



Metropolitan Planning Organization of Johnson County

MEETING NOTICE

**MPOJC Urbanized Area Policy Board
Wednesday November 16, 2022 – 4:30 PM
North Liberty City Hall – Council Chambers
3 Quail Creek Circle, North Liberty IA**

AGENDA

1. *Call to Order*

- a. Recognize alternates
- b. Consider approval of meeting minutes
- c. Set next Board meeting date, time and location (January 25th, Iowa City City Hall)

2. *Public Discussion of any item not on the agenda**

3. *Administration*

- a. Confirm entities that will nominate Johnson County representatives to the East Central Iowa Council of Governments (ECICOG) Board of Directors
- b. Appoint a nominating committee for Calendar Year 2023 Urbanized Area Policy Board officers
- c. Preliminary discussion of the FY24 MPOJC Budget

4. *Transportation Planning*

- a. Public Hearing and consideration of an amendment to the FY23-26 MPOJC Transportation Improvement Program (TIP) – amending project funding amounts for the new transit maintenance /bus storage facility in Iowa City
 - i. Public Hearing
 - ii. Consider an amendment to the FY23-26 MPOJC TIP
- b. Consider approval of performance measure target setting for the MPO as required by the Federal Highway Administration
- c. Consider approval of scoring criteria for Surface Transportation Block Grant (STBG), Transportation Alternatives Program (TAP), and Carbon Reduction Program (CRP) funds allocated by MPOJC
- d. Update on the Federal Functional Class revision process for local roadways

5. *Other Business*

- a. Update from the Johnson County Mobility Coordinator
- b. Discuss the 'Severson Charity Challenge' for this holiday season

6. *Adjournment*

To request 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 13, 2022 – 4:30 P.M.

City of Coralville – Council Chambers 1512 7TH St. Coralville, IA

MEMBERS PRESENT: Coralville: Keith Jones, Meghann Foster
Iowa City: John Thomas, Pauline Taylor, Janice Weiner,
Laura Bergus
Johnson County: Rod Sullivan
North Liberty: Eric Sittig, Brian Wayson
University Heights: Tim Schroeder
University of Iowa: Erin Shane

STAFF PRESENT: Kent Ralston, Emily Bothell, and Hannah Neel

OTHERS PRESENT: Cathy Cutler (Iowa DOT)

1. CALL TO ORDER

Thomas called the meeting to order at 4:30 p.m. The meeting was held at the Coralville City Council Chambers.

a. Recognize alternates

Keith Jones was recognized as an alternate for Laurie Goodrich of Coralville. Eric Sittig was recognized as an alternate for Chris Hoffman of North Liberty. Tim Schroeder was the alternate for Louise From of University Heights.

b. Consider approval of meeting minutes

Motion to approve May 25, 2022 meeting minutes was made by Sullivan, seconded by Weiner. **The motion carried unanimously.**

c. Set next Board meeting date, time and location

Ralston proposed September 21, 2022 as the next Board meeting date with the location to be determined.

2. PUBLIC DISCUSSION OF ANY ITEM NOT ON THE AGENDA

None.

3. ADMINISTRATION

a. Public Hearing and consideration of a resolution adopting a revised MPOJC Public Participation Plan

Ralston shared that the Metropolitan Planning Organization of Johnson County (MPOJC) Public Participation Plan formalizes the public input process for MPOs in their planning process. Each major work item is included in the public participation plan to indicate how MPOJC will get public participation. The last public participation plan was adopted in 2017.

The document is consistent with federal guidelines and will formalize the planning policies used by MPOJC and encourage public participation and communication with member communities. The adopted plan will be in future Transportation Improvement Plans (TIPs).

To date there has been no public comment on the plan. Based on feedback from the previous Urbanized Area Policy Board meeting in May, a number of revisions were made. The Coralville and Iowa City Planning and Zoning Commissions and Iowa City Climate Action Committee were added to the plan's public outreach for organizations. Additionally, both the Press Citizen and Gazette will have notices for public hearings as resources allow. Social media is also identified in the plan as a way to communicate with the public.

Thomas opened the public hearing for the adoption of the revised MPOJC Public Participation Plan. After no comments, Thomas closed the public hearing.

Motion to adopt the revised MPOJC Public Participation Plan was made by Sullivan, seconded by Taylor. **The motion carried unanimously.**

4. TRANSPORTATION PLANNING

- a. Public Hearing and consideration of an amendment to the FY 22-25 MPOJC Transportation Improvement Program (TIP) – amending the program year and federal funding amount for the I-80/1st Avenue Interchange Project in Coralville

Ralston stated that the Metropolitan Planning Organization of Johnson County (MPOJC) submits the Transportation Improvement Program (TIP) annually to the Iowa Department of Transportation (Iowa DOT). The Iowa DOT has requested an amendment to move the Coralville 1st Ave/Interstate-80 interchange project from FY23 with a total cost of \$22,685,000 to FY22 with a total cost of \$32,225,360. The amendment also reflects \$25 million dollars in federal aid. The amendment is necessary, in part, due to the project receiving a DOT Better Utilizing Investments to Leverage Development (BUILD) grant award of \$20,525,359.

Thomas opened the public hearing for the amendment to the FY 22-25 MPOJC Transportation Improvement Program (TIP), amending the program year and federal funding amount for the I-80/1st Avenue Interchange Project in Coralville. After no comments, Thomas closed the public hearing.

Motion to approve the amendment to the FY22-25 MPOJC Transportation Improvement Plan was made by Bergus, Wayson seconded. **The motion carried unanimously.**

- b. Public Hearing and consideration of resolutions of adoption and certification for the FY 23-26 MPOJC Transportation Improvement Program

Ralston explained that the annual Transportation Improvement Program (TIP) is the Metropolitan Planning Organization of Johnson County's (MPOJC) programming document for federal and state surface transportation projects. The TIP has been updated to reflect the recent programming of projects through federal FY2026.

Ralston presented the new projects in the TIP which include projects added in FY26 – 1) North Liberty reconstruction project for \$2.9 million, 2) Iowa City's Highway 6 Trail project for \$520,000, and 3) Iowa DOT Pavement Data Collection Program for \$60,000. The TIP also includes 5307 transit operating funds approved by the Board in January. The 5307 transit operating funds are allocated to the University of Iowa Cambus, Iowa City Transit,

and Coralville Transit. The program of projects, approved by the Board in April, is included as well.

Thomas opened the public hearing for the adoption of the FY23-26 MPOJC Transportation Improvement Program. After no comments, Thomas closed the public hearing.

