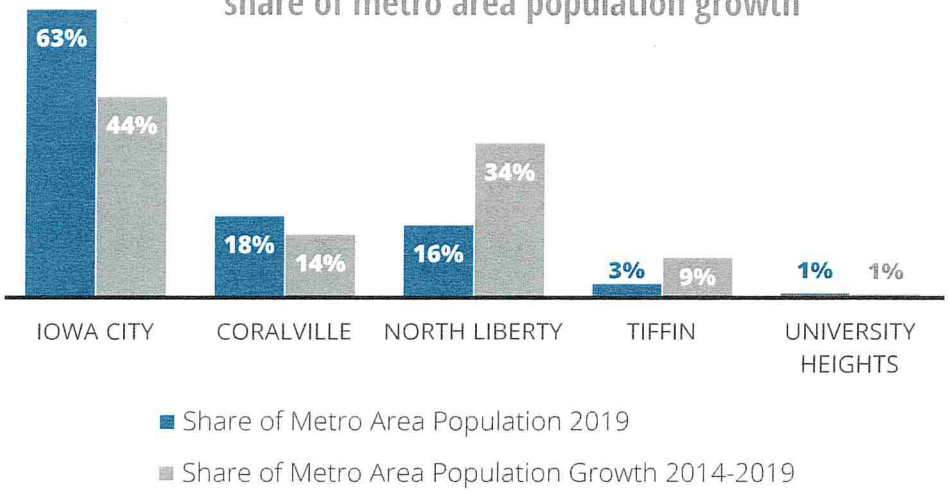
These land use maps provide a general sense of where municipalities have planned for urban growth and development and the types of land uses anticipated. Land use categories represented on these maps are simplified in order to make broad comparisions between the municipalities, especially with regard to transportation intensive uses such as industrial and commercial areas. These maps should not be relied upon to make decisions about whether a particular land use may be allowed on a specific property or to draw conclusions about land values or development potential of specific properties. They do, however, reflect the cluster of intensive uses along major road and rail corridors and how proximity to the Cedar Rapids, another fast-growing metro area, exerts it influence on where people locate businesses.

Note: Land use designations derived from future land use plans and documents for each community.

Community Population Growth 2010-2019



Comparison of share of metro area population to share of metro area population growth



Source: U.S. Census Bureau, 2019 Census and American Community Survey estimates

Population Growth

The Iowa City Metro Area is one of the fastest growing regions in the Midwest and second only to Des Moines in the state of Iowa. While over 60% of the Metro Area's population resides in Iowa City, in recent years significant population growth has shifted to North Liberty and Tiffin, with Tiffin being the fastest growing community in the state.

Though the 2020 decennial census is not represented in the tables shown on this page, Tiffin's population has increased to 4,512--a 131.7% increase over its 2010 population of 1,947.

North Liberty also continues to grow rapidly. Though its population accounts for only 16% of the Metro population, nearly a third of the Metro Area's population growth since 2010 is attributed to North Liberty.

Though outside metro boundaries, Solon also saw rapid population growth, second only to Tiffin. Overall, the Cedar Rapids-Iowa City Corridor was one of the fastest growing areas in the state.

Current Population

	State	Johnson County	Iowa City	Coralville	North Liberty	Tiffin	University Heights	Metro
2010 Census	3,046,355	130,882	67,862	18,907	13,374	1,947	1,051	103,141
2014 ACS 5- Year Estimate	3,078,116	136,802	70,597	19,677	14,503	1,921	1,214	107,912
2019 ACS 5-Year Estimate	3,139,508	148,577	74,950	21,103	18,829	3,351	1,159	119,392
Net Pop. Growth since 2010	93,153	17,695	7,088	2,196	5,455	1,404	108	16,251
% Growth (2010-2019)	3%	14%	10%	12%	41%	72%	10%	16%
Annual Growth Rate	0.3%	1.5%	1.2%	1.3%	4.5%	8.0%	1.1%	1.8%
Share of Metro Population in 2019			55%	15%	22%	7%	1%	
Share of Metro Population Growth 2014-2019			44%	14%	34%	9%	1%	

Population Projections

Entity	2018 ACS 5-yr Estimate	2019 ACS 5-yr Estimate	2025	2030	2035	2040	2045	2050
Iowa City	74,566	74,950	80,556	85,068	89,581	94,093	98,606	103,118
Coralville	20,645	21,103	22,522	23,841	25,160	26,479	27,797	29,116
North Liberty	18,357	18,829	20,966	26,842	30,515	34,187	37,860	41,532
Tiffin	3,008	3,351	5,051	6,086	7,334	8,837	10,649	12,832
University Heights	1,206	1,159	1,277	1,316	1,355	1,394	1,433	1,472
								188,070

Tiffin's growth trends deviated from linear growth trends based on local knowledge/municipal staff.

Trends and Projections

MPOJC developed long-term population projections based on linear growth trends from 2010 to 2019. Based on these trends, the percentage of metro population residing in Iowa City by the year 2050 is expected to decrease to 55% as compared to 63% in 2019, while North Liberty's proportion of the metro population is expected to increase to 22%. The share of metro population in Tiffin is also expected to increase from 3% to 7%. Coralville and University Heights are projected to maintain relatively similar proportions of metro area population.

By the year 2050, growth trends indicate that the metro area will grow by 36.5%, or 68,678 people, to approximately 188,070 persons. Long-range transportation planning is an essential tool for ensuring the transportation network of today can meet the needs of tomorrow.

Johnson and Linn Counties are among the fastest growing areas in Iowa. According to the 2020 census, Johnson County grew by 16.8% over the last decade, adding nearly 22,000 residents; Linn County grew by 9%, adding nearly 20,000 residents.

Population Density

In 2018, the areas with the greatest population densities tend to be centered near the University of Iowa Campus, in downtown Iowa City, and along major metro arterial corridors.

TAZ maps

A traffic analysis zone (TAZ) is the unit of geography used in transportation modeling,representing the area within which economic activity occurs that results in the movement of people and freight. The spatial extent of zones depicted on these maps ranges from fairly large areas in a suburban or rural context to as small as a few city blocks in the central parts of Iowa City.

Zone boundaries are typically roads included in the netowrk or natual features, such as the Iowa River. Each zone includes base year (2018) population and land use data. Local planners then assigned their jurisdiction's anticipated polulation and employment growth to the zones for 2050. This information helps to further our understanding of trips that will be produced and attracted within the zone.

People per acre

2018 Estimate

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2050 Projection

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Significant population and housing growth is expected in Tiffin, the west area of Coralville, in North Liberty, and the periphery of Iowa City. The greatest densities of population (people per acre) in 2050 are expected near downtown Iowa City and in the Riverfront Crossings district as a result of policies aimed at increasing population density and continual redevelopment.

To prepare for future population growth, a new high school was opened in North Liberty in the fall of 2017. Two new elementary schools were opened on the south and east periphery of Iowa City. Two new elementary schools were recently built near Highway 6 and Park Road in Tiffin, and an additional middle school is planned for the same site. Tiffin also has recently constructed a new high school and utilized the old high school as a middle school. Much of this investment in school infrastructure has occurred in undeveloped "greenfields", therefore it is expected that these schools will be catalysts for housing growth.

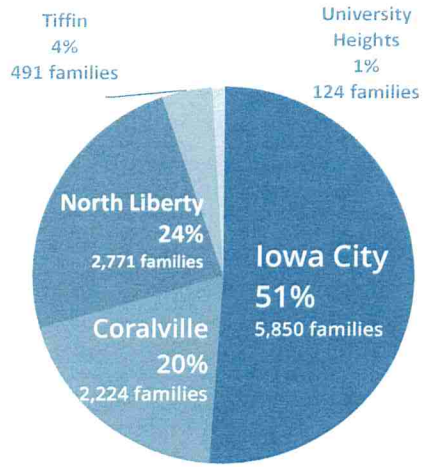
People per acre

Families with Children

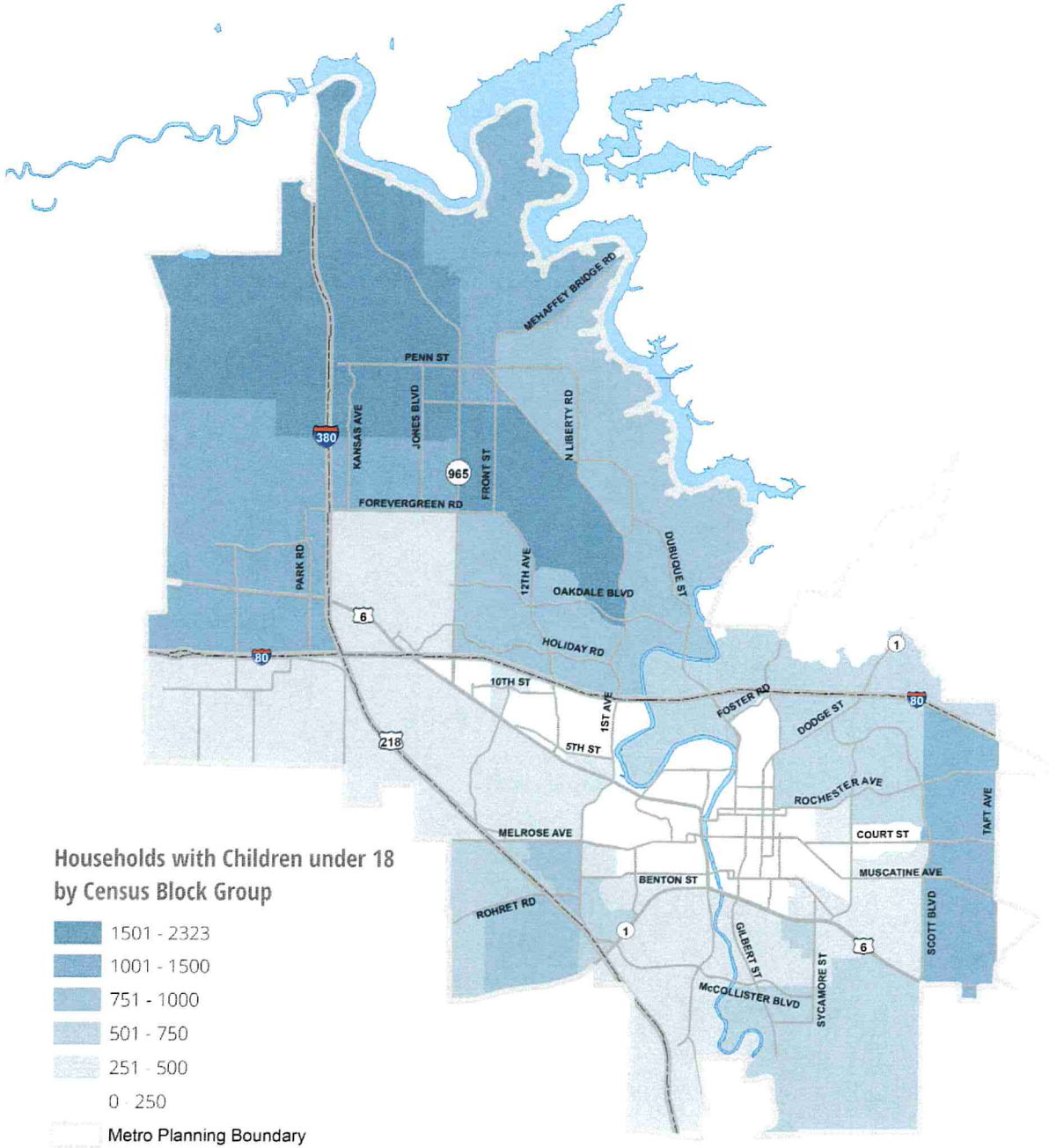
Not all households are considered families. Under the U.S. Census Bureau definition, *family households* consist of two or more individuals who are related by birth, marriage, or adoption, although they also may include other unrelated people.

Over half of the total metro area families with children are located in Iowa City; 20% are located in Coralville, and 24% in North Liberty. This is roughly proportional to the population of metro area communities.

Proportion of Metro Area Families with Children

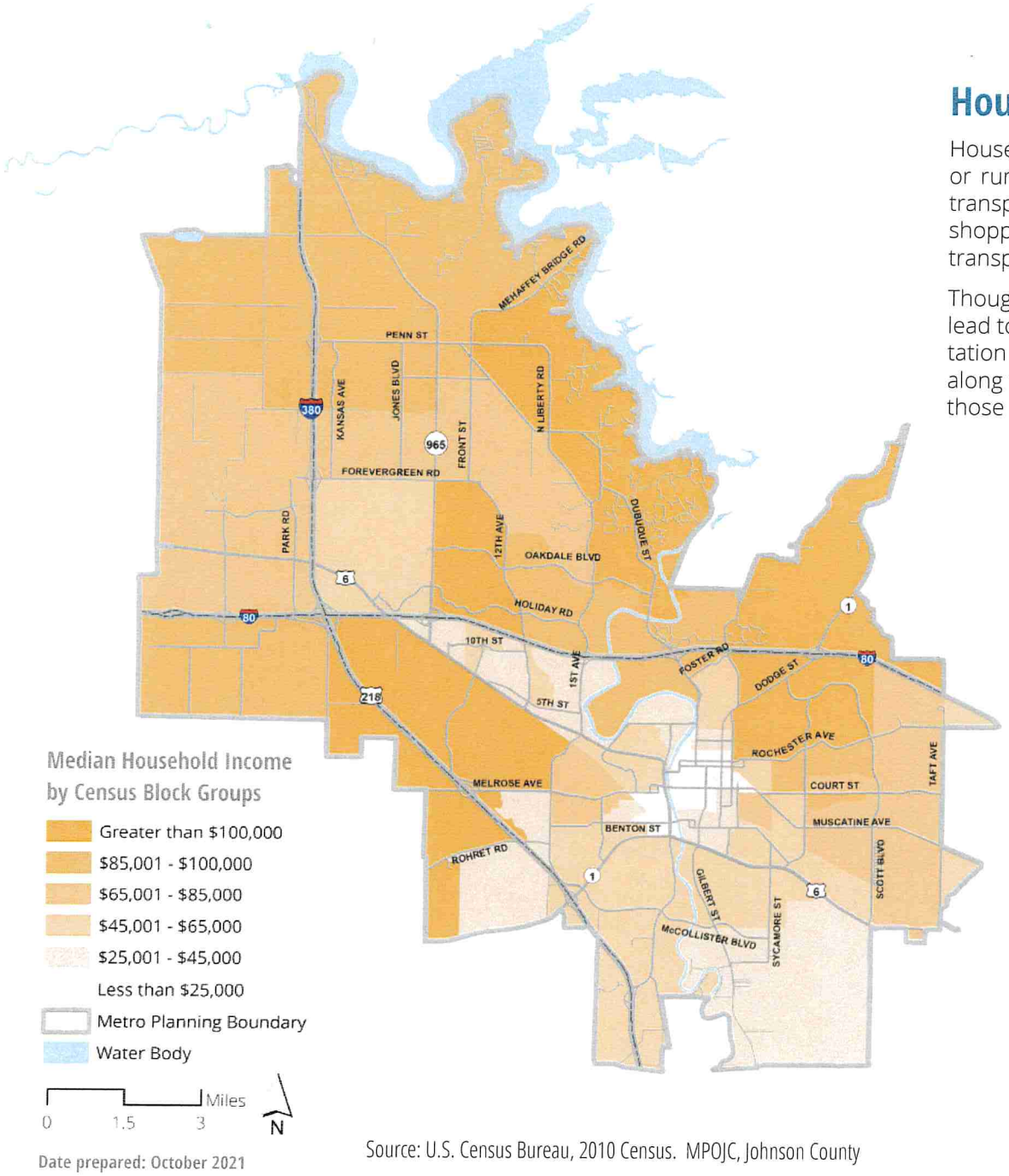


The proportion of families with children under 18 has shifted since the 2045 Long-Range Transportation Plan was drafted. At that time 54 % of Metro Area families with children lived in Iowa City, 22% in Coralville, 20% in North Liberty, and 3 % in Tiffin.



Source: American Community Survey 2015-2019 5-year estimates

Date prepared: October 2021



Date prepared: October 2021

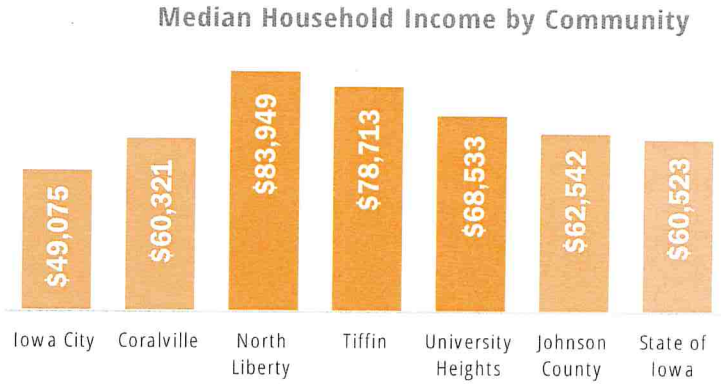
Source: U.S. Census Bureau, 2010 Census. MPOJC, Johnson County

Household Income

Households located in auto-dependent locations, such as suburban or rural locations, may spend upwards of 55% of their incomes on transportation costs. Housing that is located closer to employment, shopping, restaurants and other amenities can reduce household transportation costs to as little as 9% of household income.*

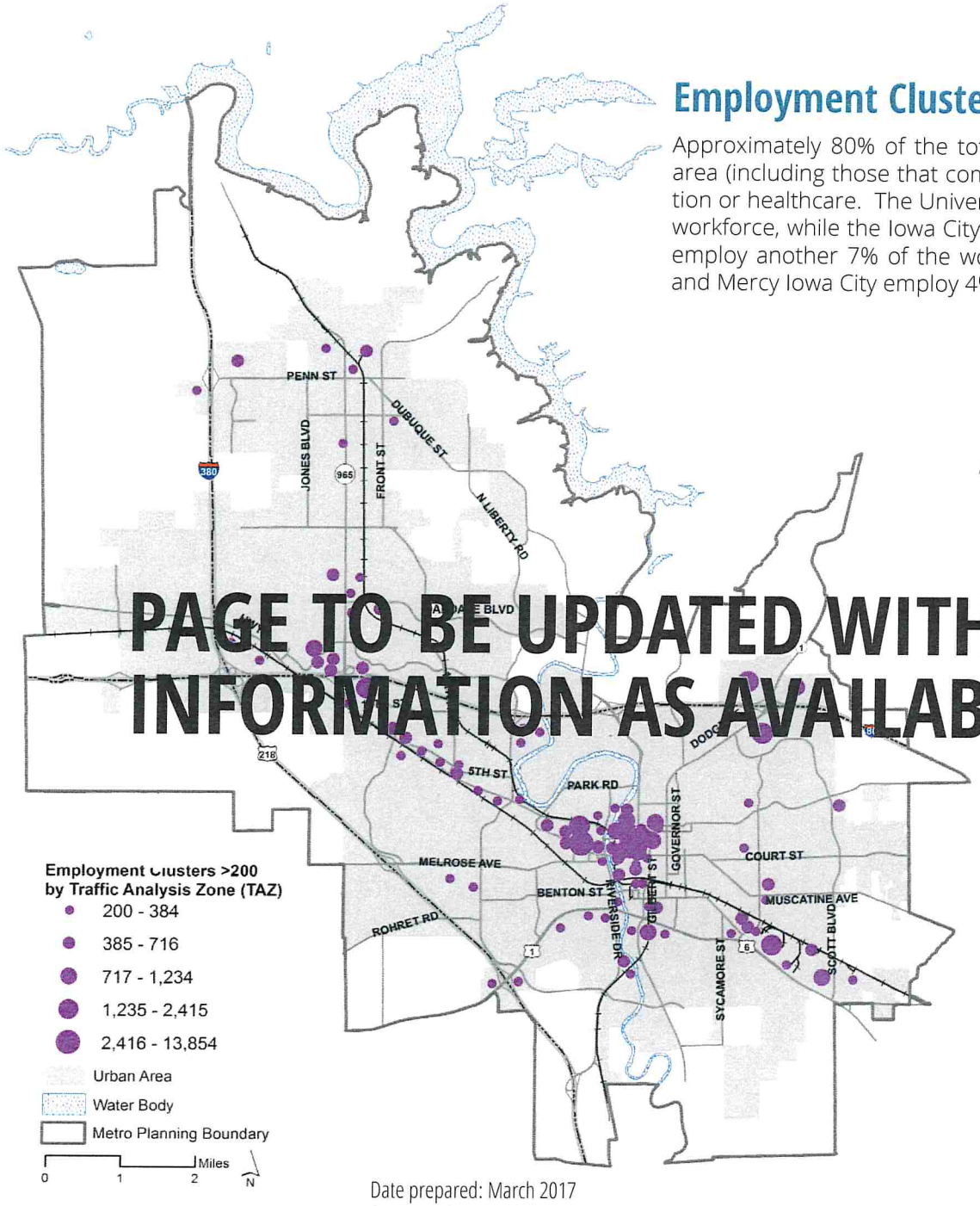
Thoughtful coordination of land use and transportantion priorities can lead to wiser investments in road infrastructure that reduce transportation costs for households. Planning for higher residential densities along transit routes and in areas close to employment centers allows those who most need transit services to access them easily.

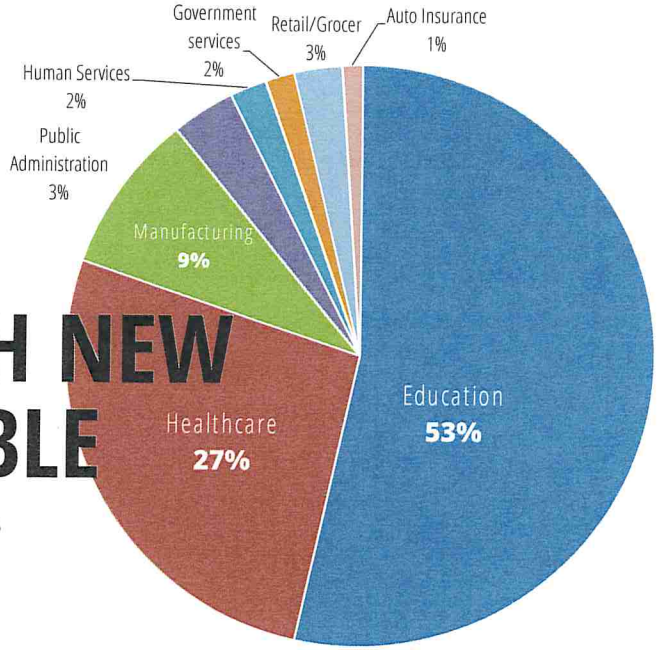
* FHWA Transportation and Housing Costs Fact Sheet.
http://www.fhwa.dot.gov/livability/fact_sheets/transandhousing.cfm



Employment Clusters

Approximately 80% of the total workforce (over age 16) residing in the metro area (including those that commute from adjacent counties) work in the education or healthcare. The University of Iowa and the UIHC employ 40% of the total workforce, while the Iowa City Community School District, Pearson, and ACT, Inc employ another 7% of the workforce. The Veteran's Heath Administration (VA) and Mercy Iowa City employ 4% of the total workforce.





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	2015
Metro Area Workers > 16 yrs of age	61,248
Commuters into Johnson County	15,955
Commuters out of Johnson County	(8,850)
Est'd Daily Workers in Metro Area	68,353

Source: American Community Survey 2010
Census Transportation Planning Package 2010

Date prepared: March 2017
Source: InfoUSA 2014; MPOJC Travel Demand Model, MPOJC, Johnson County

#	Company Name	Location	Sector	# Employees (year)	% of Ttl Workforce
1	University of Iowa	Iowa City	Post-secondary education	18,650 (2011)	27%
2	University of Iowa Hospitals and Clinics	Iowa City	Healthcare	8,704 (2014)	13%
3	Iowa City Community School District	Iowa City	Education	2,346 (2014)	3%
4	Veterans Health Administration	Iowa City	Healthcare	1,562 (2011 CBJ)	2%
5	Mercy Iowa City	Iowa City	Healthcare	1,559 (2014)	2%
6	ACT, Inc.	Iowa City	Educational testing services	1,350 (2016)	2%
7	Pearson Educational Measurement	Iowa City	Educational testing services	1,200 (2016)	2%
8	Hy-Vee	Iowa City, Cville	Retail/Grocer	1,166 (2006)	2%
9	City of Iowa City	Iowa City	Public administration	1,108 (2014)	2%
10	Systems Unlimited	Iowa City	Human services	890 (2011 - CBJ)	1%
11	International Automotive Components	Iowa City	Manufacturing - Automotive	750 (2016)	1%
12	Rockwell Collins	Coralville	Manufacturing - Electronics	700 (2016)	1%
13	General Dynamics	Coralville	Government services	700 (2011)	1%
14	Integrated DNA Technologies	Coralville	Manufacturing - Biotech	620 (2016)	1%
15	Procter and Gamble	Iowa City	Manufacturing - Personal care	530 (2016)	1%
16	[illegible]	[illegible]	[illegible]	530 (2016)	1%
17	[illegible]	[illegible]	[illegible]	500 (2016)	1%
18	Johnson County Administration	Iowa City	Public administration	435 (2014)	1%
19	[illegible]	[illegible]	Manufacturing - Plastics	399 (2014)	1%
20	[illegible]	[illegible]	Manufacturing - Plastics	360 (2011)	1%

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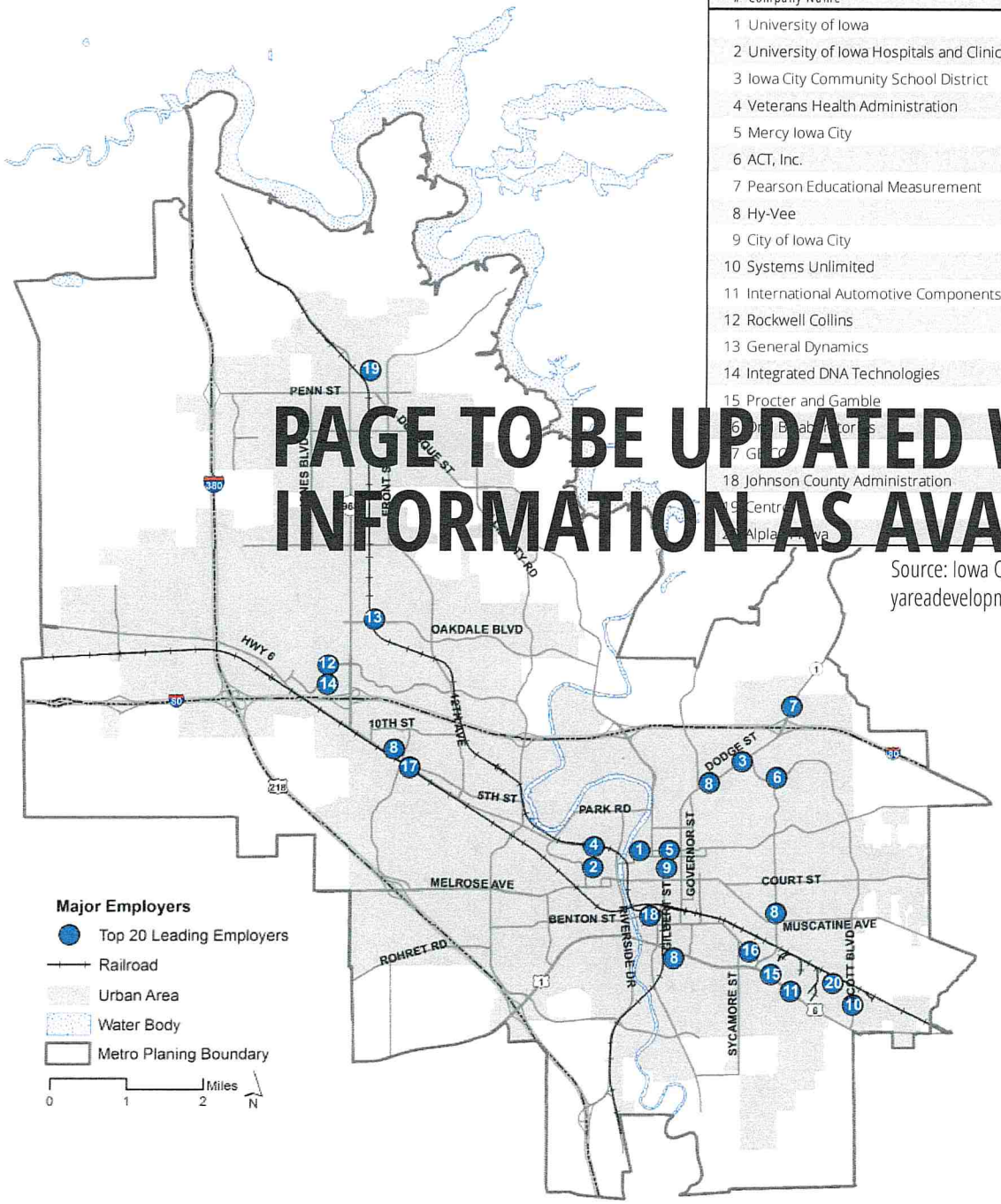
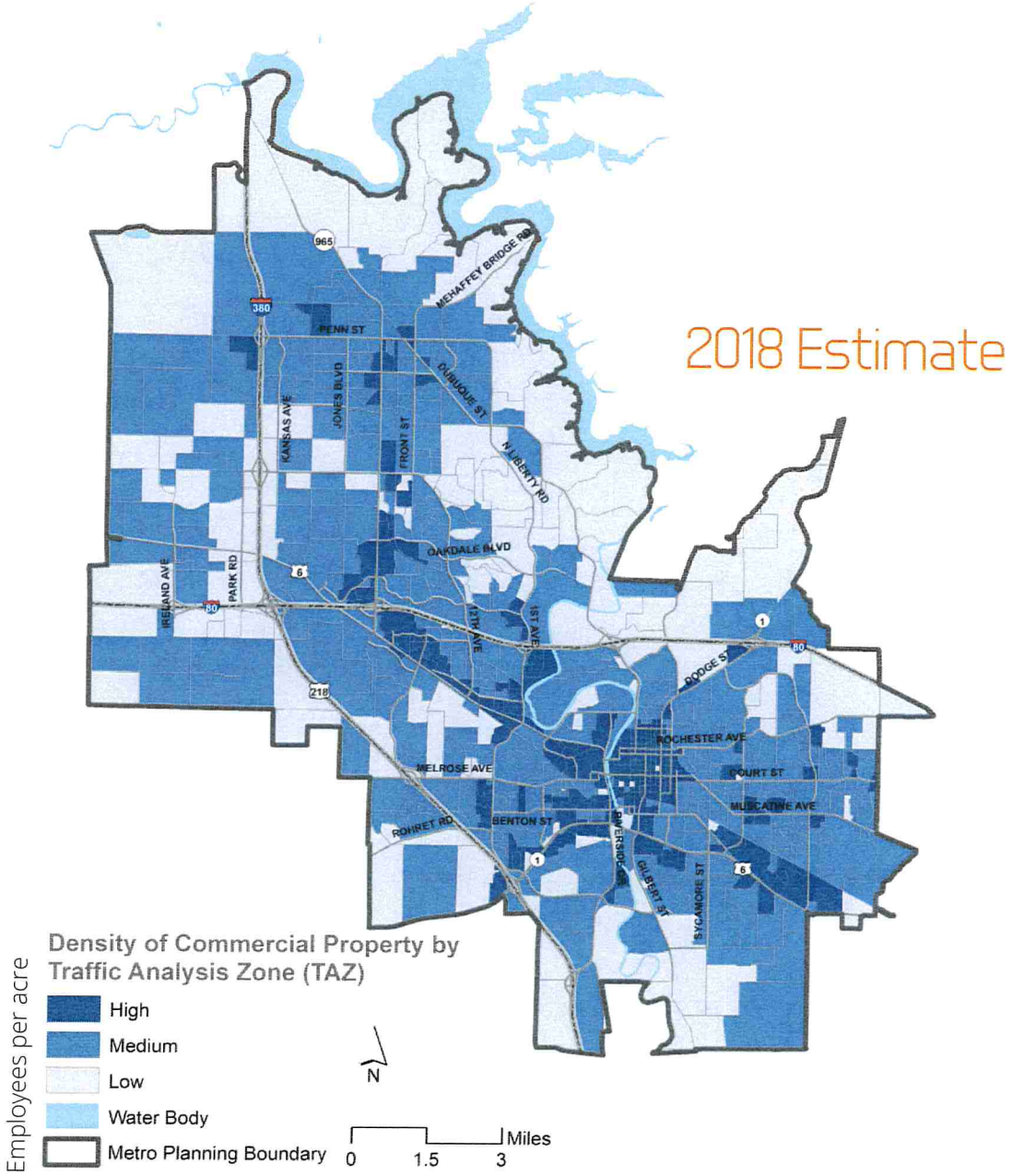
Source: Iowa City Area Development Group January 2017 (ICAD) http://www.iowacityareadevelopment.com/build/leading-employers.aspx

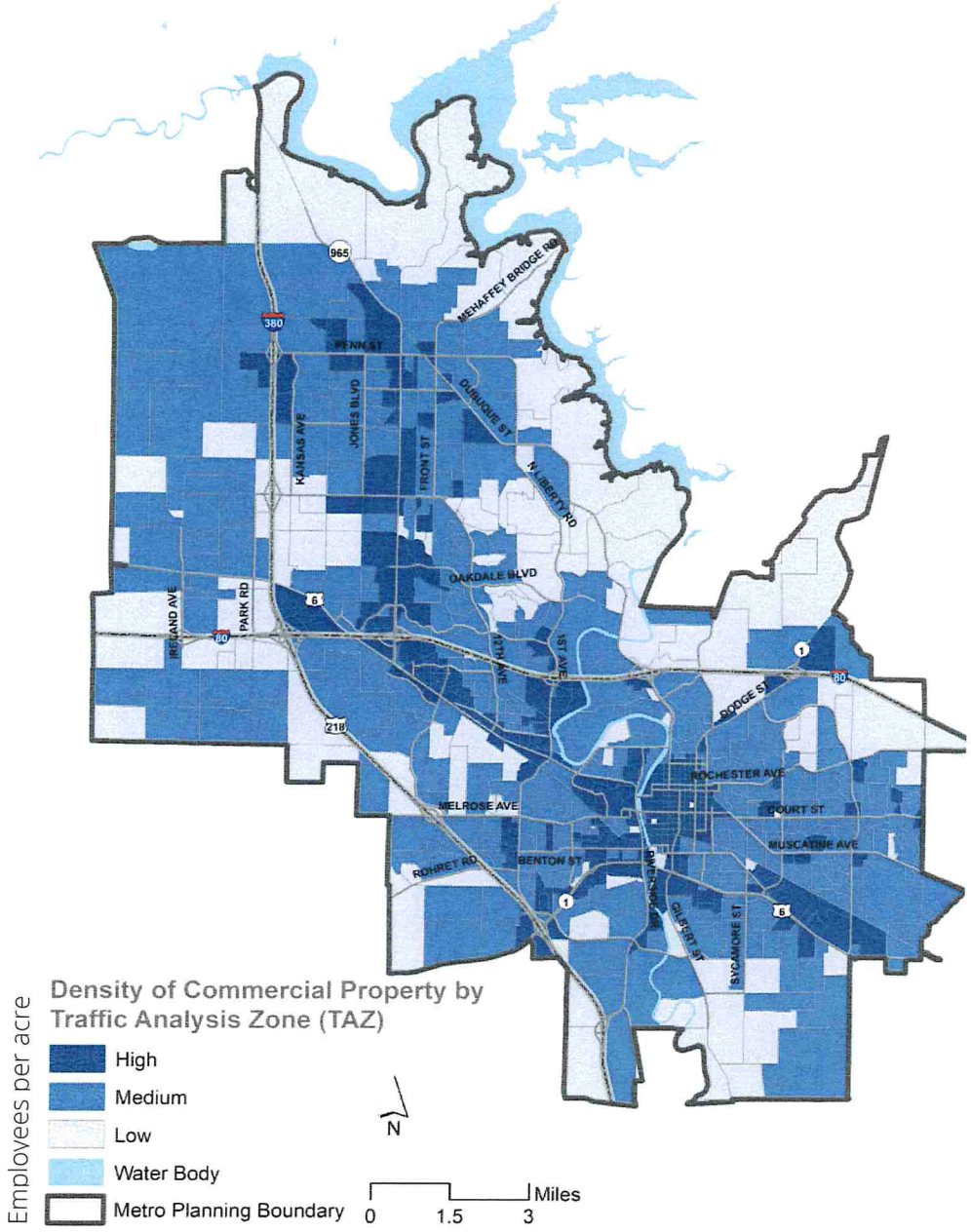


Major Employers

Employment Density

The greatest density of employment is located in central Iowa City where the main University campus and UIHC are located. The bulk of metro area commercial retail is located adjacent to Highway 6 and Coral Ridge Avenue in Coralville. The greatest density of industrial uses is located in southeastern Iowa City along Highway 6 and north of Penn Street in North Liberty. There is a cluster of office park employment in northeast Iowa City near Interstate 80 (ACT Inc campus, Pearson campus, and the Northgate Office Park) and in the Oakdale Research Park near Coral Ridge Avenue in Coralville.





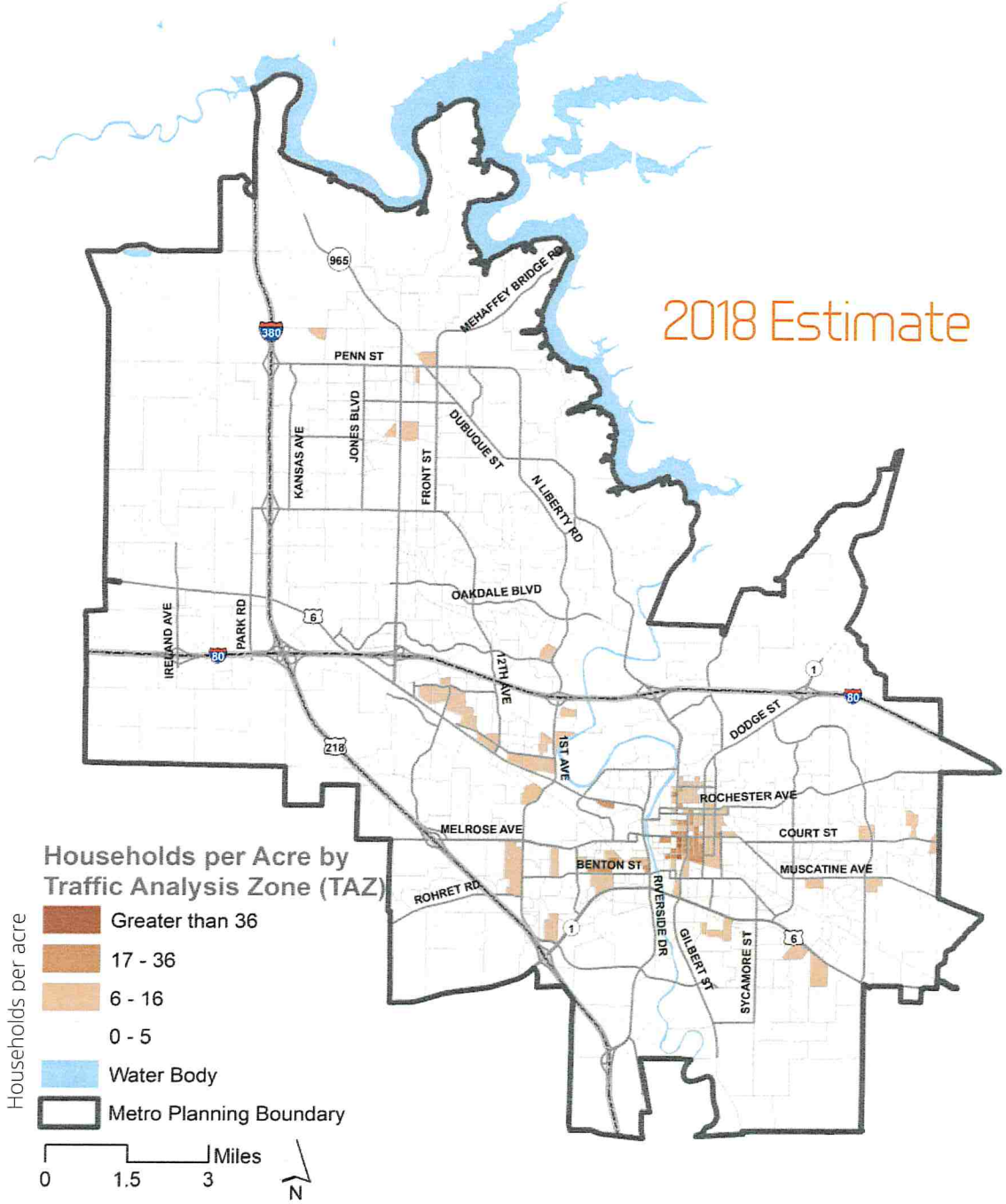
2050 Projection

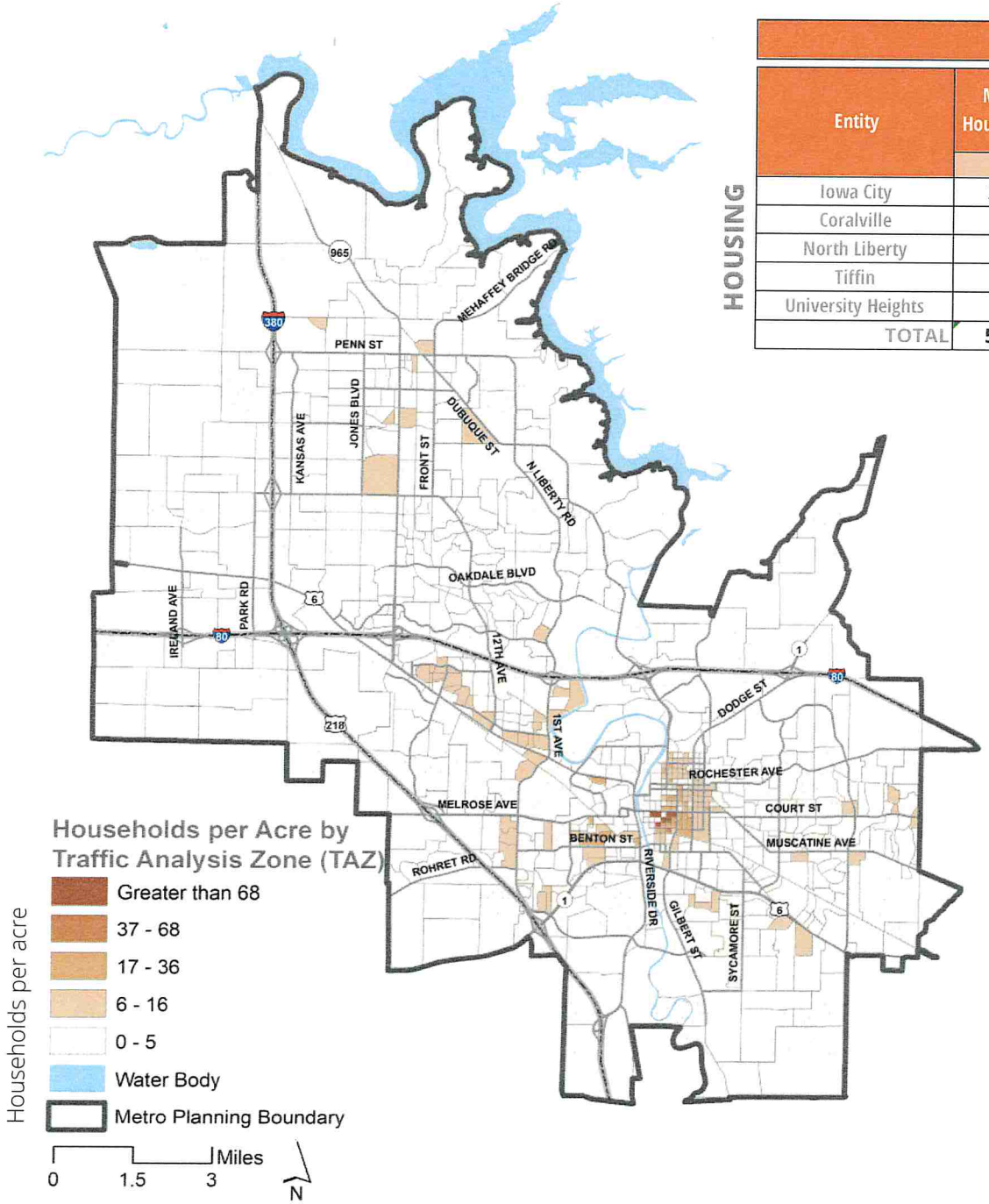
By 2050, North Liberty will experience a significant increase in employment density along Ranshaw Way/Highway 965, Kansas Avenue, and Penn Street. This employment density continues south into Coralville along Coral Ridge Avenue.

In Iowa City, the area along Highway 1, north of I-80, and adjacent to the Riverfront Crossings along Gilbert Street, will see an increase in employees.

Housing Density

Transportation and land use are inextricably connected. The density and mix of land uses and other features shape the transportation needs and habits of residents. Higher-density mixed-use areas tend to be associated with greater use of modes other than personal vehicles. Transit tends to be more feasible and desirable in compact areas, where large numbers of people can be served efficiently. Car trips tend to be shorter, and ride sharing is also more feasible because there is a greater likelihood that individuals are traveling to and from similar locations.





HOUSING

Housing Projections							
Entity	Model Households	Model POP/ HU	Projected Model Households	Model POP/ HU	Net Change 2018-2050	% Change 2018-2050	% metro
	2018		2050				
Iowa City	33,254	2.24	44,750	2.30	11,496	34.6%	54.7%
Coralville	8,804	2.34	12,956	2.25	4,152	47.2%	15.8%
North Liberty	7,402	2.48	17,850	2.33	10,448	141.2%	21.8%
Tiffin	1,298	2.32	5,578	2.30	4,280	329.7%	6.8%
University Heights	541	2.23	639	2.30	98	18.1%	0.8%
TOTAL	**51,299**	**2.32**	**81,773**	**2.30**	30,474		

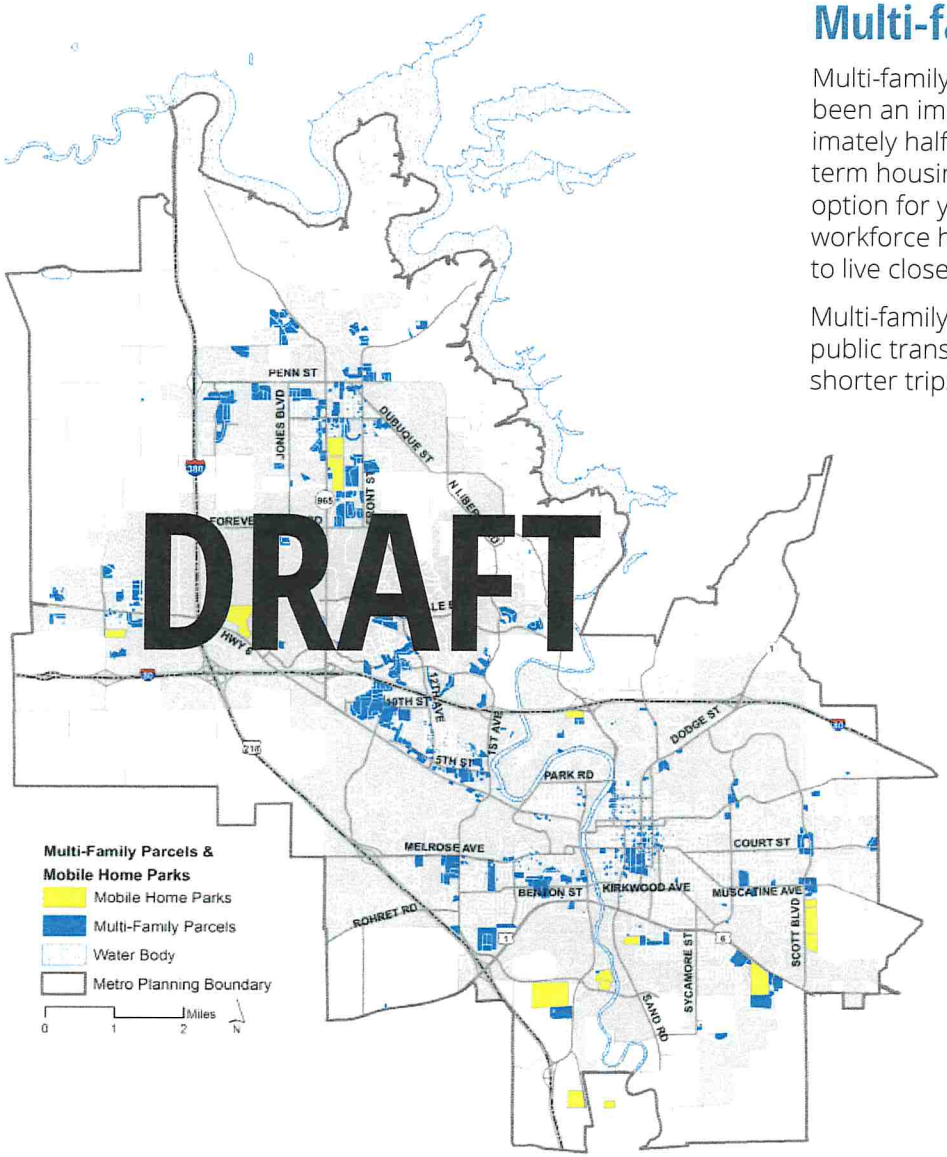
2050 Projection

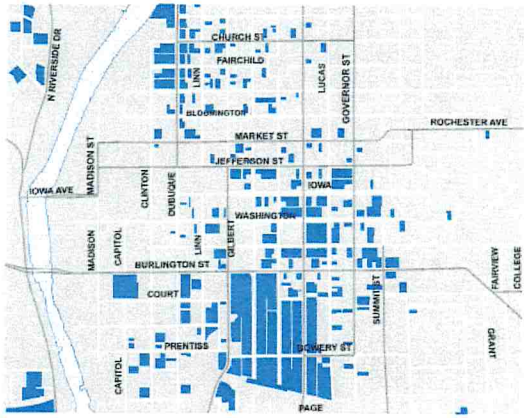
Based on current growth trends, the metro area will add more than 30,000 new units of housing (58% increase) in order to support population growth.

Multi-family Housing

Multi-family housing (apartments, townhomes, and duplexes) has long been an important housing option in the metro area, where approximately half of all residents rent. Multi-family housing provides short-term housing for university and college students and a more affordable option for young families and retirees. It is an increasingly popular for workforce housing, especially for those young professionals who prefer to live close to their place of employment or in the downtown center.

Multi-family housing can increase housing densities to better support public transportation, reduce public infrastructure costs, and allow for shorter trips and more walkable communities.

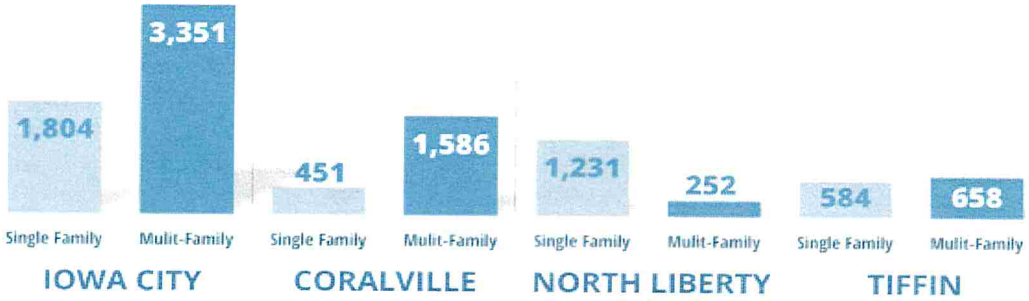




Note: Iowa City does not classify duplex (two-family) units as multi-family housing, therefore dulplexes are not reflected on the Iowa CIty portion of the map, though they are included for other communities.

Sources: Johnson County, North Liberty, Coralville, Tiffin, Iowa City. Date prepared: January 2017

Building permits for housing units by community 2010-2019



Community		IOWA CITY		CORALVILLE		NORTH LIBERTY		TIFFIN	
		Approved Building Permits for Housing Units							
Type of Housing		Single Family	Mulit-Family	Single Family	Mulit-Family	Single Family	Mulit-Family	Single Family	Mulit-Family
5 Years 2010-2014	2010	153	59	40	0	136	0	13	16
	2011	126	99	71	122	157	20	23	54
	2012	223	176	77	10	136	20	19	18
	2013	219	479	66	0	71	47	34	0
	2014	226	219	89	75	162	93	19	72
5 Years 2015-2019	2015	151	537	29	109	126	0	35	148
	2016	263	817	18	370	120	0	36	139
	2017	213	305	19	334	178	0	120	26
	2018	132	189	25	467	73	51	151	108
	2019	98	471	17	99	72	21	134	77
	Subtotal	1,804	3,351	451	1,586	1,231	252	584	658
	All Permits		5,155		2,037		1,483		1,242
		Single Family	Mulit-Family	Single Family	Mulit-Family	Single Family	Mulit-Family	Single Family	Mulit-Family
5-Year Comparison	2010-2014	947	1,032	343	207	662	180	108	160
	2015-2019	857	2,319	108	1,379	569	72	476	498
	Difference	-90	1,287	-235	1,172	-93	-108	368	338
	% Change by Type	-9.5%	124.7%	-68.5%	566.2%	-14.0%	-60.0%	340.7%	211.3%

Permits for multi-family housing units increased significantly in Coralville (+566%) and Tiffin (+211%) when comparing the 5-year periods 2010-2014 and 2015-2019. Iowa City saw a 125% in its housing unit permits when comparing these same 5-year periods.approving more multi-family unit permits than all other metro communities combined.

Tiffin is the only community where single-family building permits increased during 2015-2019 over the previous 5-year period. Single-family permits increases more than 300%.

Data from HUD shows no permits from University Heights despite development of One University Place multi-family development.

Source: State of the Cities Building Permit Data System, U.S. Department of Housing and Urban Development (HUD).

Youth and Transportation

The travel behaviors and needs of young people are not often considered in planning and yet, as any parent can attest, children generate much of family travel demand: travel to daycare, school and after school activities (e.g. clubs, sports, arts), appointments, and social activities with friends. Understanding youth travel seems particularly relevant at this time with the addition of a new high school in North Liberty and three new elementary schools and much public discussion regarding school redistricting in the Iowa City Community School District.