Motion to approve the adoption of the FY23-26 MPOJC Transportation Improvement Program for the Iowa City Urbanized Area and authorizing the MPO Chairperson to sign associated documents was made by Sullivan, Taylor seconded. **The motion carried unanimously.**

Motion to approve the resolution certifying compliance with federal requirements for conducting the urban transportation planning process in the Iowa City Urbanized Area was made by Sullivan, Taylor seconded. **The motion carried unanimously.**

c. Consider approval of staff authorization to execute actions on behalf of MPOJC for the Federal Transit Administration

Ralston explained that in May of 2018, the Policy Board approved Cooperative Agreements on behalf of Coralville Transit, Iowa City Transit, and University of Iowa Campus that clarifies MPOJC's standing as the designated recipient for Federal Transit Administration (FTA) 5307 operating funds. The agreements identify mutual responsibilities to be completed by MPO staff and each transit agency. Also required as part of the agreements is the designation of a specific MPOJC Associate Planner as the authorized staff person to execute the Section 5307 operating grants process. With recent staff changes, Associate Planner Hannah Neel will be named as the new authorized designee. Ralston asked the Policy Board to consider approval of the change in designated staff to execute actions on behalf of MPOJC for the Federal Transit Administration.

Motion to approve staff authorization to execute actions on behalf of the MPOJC for the Federal Transit Administration was made by Weiner, seconded by Wayson. **The motion carried unanimously.**

d. Discussion regarding CRANDIC passenger rail and potential next steps

Ralston shared that since the May meeting, there were tasks outlined for the Metropolitan Planning Organization to complete regarding CRANDIC passenger rail. Ralston met with City Managers to discuss desires and the Surface Transportation Board was contacted to discuss mechanisms to provide the passenger rail or bus system in the CRANDIC corridor. Ralston also communicated with CRANDIC to gauge if they would entertain bus rapid transit in the corridor and they agreed.

Foster inquired about potential redundancy with the Intersate-380 express. Ralston clarified that there would not be any redundancy at this point because the passenger rail studies have focused on the route between Iowa City and North Liberty – not Iowa City to Cedar Rapids.

Ralston indicated that staff would continue discussion with City Managers.

e. Update from DOT District 6 staff on significant projects in the metro area

Cathy Cutler, Transportation Planner for Iowa Department of Transportation (Iowa DOT) District 6, presented updates on significant projects in the MPOJC metro area.

The Herbert Hoover Highway/Interstate-80 Interchange project is underway. Currently, crews are working on the new roundabouts and bridge. The work will continue through November 30, 2022.

To the east, Interstate-80 is being widened from a mile east of Highway 1 to the westbound interchange. Crews are beginning to remove the pavement as traffic continues through the westbound side. After completion in the fall, traffic will be put onto the new eastbound lane. The Wapsi bridge has been closed because of this project and will reopen next summer.

The Interstate-80/380 project has entered the final construction staging, which will last from this spring until August of 2024. In North Liberty the Interstate-380 widening continues, with the northbound lane open for both directions. The Iowa Department of Transportation (Iowa DOT) is also working on various ramp bridges on Interstate-80. In Tiffin the Iowa DOT is working on the new east facing ramps at the Ireland Avenue interchange. Construction will continue on the new Jasper Avenue bridge by Interstate-80 with anticipated completion in 2024.

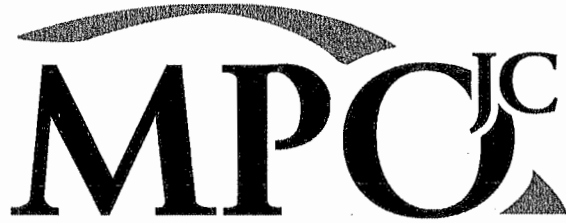
The Interstate-80/First Avenue interchange project is expected to start in the spring of 2023.

5. OTHER BUSINESS

None.

6. ADJOURNMENT

Motion to adjourn was made by Foster; Sittig seconded. **Meeting adjourned by Thomas at 4:57 p.m.**



Metropolitan Planning Organization of Johnson County

Date: November 9, 2022

To: Urbanized Area Policy Board

From: Kent Ralston, Executive Director

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 in 2020. 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 2023 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 2023 representative is to be designated by Coralville.

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

The 2023 representative is to be designated by Swisher.

I intend to contact Johnson County, Coralville, and Swisher 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 16th meeting to answer any questions you may have.



Metropolitan Planning Organization of Johnson County

Date: November 9, 2022
To: Urbanized Area Policy Board
From: Kent Ralston, ^{DR} Executive Director
Re: Agenda Item #3(b): Appoint nominating committee for calendar year 2023
Urbanized Area Policy Board officers

At your January meeting, you will elect a Chairperson and Vice Chairperson for the calendar year 2023 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 2023 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 John Thomas (Iowa City, City Council) and the Vice-Chair is Louise From (Mayor, University Heights). Both the Chair and Vice-Chair have served for one year; 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 16th meeting to answer any questions you may have.

MPOJC Urbanized Area Policy Board Chairpersons

<u>Year</u>	<u>Chairperson</u>	<u>Organization</u>
2022	Thomas	Iowa City
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 9, 2022

To: Urbanized Area Policy Board

From: ^{KR} Kent Ralston, Executive Director

Re: Agenda Item #3(c): Preliminary discussion of the FY24 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 (FY23) 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 Campus system.
- Assist local entities with review of development proposals and associated transportation planning.
- To serve as a forum for other regional issues/discussions.

Capital expenses for FY24 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 FY24 and anticipate an approximate 4.0% decrease in the total MPO budget – primarily due to changes in staff salaries and health benefit costs associated with recent staff turnover.

Similar to previous years, I anticipate using \$230,000 of Iowa Department of Transportation 'Planning Funds' in FY24. 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 stabilize assessments.

I will be available at your November 16th meeting to answer any questions you may have. The formal budget will be provided to the Board for consideration at your January meeting.