As part of the LRTP process, the MPOJC conducted its first ever youth transportation survey. More than 1,718 surveys were completed (342 K-6th elementary; 666 junior high; 710 high school). The responses raise a number of interesting issues worthy of further consideration or study. (See the supporting documentation for additional detail on the Youth Survey.)

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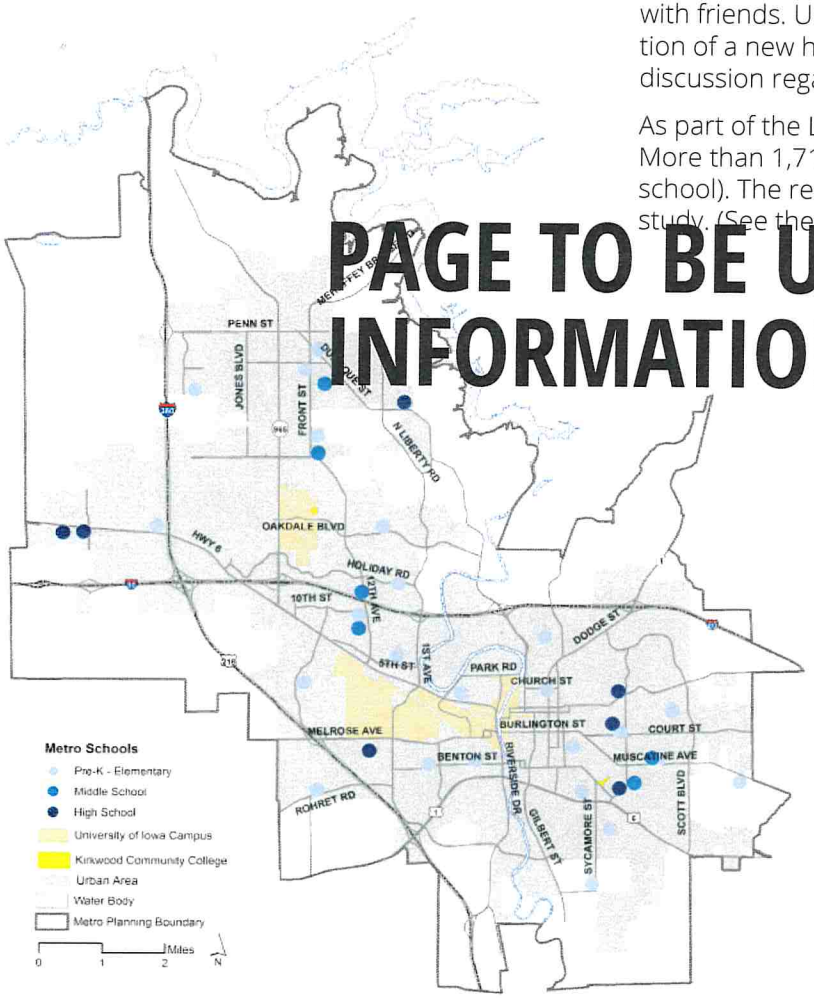
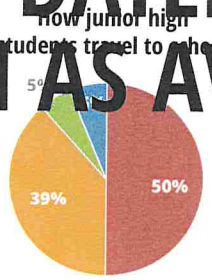
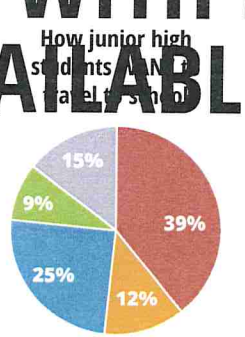
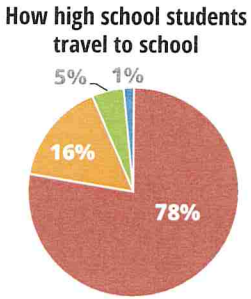


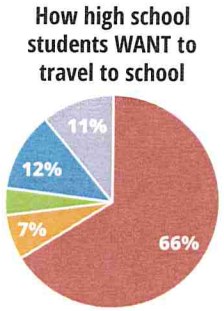




Among junior high students: 13% reported that they are unable to participate in after school activities due to difficulty getting to and from the places they need to go.

Of those who do participate in after school activities, 23% reported having difficulty getting to and from after school activities.





Among high school students: 17% of respondents indicated they are unable to participate in after school activities because of difficulties getting to and from the places they need to go.

Of those who do participate in after school activities, 20% reported difficulty getting to and from the after school activities.

Car Bus Bicycle Walk Motorcycle / Moped

[1] Census Transportation Planning Package "2015 Generations Profiles – Johnson County, Iowa" using American Community Survey Data http://download.ctpp.transportation.org/profiles_2015/transport_profiles.html

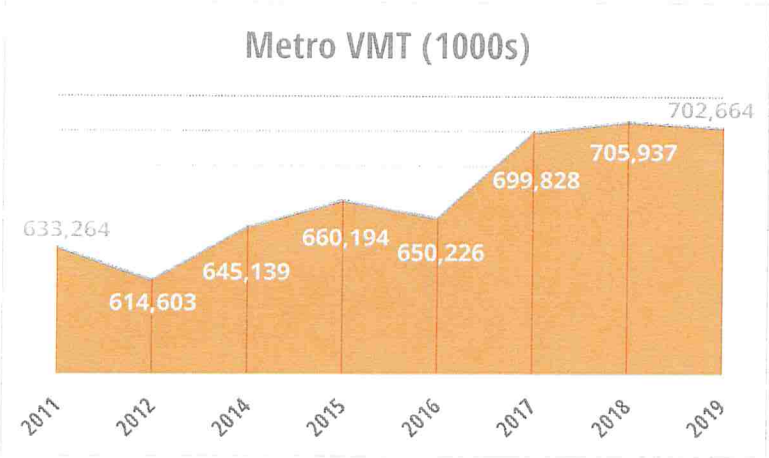
Vehicle Miles Traveled

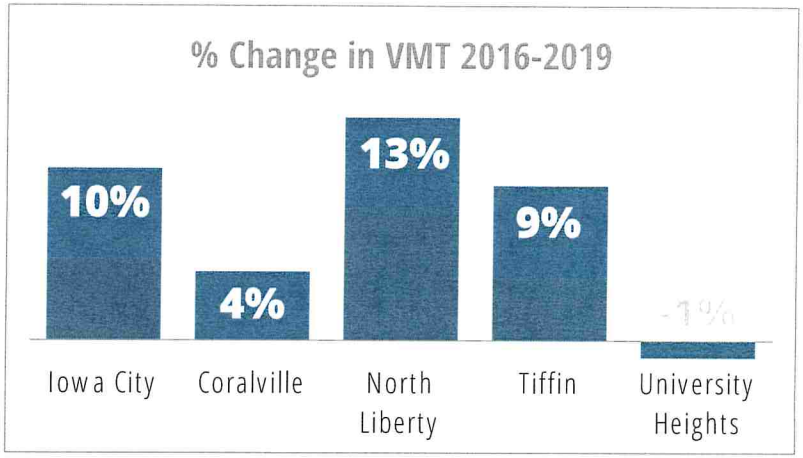
Average Midwest Fuel Price 2015
$2.41 per gallon
Average Midwest Fuel Price 2019
$2.54 per gallon
Source: US Energy Information Administration
eia.gov/petroleum/gasdiesel

Vehicle miles traveled (VMT) is an estimate of the miles traveled by all vehicles within a specific region each year. VMT has been generally trending upward since the Great Recession of 2008. A number of factors influence VMT including income, vehicle ownership by household, number and length of trips, costs of transportation (in time and money), demographic changes, and the built environment.

VMT helps us understand generally how trends in vehicle use and congestion change over time. VMT is also used to calculate the environmental effect of the transportation system, such as deriving greenhouse gas emission estimates.

At the local level, Tiffin and North Liberty's population and VMT continues to grow at significantly faster rates than other metro communities. Both have higher vehicle commuting rates because they have further distances to travel to get to major employment centers and other regional destinations.





Vehicle Miles Traveled (1000's of miles)									
	2011	2012	2013	2014	2015	2016	2017	2018	2019
Iowa City	319,489	317,831	309,788	322,448	328,790	326,826	360,781	360,705	360,877
Coralville	232,576	217,004	216,616	234,896	240,699	234,794	241,738	245,645	243,356
North Liberty	46,672	46,410	45,080	49,700	51,647	51,777	58,684	59,978	58,605
Tiffin	30,812	29,653	29,742	34,336	35,206	33,031	34,790	35,839	36,071
University Heights	3,715	3,705	3,585	3,759	3,852	3,798	3,835	3,770	3,755
Metro	633,264	614,603	604,811	645,139	660,194	650,226	699,828	705,937	702,664

Source: Iowa DOT (https://iowadot.gov/maps/Data/Vehicle-miles-traveled)

Commuting to Work

According to the 2019 American Community Survey, 76% of workers who live in the metro area commute by personal vehicle. Of those, 66.5% drive alone while 9.1% carpooled. 10% of residents walked to work while 7% used public transportation. Note that the ACS no longer tracks bicycling to work.

The percentage of respondents who rely on private behicles for transportation to work has increased slightly since 2015. This may be due, in part to the retail price of gasoline , which remained above $3.00/gallon during 2011-2014. Another factor may the be the rapid population growth in the north corridor where Tiffin and North Liberty have outpaced other metro communities.

	Iowa City	Coralville	North Liberty	Tiffin	University Heights	Metro Area	Iowa
Workers 16 years and over	41,772	11,254	11,075	1,928	610	66,639	1,587,322
MEANS OF TRANSPORTATION TO WORK							
Car, truck, or van	68.0%	85.0%	95.0%	95.0%	47.0%	72.8%	89.3%
Drove alone	58.9%	74.7%	83.6%	91.6%	46.1%	66.5%	81.1%
Carpooled	8.7%	10.0%	11.0%	3.3%	1.1%	9.1%	8.3%
Public transportation (except taxis)	8.7%	7.1%	0.9%	0.2%	6.7%	6.9%	1.1%
Walked	14.3%	3.6%	0.7%	0.3%	31.8%	11.2%	3.5%
Other means	5.1%	1.1%	0.8%	0.3%	11.3%	3.6%	1.4%
	0.5%	0.6%	4.3%	0.5%	1.2%	1.5%	1.0%
Worked at home	4.2%	3.6%	3.0%	4.3%	3.0%	3.9%	4.9%
Mean travel time to work (minutes)	17.0	18.7	24.3	19.5	15.3	19.0	19.3

University Heights has the highest percentage of workers who walk to work: 31.8%. Less than half of workers in University Heights drive to work.

North Liberty and Tiffin have the highest percentage or workers who commute by motor vehicle: 95%. Proximity to employment helps to determine how people commute to work. A majority of workers in both communities work in Iowa City, Coralville, or outside the County (see page 270).

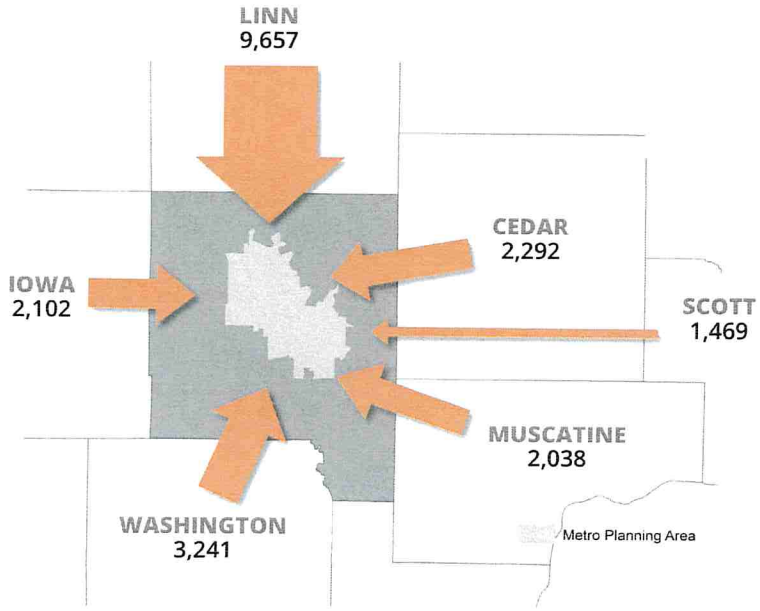
VEHICLES AVAILABLE	Iowa City	Coralville	North Liberty	Tiffin	University Heights
No vehicle available	7.4%	3.2%	0.4%	0.1%	6.1%
1 vehicle available	28.30%	24%	19.90%	21.10%	22.50%
2 vehicles available	43.10%	47.10%	57.80%	51.10%	47.90%
3 or more vehicles available	21.30%	25.80%	21.90%	27.70%	23.60%

Source: 2019 ACS 5-Yr Data

6%

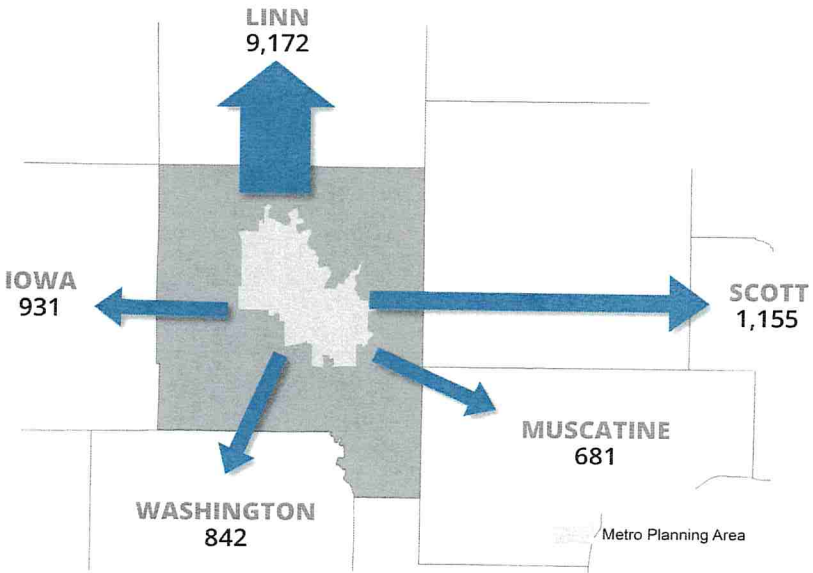
of households in the Metro Area do not have access to a car.

Nearly half of those employed in Johnson County commute in from other counties.

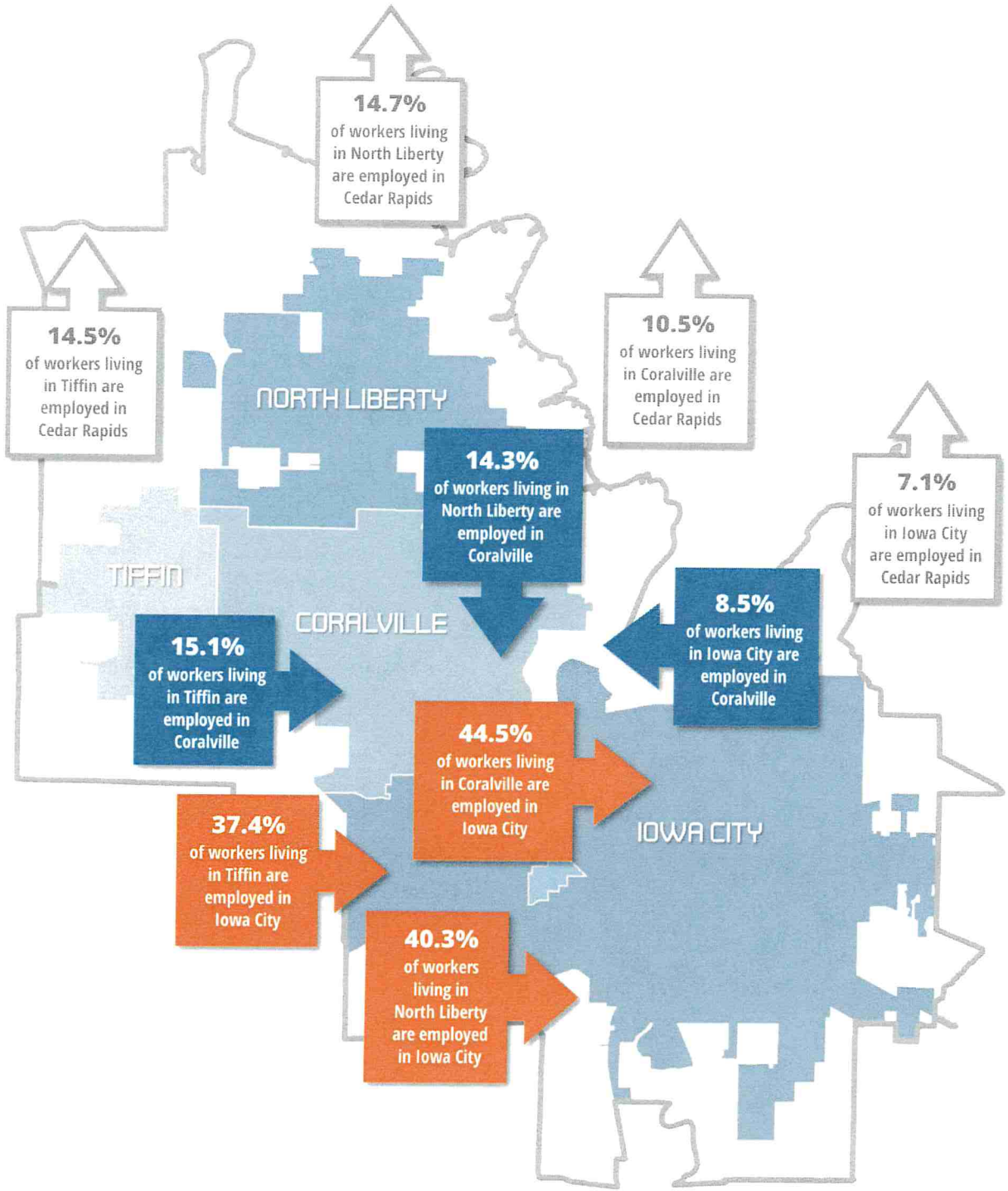


Resident County	# of Workers	Share of Workers Employed in Johnson County	
Johnson	47,650	**54.5%**	
Linn	9,657	11.1%	45.5% of all workers in Johnson County commute in from other areas.
Washington	3,241	3.7%	
Cedar	2,292	2.6%	
Iowa	2,102	2.4%	
Muscatine	2,038	2.3%	
Polk	1,882	2.2%	
Scott	1,469	1.7%	
Dubuque	1,099	1.3%	
Black Hawk	842	1.0%	
All Other Locations	15,111	17.3%	
TOTAL Workers	87,383		

Nearly a third of workers living in Johnson County travel out of the county for work.



County of Employment	# of Workers	Share of Workers Residing in Johnson County	
Johnson	47,560	**67.90%**	
Linn	9,172	13.1%	32% of Johnson County workers are employed in other counties.
Polk	2,235	3.2%	
Scott	1,155	1.6%	
Black Hawk	962	1.4%	
Iowa	931	1.3%	
Washington	842	1.2%	
Muscatine	681	1.0%	
Cedar	517	0.7%	
Dubuque	484	0.7%	
All Other Locations	5,392	7.7%	

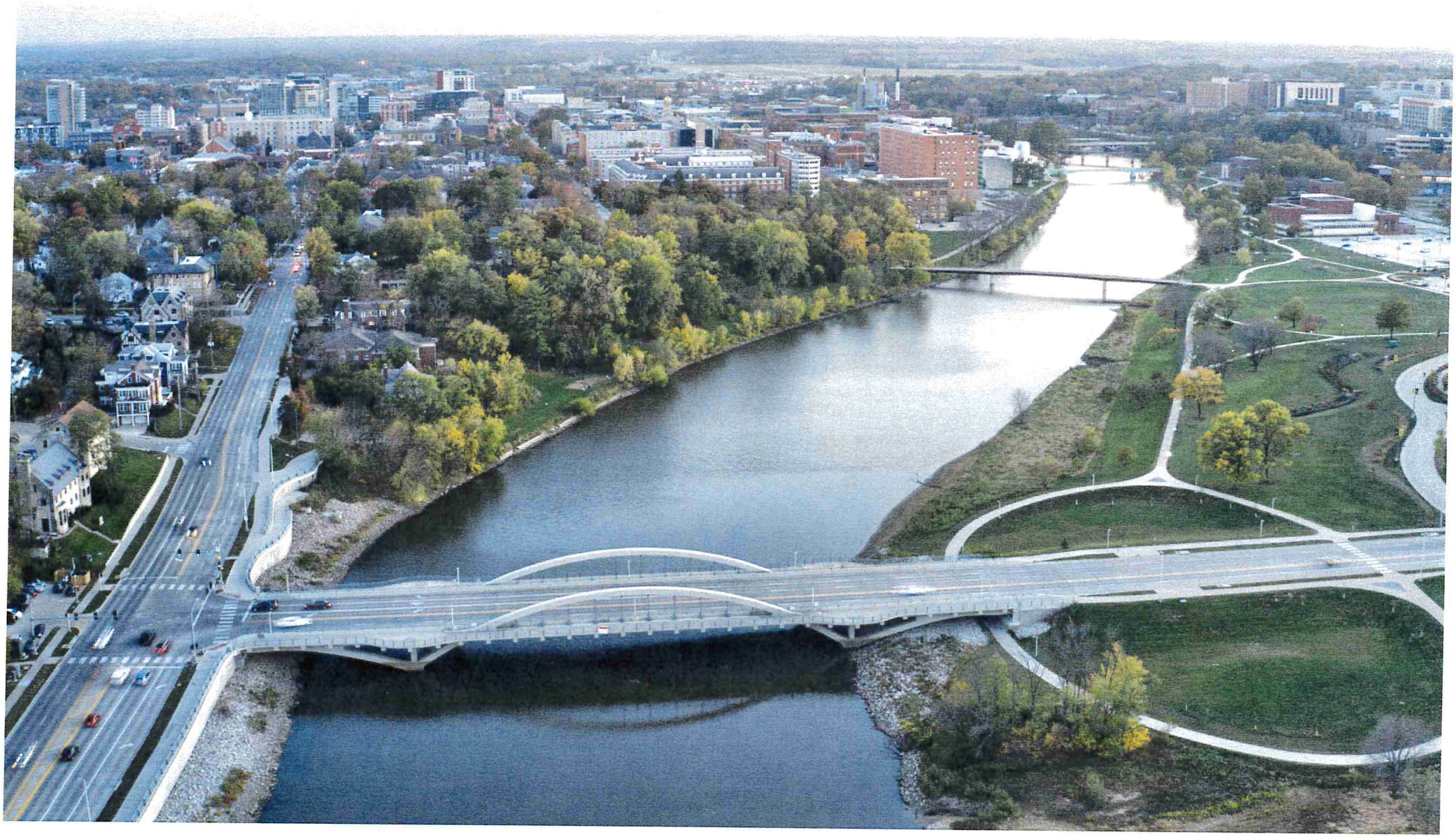


Commuting within the Metro Area for Work

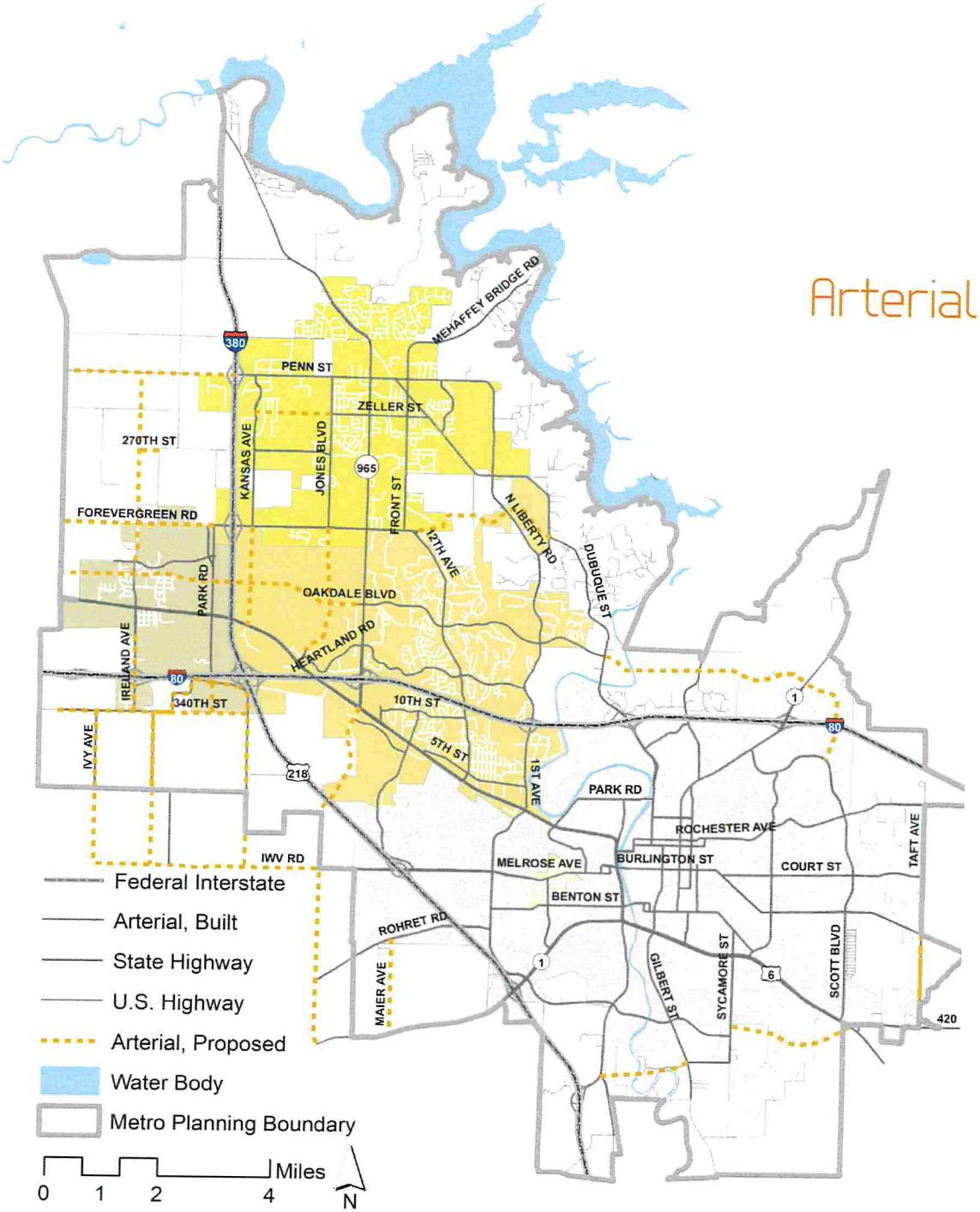
Many metro area residents live in one community but travel daily to another community for work. Iowa City and Coralville draw the greatest percentage of workers from adjacent communities within the metro. Cedar Rapids is also a major draw for workers from the metro are. As noted on page 26, over 9,000 workers who live in the Iowa CIty urbanized work in Cedar Rapids and over 9,500 workers who live in Cedar Rapids work in our metro area.

Source: U.S. Census Bureau, On The Map Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employmen, 2nd Quarter of 2002-2018).