Summary of FY23 Assessments

Urban Communities

Iowa City	\$131,939
Johnson County	\$38,586
Coralville	\$39,352
North Liberty	\$36,109
Tiffin	\$7,956
University Heights	\$2,165
SubTotal	\$256,107

Rural Communities

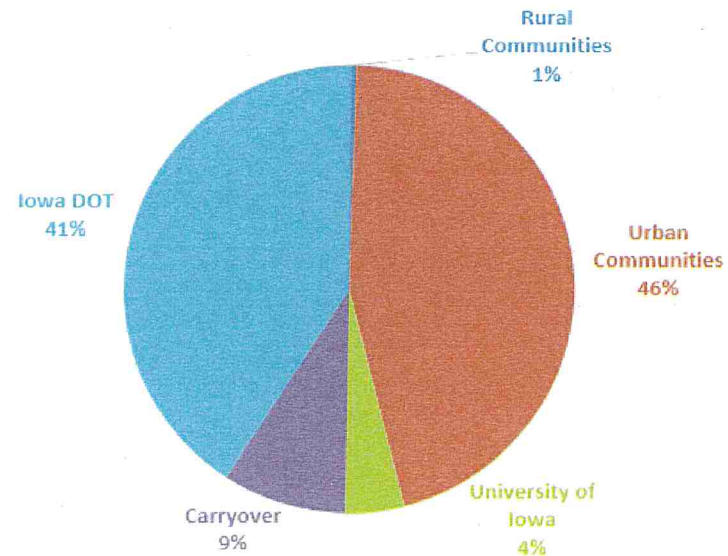
Solon	\$1,027
Lone Tree	\$462
Swisher	\$311
Oxford	\$246
Hills	\$294
Shueyville	\$249
SubTotal	\$2,587

Other Sources

Iowa DOT	\$230,000
Carryover	\$50,000
University of Iowa	\$23,817
SubTotal	\$303,817

Total	\$562,511
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PERCENTAGE OF MPO BUDGET BY SOURCE



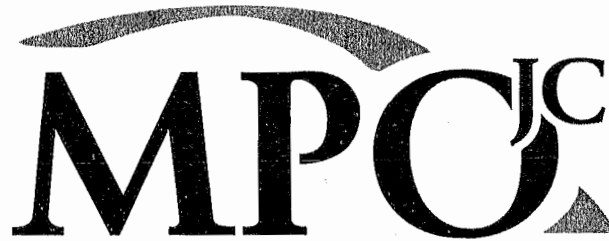
Note: Figures do not include specific funding for Iowa City Neighborhood & Development Services, equivalent to 0.5 Administration Budget (\$89,303) and 1.0 FTE Transportation Planning (\$149,797).

MPOJC Assessment Explanation



Urban Entity	Population	Population % Urban Board	Total Assessment	% of Total MPO Budget	% of Total Assessments
Iowa City	74,828	51.52%	\$131,939	23.5%	51.0%
Johnson County	21,884	15.07%	\$38,586	6.9%	14.9%
Coralville	22,318	15.37%	\$39,352	7.0%	15.2%
North Liberty	20,479	14.10%	\$36,109	6.4%	14.0%
Tiffin	4,512	3.11%	\$7,956	1.4%	3.1%
U-Heights	1,228	0.85%	\$2,165	0.4%	0.8%
Subtotal	145,249	100.0%	\$256,107	45.5%	99.0%
Rural Entity ¹	Population	Population % Rural Board	Total Assessment	% of Total Budget	% of Total Assessments
Solon	3,018	39.68%	\$1,027	0.2%	0.4%
Lone Tree	1,357	17.84%	\$462	0.1%	0.2%
Swisher	914	12.02%	\$311	0.1%	0.1%
Oxford	722	9.49%	\$246	0.0%	0.1%
Hills	863	11.35%	\$294	0.1%	0.1%
Shueyville	731	9.61%	\$249	0.0%	0.1%
Subtotal	7,605	100.0%	\$2,587	0.5%	1.0%
Total	152,854	100.0%	\$258,694	46.0%	100.0%
Other Funding Sources					
Iowa DOT			\$230,000	40.9%	
Carryover			\$50,000	8.9%	
University of Iowa			\$23,817	4.2%	
		MPO Total	\$562,511	100.00%	
		50% Admin for Iowa City NDS ²	\$89,303		
		1.0 FTE for Iowa City NDS ²	\$149,797		
		Total Budget	\$801,611		

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.



Metropolitan Planning Organization of Johnson County

Date: November 9, 2022

To: Urbanized Area Policy Board

From: ^{HN}Hannah Neel, Associate Transportation Planner

Re: Agenda item #4(a): Public Hearing and consideration of an amendment to the FY2023-2026 MPOJC Transportation Improvement Program (TIP) – amending project funding amounts for the New Transit Maintenance/Bus Storage Facility in Iowa City

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

Iowa City Transit has requested an amendment to the adopted MPOJC FY2023-2026 TIP increasing the federal funding amount, decreasing the local funding amount, and including a new funding source for the New Transit Maintenance/Bus Storage Facility project.

Amend the FY2023-2026 TIP to change a project funding amount:

Current project funding amounts for the New Transit Maintenance/Bus Storage Facility in Iowa City, Iowa.

Total: \$25,929,955
Federal Aid: \$16,000,000
Local Funding: \$9,929,955

New project funding amounts for the New Transit Maintenance/Bus Storage Facility in Iowa City, Iowa.

Total: \$27,750,000
Federal Aid: \$19,795,500
Transit Infrastructure Grant: \$750,000
Local Funding: \$7,204,500

Staff is requesting approval of the proposed amendment.

The Transportation Technical Advisory Committee unanimously recommended approval of the proposed amendment at their November 8th meeting.

I will be at your November 16th meeting to answer any questions you may have.



Metropolitan Planning Organization of Johnson County

Date: November 9, 2022
To: Urbanized Area Policy Board
From: Kent Ralston, Executive Director
Re: Agenda Item #4(b) Consider performance measure target setting for the MPO as required by the Federal Highway Administration

In 2018, the Urbanized Area Policy Board approved the adoption of system performance and freight targets for 2018-2021 as part of the Highway Safety Improvement Program. We must again consider these targets and report them to the Federal Highway Administration (FHWA) by April 1, 2023.

For each measure, we will need to choose one of the following two options: 1) support the State's 4-year 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. At this time, MPO's must only adopt 4-year targets.

Iowa DOT targets for 2022-2025 performance period

	Topic	Performance measure(s)	Baseline (CY 2021 data)	Proposed 2-year target (CY 2023 data)	Proposed 4-year target (CY 2025 data)
PM2	Pavement	Percentage of pavements of the Interstate System in Good condition	58.8%	55.0%	55.0%
		Percentage of pavements of the Interstate System in Poor condition	0.4%	3.0%	3.0%
		Percentage of pavements of the non-Interstate NHS in Good condition	37.9%	35.0%	35.0%
		Percentage of pavements of the non-Interstate NHS in Poor condition	3.7%	6.0%	6.0%
	Bridge	Percentage of NHS bridges classified as In Good condition	48.6%	52.5%	56.0%
		Percentage of NHS bridges classified as In Poor condition	2.4%	5.0%	6.6%
PM3	System Performance	Percent of person-miles traveled on the Interstate that are reliable	99.9%	98.0%	98.0%
		Percent of person-miles traveled on the non-Interstate NHS that are reliable	96.5%	94.0%	94.0%
	Freight	Truck Travel Time Reliability Index (Interstate only)	1.13	1.25	1.25

As part of adopting these performance measures, we are required to state how projects programmed in our annual Transportation Improvement Program show progress towards meeting the adopted safety targets. We are also required to provide information about how projects are satisfying the performance measures in updates to our Long Range Transportation Plan. This information was included in the last update to the Plan - adopted in May 2022.