Road and Bridge Network



Arterial Streets Map



Road and Bridge Network

Vision

To create a comprehensive, integrated, and connected road network, accomodating mulitple modes of travel, to support sustainable growth and development and enhance quality of life.

Transportation Network

The nearly five-hundred mile metropolitan area roadway network is the backbone of the transportation system in the urbanized area. The arterial street network provides multi-modal access to neighborhoods, commercial and industrial areas, schools, and parks. Arterial streets are the main routes for commercial deliveries, emergency service vehicles, school buses, and public transit vehicles. Local roads provide direct access to most households, carry the lowest amount of traffic, have the lowest speeds, and tend to be most popular with pedestrians and bicyclists.

Arterial Streets

The MPOJC Arterial Streets Map (see opposite page) reflects the metropolitan area arterial streets including the U.S. Highway, State Highway, and Interstate System, and shows where future arterial street extensions are expected. Future arterial streets show the general location and connectivity of an arterial street corridor; the exact location will be determined through the design and engineering process. Future arterial corridors are identified by metro area entities. The Arterial Streets Map is approved by the MPOJC Urbanized Area Policy Board coincident with the adoption of the LRTP.

27 miles
Interstate Highway

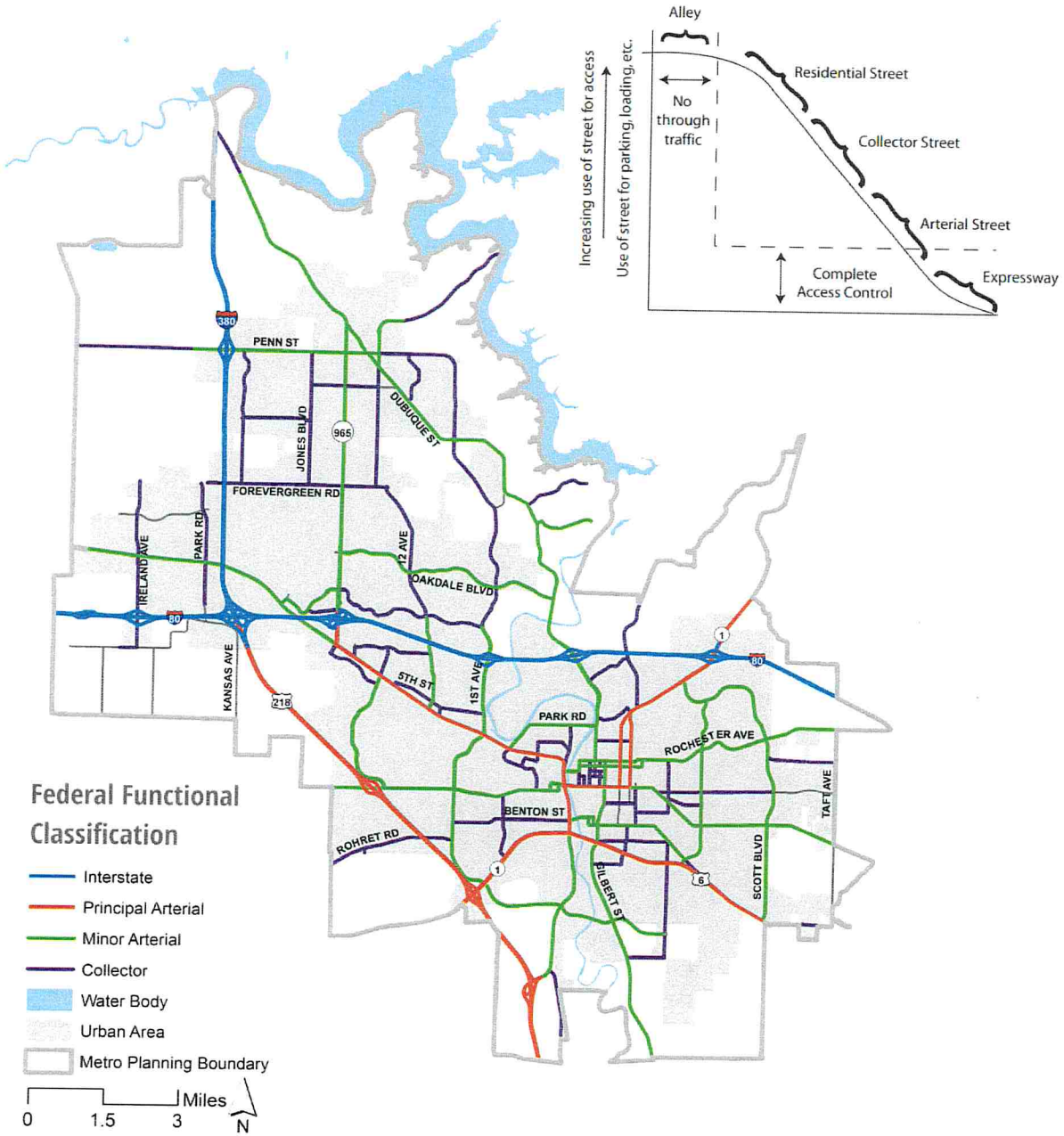
29 miles
Principal arterials (state highways)

87 miles
Major arterials

69 miles
Collector streets

375 miles
Local roads

587 total centerline miles
in the Metro Area



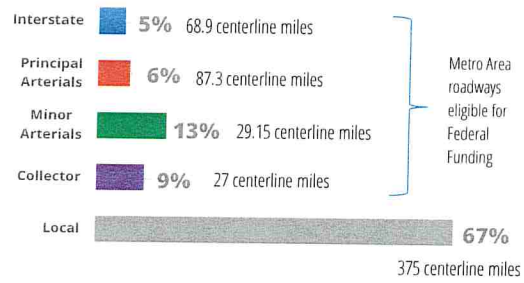
Functional Classification

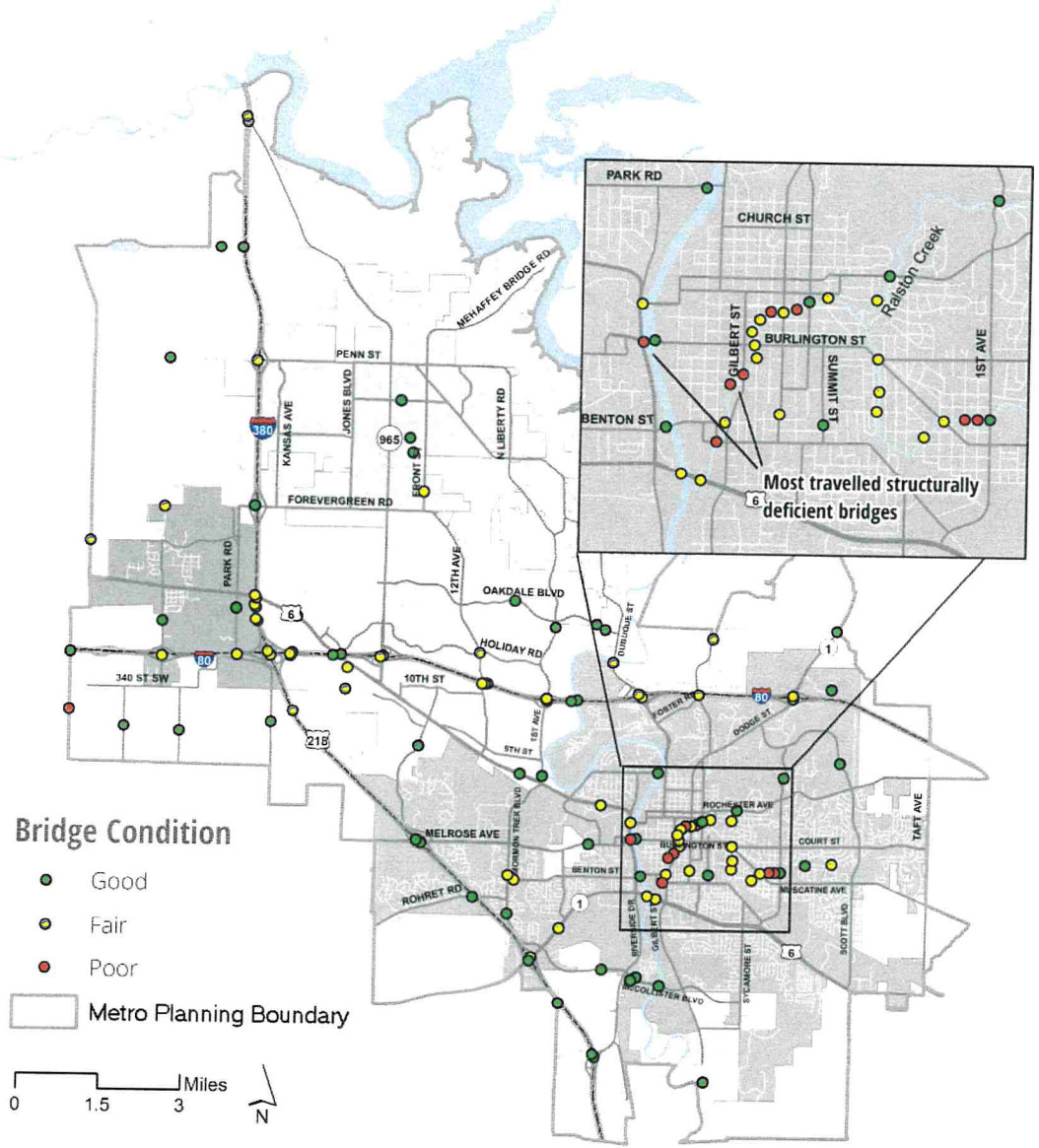
Functional classification is a tool used to define the role of roadways within the larger transporation network. Each classification fits within a hierarchy based on the level of mobility and access that the particular roadway is intended to provide. Roadways with higher classifications better serve mobility and provide less access to individual properties, whereas roadways with lower classifications provide better access to individual properties and provide less overall mobility. Vehicles are able to move with the highest speeds and least delay on higher-order roadways, such as expressways, while bicyclists and pedestrians tend to move with the greatest ease on lower-order streets, such as local, and collector streets.

Classification of Metro Area Roadways

The MPO works with local jurisdictions, the Iowa DOT, and the FHWA to determine the federal functional classification of metro area roadways. Approximately 33% of the metro area roadways are classified on the Federal Functional Classification map (see left). This designation is significant as federal funding can only be spent on roadways functionally classified as collector or higher.

Functional classification from highest to lowest:





Good (G), Fair (F), Poor(P): These terms are defined in accordance with the Pavement and Bridge Condition Performance Measures final rule, published in January of 2017.

Condition	Rating	Definition
GOOD	≥ 7	Some minor problems or maintenance needs in the near future.
FAIR	5 or 6	All promary structural elements are sound but may have minor section loss, cracking, spalling or scour.
POOR	≤ 4	Advanced section loss, deterioration, spalling, or scour

Status of the Metro Area's Bridges

The Federal Highway Administration (FHWA) has developed condition ratings to describe overall condition of bridges. Across the nation, bridge condition is determined by the lowest rating of National Bridge Inventory (NBI) condition ratings for the bridge deck, superstructure, substructure or culvert. Bridge condition is classified in terms of good, fair and poor condition as noted in the table below.

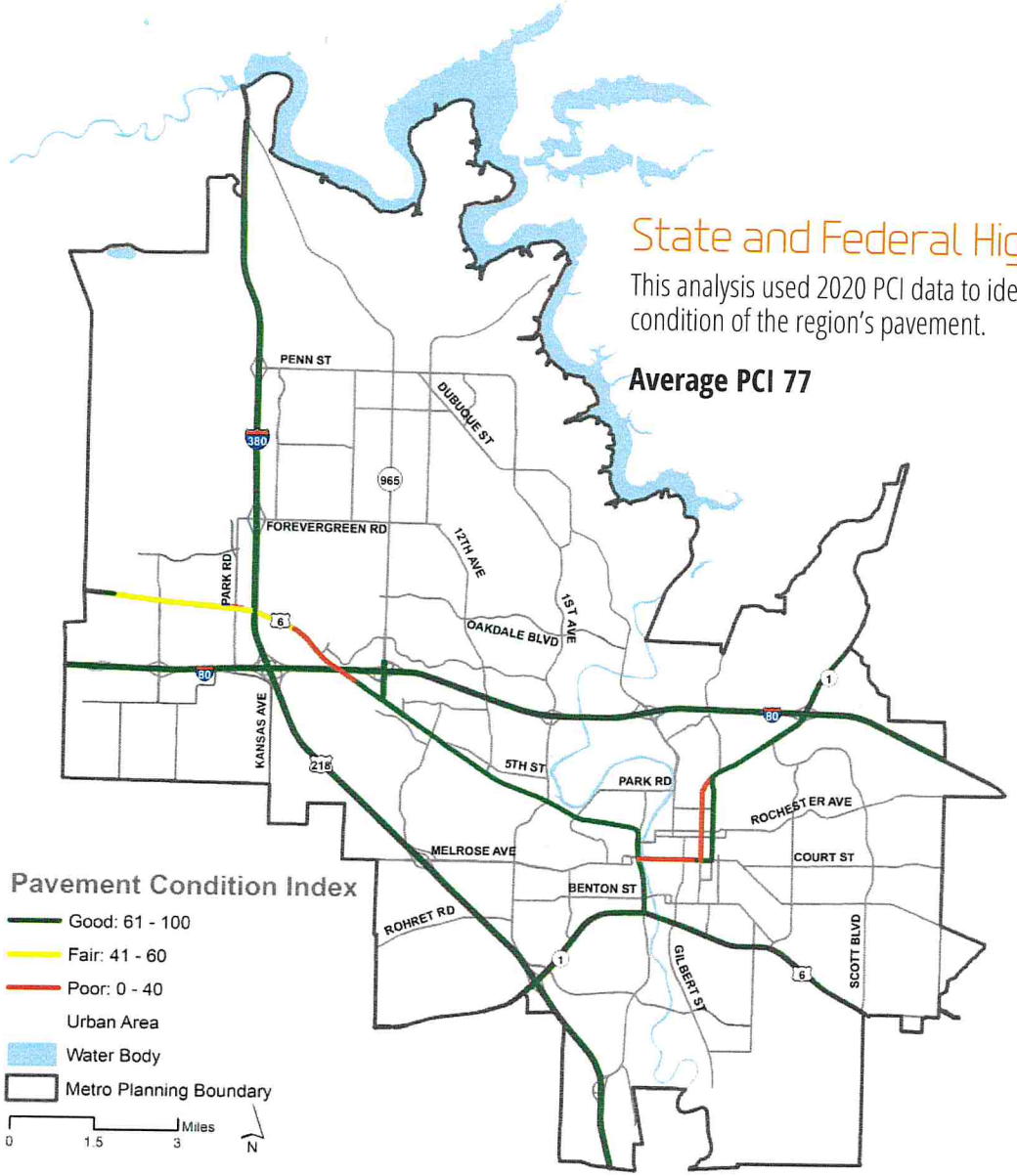
Of the nation's 618,456 bridges, 45% are in good condition whereas 7.2% are in poor condition. As compared to the nation, the percentage of Iowa's bridges in poor condition is 19.1% making Iowa #2 in the nation in percent of structurally deficient bridges and #1 in the nation in number of structurally deficient bridges. Of those structurally deficient bridges in Iowa, 9 are in our metropolitan planning area.

This map depicts bridge location and category of the 121 bridges within the metropolitan planning boundary. Of the 121 bridges; 53 are in good condition, 59 are in fair condition and 9 are in poor condition. Of the 9 bridges in poor condition, 8 are city owned.

The top two most traveled structurally deficient bridges in Iowa are located in Iowa City:

1. Gilbert Street over Ralston Creek* (14,500 daily crossings)
2. IA 1 northbound over the Iowa River (10,650 daily crossings)

*The Gilbert Street bridge over Ralston Creek is slated to be replaced in FY2022 with $1,000,000 in Surface Transportation Block Grant – Highway Bridge Program federal funding.



State and Federal Highways

This analysis used 2020 PCI data to identify the condition of the region's pavement.

Average PCI 77

Pavement Condition

The condition of our region's infrastructure is monitored using a numerical rating called Pavement Condition Index (PCI). PCI is a metric developed by the Iowa DOT that accounts for a pavement's ride quality and the amount of cracking, faulting, and rutting on it. PCI rates the condition of the surface of a road network from 0-100, where 0 is poor and 100 is good.

Source: Iowa DOT Transportation Asset Management Plan (2019-2028)

PCI for State and Federal Highways:
Pavement condition data for state and federal highways in Iowa is collected by the Iowa DOT and is shown on the map to the left. The pavement condition of all state and federal highways in the metro area averages (77), which means roads are generally in good condition.

*** 97% of State and Federal Highways are in fair to excellent condition.**

*** 3% are are in poor or very poor condition.**

Overall, Iowa's roadway system includes more that 240,000 lane miles of roadway.

Source: Iowa DOT TAM Plan.

PCI for Local Federal Aid Routes:

Pavement condition for local roads eligible for federal aid is collected through the Institute for Transportation at Iowa State University (InTrans) and is shown in the map to the right. The pavement condition of all Federal Aid eligible roadways is in relatively good condition averaging x. [Information on pavement condition by community and for local streets can be found in the Supporting Documents section of this plan.]

Within the metro area, x% of local Federal Aid routes are classified as being in fair or good condition; which can be attributed to the region's continued investment in the repair and maintenance of our roadways. The region's pavement condition will be tracked over time in order to measure performance and help prioritize improvements.

70% of Local Federal Aid Routes are in fair to excellent condition.

30% are are in poor or very poor condition.

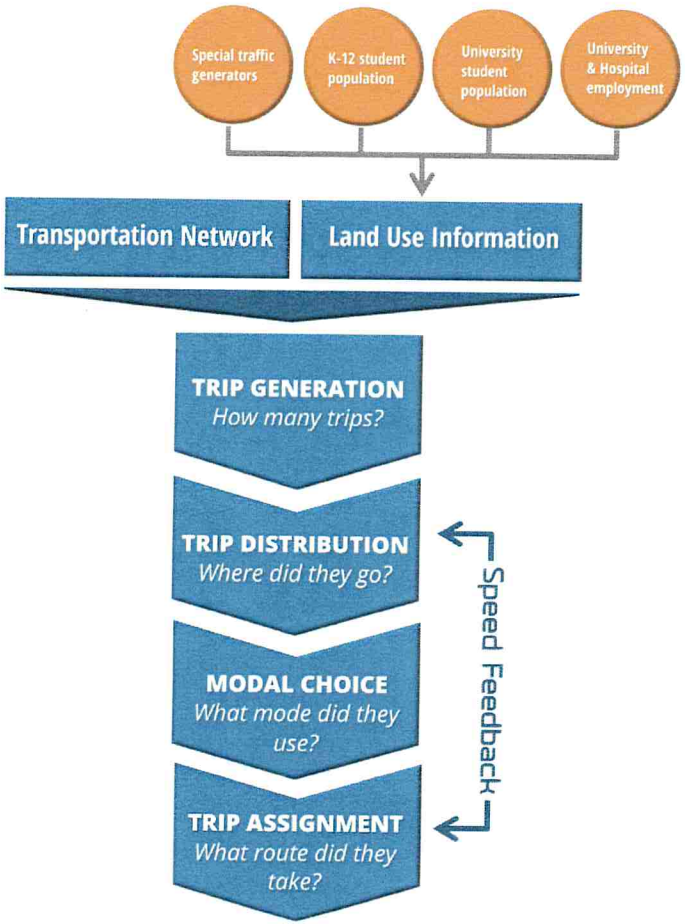
NOTE: The PCI numbers obtained from the Iowa DOT and InTrans are not comparable values as they are derived from different equations.

Local Federal Aid Routes

This analysis used 2013 PCI data to identify the condition of the region's pavement.

Average PCI 61

Local Federal Aid Routes are those roadways eligible for Federal transportation funding. Minor Collectors within the Urbanized Area and all Major Collectors, Arterials, Freeways/Expressways, and Interstates are eligible for Federal transportation funds.



Travel Demand Model

Travel demand models (TDM) simulate existing travel patterns and forecast future travel patterns based on existing, committed, and planned system improvements and socio-economic changes. TDMs support the development of the long range transportation plan and provide an objective tool for evaluating major infrastructure projects, traffic volumes, and delay. TDM's are nationally recognized tools used by nearly all MPO's and DOT's across the United States.

The Metropolitan Planning Organization of Johnson County (MPOJC), along with assistance of the Iowa DOT, developed a TDM for the 2050 Long Range Transportation Plan. The MPOJC TDM was built using the Iowa DOT's Iowa Standardized Model Structure (ISMS) . ISMS provides a standardized yet scalable travel demand modeling architecture for use by all MPOs across Iowa. The MPOJC TDM utilizes TransCAD as the software that performs the four-step modeling process of trip generation, trip distribution, mode choice, and traffic assignment.

1. Trip Generation

Trip generation is the process of estimating the number of trip productions and attractions at each transportation analysis zone (TAZ) based on the socio-economic activity within the zone. The model relies on data about economic activity (housing units, building area, and land use area) to predict transportation decisions and trip generation. This process is conducted independently by trip purpose and typically done for each discrete time period.

Input Data

Model development begins with the preparation of socioeconomic data for the entire metropolitan area. A few of the primary elements of the TDM include:

- Parcel data (housing units, building area, and land use area)
- U.S. Census data (housing and demographic data)
- Network data (lanes, posted speeds, status of roadway improvements)

Trip Purposes

Travel characteristics typically vary depending upon the reason the trip is being made. Some types of trips can only fulfill the intended purpose of that trip at very specific locations, such as schools. Other types of trips are less sensitive to the distance between the origin point and the choices of destination, such as work trips. As such, trips were simplified into 3 basic categories:

1. Home-based work – a trip between one's home and workplace
2. Home-based non-work – a trip between one's home and a location other than work, such as shopping
3. Non-home based – a trip that does not begin or end at home, such as a trip from work to shopping

Time Period

The daily person trip activities and various network elements are subdivided into four time periods, AM (6:00-8:59), Mid-day (9:00 AM – 2:59 PM), PM (3:00-5:59) and off-peak (9:00 AM-2:59 PM, 6:00 PM – 5:59 AM). Weekday and weekend travel are modeled individually.

Transportation Analysis Zones

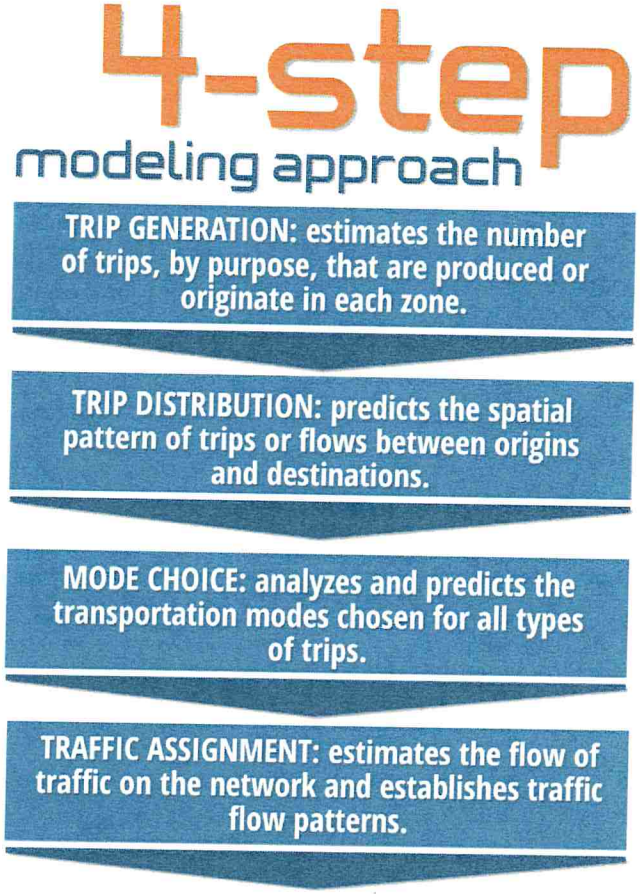
A transportation analysis zone (TAZ) represents the geography within which economic activity occurs that results in the movement of people and freight. Each TAZ includes base year population and land use data. Local planners then assigned their jurisdictions' anticipated population and employment growth (reference land use maps/ pop growth pg) to the TAZs for years 2018 2050. TAZ boundaries are typically roads included in the network or natural features, such as the Iowa River. Each TAZ includes a centroid, which is usually placed near the center of activity, and centroid connectors, which are links that connect the centroid to the network. The distribution of trips in the TDM is based on a traditional gravity model formula which assumes that the amount of travel between TAZs is based on the relative attractiveness between the origin and the destination.

There are 850 TAZs ranging in size from individual blocks in the more densely populated areas to several square miles near the periphery of the planning boundary. There are also 35 external zones located where roads cross the planning boundary. The external zones are intended to represent the traffic passing through the metropolitan area.

Transportation Network

The model network includes all Federal Functional Classification (FFC) roads in the metropolitan area as well as some local roads that are critical for connectivity. All roads are categorized based on their capacity, speed of travel, number of lanes, existence of turn lanes and surrounding land uses. Transit routes and stops were tied to the transportation network file. The model network is then used to simulate trips between the production and attraction pairs of traffic analysis zones.

Transportation improvements not included in the base condition model are also stored in the transportation network file. MPO staff coordinated with local entities to develop the list of projects to be included in the long-range transportation plan. The improvements include anything from new roadways, additional or reduced capacity change, etc. [Pages 94-102.]



Traffic Model applications

- Identify potential deficiencies in the road network
- Estimate fire response times.
- Generate forecasted traffic volumes.
- Estimate the impacts of various scenarios such as adding new roads, changing the capacity of existing roads, or removing roads from the network.

Limitations of the Travel Demand Model

Travel Demand Models (TDMs) are best used for general indications of traffic patterns. Traffic forecasts are generated with the best information available, but no model software can predict future political, cultural, and economic decisions including:

- Local decisions related to annexation and zoning patterns;
- Private sector decisions on where to locate high traffic generation land uses;
- Cost of fuel; and
- Individual decisions of preferred transportation mode.

Person Trip Generation – Productions and Attractions

Each trip has two trip ends. The trip generation mode calculates trip ends separately: one end is classified as a trip production and the other end is a trip attraction. When trips start or end at home, the home end is defined as the production end and the other end is defined as the attraction end. Because the trip productions and attractions are calculated independently, they're likely to estimate different values for productions and attractions. Thus, trip balancing is conducted to systematically modify either trip productions or attractions throughout the model area to result in an equal number of each.

2. Trip Distribution

Trips are distributed across the region by way of a standard gravity model process. The gravity model assumes that the amount of travel between TAZs is based on the relative attractiveness between the origin and the destination.

3. Mode Choice

Includes specific transit route details, including each transit route, route stops, route headways and access modes to and from transit.

4. Traffic Assignment

Traffic or route assignment is the process of estimating the traffic flows on a network. The process evaluates the impedance along the possible combination of links to connect each trip's origin and destination, then assigns the trips to those links. The process then recalculates the impedance on each link based on the number of trips assigned to the link and the relationship to the available capacity of each link. With updated impedances, the assignment process reassigns trips, continuing in an iterative process until an acceptable tolerance has been achieved between impedances and trips on the network.