MPO targets are not formally evaluated to measure progress toward meeting adopted targets, rather the State's targets will be assessed by the FHWA annually. As mentioned in previous years, while there are no current penalties or restrictions on how MPO funding can be spent on projects not supporting established targets, this may change in the future.

Due to the uncertainties in reporting requirements, potential future penalties for not meeting targets, and current time constraints, I recommend that we (again) adopt the State's targets at this point. If at any time we feel that creating our own local targets would be beneficial, we will have that opportunity prior to the required reporting due to the Iowa DOT each year.

The Transportation Technical Advisory Committee recommended approval of adopting the State's targets at their November 8 meeting. I have attached additional information provided by the Iowa DOT for your reference. Please be prepared to consider this item and provide staff with direction.

I will be available at you November 16th meeting to answer any questions you may have.

Iowa DOT Pavement and Bridge Performance Measures

October 2022

Required performance measures

Through the Moving Ahead for Progress in the 21st Century (MAP-21) Act, Congress required the establishment of measures to assess performance in several areas, including pavement condition of the Interstate and non-Interstate National Highway System (NHS), codified in 23 CFR 490.307, and bridge condition of the NHS, codified in 23 CFR 490.407. Departments of Transportation (DOTs), as well as Metropolitan Planning Organizations (MPOs) with applicable roadways within their metropolitan planning areas, set targets for the following performance measures, known as "PM2."

1. Percentage of pavements of the Interstate System in Good condition
2. Percentage of pavements of the Interstate System in Poor condition
3. Percentage of pavements of the non-Interstate NHS in Good condition
4. Percentage of pavements of the non-Interstate NHS in Poor condition
5. Percentage of NHS bridges classified as in Good condition
6. Percentage of NHS bridges classified as in Poor condition

Targets are set for all roadways on the applicable system within a state or MPO, regardless of ownership. Target setting occurs for 4-year periods, with the first targets having been established in 2018 for the performance period of calendar year (CY) 2018-2021. States must now set 2- and 4-year targets for the second reporting period of CY 2022-2025. Once states establish targets, MPOs will have 180 days to take action to either support the state's 4-year targets or set their own.

Pavements

Iowa has more than 240,000 lane-miles of roadway across state, county, and municipal systems. Iowa DOT is responsible for maintaining 23,825 lane-miles of highways, including highways on the Interstate System, the majority of the NHS, and other state highways. Local governments maintain the remaining pavements. Table 1 shows the number of lane-miles of Interstate highways and non-Interstate NHS highways in Iowa, which are the systems that targets are being set for.

Table 1: Lane-miles of Interstates and non-Interstate NHS highways in Iowa

Highway system	Lane-miles
Interstate	3,479
Non-Interstate NHS (DOT + Local)	12,867
DOT NHS (Non-Interstate)	12,426
Local NHS	441

Iowa DOT collects pavement data on Interstates every year, the remainder of the NHS and Iowa DOT highways every two years, and all other paved roads in the state every four years. Local jurisdictions can choose to fund participation in more frequent collection than every four years if desired. Data from these inspections form the basis for determining condition levels and help owners determine pavement maintenance needs. More information about NHS pavements and how they are managed can be found in Iowa's Transportation Asset Management Plan (TAMP).

Target setting methodology

Targets are to be set based on 0.1-mile sections of the through travel lanes of mainline highways on the applicable highway systems. The Federal Highway Administration (FHWA) definitions of good, fair, and poor for pavement are determined based on the condition of three attributes - the pavement section's International Roughness Index (IRI), the pavement's cracking condition, and the pavement's rutting rating (concrete) or faulting rating (asphalt). Per FHWA's definitions, a pavement section is considered "poor" if two of these three ratings are poor. A pavement section is considered "good" if all three ratings are good. Otherwise, it is considered "fair." Pavement that is part of a bridge deck is excluded from metric calculations. Missing, invalid, or unresolved data is also excluded from the calculations and is not to exceed five percent of the system's mileage. The good and poor measures are determined by summing the total lane-miles of good or poor highway segments and dividing by the total lane-miles of all highway segments on the applicable system.

To develop targets in alignment with the FHWA definitions of good and poor, Iowa DOT's pavement management team reviewed historical condition data and used a pavement management tool to forecast the metrics. The tool can provide a recommended program of pavement projects based on condition information, treatment options and decision trees, benefits and costs, and projected budgets for pavement work. The tool also provides forecasted condition based on the FHWA good/fair/poor definitions. The forecasts were reviewed and the estimated performance for the 4-year period was used to set targets. Targets were adjusted up or down as appropriate to allow for a conservative approach, given the current uncertainty related to construction cost inflation and ongoing supply chain issues and how that may impact projects planned during the performance period. The 2- and 4-year targets were held constant, though the 4-year targets will be reviewed at the midpoint of the performance period and adjusted if appropriate.

Figure 1 shows the historical performance and proposed targets for the Interstate System, and Figure 2 shows the same information for the non-Interstate NHS. Note that there was not a 2-year target required for the Interstate condition measures in the prior performance period. Also, prior targets for the non-Interstate NHS are not shown because the first performance period allowed a phase-in where only the IRI rating was used to measure condition, thus prior targets are not comparable to the current data and targets. Table 2 summarizes Iowa DOT's PM2 pavement targets.

Figure 1: Interstate pavement historical condition, prior targets, and proposed targets

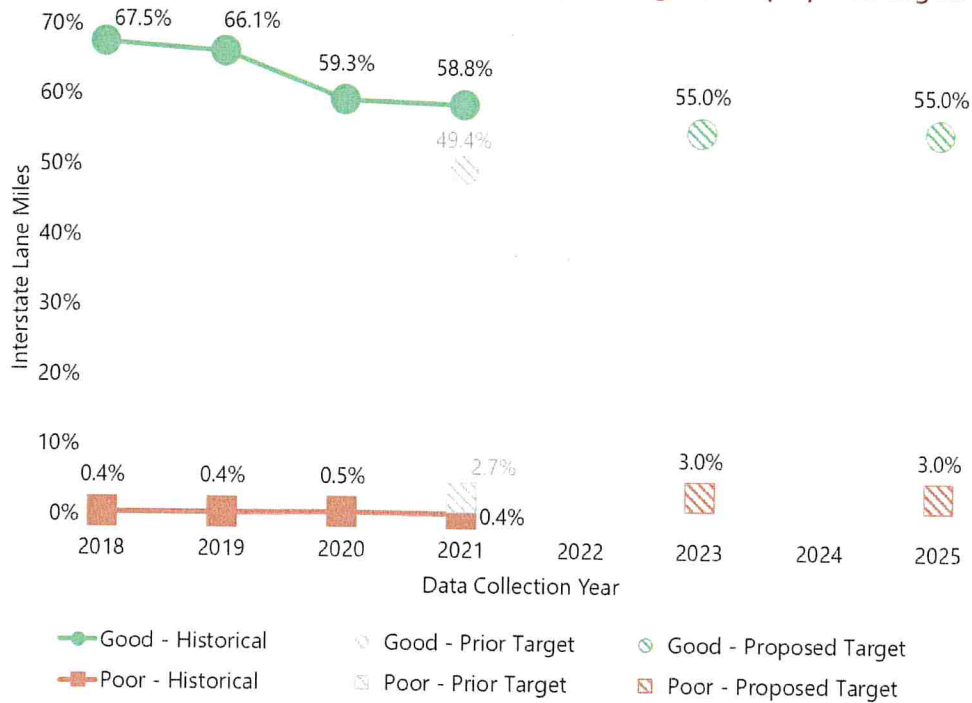


Figure 2: Non-Interstate NHS pavement historical condition and proposed targets

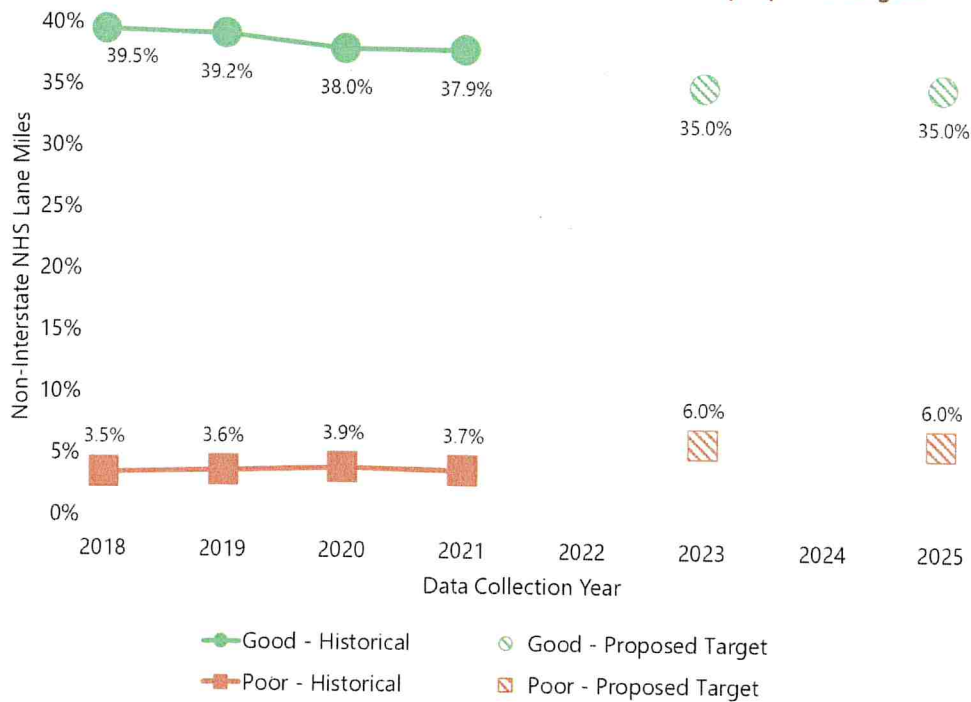


Table 2: Iowa DOT PM2 pavement targets for 2022-2025

Performance measure(s)	Baseline (CY 2021 data)	Proposed 2-year target (CY 2023 data)	Proposed 4-year target (CY 2025 data)
Percentage of pavements of the Interstate System in Good condition	58.8%	55.0%	55.0%
Percentage of pavements of the Interstate System in in Poor condition	0.4%	3.0%	3.0%
Percentage of pavements of the non-Interstate NHS in Good condition	37.9%	35.0%	35.0%
Percentage of pavements of the non-Interstate NHS in Poor condition	3.7%	6.0%	6.0%

Note: the years represent the calendar year in which data was collected. Data is reported through the Highway Performance Monitoring System (HPMS) the following year; e.g., the baseline data of CY 2021 was reported to the HPMS in CY 2022.

It is important to note that these targets are based on FHWA definitions of good and poor, which have been nationally defined to achieve a standard measurement across states. These definitions of good and poor may not be the same as other pavement condition metrics used by the Iowa DOT to evaluate system condition and may not be the best indicator of what a typical traveler considers to be good or poor pavement condition.

Minimum level for condition of Interstate pavements

In addition to establishing performance measures, MAP-21 also set a minimum condition level for Interstate pavements. Per 23 CFR 490.315, states are required to maintain Interstate pavements so that the percentage of the lane-miles of the Interstate System classified as poor condition does not exceed 5.0 percent. FHWA annually determines whether a state exceeds this threshold. If a state's percentage of poor condition Interstate lane-miles exceeds 5.0 percent, in the following year the state will be subject to funding penalties that require a certain amount of National Highway Performance Program (NHPP) and Surface Transportation Block Grant (STBG) funding to be used for eligible projects on the Interstate System. The percentage of Iowa's Interstate lane-miles in poor condition is currently below the 5.0 percent threshold and is forecast to remain below that threshold through the performance period.

Bridges

Iowa has more than 24,000 bridges across state, county, and municipal systems. Iowa DOT is responsible for maintaining 4,195 of these bridges, including bridges on Interstate System, the majority of the NHS, and other state highways. Local governments maintain the remaining bridges. Table 3 shows the number of bridges and deck area of NHS bridges in Iowa, which is the system that targets are being set for.

Table 3: NHS bridges in Iowa

Highway system	Number of bridges	Deck area (ft ²)
NHS – Iowa DOT owned	2,600	34,081,466
NHS – Locally owned	48	984,324
Total NHS	2,648	35,065,790

Bridge owners are required to inspect bridges at least every 24 months. Data from these inspections form the basis for determining condition levels and help owners determine bridge maintenance needs. More information about NHS bridges and how they are managed can be found in Iowa's TAMP.