Model Validation, Calibration, and Reasonableness Checking

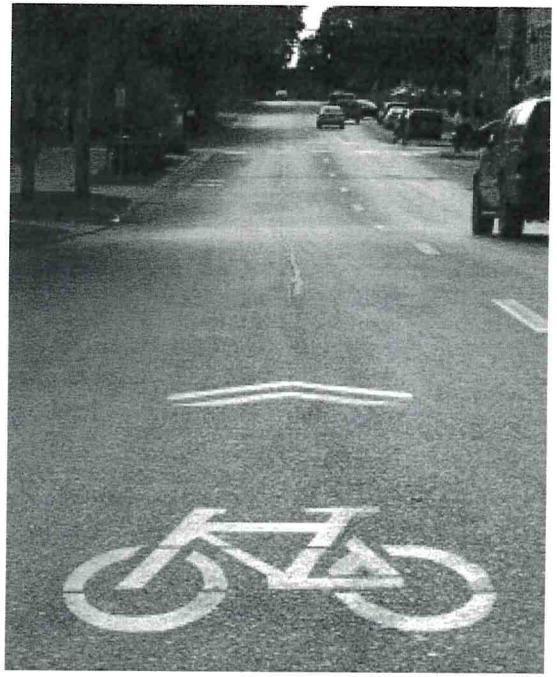
Each step in the ISMS recommended model architecture includes guidance on model calibration, validation and reasonableness checks. Model calibration is the adjustment of model constants to better replicate observed results. Model validation is the comparison of a model to observed data not directly used in the model development. Model reasonableness is comparing model outputs to expected results.

Level of Service

Capacity needs for the Iowa City Urbanized Area were evaluated based on current conditions (base year 2018) and anticipated future conditions (horizon year 2050). Level of Service (LOS) was used to evaluate the delay vehicle drivers experience. The Iowa DOT and MPOJC have adopted LOS E as the design capacity for the purposes of vehicular traffic modeling and planning. LOS E represents the "ultimate theoretical capacity" of roadways. As traffic approaches LOS E, drivers experience congestion and delays, and some begin to divert to adjacent, less congested routes.

LOS uses qualitative measures that characterize operational conditions within a traffic stream and perception of these conditions by motorists and passengers. The descriptoins of individual levels of service (A-F) characterize these conditions in terms of factors such as speed and travel time, freedom to maneauver, traffic interruptions, and comfort and convenience. [3]

Level of Service	Technical Description	Peak Hour Delay
A	Free flow, unencumbered movement. No restriction on speed or maneuverability.	NONE
B	Reasonable flow. Slight restriction on maneuverability.	SLIGHT
C	Stable flow. Some restriction on speed. Drivers must be careful when changing lanes.	MINIMAL
D	Approaching unstable flow. Density of traffic is increased. Speed declines. Maneuverability is limited.	MINIMAL
E	Operating at capacity; unstable flow. Vehicles are closely spaced with little room to maneuver.	MODERATE
F	Very congested. Speeds vary; unpredictable.	POTENTIAL GRIDLOCK



Bicycle and Pedestrian Level of Service

Level of Service (LOS) criteria for vehicles are different from those for bicycles and pedestrians. The LOS criteria for bicycles and pedestrians considers conditions including pavement width, number of travel lanes, traffic speeds, average daily traffic (ADT), delay, prescense of heavy vehicles, corner circulation area, and the prescense of pavement markings or other facilities specific to these users.

MPOJC evaluates bicycle and pedestrian LOS at specific locations at the request of our member entities. This allows for comparison of the experience of drivers, pedestrians, and bicycles simulanously.

Peak hour traffic congestion

2018 Vehicular Level of Service

Existing Roadways

In 2018, the majority of roads in the metro area experience very little congestion and high levels of service during the AM and PM peak hours. Over 97% of road miles perform at LOS A, B or C during the AM peak hour and approximately 95% during the PM peak hour. That said, a portion of Melrose Avenue in University Heights, Park Road in Iowa City, and the northbound Interstate 80/380 ramp currently experience congestion during the AM peak hour. During the PM peak hour, a couple of the Interstate 80/380 and Highway 218 interchange ramps are congesting. For more information on proposed capital infrastructure projects, refer to pages 94-102.

Exisiting Roadways - Roadways that are built and operational as of 2018.

Data Source: 20148MPOJC Travel Demand Model

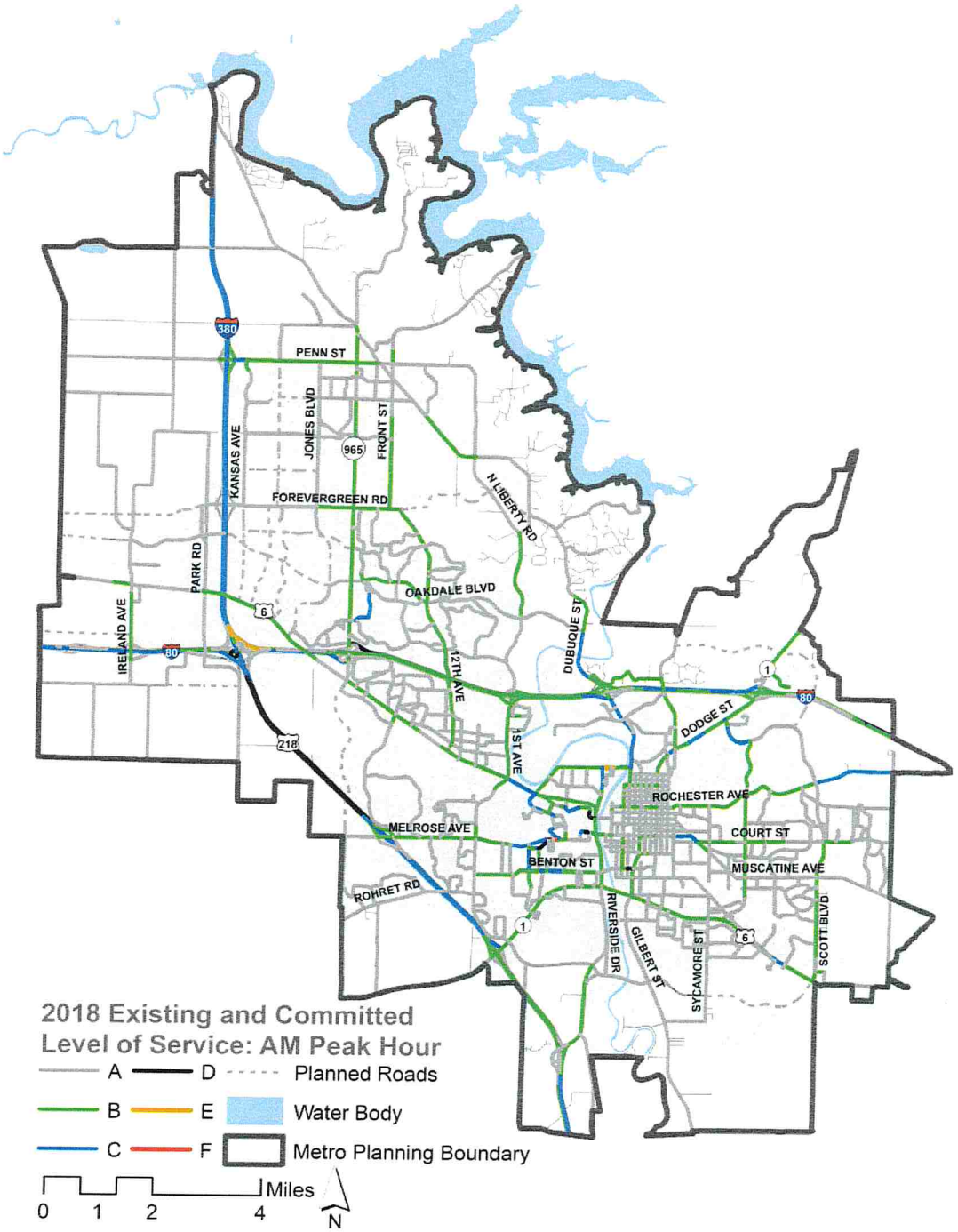
OS is used to indicate areas where traffic congestion may be problematic luring peak travel periods.

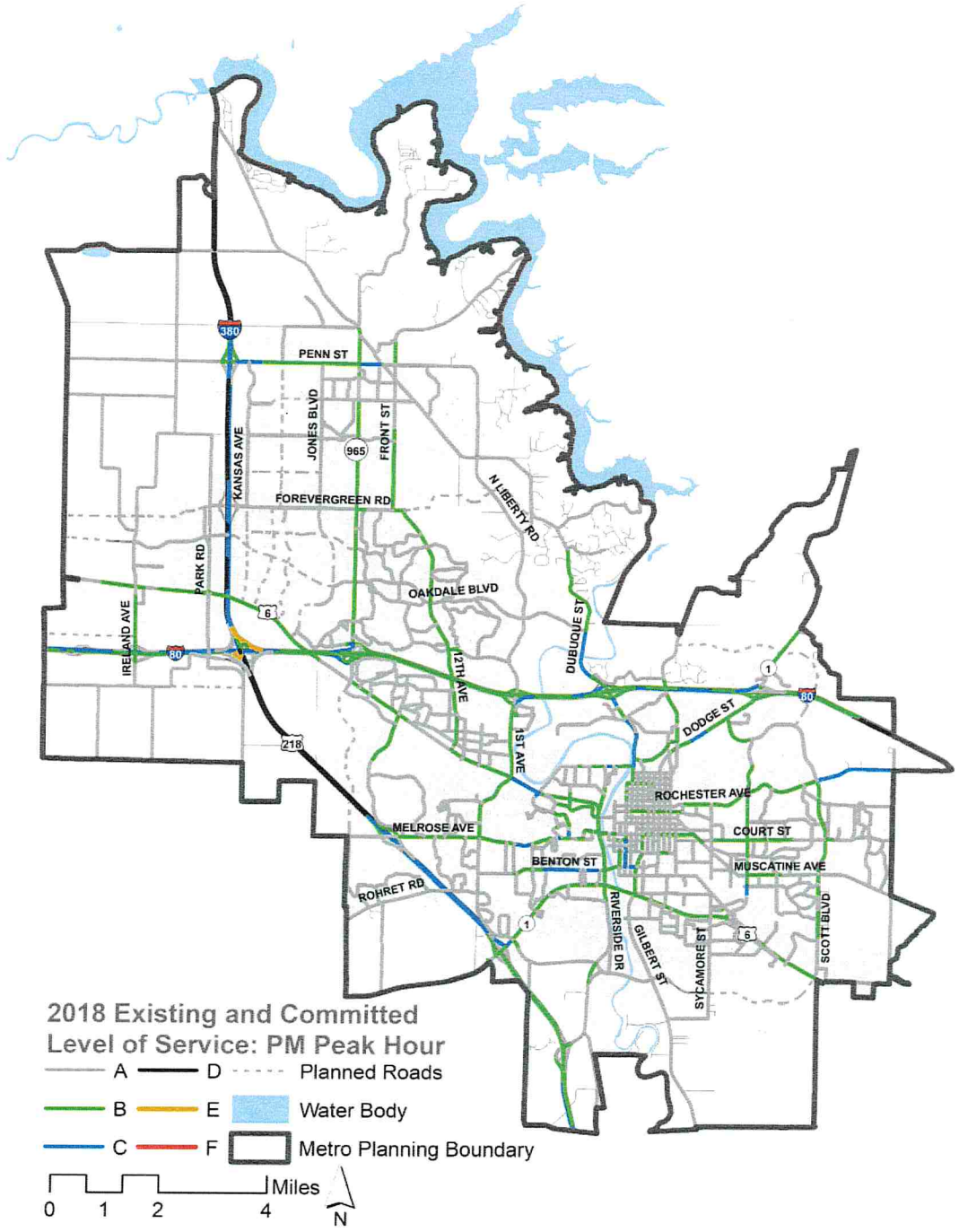
2018 Vehicular Level of Service
Existing & Committed

This map shows that the relative impact of the few committed projects on metro congestion is minimal (when compared to the "existing" conditions map) as a majority of these projects were not intended to be significant system expansion or capacity projects. For more information on proposed capital infrastructure projects, refer to pages94-102.

Existing Roads – Roadways that are built and operation as of 2018.

Committed Roads – Roadway projects that have programmed funding but are not yet built.




2018 Existing and Committed
Level of Service: PM Peak Hour
A
B
C
D
E
F
Planned Roads
Water Body
Metro Planning Boundary
Miles
0
1
2
4
N
380
80
965
6
218
1
PENN ST
JONES BLVD
FRONT ST
KANSAS AVE
FOREVERGREEN RD
N LIBERTY RD
PARK RD
IRELAND AVE
OAKDALE BLVD
DUBUQUE ST
12TH AVE
1ST AVE
DODGE ST
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MELROSE AVE
BENTON ST
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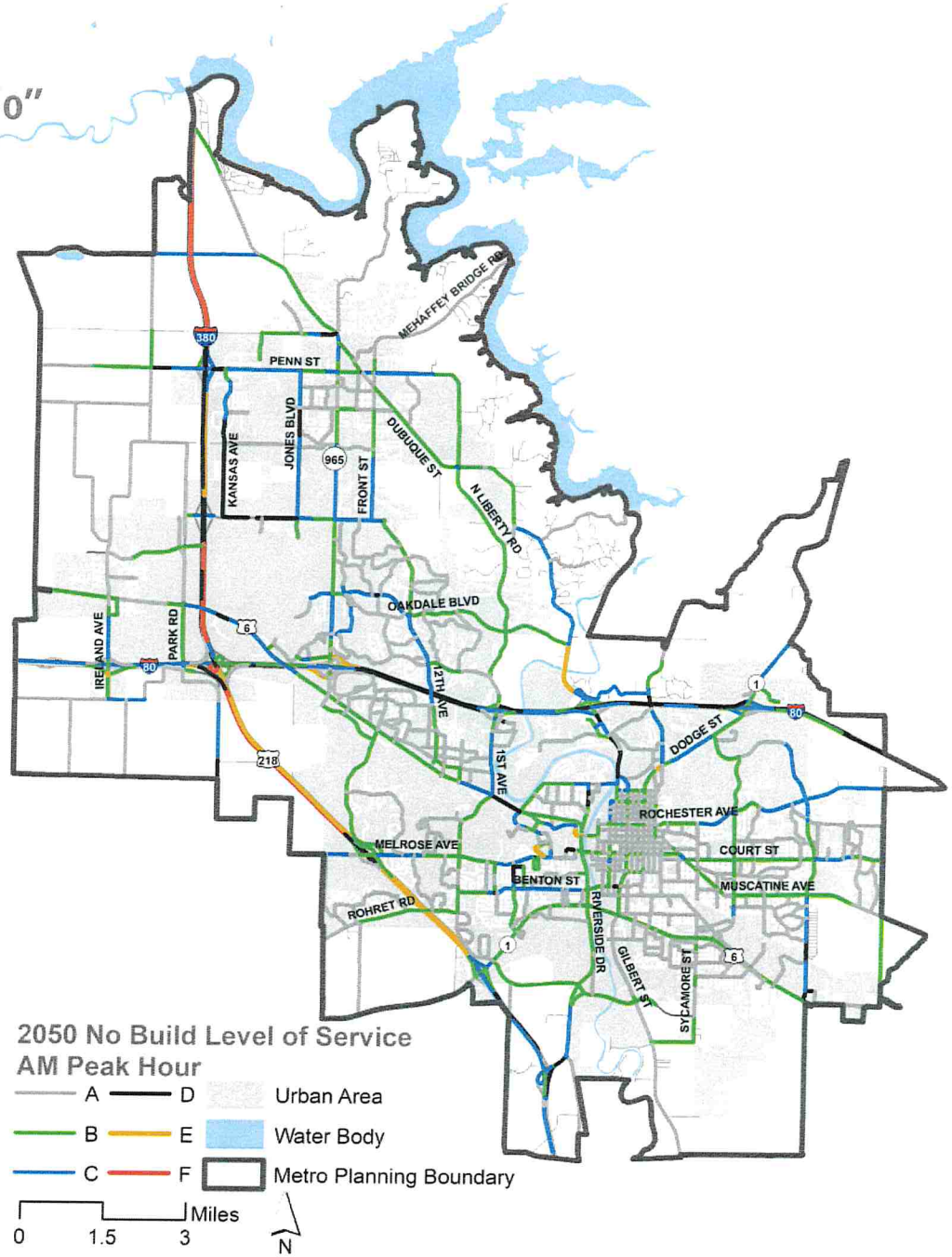
SYCAMORE ST
SCOTT BLVD

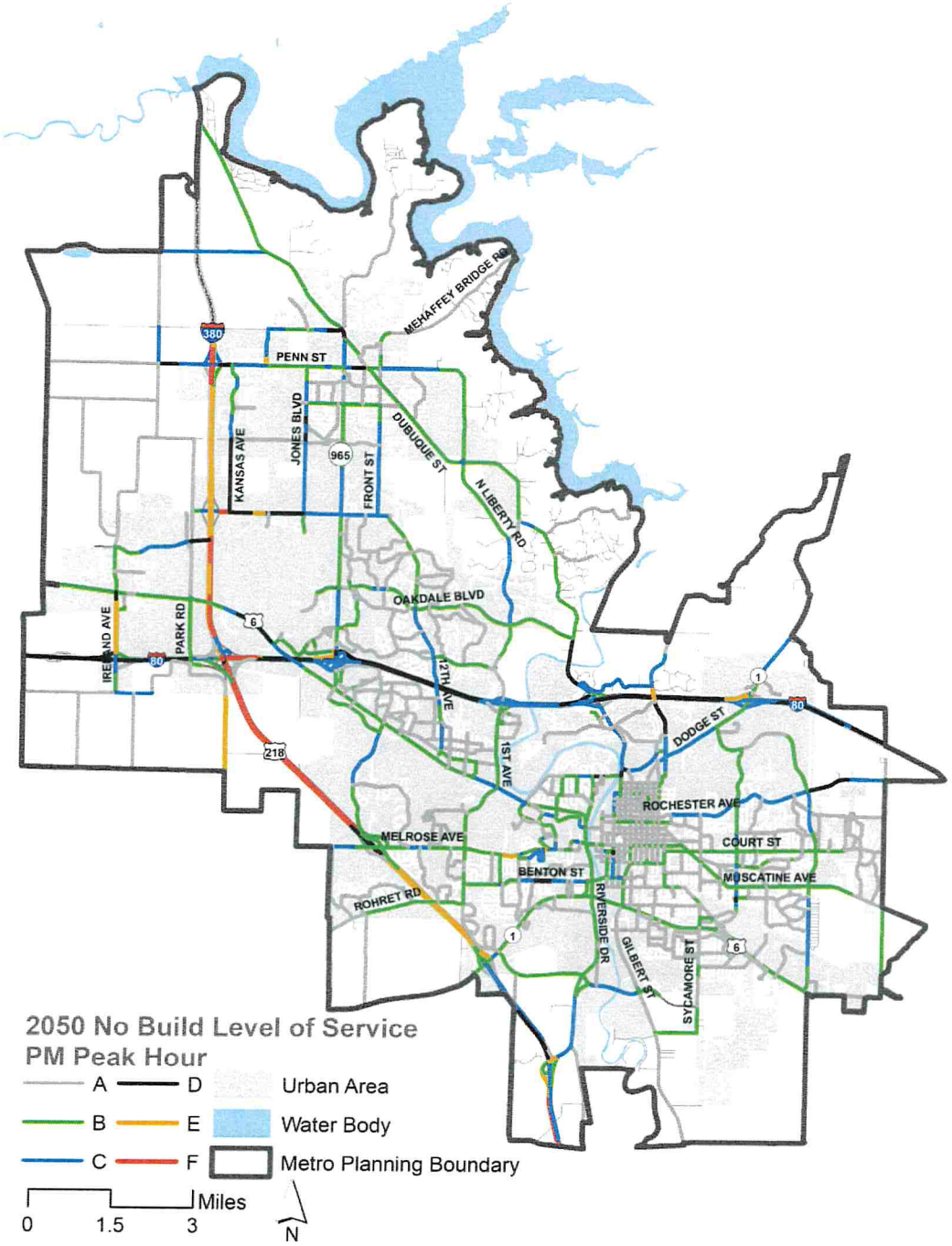
2050 Vehicular Level of Service

Existing Roadways: "No Build Scenario"

In the instance that no additional projects were funded in the metro area transportation network by the year 2050, the map shows that many roads across the metro would be congesting or congested (6% AM peak hour/ 9% PM peak hour). During the AM peak hour, the corridors with the greatest congestion include Hwy 218, Interstate 80 near the eastern and western planning boundaries, Interstate 380, and portions of Forevergreen Road. Congestion occurs along the same corridors during the PM peak hour as in the AM peak hour but the degree of congestion is greater along Hwy 218, Interstate 80 near the eastern and western planning boundaries and Interstate 380.

For more information on proposed capital infrastructure projects, refer to pages 94-102.

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SYCAMORE ST
2050 No Build Level of Service
PM Peak Hour
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Urban Area
Water Body
Metro Planning Boundary
Miles
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3
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2050 Vehicular Level of Service

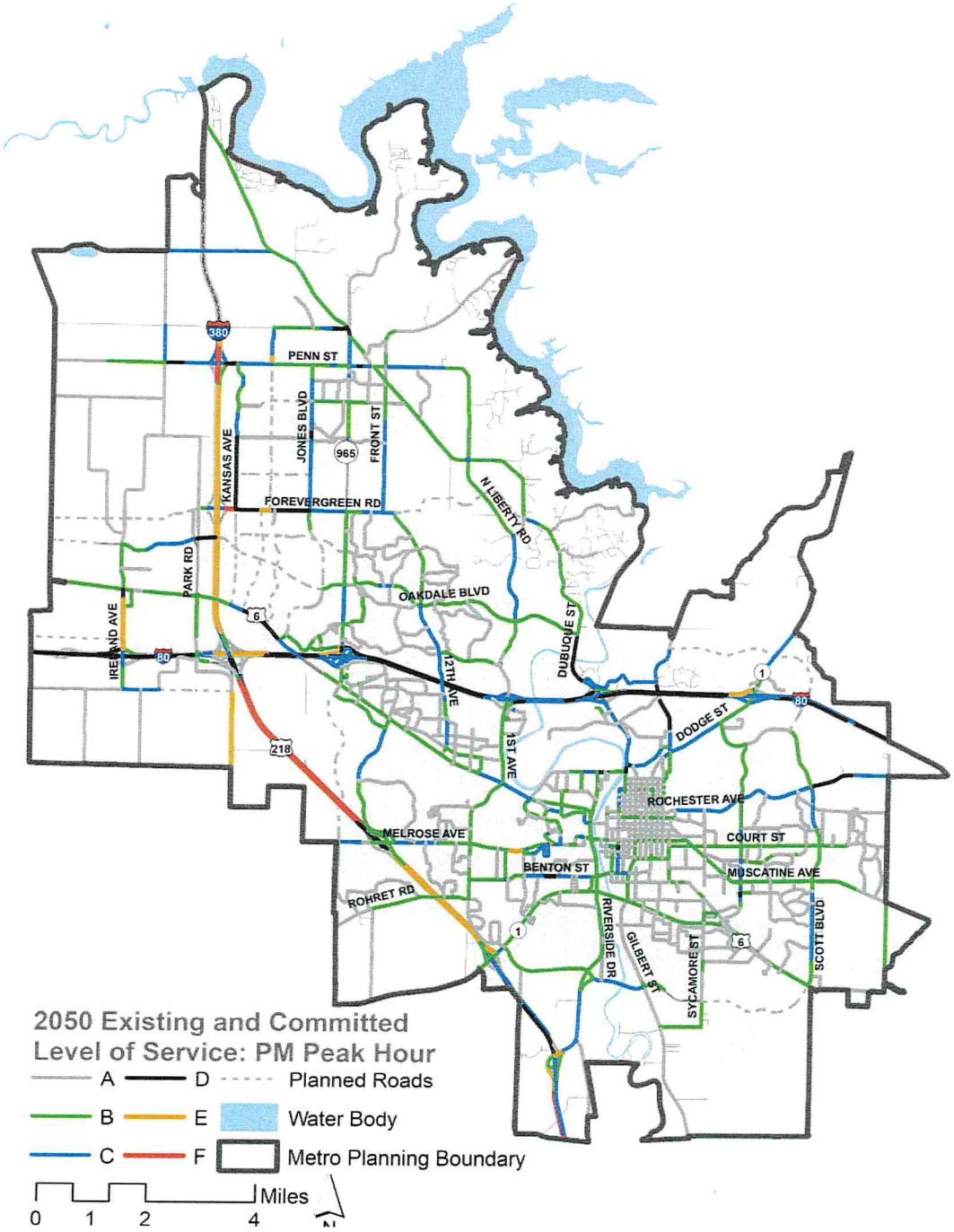
Existing & Committed Roadways

In the instance that no additional road projects (outside of what has already been programmed) were constructed in the metro area transportation network by the year 2050, the map shows that congestion would be similar to that of the 2050 no build scenario. The percentage of congested roads decreases by less than 1% during both peak hours. Approximately 5.2% of major roads would experience significant congestion at LOS E or F during the AM peak hour at 9% during the PM peak hour. This indicates that the current "committed" projects are not intended to be significant system expansion or capacity projects.

For more information on proposed capital infrastructure projects, refer to pages 94-102.

Existing Roads – Roadways that are built and operation as of 2018.

Committed Roads – Roadway projects that have programmed funding but are not yet built.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2050 Existing and Committed
Level of Service: PM Peak Hour
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Planned Roads
Water Body
Metro Planning Boundary
Miles
0 1 2 4
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2050 Vehicular Level of Service
Existing, Committed, & Planned

If federal funding continues to be distributed to the metro area for investment in the transportation network as expected, and planned road/capacity improvement projects are able to be completed, peak hour congestion in the metro area would decrease. Approximately 4.75% of major roads experience significant congestion during the AM peak hour and approximately 5% during the PM peak hour.