Target setting methodology

As part of the National Bridge Inventory (NBI) program, condition is rated for each bridge's deck, superstructure, and substructure using a scale of zero to nine. Per FHWA's definitions, a bridge is considered "poor" if one of these three ratings is less than or equal to four. A bridge is considered "good" if all the three ratings are greater than or equal to seven, and otherwise it is considered "fair." The performance measures are calculated based on the deck area for all bridges carrying the NHS, including highway bridges on ramps connected to the NHS and bridges that cross state borders. Bridges on state borders count toward both states' totals. The good and poor measures are determined by summing the total deck area of good or poor NHS bridges and dividing by the total deck area of the NHS.

Iowa DOT models bridge deterioration and projects future conditions using a tool called Asset Optimizer, developed by IDS Consulting. The Asset Optimizer predicts future condition of each bridge in the network, estimates the impact of bridge treatment alternatives, and prioritizes treatments subject to a budget constraint. Certain bridges are excluded from the Asset Optimizer analysis, and their needs are handled outside the system. These include locally owned NHS bridges as well as complex structures that are not easily modeled, including selected "big bridges" with unique design characteristics. There are 34 such big bridges, 18 of which are on the NHS. For each of these bridges, Iowa DOT establishes specific maintenance and preservation activities; these bridges are typically maintained in a higher condition due to their importance and expense. These bridges include large river bridges over Iowa's eastern and western borders, which are managed through coordination with the neighboring states.

To develop targets, the Asset Optimizer was used to model future condition of Iowa DOT-owned bridges, excluding the big bridges mentioned previously. The output for the NHS portion of the future scenario was then combined with the condition of big bridges on the NHS and locally owned

NHS bridges to account for them not being in the forecast. The resulting targets are shown in Figure 3 and on Table 4.

Figure 3: NHS bridge historical condition, prior targets, and proposed targets

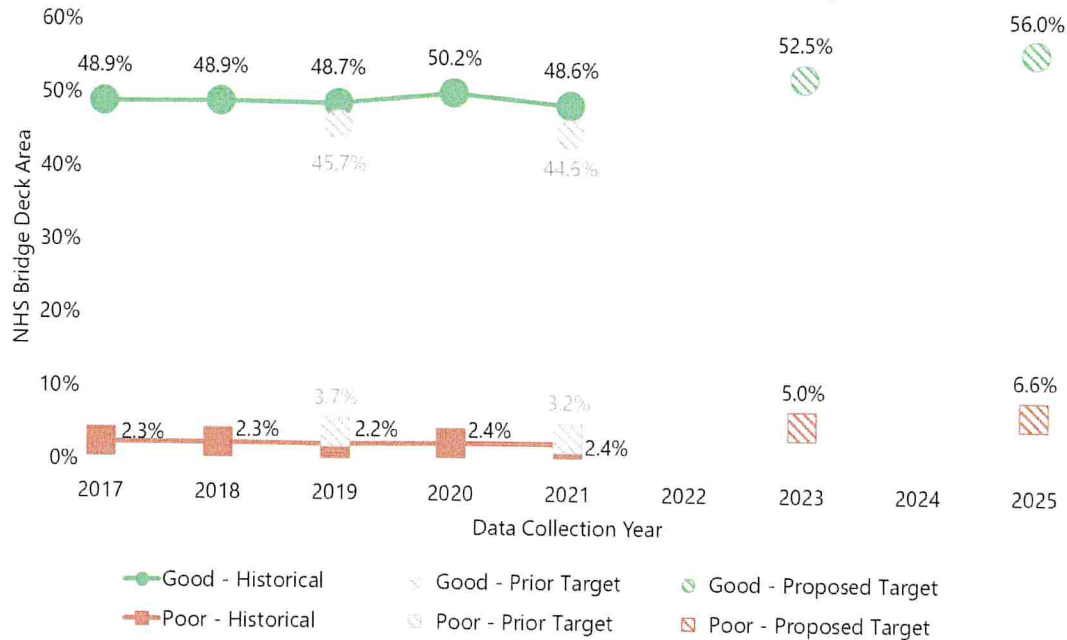


Table 4: Iowa DOT PM2 bridge targets for 2022-2025

Performance measure(s)	Baseline (CY 2021 data)	Proposed 2-year target (CY 2023 data)	Proposed 4-year target (CY 2025 data)
Percentage of NHS bridges classified as in Good condition	48.6%	52.5%	56.0%
Percentage of NHS bridges classified as in Poor condition	2.4%	5.0%	6.6%

Note: the years represent the calendar year in which data was collected. Data is reported through the NBI the following year; e.g., the baseline data for CY 2021 was reported to the NBI in CY 2022.

It is important to note that these targets are based on FHWA definitions of good and poor, which have been nationally defined to achieve a standard measurement across states. These definitions of good and poor may not be the same as other bridge condition metrics the Iowa DOT uses to evaluate system condition and may not be the best indicator of what a typical traveler considers to be good or poor bridge condition.

Minimum level for condition of NHS bridges

In addition to establishing performance measures, MAP-21 also set a minimum condition level for NHS bridges. Per 23 CFR 490.411, states are required to maintain NHS bridges so that the percentage of the deck area of bridges classified as structurally deficient (also referred to as "poor" for the performance measures and targets) does not exceed 10.0 percent. FHWA annually determines whether a state exceeds this threshold. If, for three consecutive years, a state's percentage of NHS bridge deck area in poor condition exceeds 10.0 percent, in the following year the state will be subject to funding penalties that require a certain amount of NHPP funding to be used for eligible bridge projects on the NHS. The percentage of Iowa's NHS bridges in poor condition is currently below the 10.0 percent threshold and is forecast to remain below that threshold through the performance period.

Iowa DOT System Performance and Freight Performance Measures

October 2022

Required performance measures

Through the Moving Ahead for Progress in the 21st Century (MAP-21) Act, Congress required the establishment of measures to assess performance in several areas, including performance of the Interstate and non-Interstate National Highway System (NHS), codified in 23 CFR 490.507, and freight movement on the Interstate System, codified in 23 CFR 490.607. Departments of Transportation (DOTs), as well as Metropolitan Planning Organizations (MPOs) with applicable roadways within their metropolitan planning areas, set targets for the following performance measures, known as “PM3.”