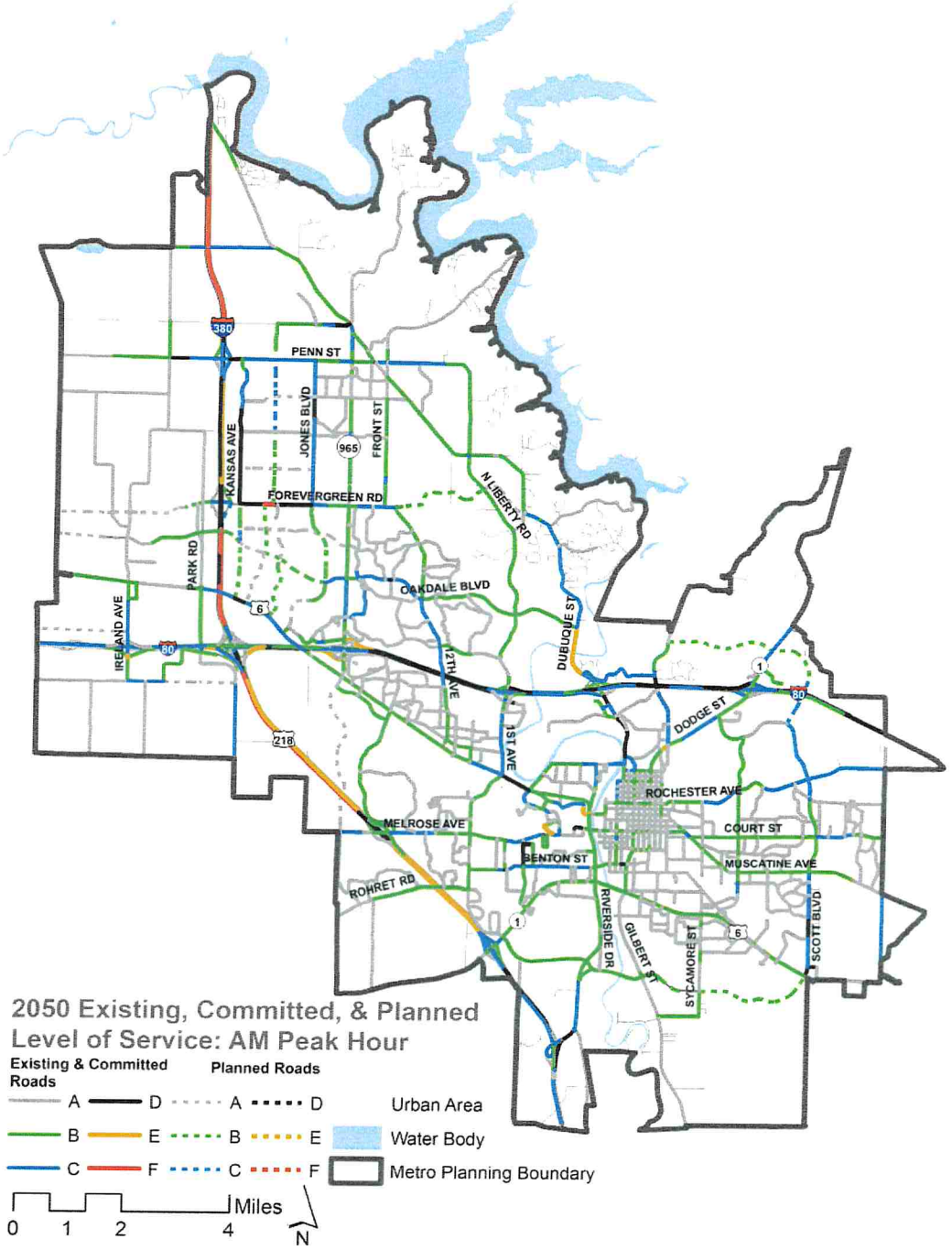
That said, the degree to which congestion is lessened is marginal considering the metro area will continue to grow (population, employment, and housing units) leading to increased vehicle miles travelled on the major metro area roads. As less than half of the committed and planned projects (proposed to be completed by 2050) are capacity or expansion related projects, many of the major roads across the metro will remain at existing capacity levels with an increase in vehicles.

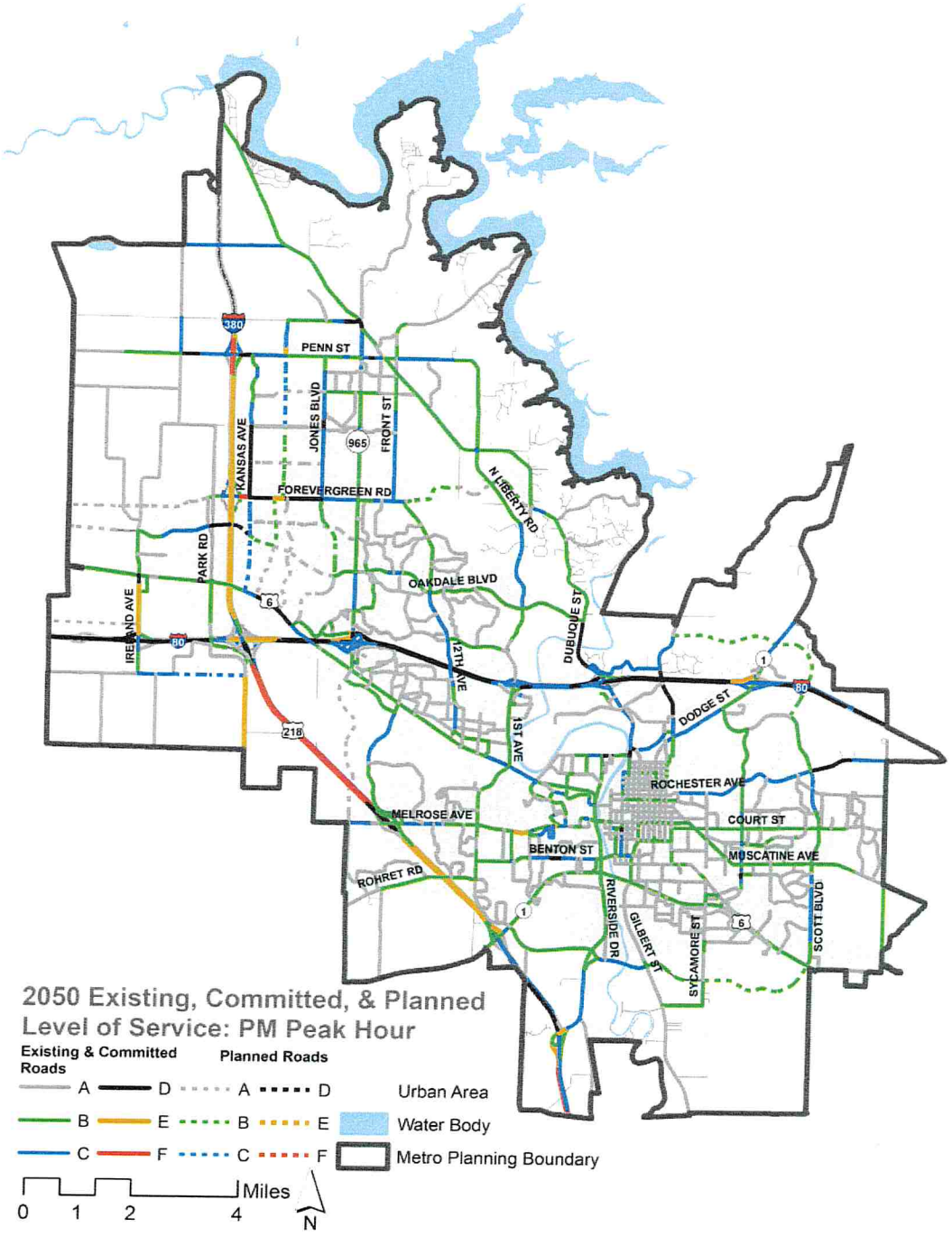
For more information on proposed capital infrastructure projects, refer to pages 94-102.

Existing Roads – Roadways that are built and operation as of 2018.

Committed Roads – Roadway projects that have programmed funding but are not yet built.

Planned Roads – Roadway projects that are not funded or built, but are anticipated in the future (2022-2050).




2050 Existing, Committed, & Planned
Level of Service: PM Peak Hour
Existing & Committed Roads
Planned Roads
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Water Body
Metro Planning Boundary
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2050 Vehicular Level of Service

Existing, Committed, Planned, & Illustrative Roadways

If all planned projects, including the two illustrative projects, are completed by the year 2050 the metro area is still expected to experience congestion along the Highway 218 and Interstate 380 corridor. Marginal congestion is experienced throughout the metro but is similar to the congestion shown in the 2050 committed and planned project scenario.

Existing Roads – Roadways that are built and operation as of 2018.

Committed Roads – Roadway projects that have programmed funding but are not yet built.

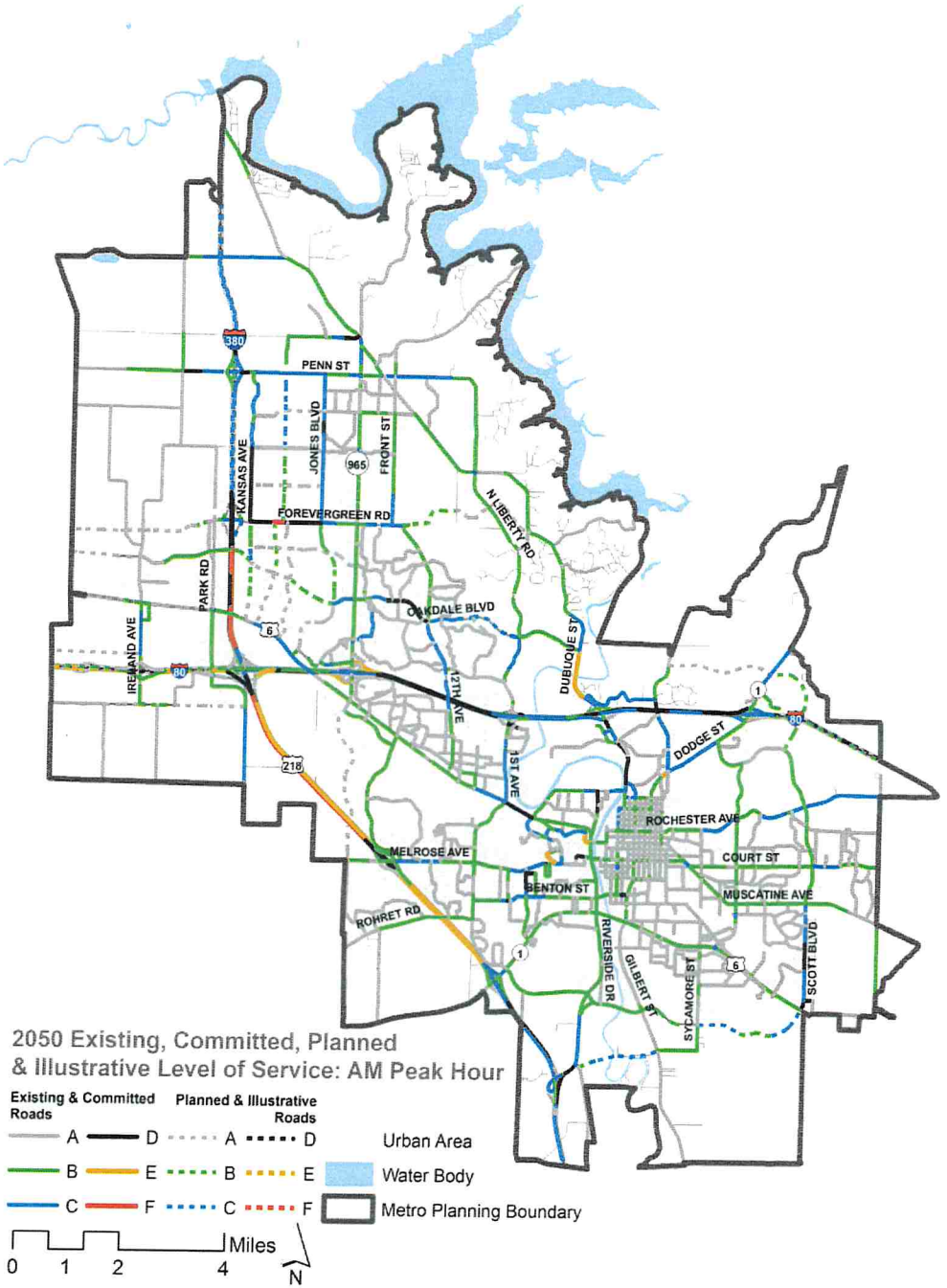
Planned Roads – Roadway projects that are not funded or built, but are anticipated in the future (2022-2050).

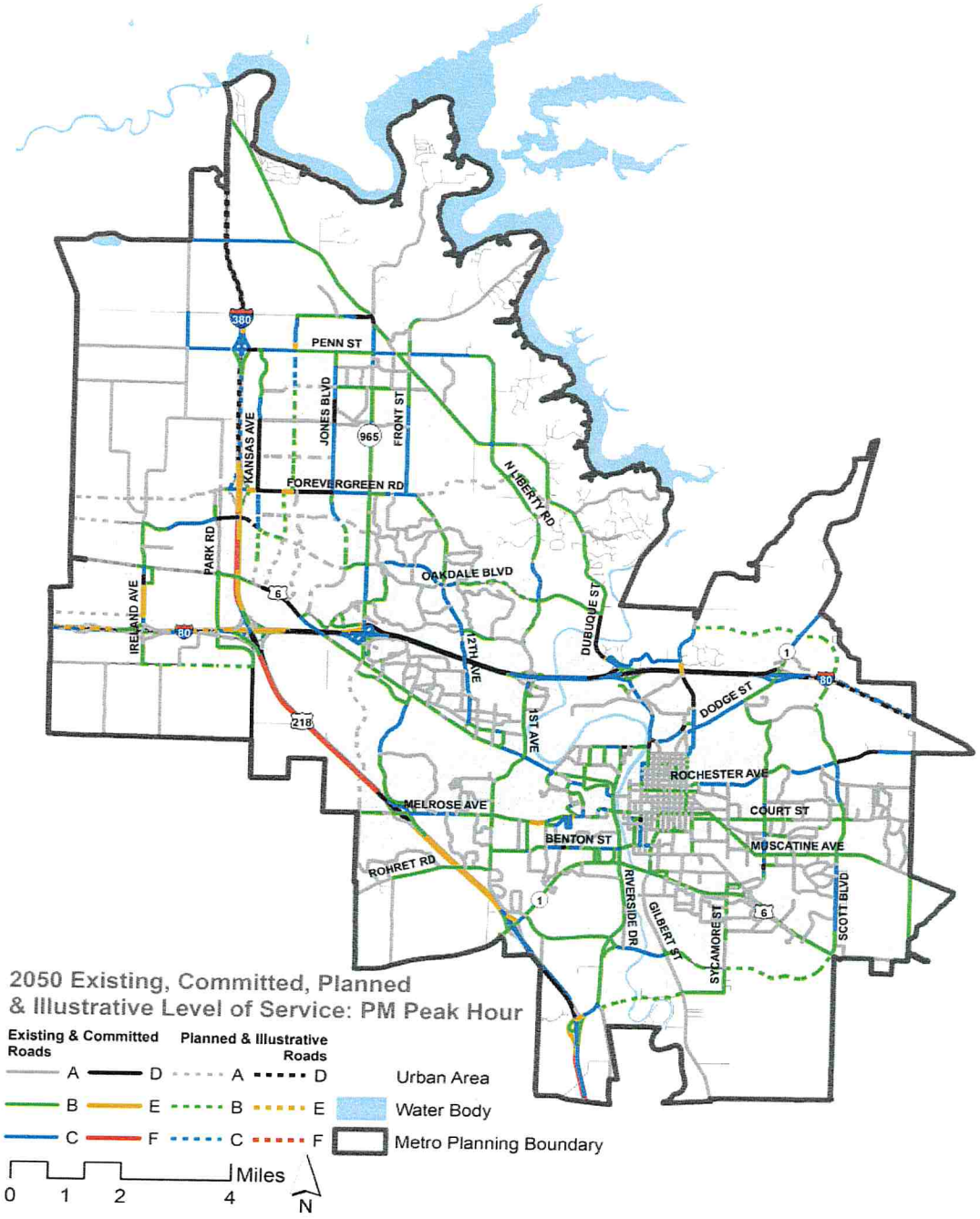
Illustrative Roads - Roadway projects that do not currently have a funding source identified. These are projects which did not score high enough to be included in the fiscally constrained list of projects. Although there are no funding sources currently identified for illustrative projects, metro area entities expect these will be completed by year 2050.

The two illustrative projects are:

- Benton St - Orchard St to Oaknoll Dr (2041-2050) $15,029,760
- South Arterial and Bridge - US 218 to Gilbert St (2041-2050) $58,934,477

For more information on proposed capital infrastructure projects, refer to pages94-102.

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ROHRET RD
RIVERSIDE DR
GILBERT ST
SYCAMORE ST
SCOTT BLVD
2050 Existing, Committed, Planned
& Illustrative Level of Service: PM Peak Hour
Existing & Committed Roads
A
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Planned & Illustrative Roads
A
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Urban Area
Water Body
Metro Planning Boundary
0 1 2 4 Miles
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Examples of capital infrastructure projects cfunded FY2018-2021 funded in-part through MPOJC

- American Legion Road reconstruction – Iowa City
- IWV Road reconstruction – Iowa City
- Reconstruction of 1st Avenue between 6th and 9th Streets – Coralville
- Reconstruction of Ranshaw Way from Zeller Street to Penn Street – North Liberty
- Roberts Ferry Road reconstruction – Tiffin
- Reconstruction of Melrose Avenue (Sunset St to E City Limits) – University Heights
- Prentiss Street Bridge replacement over Ralston Creek – Iowa City
- Penn Street reconstruction from Cameron Way to Jones Boulevard – North Liberty
- Burlington Street reconstruction (ped/bike facilities) – Iowa City
- Benton Street reconstruction – Iowa City

Successes 2018-2021

Between FY2018 and FY2021 over $19,725,000 in Federal Surface Transportation Program funds were distributed through the MPO and invested in the metropolitan area road network.

On-street Bicycle Facilities

Dedicated bicycle lanes were installed on Muscatine Avenue in Iowa City – increasing the mileage to 15. Bicycle lanes are designated by a white stripe, a bicycle symbol, and signage that alerts road users that a portion of the roadway is for exclusive use by bicyclists. Bike lanes enable bicyclists to travel at their preferred speed and facilitate predictable behavior and movements between bicyclists and motorists.

Roundabouts

To date, Coralville has constructed twelve roundabouts and anticipates a future roundabout at 1st Avenue and Oakdale Boulevard. Both Iowa City and North Liberty have constructed five roundabouts. Roundabouts are increasingly viewed as a safer and more efficient alternative to traditional intersection traffic control such as stop signs or traffic signals. Roundabouts have been proven to reduce collision fatalities by 90 percent and injury collisions by 75 percent at intersections (FHWA & Institute for Highway Safety) while reducing the amount of delay that vehicle drivers experience as it is not required to come to a complete stop unless a conflicting vehicle is present.

Vehicle Miles Travelled Decreased in 2019

As the metro population increases, VMT is also expected to increase but that was not the case in 2019. Metro Vehicle Miles Travelled (VMT) increased between 2016 and 2018 with a substantial increase between 2016 and 2017 (49,602 miles travelled). In 2019, VMT decreased from 705,937 to 702,664, which is the first decrease in VMT since 2016 when VMT decreased by 9,968 as compared to 2015. While the decrease is marginal, it may be a result of multiple factors such as people utilizing alternative modes of transportation (transit, walking, and bicycling) or there being more direct routes between origins and destinations.

Coordination of Traffic Signals

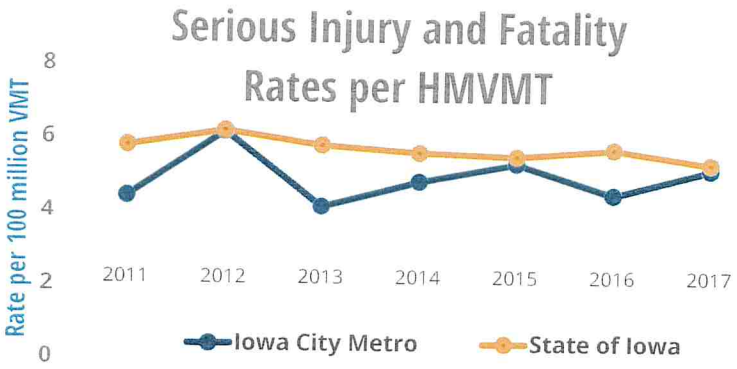
The following metro arterial corridors that already had coordinated traffic signal systems received frefreshed timings/cordination plans based on current traffic patterns.:

- 2nd Street – Coralville
- Dubuque Street – Iowa City
- Highway 1/ Highway 6 – Iowa City
- Dodge Street – Iowa City
- Riverside Drive – Iowa City
- 1st Avenue - Coralville

This is an ongoing effort to reduce vehicular travel time and delays, especially during peak periods.

37

On average, nearly 37 people are killed or seriously injured every week on Iowa's roadways.



Road and Bridge Infrastructure Challenges

Aging Infrastructure

As the metropolitan region continues to grow, the transportation network must be continuously maintained and modernized. The emphasis on expansion of the road network during the last half of the twentieth century overlooked the resources necessary to replace and rehabilitate aging facilities and equipment. As population increases on the periphery of the metropolitan area, there is a higher demand placed on the roadway network, especially in outlying areas. The challenge is to provide adequate capacity to provide a reasonable Level of Service for vehicular traffic and keeping the system in a state of good repair.

The bridges in the metropolitan planning area continue to age with 61% of bridges being built prior to 1980. As bridges continue to age, they can be a detriment to the greater transportation system and potentially cause delays and safety related issues. Identifying funding to maintain the metro area bridges in acceptable condition is an ongoing challenge.

Safety

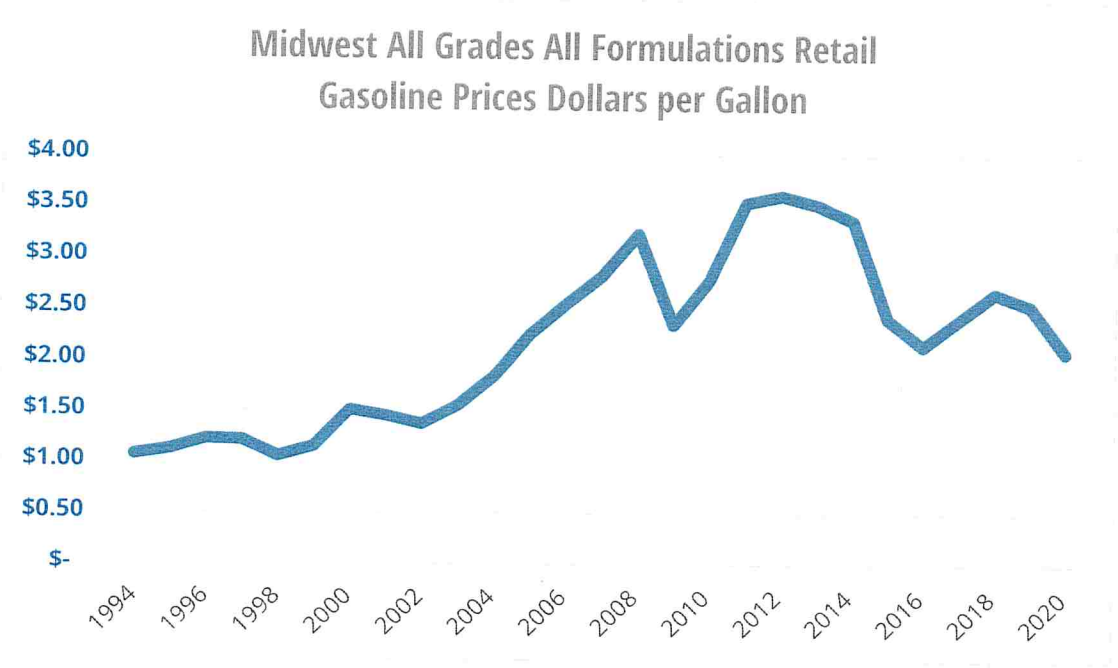
Improving the safety of our transportation network is an on-going mission. Overall metro collisions marginally increased in the last five years (2016-2020) as compared to the 5 prior years, though fatalities and major injuries have decreased (156 between 2016-2020 and 181 between 2011-2015). The rate at which fatalities and serious injuries occur per 100 million vehicle miles traveled (HMVMT), has fluctuated between 4.1 at the lowest (2013) and 6.2 at the highest (2012). As compared to the State, the rate of fatalities and serious injuries per HMVMT has been lower on average (comparing 2011-2017).

In the Iowa City Urbanized Area, approximately 56% of collisions occurring between 2015 and 2019 involved a driver younger than 24. Comparatively, approximately 16% of collisions occurring during the same time frame involved a driver over 65 years of age. This accounts for 72% of all collisions. However, these two demographics have drastically different driving behaviors and transportation safety needs.

Fuel Cost

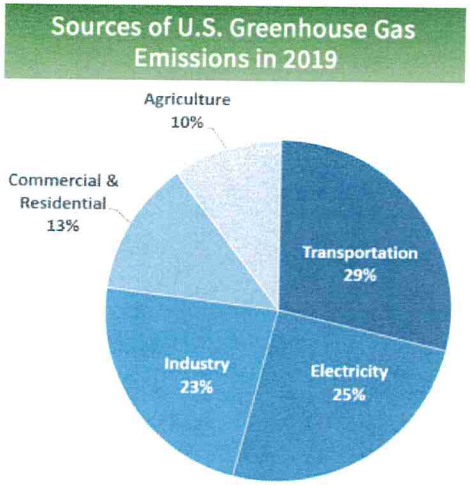
The cost of fuel can directly affect many facets of the transportation industry. For example, when the cost of fuel fluctuates noticeably, driving behavior can change and create an immediate impact on the transportation system through variations in number of miles driven and changes in mode of travel. Such changes in behavior can also have more far-reaching impacts, as notable increases or decreases in travel can affect transportation-related revenues such as those derived from fuel taxes. As mentioned in the Passenger Transportation chapter, the level of transit ridership in the metro has historically been correlated with the cost of gasoline. Annual ridership increased to more than 7 million trips per year during the recession as gas prices rose to over $3 per gallon.

The graph below shows the average yearly price of gasoline in the Midwest from 2007-2019. The lowest price during that time was $2.14 in 2016 and the highest price was $3.61 in 2012. The average during this time was $2.87 per gallon.



Source: Iowa DOT. Iowa's Strategic Highway Safety Plan (2019-2023).
Iowa DOT. Iowa in Motion Plan - 2045.

Locally, Iowa City and Coralville have invested in flood protection and mitigation. to read more about these effort, visit Iowa Climate Action Plan https://www.icgov.org/city-government/departments-and-divisions/climate-action-outreach; Coralville Food Resilience Plan https://www.floodresilientcoralville.com/



Climate Change

Climate change should be considered from two different perspectives relating to transportation – how climate change affects the transportation network and how transportation contributes to climate change.

How Climate Change Affects the Transportation Network

Climate change poses an immediate and long-term threat in terms of increased extreme weather events that affect the reliability and capacity of the local transportation network. Climate change is likely to damage transportation infrastructure through higher temperatures and more severe storms and flooding, affecting the reliability and capacity of the transportation system while also increasing the cost. [EPA Link Below].

The metropolitan area has been significantly affected by flooding of the Iowa River and its tributaries in recent years, including a major flood in 2008 and several smaller flood events in years following. Flooding results in road closures, damage to infrastructure, disruption of traffic patterns, and an increase in travel times and VMT. The expectation is that the area will continue to experience both small and large scale flooding events.

How Transportation Contributes to Climate Change

Besides being affected by climate changes, transportation systems also contribute to changes in the climate through emissions. Burning fossil fuels such as gas and diesel, release carbon dioxide into the atmosphere. This build-up of carbon dioxide and other greenhouse gases cause the earth's atmosphere to warm and subsequently impact the climate.

Transportation activities are the largest source of emissions, accounting for 29 percent of total U.S. greenhouse gas emissions in 2019. From 1990 TO 2019, transportation CO2 emissions from fossil fuel combustion rose by 24 percent due in large part to increased demand for travel. [Inventory of US Greenhouse Gas Emissions and Sinks: 1990-2019 – Data Highlights]

EPA Link: https://19january2017snapshot.epa.gov/climate-impacts/climate-impacts-transportation_.html

Infographic on Iowa DOT's memo regarding climate trends/future variability on the I-80 infrastructure across Iowa.