1. Percent of person-miles traveled on the Interstate that are reliable
2. Percent of person-miles traveled on the non-Interstate NHS that are reliable
3. Truck Travel Time Reliability Index (Interstate only)

Targets are set for all roadways on the applicable system within a state or MPO, regardless of ownership. Target setting occurs for 4-year periods, with the first targets having been established in 2018 for the performance period of calendar year (CY) 2018-2021. States must now set 2- and 4-year targets for the second reporting period of CY 2022-2025. Once states establish targets, MPOs will have 180 days to take action to either support the state’s 4-year targets or set their own.

Data and methodology

Data for these measures is provided by the Federal Highway Administration (FHWA) through the National Performance Management Research Data Set (NPMRDS). This is a national data set of average travel times on the NHS. Since February 2017, speed and travel time data from INRIX has been used for the NPMRDS, which is hosted by the University of Maryland Center for Advanced Transportation Technology Laboratory (CATT Lab). States and MPOs can access the raw data at no cost. The CATT Lab has also developed a MAP-21 tool to assist states and MPOs in calculating PM3 measures. This tool is available through a technical services program (TSP) administered by the American Association of State Highway and Transportation Officials (AASHTO). Iowa DOT is currently participating in the TSP; this participation also provides Iowa’s MPOs access to the MAP-21 tool and output.

State DOTs must establish 2- and 4-year targets for the percent of reliable person-miles on the Interstate System and the non-Interstate NHS. The level of travel time reliability (LOTTR) is the metric for determining the performance measures. The LOTTR is calculated for four time periods:

1. Weekdays from 6:00 a.m. – 10:00 a.m.
2. Weekdays from 10:00 a.m. – 4:00 p.m.
3. Weekdays from 4:00 p.m. – 8:00 p.m.
4. Weekends from 6:00 a.m. – 8:00 p.m.

Data for all vehicle traffic are analyzed based on 15-minute bins of speeds and travel times for traffic message channels (TMCs), which are highway segments that NPMRDS data are reported for. For each time period across an entire year, the TMC's LOTTR is defined as the ratio of the longer travel time (80th percentile) to a "normal" travel time (50th percentile) for all vehicles. FHWA defines a segment as reliable if its LOTTR is less than 1.50 during all four time periods. If the maximum LOTTR from the four time periods is 1.50 or higher, the segment is unreliable. To translate the LOTTR to the performance measure, the length of each segment is multiplied by its annual average daily traffic (AADT) and average occupancy factor for all vehicles (FHWA's default is 1.7), which results in person-miles. This calculation is done for reliable segments and for all segments. Dividing the sum of reliable segment person-miles by the sum of all segment person-miles provides the measure of percent of travel time reliability.

State DOTs must also establish 2- and 4-year targets for truck travel time reliability (TTTR) on the Interstate System. This measure is calculated similarly to the LOTTR-based measures, but the metric's parameters are slightly different and it is not translated into a percentage of reliable person-miles. This measure also uses a subset of the NPMRDS data that contains only truck data, rather than all-vehicle data.

The TTTR index is the metric for determining the performance measure. The TTTR index is calculated for five time periods:

1. Weekdays from 6:00 a.m. – 10:00 a.m.
2. Weekdays from 10:00 a.m. – 4:00 p.m.
3. Weekdays from 4:00 p.m. – 8:00 p.m.
4. Overnight (all days) from 8:00 p.m. – 6:00 a.m.
5. Weekends from 6:00 a.m. – 8:00 p.m.

Data for truck traffic are analyzed based on 15-minute bins of speeds and travel times for TMCs. For each time period across an entire year, the TTTR is defined as the ratio of the longer truck travel time (95th percentile) to a "normal" truck travel time (50th percentile). For each TMC, the highest TTTR value from the five time periods is carried forward into the measure calculation. To translate the individual TMC values into the overall TTTR index, the length of each segment is multiplied by its maximum TTTR from the five time periods. These length-weighted TTTRs are then added together and divided by the sum of all segment lengths to result in the TTTR index for the performance measure. A lower TTTR index indicates a higher amount of system reliability per the performance measure, with 1.0 being the lowest possible value.

The CATT Lab tool provides output necessary for the state DOT's required data submission to the Highway Performance Monitoring System (HPMS), including the LOTTR and TTTR metrics for each TMC for each time period. The tool also provides the overall LOTTR and TTTR for the state or MPO on an annual and monthly basis. The monthly output helps shown seasonal patterns in reliability, but there is not a significant statistical relationship between the monthly and annual data because in each case the percentiles are being calculated based on all travel time bins within the timeframe being evaluated. During the prior performance period, with only one initial year of data to review, it was hypothesized that the monthly variance could be used as a proxy for annual variance. With several additional years of data now available, there does not appear to be a strong correlation

between the monthly and annual data, and it was decided to modify the target setting approach for the current performance period accordingly.

To develop targets, annual performance from 2017-2021 was reviewed. This showed that Iowa consistently has extremely high reliability per these measures, but there are minor variations on an annual basis. A review of unreliable Interstate TMCs per the LOTTR metric showed that they were typically associated with one or more of three categories: major work zones, high volume commuter corridors, and data errors. The third category has improved over time as the dataset has been refined and additional quality checks have been conducted. A review of unreliable non-Interstate NHS segments showed that the majority occur in urban areas (over 5,000 population), which makes sense given that these areas will have more corridors with slower speeds, more commuter traffic, traffic control devices, and other urban characteristics that can impede traffic. A review of Interstate TTR data has shown the most significant impact during the past five years was the extreme flooding in western Iowa in 2019, which resulted in repeated closures of I-29 for weeks or months in some locations.

Given there is still a relatively limited historical dataset (five years) to work with, Iowa DOT decided to set targets that are conservative relative to past performance, but that still represent extremely high system reliability. This will allow for fluctuations in reliability due to issues like major work zones and unanticipated events such as closures due to extreme weather or natural disasters. Figure 1 shows the historical performance and proposed targets for travel time reliability for both the Interstate System and the non-Interstate NHS. Figure 2 shows the historical performance and proposed targets for the truck travel time reliability index for the Interstate System. Table 1 summarizes Iowa DOT's PM3 targets. The 2- and 4-year targets were held constant, though the 4-year targets will be reviewed at the midpoint of the performance period and adjusted if appropriate.