Iowa City Climate Action and Adaptation Plan (Transportation Page 35)

Talk about alternative options for getting to work

Opportunities

Electric Vehicles, Alternative Fuels, Other Emerging Technologies

Eastern Iowa Electric Vehicle Readiness Plan

Electric vehicle (EV) technology and deployment have advanced dramatically in recent years, creating opportunities to directly reduce emissions from the transportation sector while providing additional economic and energy security benefits. Recognizing the role that local and regional governments can take in enabling an electrified transportation future, an increasing number of communities across the United States are defining strategies to achieve a greater level of readiness for EVs, with a focus on charging infrastructure to support these vehicles.

The Eastern Iowa Electric Vehicle Readiness Plan (EVRP) is a collective effort that the cities, counties, and metropolitan planning organizations (MPOs) of Eastern Iowa are taking towards the goal of increasing zero-emission vehicles as one of the available solutions leading to lower transportation emissions, while ensuring that the mobility needs of the region and the target carbon reductions are met equitably.

Representatives from Cedar Falls, Cedar Rapids, Davenport, Dubuque, and Iowa City (including MPOJC) served on the steering committee that worked with ICF Consultants of Cambridge, Massachusetts to complete the plan. The plan establishes:

- Strategies for increasing and leveraging local and regional investment in electric vehicles and charging infrastructure, with a focus on equity.
- Best practices for education, outreach, and addressing barriers to electric vehicles adoption.
- Actions, policies, and programs that municipalities can enact at the local level.
- Regional coordination strategies.

Under Summary of Key Readiness Strategies and Actions - Coordinate Regionally to Implement Actions and Strategies, the 'integration of EV readiness into regional planning efforts, including regional transportation plans' is a priority action. This action will involve the MPO in future planning and regional coordination efforts. [Link to Plan]

KEY READINESS STRATEGY	PRIORITY ACTION
Invest in EV charging infrastructure	Quantify the need for new public charging equipment to fill gaps at both local and regional level, including direct current (DC) fast chargers to enable long-distance travel along corridors.
Expand access to EV charging infrastructure	Amend local zoning/land use codes to require EV charging as a permitted accessory use, and to include requirements or incentives (e.g., density bonuses) for the installation of charging infrastructure in new construction and major renovations.
Adoption of and access to EVs	Coordinate with dealers to facilitate point-of-sale rebates for EVs.
Increase education and awareness of EVs and EV charging	Develop and maintain a comprehensive EV resources website to educate all Eastern Iowa consumers on the environmental, financial, and other benefits of EVs. The website should include information on logistics of buying EVs (including available incentives), installing charging (including the local permitting process), finding charging, etc. Link to other reputable and well-maintained resources as appropriate.
Coordinate regionally to implement actions and strategies	Integrate EV readiness into regional planning efforts, including regional transportation plans and sustainable communities' strategies.
Lead by example	Educate municipal/county employees about EVs and EV charging and encourage EV adoption through the development of workplace charging programs.

Summary of Key Readiness Strategies and Actions

Alternative fuels

More than a dozen alternative fuels are in production or under development for use in alternative fuel vehicles and advanced technology vehicles. Government and private-sector vehicle fleets are the primary users for most of these fuels and vehicles, but individual consumers are increasingly interested in them. Using alternative fuels and advanced vehicles instead of conventional fuels and vehicles helps the United States conserve fuel and lower vehicle emissions. In Iowa, there are 932 fueling stations that offer alternative fuels.

https://afdc.energy.gov/fuels/

[US Department of Energy; Office of Energy Efficiency and Renewable Energy]

Other Emerging Technologies

Autonomous and connected vehicles are still emerging technologies and thus come with their own challenges and opportunities related to vehicle safety and efficiency. According to their Iowa in Motion Plan, the Iowa DOT plans to develop an implementation-ready platform for connecting and guiding automated vehicles. This platform will be based on high-definition dynamic mapping, predictive travel modeling, and a cloud-based communication network. The effort will initially deploy technologies supporting autonomous vehicles regionally in the Iowa City-Cedar Rapids transportation network. Additional deployments are planned for the Des Moines-Ames metropolitan areas, as well as I-35 and I-80 across Iowa. MPOJC will be a part of these conversations and planning processes as they relate to the corridors in the Iowa City metropolitan area.

Connected Vehicles (CV)

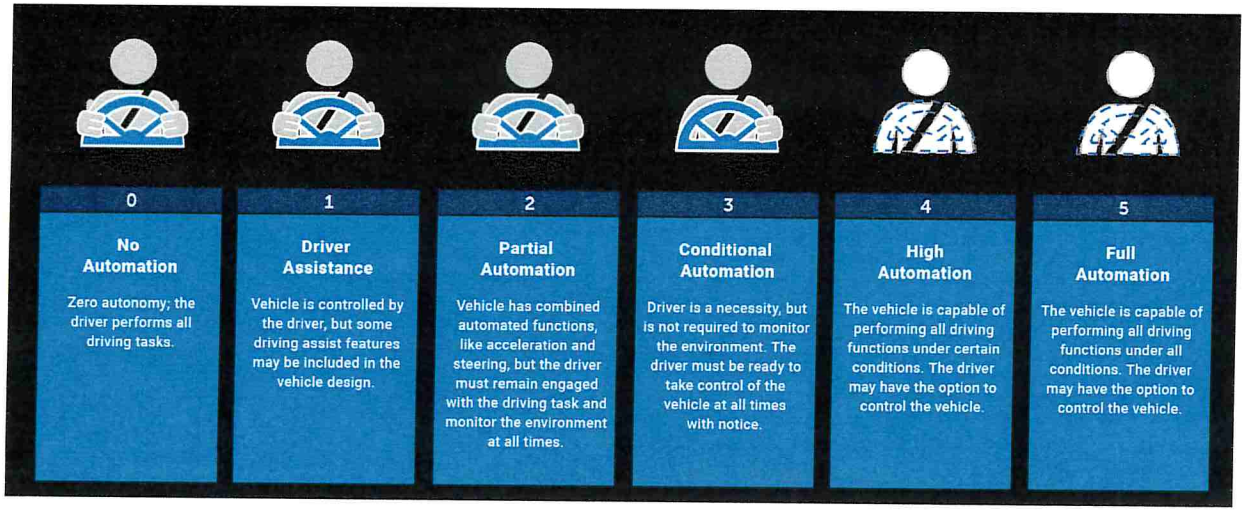
Connected Vehicle (CV) technologies are equipment, applications, or systems that use V2X communications (vehicle to pedestrian, vehicle, or infrastructure) to address safety, system efficiency, or mobility on our roadways. The CV concept uses data from short-range communication broadcasts and peer-to-peer exchanges within approximately 300 meters to "sense" what other travelers (vehicles, bicyclists, pedestrians, wheelchairs, motorcycles, buses, trucks, and others) are doing and identify potential hazards. [https://www.transportation.gov/research-and-technology/how-connected-vehicles-work]

Automated Vehicles (AV)

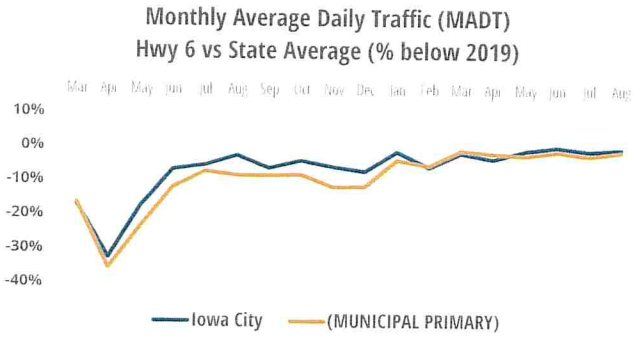
Automated vehicle (AV) technologies have the potential to significantly reshape the transportation landscape of the metro area. AV use a combination of light detection and ranging (LIDAR), global positioning systems (GPS), optical cameras, and processing power to analyze the roadway and make decisions for the driver. Fully autonomous cars and trucks that drive us ultimately will integrate onto U.S. roadways by progressing through six levels of driver assistance technology advancements in the coming years [diagram below]. Benefits of automation could include:

- Safety – Potential to remove human error from the crash equation
- Economic and societal – Reducing or eliminating vehicle crashes could reduce the associated financial costs
- Efficiency and convenience – Autonomous vehicles may lead to smooth traffic flow and reduced congestion, which in turn reduces the time people spend commuting.
- Mobility – Automated vehicles may provide a new mobility option for people with some form of disability.
- Iowa has taken a leadership role in assisting with the study of those technologies.
- In October 2016, the Iowa DOT agreed to transform the heavily used I-380 corridor, between the Cedar Rapids and Iowa City metro areas, into a test site for autonomous vehicle technologies
- The National Advanced Driving Simulator (NADS) at the University of Iowa is researching how partially automated vehicles can provide transportation options for people who may not be able to drive themselves, such as the elderly or those with mobility or visual impairments. A partially automated vehicle will be travelling along a set route through Hills, Riverside, Kalona and Iowa City.

Society of Automotive Engineers (SAE) Automation Levels



Source: https://www.nhtsa.gov/technology-innovation/automated-vehicles-safety#topic-road-self-driving



COVID-19 Impact

Traffic Trends

The onset of COVID-19 impacted travel patterns and mode choice in the Iowa City Urbanized Area beginning in March 2020 through May 2021 when traffic patterns began to normalize. The Iowa Department of Transportation (Iowa DOT) recorded traffic counts at their more than 120 automatic traffic recorders (ATRs) across the state and the data showed fewer cars travelling on all types of roads. Between March 2020 and August 2021, Iowa City municipal street and primary roads saw an annual average decrease in traffic of 15% as compared to a 12% decrease on all State muncipal street and primary roads. In May 2021, traffic volumes on Iowa City municipal street and primary roads began to normalize or reach levels pre-COVID-19, with traffic volumes being 3% lower than the same month in 2019.

Funding

CRRSAA: The passage and signining (December 2020) of the Coronavirus Response and Relieft Supplemental Appropriations Act of 2021 (CRRSAA) provided $121.9 million of federal highway COVID-19 refief to Iowa. The funding was allocated to all cities an counties in Iowa using the Road Use Tax Fund formula (DOT: 47.5%, County 32.5% and City 20%)

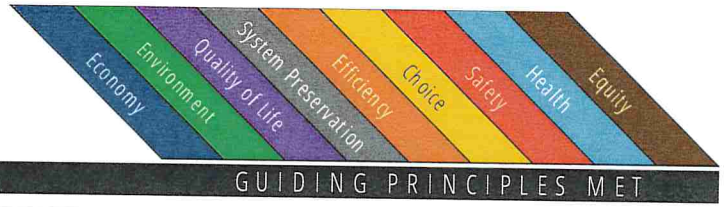
Allocation
Trails $5.0 million
Highway DOT $55.5 million
County Secondary Road Fund $28.6 million
Farm-to-Market Fund $9.4 million
City Street Fund $23.4 million
Total $121.9 million

Iowa City $646,272.46
Coralville $180,057.67
North Liberty $174,267.48
Tiffin $18,541.93
University Heights $10,009.02

Road Use Tax Fund (RUTF)

Reduced passenger vehicle travel was the only negative impact on state RUTF revenue. Reduced travel for an extended period of time meant revenue would be down. The Iowa DOT continues to estimate lost RUTF through June 2021 to be around $50 million. However, based on current trends, the impats may be closer to $25 million. [Iowa DOT Memo]

STRATEGIES:
IMPROVING THE ROAD AND BRIDGE NETWORK



Preserve and maintain existing transportation infrastructure

Use Pavement Condition Index (PCI) to help direct investments to areas of greatest need.

Consider revising grant funding criteria to prioritize system preservation.

Ensure investments are adequate for improving bridge and pavement conditions.

Prioritize implementation of Complete Streets policy

Ensure all projects meet minimum Complete Streets standards.

Provide educational and planning assistance to local governments to fully realize Complete Streets principles.

Approach every transportation project as an opportunity to improve transportation for all users.

Consider reallocating extra space in right-of-way for use by other modes.

Consider bicycle and pedestrian Level of Service (LOS) along with vehicular LOS in traffic studies.

Support policies and programs that improve pedestrian and bicycle safety and access.

Identify and report on transportation safety issues

Distribute bi-annual metro collision and countermeasures report.

Raise awareness of the dangers of distracted driving and walking.

Utilize multi-disciplinary safety teams to identify improvements in the right-of-way.

Reduce traffic congestion and fuel consumption

Support projects that reduce metropolitan area Vehicle Miles Traveled (VMT).

Encourage use of Intelligent Transportation Systems (ITS) to reduce congestion.

Include analysis of fuel consumption within capacity and Level of Service analysis.

Consider the installation of roundabouts as an alternative to traditional traffic control.

Promote policies and projects that encourage alternatives to single-occupancy vehicle travel.

Provide a transporation system that is resilient to natural hazards

Evaluate potential impacts of extreme weather and other climate-related stressors.

Support projects that address risks due to flooding or other natural hazards.

Develop detour routing plans based on travel demand analysis.

Project Selection

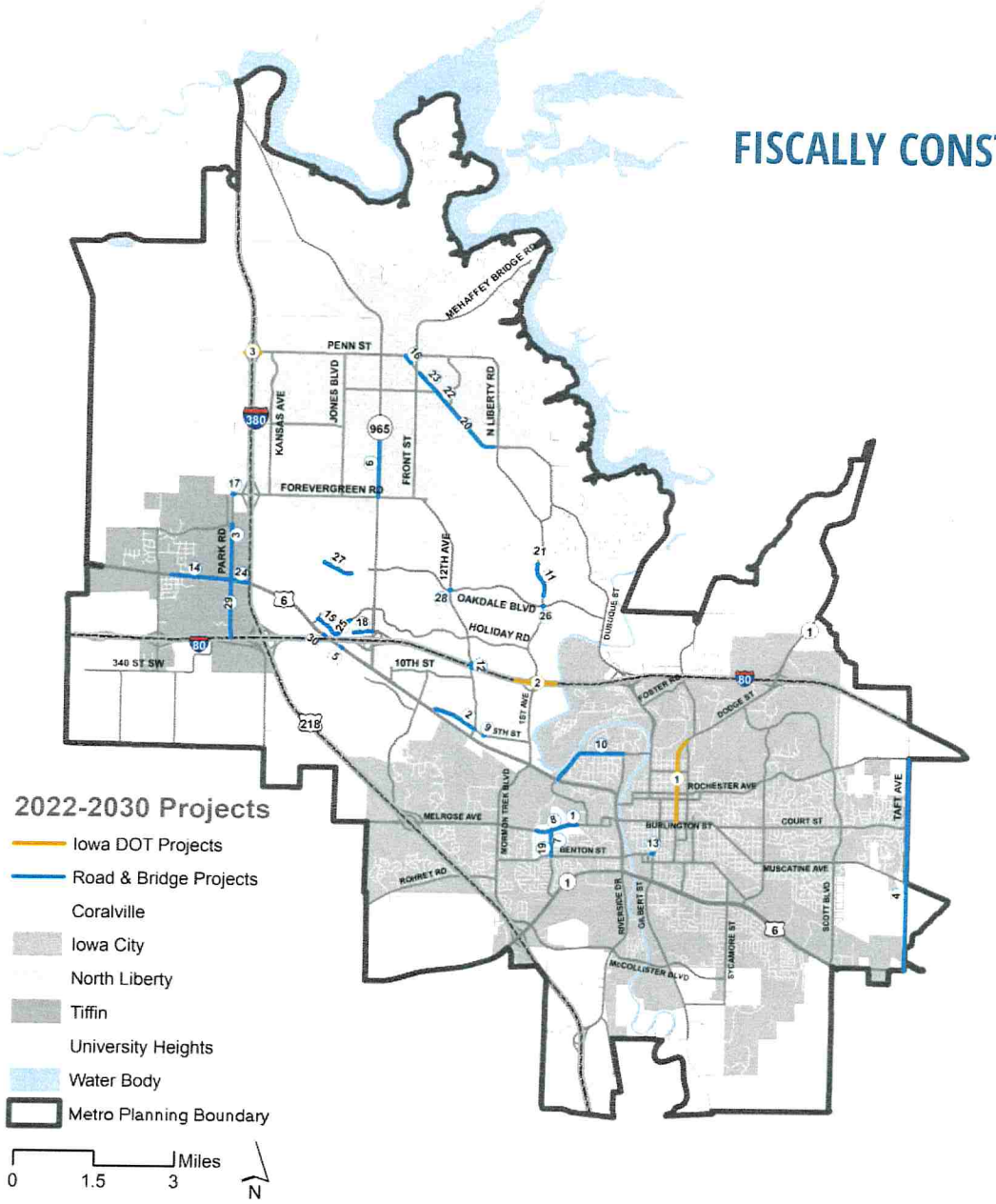
To determine what projects to include in the MPOJC 2050 Long Range Transportation Plan, MPO Staff asked entities to submit capital transportation infrastructure needs (projects) for the years 2022-2050 to be considered for inclusion in the Plan. Communities were asked to include any projects for which they anticipate potential use of federal funds. Communities did not include highway or interstate projects in their jurisdiction (which the Iowa DOT would typically fund), projects that would be developer driven and funded, or projects expected to be exclusively locally funded.

- Upon receiving each community's list of priority projects, staff completed a preliminarily screen of the projects to determine if they were eligible for inclusion using the following criteria:
- Is the project eligible to receive Federal funds such as Surface Transportation Block Grant (STBG), Transportation Alternatives Program (TAP), and/or Federal Transit Administration funding?
- Does the project comply with the adopted MPOJC Complete Streets Policy?
- Is the project located within the adopted MPOJC Planning Boundary?
- Is the community committed to providing necessary matching funds for the project?

Once all projects were screened, staff hosted a series of public input opportunities where the public was invited to comment on the projects submitted. Opportunities included virtual meetings and an online interactive map detailing each project with the opportunity for the public to comment.

The projects were subsequently scored by staff using the Urbanized Area Policy Board approved scoring criteria [reference or include here]. The scores and public input were then provided to the Transportation Technical Advisory Committee (TTAC) and Policy Board who were responsible for ensuring the final project list was fiscally constrained using the MPO's forecasted federal transportation infrastructure budget for years 2022-2050. The final fiscally constrained project list is available starting on page x.

2022-2030
FISCALLY CONSTRAINED ROAD AND BRIDGE PROJECTS



Capital infrastructure projects that did not make the fiscally-constrained approved list of projects (due to a lack of forecasted funding) are included in the Supporting Documents section of this plan. Projects descriptions and cost estimates for 2022-2030 road and bridge projects are provided on the following pages.

Fiscal constraint is a required component of long-range planning. This plan includes only those projects that can be realistically completed based on anticipated revenues.

The Urbanized Area Policy Board has approved the inclusion of the forthcoming capital infrastructure projects in the fiscally-constrained list of projects that become eligible to receive federal funding through the MPOJC. For more information on the process by which these projects were selected for inclusion in the LRTP, please refer to the Financial Planning chapter on page 53.

Fiscally Constrained Road & Bridge Projects 2022-2030

ID	Entity	Project Title	Project Description	$ Cost Estimate at Construction
1	University Heights	**Melrose Ave Complete Street Improvements**	Streetscape, stormwater and intersection improvements, utility relocations and construct bike lanes east of Sunset St (0.35 miles)	$1,560,000
2	Coralville	**5th St Reconstruction - 12th Ave to 20th Ave**	0.6 mile reconstruction of 5th St between 12th Ave and 20th Ave	$3,132,000
3	Tiffin	**Park Rd (Hwy 6 to Oakdale Blvd)**	Grade & pave to a four-lane street, install curb, gutter and sidewalks or trails	$4,860,000
4	Iowa City	**Taft Ave Reconstruction**	American Legion Rd to Lower West Branch Rd	$12,760,000
5	Coralville	**Highway 6 & Deer Creek Rd**	Pavement widening, turn lanes, RRXing improvements, new traffic signals	$3,712,000
6	North Liberty	**Ranshaw Way Improvements - Phase 6**	Full build out from Hawkeye Dr to Forevergreen Rd, including trails and landscaping	$11,600,000
7	University Heights	**Sunset St Pavement**	Pavement repair and pedestrian improvements	$557,960
8	University Heights	**Melrose Ave Preventative Maintenance**	Pavement repair within city limits	$174,000
9	Coralville	**5th St & 10th Ave Roundabout**	Reconstruct intersection as a roundabout and reconstruct 10th Ave to Highway 6	$1,450,000
10	Iowa City	**Park Rd Reconstruction**	Reconstruct Park Rd between Riverside Dr and Templin Rd	$7,772,000
11	Coralville	**1st Ave North Phase 1**	0.5 mile reconstruction of 1st Ave between southerly E. Grantview Dr and Auburn East Ln from rural to urban cross section	$1,537,000
12	Coralville	**12th Ave at I-80 Overpass**	Reconstruct road approach sections to bridge over I-80, extend shared use path from south end of bridge to 11th St, construct shared use path north of bridge to Ozark Ridge share use path	$754,000
13	Iowa City	**Benton St Bridge**	This project is a replacement of the Benton St bridge over Ralston Creek	$1,624,000
14	Tiffin	**Hwy 6 (Main St to Park Rd)**	Grade & pave street, install curb, gutter and sidewalks or trails and install center turn lane	$3,190,000
15	Coralville	**Heartland Dr - Commerce Dr to Jones Blvd**	0.42 mile reconstruction of Heartland Dr from Commerce Dr to Jones Blvd	$1,740,000
16	North Liberty	**Dubuque St Reconstruction - Phase 5**	Full reconstruction with curb and gutter from Penn St to Main St	$657,720
17	North Liberty	**Forevergreen Rd/Jasper Ave Roundabout**	Full build out, including trails and landscaping	$4,194,560
18	Coralville	**Commerce Dr - Coral Ridge Ave to Commercial Pk**	0.25 mile reconstruction Commerce Dr from Coral Ridge Ave to Commercial Park	$1,044,000
19	University Heights	**Sunset St Preventative Maintenance and Crosswalk Improvements**	Pavement repair between Benton St and Melrose Ave, and Oakcrest Ave crosswalk visibility improvements	$174,000
20	North Liberty	**Dubuque St Reconstruction - Phase 4**	Full reconstruction with curb and gutter from Juniper St to North Liberty Rd	$861,880
21	Coralville	**1st Ave - Auburn Hills Dr to Auburn East Ln Roundabout**	Reconstruction of intersection into a roundabout with pedestrian facilities	$1,450,000
22	North Liberty	**Dubuque St Reconstruction - Phase 2**	Full reconstruction with curb and gutter from Zeller St to Juniper St	$2,494,000
23	North Liberty	**Dubuque St Reconstruction - Phase 3**	Full reconstruction with curb and gutter from Cherry Street to Zeller Street.	$3,087,920
24	Tiffin	**Hwy 6 (Park Rd to I-380)**	Grade & pave street, install curb, gutter and sidewalks or trails	$1,160,000
25	Coralville	**Heartland Dr - Commercial Park to Commerce Dr**	0.23 mile reconstruction of Heartland Dr from Commercial Park to Commerce Dr	$812,000

Projects 1-7, highlighted in blue, have funding programmed in the Transportation Improvement Program (TIP).

. . . 2022-2030 projects continued from previous page

ID	Entity	Project Title	Project Description	$ Cost Estimate at Construction
26	Coralville	**1st Ave & Oakdale Blvd Roundabout**	Reconstruction of intersection as a roundabout with pedestrian facilities	$2,320,000
27	Coralville	**Oakdale Blvd Extension**	0.6 mile extension of Oakdale Blvd west of Jones Blvd	$2,465,000
28	Coralville	**12th Ave & Oakdale Blvd Intersection**	Reconstruct intersection as a roundabout	$1,160,000
29	Tiffin	**Park Rd (Hwy 6 south to I-80) Phase One**	Grade & pave street, install curb, gutter and sidewalks or trails	$5,800,000
30	Coralville	**Highway 6 & new Heartland Dr Intersection**	Extension of Heartland Dr to new intersection with Hwy 6. Turn lanes and traffic signal improvements	$1,740,000
			Total Costs 2022-2030	$85,844,040
			Estimated State and Federal Funding	$93,240,028
			Remaining	$7,395,988

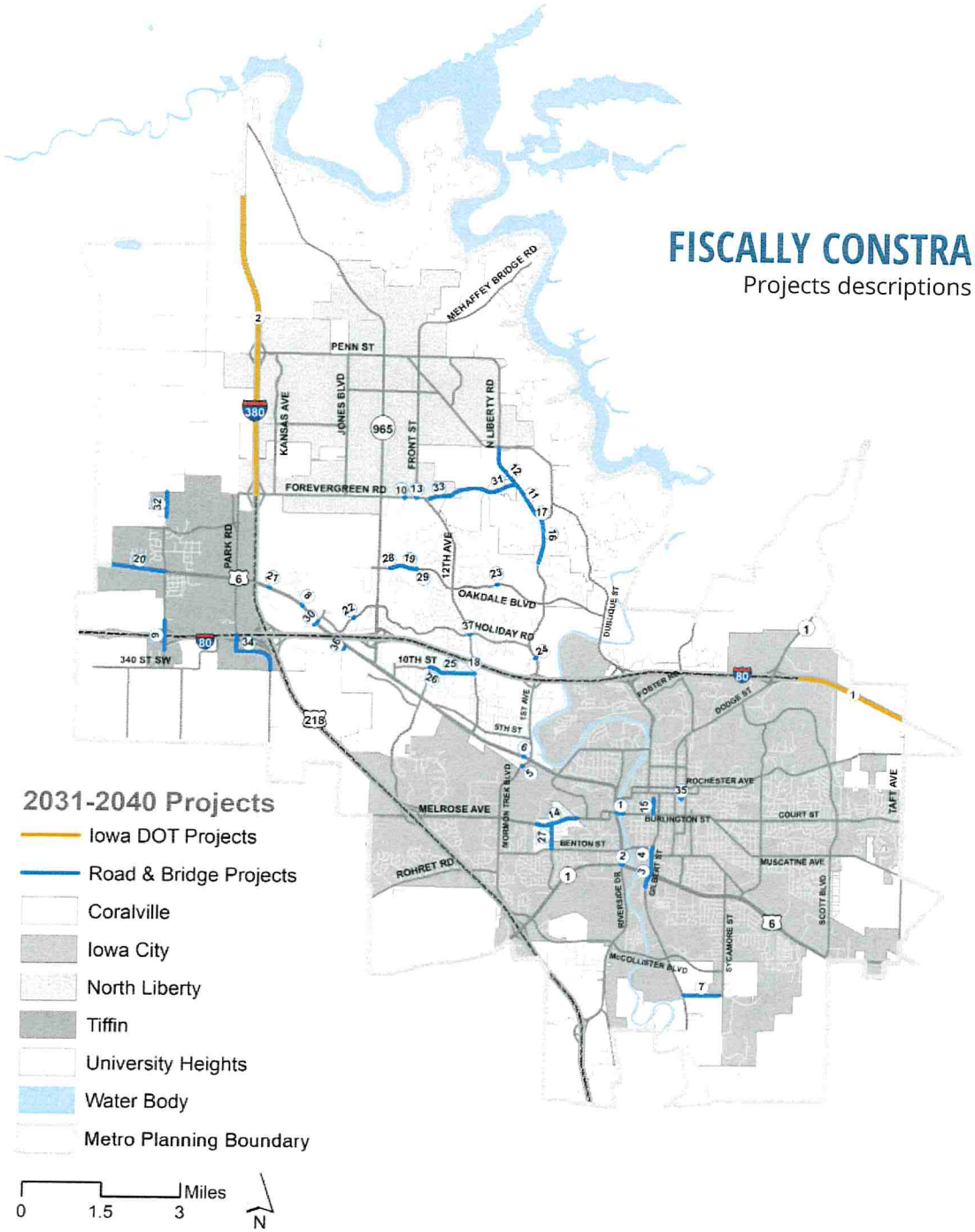
Fiscally Constrained Iowa DOT Projects 2022-2030

ID	Entity	Project Title	Project Description	$ Cost Estimate at Construction
1	DOT/ Iowa City	**Dodge St Reconstruction**	Reconstruct Dodge St between Governor St and Burlington St	$19,040,000
2	DOT/Coralville	**Reconfigure I-80/ 1st Ave Interchange**	Upgrade to diverging diamond interchange	$30,420,768
3	DOT/ North Liberty	**Replace Penn St Bridge over I-380**	Replace Penn Street bridge over I-380; including a trail on the south side of the bridge (separated by barrier rail), a sidewalk on the north side of the bridge (separated by barrier rail) and right turn lane onto Kansas Ave	$17,400,000
			Total Costs 2022-2030	$66,860,768
			Estimated State and Federal Funding	$95,418,942
			Remaining	$28,558,174

2031-2040

FISCALLY CONSTRAINED ROAD AND BRIDGE PROJECTS

Projects descriptions and cost estimates for 2031-2040 road and bridge projects are provided on the following pages.



Fiscally Constrained Road & Bridge Projects 2031-2040

ID	Entity	Project Title	Project Description	$ Cost Estimate at Construction
1	Iowa City	**Burlington St Bridge - South**	This project is a replacement of the Burlington St bridge over the Iowa River that will also increase the number of lanes	$36,966,400
2	Iowa City	**Hwy 1/ 6 Intersection Reconstruction**	Reconstruction of the Hwy 1/ 6/ Riverside Dr intersection	$8,360,000
3	Iowa City	**Gilbert St/ US 6 Intersection Left Turn Lanes**	Reconstruct the intersection to include dual left turn lanes on Gilbert St	$7,356,800
4	Iowa City	**South Gilbert St Improvements**	Reconstruction from Benton St to Stevens Dr. This project does not include improvements to the Gilbert St. US 6 intersection	$9,994,790
5	Coralville	**1st Ave & 1st St Intersection**	Traffic signals and pedestrian facilities	$1,140,000
6	Coralville	**Hwy 6 & relocated 2nd Ave Intersection**	Traffic signals and pedestrian facilities	$1,140,000
7	Iowa City	**Sycamore St - East/ West Leg from "L" to South Gilbert St**	This project will reconstruct Sycamore St to arterial standards using the Complete Streets Policy. This phase will be the east/ west leg of Sycamore St	$7,023,616
8	Coralville	**Hwy 6 & Lucas Ave Intersection**	Traffic signals, pedestrian facilities extending west on Hwy 6	$760,000
9	Tiffin	**Ireland Ave (Village Dr south to Frontage Rd south of I-80)**	Grade & pave street, install curb, gutter and sidewalks or trails and install center turn lane	$4,180,000
10	Coralville	**Forevergreen Rd & Ridgeway Dr Roundabout**	Reconstruct intersection as a roundabout	$1,900,000
11	Coralville	**1st Ave North Phase 3**	0.6 mile reconstruction of 1st Ave between Rustic Ridge Rd and future Forevergreen Rd from a rural to urban cross section	$2,128,000
12	Coralville	**1st Ave North Phase 4**	0.6 mile reconstruction of 1st Ave between Forevergreen Rd and Dubuque St	$2,128,000
13	Coralville	**Forevergreen Rd & Front St Roundabout**	Reconstruct intersection as a roundabout	$1,900,000
14	University Heights	**Melrose Ave Preventative Maintenance**	Pavement repair within city limits	$281,200
15	Iowa City	**Linn St Reconstruction - Burlington St to Iowa Ave**	Part of the Downtown Streetscape Master Plan, this project reconstructs Linn St from Burlington St to Iowa Ave. Project also improves sidewalk pavement, addresses critical update to water main, and replaces and relocates storm sewer between Washington St and Iowa Ave	$4,470,624
16	Coralville	**1st Ave North Phase 2**	0.5 mile reconstruction of 1st Ave (and North Liberty Rd) between Auburn East Ln and Rustic Ridge Rd NE	$2,014,000
17	Coralville	**1st Ave & Rustic Ridge Rd Roundabout**	Reconstruction of intersection into a roundabout with pedestrian facilities	$1,520,000
18	Coralville	**12th Ave & 10th St Intersection**	Turn lanes and traffic signals, or roundabout	$1,520,000
19	Coralville	**Oakdale Blvd Median and Turn Lane Improvements**	0.32 mile of raised medians and turn lane improvement from Crosspark Rd to University Pkwy; creates ped refuge for North Ridge Trail crossing Oakdale Blvd.	$760,000
20	Tiffin	**Hwy 6 (Roberts Ferry Rd to West City Limits**	Grade & pave street, install curb, gutter and sidewalks or trails and install center turn lane	$5,320,000
21	Coralville	**Hwy 6/ Westcor Dr/ Kansas Ave Intersection**	Traffic signals, north leg addition, pedestrian facilities	$760,000
22	Coralville	**Heartland Dr & Commerce Dr Intersection**	Conversion to mini-roundabout, roundabout or traffic signals	$912,000
23	Coralville	**Oakdale Blvd & Brown Deer Rd Roundabout**	Reconstruct intersection as a roundabout	$1,900,000
24	Coralville	**1st Ave and Russell Slade Blvd Roundabout**	Reconstruct intersection as a roundabout	$2,280,000
25	Coralville	**10th St Reconstruction #1**	0.42 mile reconstruction of 10th St from 12th Ave to 20th Ave	$2,280,000

ID	Entity	Project Title	Project Description	$ Cost Estimate at Construction
26	Coralville	**10th St Reconstruction #2**	0.24 mile reconstruction of 10th St from 20th Ave to 22nd Ave	$1,140,000
27	University Heights	**Sunset St Preventative Maintenance**	Pavement repair between Benton St and Melrose Ave	$281,200
28	Coralville	**Oakdale Blvd & Crosspark Rd Roundabout**	Reconstruct intersection as a roundabout with pedestrian facilities added across Oakdale Blvd	$2,280,000
29	Coralville	**Oakdale Blvd & University Pkwy Intersection**	Roundabout or traffic signal improvements	$1,140,000
30	Coralville	**Hwy 6 & Jones Blvd Intersection**	Pedestrian facilities to connect Jones Blvd shared use path to Clear Creek Trl	$608,000
31	Coralville	**Forevergreen Rd Extension**	.52 mile extension of Forevergreen Rd from Naples Ave NE to North Liberty Rd NE	$4,560,000
32	Tiffin	**Roberts Ferry Rd**	Grade & pave street, install curb, gutter and sidewalks or trails from Ridgeway Dr north to City limits	$6,840,000
33	North Liberty	**Forevergreen Rd Extension**	Extension of Forevergreen Rd from 12th Avenue to Naples Ave NE	$4,560,000
34	Tiffin	**Park Rd (1-80 to City Limits - includes Kansas Ave) Phase Two**	Grade & pave street, install curb, gutter and sidewalks or trails	$4,560,000
35	Iowa City	**Iowa Ave Culvert Repair**	This project will repair a box culvert that carriers Ralston Creek under Iowa Ave	$804,019
36	Coralville	**Deer Creek Rd Bridge over Clear Creek**	Bridge replacement	$1,368,000
37	Coralville	**12th Ave and Holiday Rd Roundabout and bridge over CRANDIC**	Full reconstruction at 12th Ave and Holiday Rd with replacement of bridge over CRANDIC Railroad to provide necessary offset of roundabout east of 12th Ave.	$7,600,000
			Total Costs 2031-2040	$144,736,650
			Estimated State and Federal Funding	$144,933,960
			Remaining	$197,310

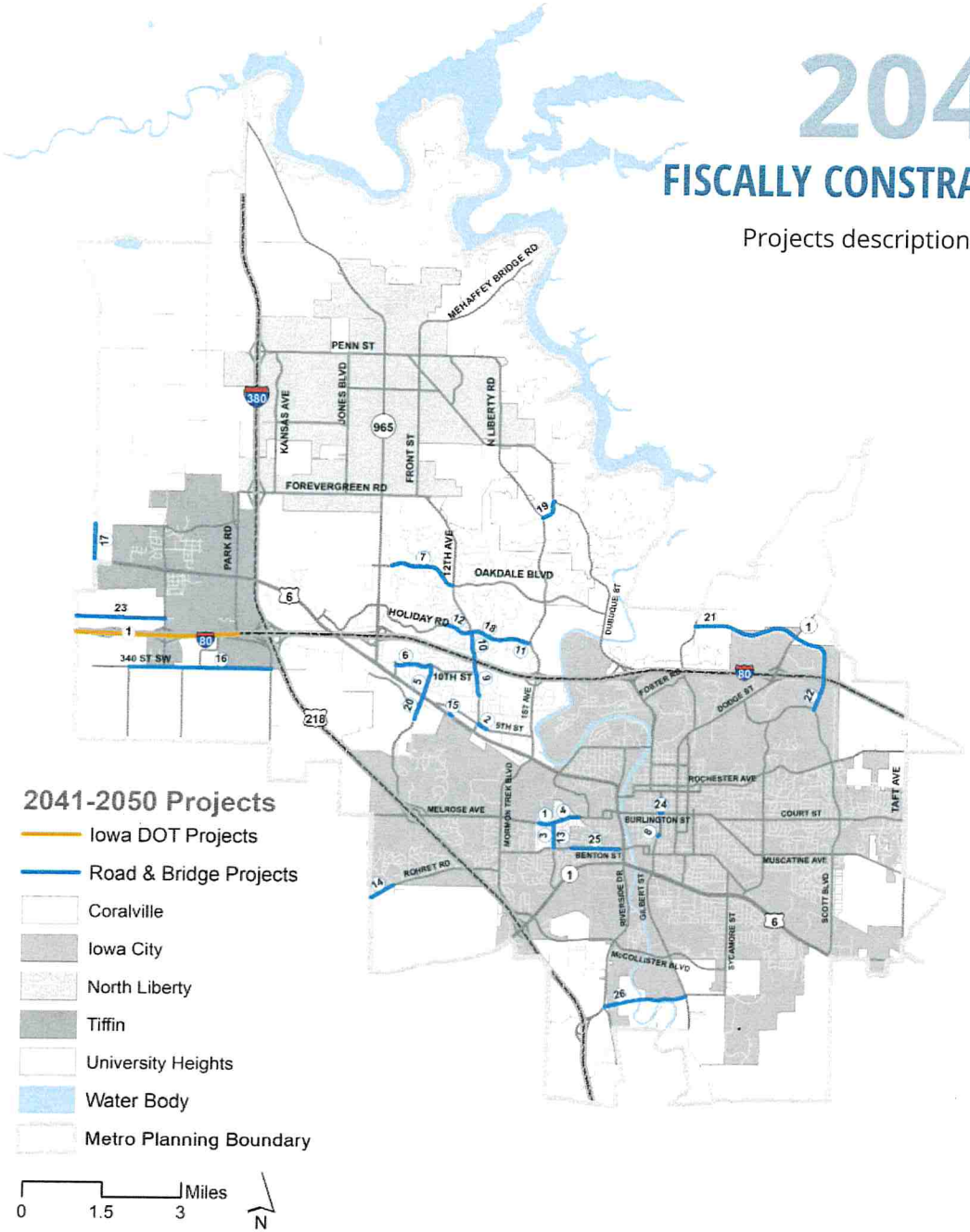
Fiscally Constrained Iowa DOT Projects 2031-2040

ID	Entity	Project Title	Project Description	$ Cost Estimate at Construction
1	DOT	**I-80 6 Lane Project (East)**	Six lane I-80 from east of Iowa Hwy 1 to eastern MPO boundary	$28,211,200
2	DOT	**I-380 6 Lane Project (North)**	Six lane I-380 from north of Forevergreen Rd to the north MPO boundary	$64,774,800
			Total Costs 2031-2040	$92,986,000
			Estimated State and Federal Funding	$169,310,253
			Remaining	$76,324,253

2041-2050

FISCALLY CONSTRAINED ROAD AND BRIDGE PROJECTS

Projects descriptions and cost estimates for 2041-2050 road and bridge projects are provided on the following page.



Fiscally Constrained Road & Bridge Projects 2041-2050

ID	Entity	Project Title	Project Description	$ Cost Estimate at Construction
1	University Heights	**Melrose Ave West Improvements**	Streetscape and stormwater improvements, utility relocations and construct bike lanes west of Sunset St (0.2 miles)	$2,304,000
2	Coralville	**5th St Reconstruction - 10th Ave to 12th Ave**	0.15 mile reconstruction of 5th St from 10th Ave to 12th Ave	$768,000
3	University Heights	**Sunset St Improvements**	Streetscape and stormwater improvements, utility relocations and construct bike lanes south of Melrose Ave (0.35 miles)	$1,651,200
4	University Heights	**Melrose Ave Preventative Maintenance**	Pavement repair within city limits	$451,200
5	Coralville	**22nd Ave Reconstruction**	0.45 mile reconstruction of 22nd Avenue between Hwy 6 and 10th St	$3,840,000
6	Coralville	**10th St Reconstruction #3**	0.5 mile reconstruction of 10th St from 22nd Ave to 25th Ave	$3,168,000
7	Coralville	**Oakdale Blvd Reconstruction**	1 mile reconstruction of Oakdale Blvd from 12th Ave to Crosspark Rd	$7,680,000
8	Iowa City	**Gilbert St IAIS Underpass**	This project relocates the sidewalks of the Gilbert St underpass at the IAIS Railroad. The sidewalks are moved further from the street and existing erosion problems are addressed	$1,205,453
9	Coralville	**12th Ave Reconstruction #1**	0.5 mile reconstruction of 12th Avenue between 8th Street and I-80	$4,032,000
10	Coralville	**12th Ave Reconstruction #2**	0.4 mile reconstruction of 12th Ave between I-80 and Holiday Rd	$3,840,000
11	Coralville	**Holiday Rd Reconstruction #1**	0.4 mile reconstruction of Holiday Rd between 1st Ave and Brown Deer Rd	$3,840,000
12	Coralville	**Holiday Rd Reconstruction #3**	0.4 mile reconstruction of Holiday Rd from12th Ave to South Ridge Dr	$3,840,000
13	University Heights	**Sunset St Preventative Maintenance**	Pavement repair between Benton St and Melrose Ave	$451,200
14	Iowa City	**Rohret Rd - Lake Shore Dr to City Limits**	This project will reconstruct Rohret Rd to urban standards	$6,683,443
15	Coralville	**Hwy 6 & new 17th Ave Intersection**	Extension of 17th Ave to Hwy 6 with new turn lanes and traffic signals	$1,440,000
16	Tiffin	**340th St (Kansas Ave to Ivy Ave)**	Grade and pave street, install curb, gutter and sidewalks or trails	$7,680,000
17	Tiffin	**Half Moon Ave (Hwy 6 north to approximately .5 mile north)**	Grade and pave street, install curb, gutter and sidewalks or trails	$7,680,000
18	Coralville	**Holiday Rd Reconstruction #2**	0.42 mile reconstruction of Holiday Rd between Brown Deer Rd and 12th Ave	$4,032,000
19	Coralville	**Rustic Ridge Rd Reconstruction**	0.33 mile reconstruction of Rustic Ridge Rd from North Liberty Rd to Dubuque St	$2,304,000
20	Coralville	**Camp Cardinal Blvd Reconstruction**	0.35 mile reconstruction of Camp Cardinal Blvd from Clear Creek to Hwy 6	$2,880,000
21	Iowa City	**Oakdale Blvd - Hwy 1 to Prairie Du Chien Rd**	This project would construct Oakdale Blvd from Hwy 1, west to Prairie Du Chien Rd	$30,375,936
22	Iowa City	**Oakdale Blvd - Hwy 1 to Scott Blvd**	This project would construct an extension north across I-80 to a new intersection with Iowa Hwy 1	$55,296,000
23	Tiffin	**Village Dr (Ireland Ave to Half Moon Ave)**	Grade and pave street, install curb, gutter and sidewalks or trails	$13,440,000
24	Iowa City	**Traffic Signal Pre-Emption System**	This project will install a city-wide Geographic Information System (GIS) based traffic signal pre-emption system for emergency vehicles.	$4,501,094
			Total Costs 2041-2050	$173,383,526
			Estimated State and Federal Funding	$173,459,431
			Remaining	$75,905

Fiscally Constrained Iowa DOT Projects 2041-2050

ID	Entity	Project Title	Project Description	$ Cost Estimate at Construction
1	DOT	**I-80 6 Lane Project (West)**	Six lane 1-80 from 80/380 west to the western MPO boundary	$170,496,000
			Total Costs 2041-2050	$170,496,000
			Estimated State and Federal Funding	$253,635,314
			Remaining	$83,139,314

Illustrative Road & Bridge Projects 2041-2050

ID	Entity	Project Title	Project Description	$ Cost Estimate at Construction
1	Iowa City	**Benton St - Orchard St to Oaknoll Dr**	This is a capacity related improvement identified by the Arterial Street Plan	$15,029,760
2	Iowa City	**South Arterial and Bridge - US 218 to Gilbert St**	Construction of a south arterial street and bridge over the Iowa River, connecting from Old Hwy 218/ US 218 interchange to the west side of the Iowa River to Gilbert St/ Sycamore "L" intersection	$58,934,477
			Total Costs 2041-2050	$73,964,237

Metropolitan Planning Organization of Johnson County

Date: November 9, 2021

To: Urbanized Area Policy Board

From: Brad Neumann, Associate Transportation Planner

Re: Agenda Item #4(c): Discussion on CRANDIC Passenger Rail and potential next steps

As we hear more discussion regarding infrastructure improvements at the federal level, we are experiencing an increase in local interest in the CRANDIC Passenger Rail Proposals. At the November 17 Urbanized Area Policy Board meeting, representatives from the Iowa Department of Transportation will be in attendance to discuss the future of passenger rail in the state. Including the proposed CRANDIC route and the proposed Amtrak route between Chicago and the Iowa City urbanized area.

With the discussions approaching, I thought I would give a brief reminder as to the studies already completed and presented to the Board regarding passenger rail service on the CRANDIC line.

Phase I - Iowa City to Cedar Rapids Passenger Rail Conceptual Feasibility Study:
This 2015 study was commissioned by MPOJC, the Iowa Department of Transportation (Iowa DOT), and the CRANDIC Railroad (completed by HDR Inc.). The study explored the conceptual feasibility of a passenger rail service operating in the existing 20.5-mile CRANDIC Corridor between Gilbert Street in Iowa City and the Eastern Iowa Airport in Cedar Rapids. The study identified potential types and modes of passenger rail service for the Corridor and identified general capital and operating maintenance costs, service frequencies, service capabilities, environmental regulations, and funding options. Capital costs for this service ranged from $250 million to $500 million for the commuter rail service option. Most of this estimated cost was attributed to the rail portion north of North Liberty due to the distance and dealing with rail congestion near Cedar Rapids.

Phase I identified the Iowa City to North Liberty segment as feasible and further study was warranted. Stakeholders agreed to focus a Phase II feasibility study on rail service between Iowa City and North Liberty only.

Phase II - Iowa City to North Liberty Passenger Rail Conceptual Feasibility Study:
Phase II was completed in 2016. This phase explored the feasibility of passenger rail service between Gilbert Street in Iowa City and Forevergreen Road in North Liberty, a distance of 7.1 miles. The Study provided stakeholders with a conceptual assessment of existing corridor conditions, conceptual passenger rail equipment and service plan, probable conceptual capital and operations and maintenance costs, and potential alternatives that could reduce the capital cost to implement the service. The capital cost identified in Phase II was approximately $40 million.

Again, stakeholders agreed to continue study on the Iowa City to North Liberty segment and focus a Phase III study on ridership, revenue forecasts, financial strategies, project funding, benefits to the community, and conceptual station design.

Iowa DOT's study on impacts of Alternative Modes on Interstate 380:
After it was announced by the Iowa DOT, the MPOJC Policy Board elected to wait for ridership estimates produced in the Iowa DOT's 2017 study that examined the long-term potential for commuter rail and/or automated bus transit as a component of an enhanced multimodal transportation network in the Iowa City-Cedar Rapids Corridor. The study was developed concurrently with the broader Iowa DOT Interstate 380 Corridor Planning and Environmental Linkage (PEL) Study that evaluated safety, capacity, and infrastructure deficiencies on the principal roadway between the two cities and made recommendations for improvements to increase regional mobility in the near-term horizon. The study also explored alternative transportation use of the parallel CRANDIC Corridor right-of-way to supplement capacity on I-380 during a longer-term horizon.

Iowa DOT provided favorable ridership estimates for passenger rail service between Iowa City and North Liberty and recommended further study of this segment.

Phase III - Iowa City to North Liberty Passenger Rail Conceptual Feasibility Study:
Phase III was completed in 2020. The intent of the Phase III study was to focus on ridership, revenue forecasts, financial strategies, benefits to the community, and conceptual station design. Funding for this study came from the City of Iowa City, the City of Coralville, Johnson County, the University of Iowa, CRANDIC Railroad, and the Iowa Department of Transportation (DOT).

The Phase III Passenger Rail Study included an on-board bus survey to collect data on bus routes serving the University of Iowa campus and a stakeholder presentation held on July 17, 2020 with representatives from the CRANDIC Railroad, Iowa Department of Transportation, the University of Iowa, urbanized area communities, and other interested parties invited to attend the presentation.

Some of the highlights from the Phase III study included:

- A 9.1-mile service from Gilbert Street in Iowa City to Penn Street in North Liberty
- Service every 30 minutes/6am to 7pm, seven days a week
- Six new self-propelled (push-pull configuration) railcars seating 75-85 people per railcar including ADA accommodations and bicycle storage (four railcars in-service and two spares)
- Ridership forecast of 1.4 million passengers per year/1.79 million passengers per year by 2027
  - Eastern Iowa Airport served 1.3 million passengers in 2019
  - Iowa City Transit served 1.4 million passengers in 2019
- $55 million up front capital expenditure
- $4.8 million annual operating and maintenance costs
- $2.1 million in fare revenue ($1.50/fare)
- $2.7 million in additional funding needed annually
- Social and economic benefits

I will be at the November 17th meeting to discuss this item and answer questions.

cc: Kent Ralston

MPOJC
Metropolitan Planning Organization of Johnson County

Date: November 10, 2021

To: Urbanized Area Policy Board

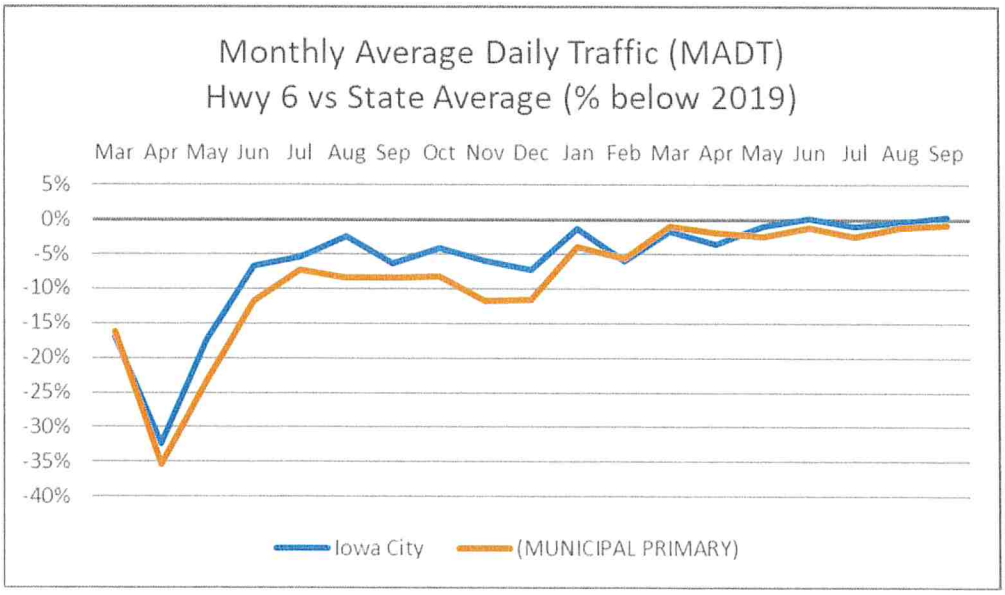
From: Frank Waisath, Associate Transportation Planner

Re: Agenda Item #4d: Update on local traffic volume trends

Since the onset of the COVID-19 Pandemic, staff has been monitoring local traffic volumes with data available from the Iowa DOT's network of 174 Automatic Traffic Recorders (ATR) throughout the state.

Staff analyzed peak hour and 72-hour traffic data for the Highway 6 ATR site in Iowa City and compared it with historical 5-year data (2015-2019) as a baseline. After a substantial initial drop in traffic in the early months of 2020, local peak hour traffic rebounded to approximately 5-10% below pre-covid averages throughout the remainder of the year. By May of 2021 traffic volumes had returned to the baseline average (as compared to the historical 5-year data).

In order to ensure reliable data for traffic studies requested by member entities, an adjustment factor was added to local traffic counts collected between September 2020 and May 2021. The graph below shows that since May of 2021, Monthly Average Daily Traffic (MADT) for Iowa City has remained consistently on track with the state average and within the normal observed fluctuation by month. Based on the MPO's analysis, traffic volumes across the state and in the Iowa City metro area have returned to pre-COVID levels and adjustment to local counts is no longer necessary.



I will be available at your November 17th meeting to answer any questions you may have.

MPOJC

Metropolitan Planning Organization of Johnson County

Date: November 10, 2021

To: MPOJC Urbanized Area Policy Board

From: Sarah Walz, Associate Transportation Planner

Re: Agenda Item #5(a) Discuss the Severson Charity Challenge for this holiday season

For nine years the MPO has sponsored the "Severson Charity Challenge" in honor of Linda Severson who served as the MPO's Human Services Coordinator from 1994 until her death in 2011. This annual charity drive was inspired by just one of the many acts of generosity and compassion for which Linda was known: each year she coordinated the City of Iowa City's holiday donation drive, collecting essential items for those in need.

The Severson Challenge traditionally invites each participating government entity to select a local charity they wish to support. In past years, donations were directed to all three area food pantries in Coralville, North Liberty, and Iowa City in addition to the Joan Buxton Children's Aid Fund, and Valley View Lodge (a Shelter House Fair Weather Lodge).

Last year, during the height of the Covid-19 Pandemic when many city staff were working remotely and when many public facilities were closed, the MPO initiated the "Trails to Table Challenge." This effort encouraged people to take advantage of our local and regional trails for physical and mental health and to maintain safe social contact. The challenge encouraged staff and the public to make donations through the Community Foundation of Johnson County to benefit our community food pantries in Iowa City, Coralville, and North Liberty.

At your November 13th meeting the Board will choose whether to restart the Severson Challenge or if some other effort is appropriate given the continued need in our communities. If the Board chooses to continue the Severson Challenge, the event would run from December 1, 2021 through January 3, 2022.

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