Figure 1: Interstate and non-Interstate NHS travel time reliability – historical condition, prior targets, and proposed targets

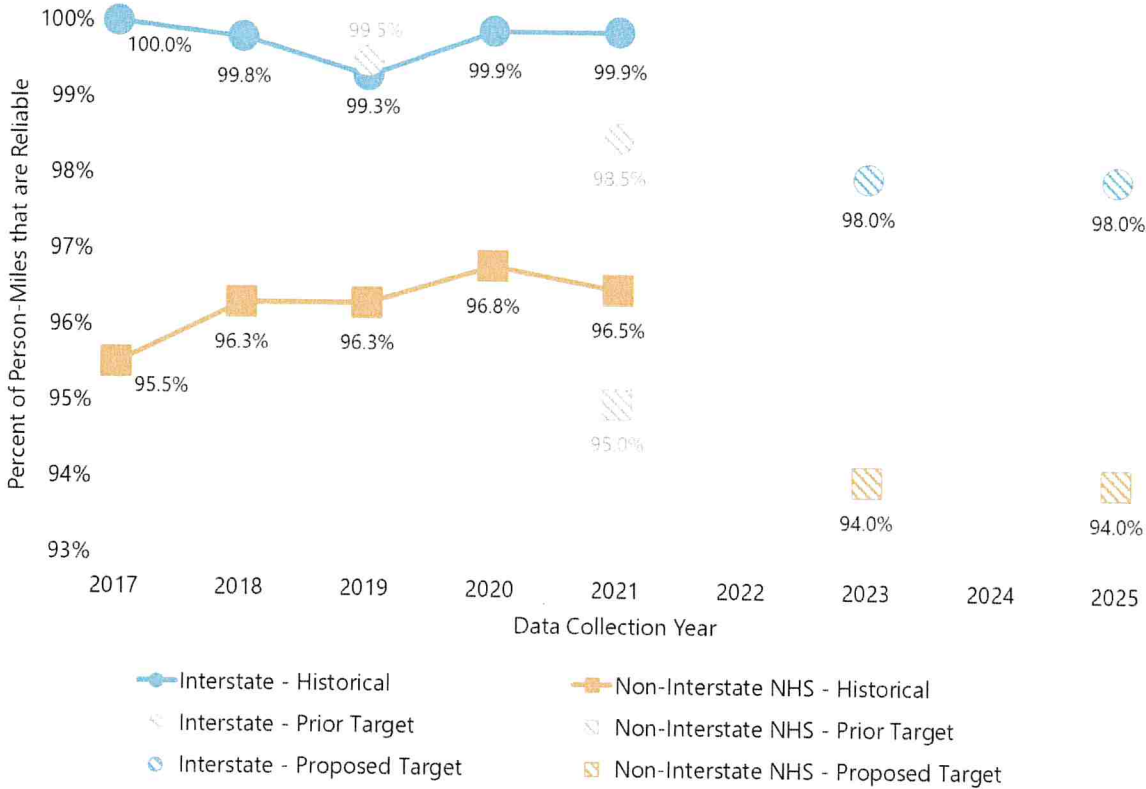


Figure 2: Interstate truck travel time reliability index – historical condition, prior targets, and proposed targets



Table 1: Iowa DOT PM3 system performance and freight targets for 2022-2025

Performance measure(s)	Baseline (CY 2021 data)	Proposed 2-year target (CY 2023 data)	Proposed 4-year target (CY 2025 data)
Percent of person-miles traveled on the Interstate that are reliable	99.9%	98.0%	98.0%
Percent of person-miles traveled on the non-Interstate NHS that are reliable	96.5%	94.0%	94.0%
Truck Travel Time Reliability Index (Interstate only)	1.13	1.25	1.25

Note: the years represent the calendar year in which data was collected. Data is reported through the HPMS the following year; e.g., the baseline data for CY 2021 was reported to the HPMS in CY 2022.

It is important to note that these targets are based on FHWA definitions of reliability, which have been nationally defined to achieve a standard measurement across states. These metrics and definitions of reliability may not be the same as other reliability metrics the Iowa DOT uses to evaluate system performance and may not be the best indicator of what a typical traveler considers to be a reliable transportation system. Overall, these metrics show that Iowa has a very reliable Interstate System and non-Interstate National Highway System.



Metropolitan Planning Organization of Johnson County

Date: November 9, 2022

To: Urbanized Area Policy Board

From: Emily Bothell; Senior Associate Transportation Planner

Re: Agenda Item #4(c): Consider approval of scoring criteria for Surface Transportation Block Grant (STBG), Transportation Alternative Program (TAP), and Carbon Reduction Program (CRP) funds allocated by MPOJC

STBG and TAP Funding

The MPOJC grant application for Surface Transportation Block Grant (STBG) funding will be available in February 2023. However, Transportation Alternative Program (TAP) funding may be delayed due to pending program changes related to the passage of the Infrastructure Investment and Jobs Act (IIJA) and revised program guidance released by the Federal Highway Administration (FHWA). Staff will update the Urbanized Area Policy Board on the TAP funding timeline when more information is available.

Prior to opening the grant application process we wanted to provide an opportunity for the Policy Board to review the adopted STBG and TAP scoring criteria (attached). The scoring criteria were last revised and approved by the Policy Board in November 2020 for use in the 2021 grant application process. In addition to scoring grant applications, the criteria were also used more recently to score and rank projects to be included in the MPOJC 2050 Long Range Transportation Plan adopted in May 2022. The criteria correspond to the 'Guiding Principles' in the MPOJC 2050 Long Range Transportation Plan and help ensure the MPO is funding projects that meet the diverse goals of the organization.

CRP Funding

The Infrastructure Investment and Jobs Act (IIJA) authorizes a new Carbon Reduction Program (CRP) to reduce transportation emissions. CRP funding can be used on a wide range of activities as shown in the attachment (i.e. a TAP project, traffic control devices, electric vehicle charging infrastructure). A number of activities are listed by statute, but a community may apply for a project outside of the list if the reduction in transportation emissions can be demonstrated over the project's life cycle. As part of the CRP, the Iowa Department of Transportation (Iowa DOT) must develop a 'Carbon Reduction Strategy'. We will update the Board on the next steps once the Iowa DOT has provided more information.

Though specific CRP guidance is not yet available, we anticipate the solicitation and programming of projects will be similar to TAP and thus recommend using the same criteria for project scoring. As always, if a community submits a project under any of the grant programs and it is not compatible with the scoring criteria, that project can be deliberated based on its merits and awarded funding as deemed appropriate.

Scoring Criteria

At their November 8th meeting, the Transportation Technical Advisory Committee (TTAC) unanimously recommended approval of the Surface Transportation Block Grant (STBG), Transportation Alternative Program (TAP), and Carbon Reduction Program (CRP) scoring criteria. Please be prepared to discuss the criteria and consider the TTAC recommendation at your November 16th meeting.

Please keep in mind that the scoring criteria is one tool to be used to assess and compare potential grant funded projects. The Policy Board is not required to award funding based solely on project scores.

I will be available at your November 16th meeting to answer any questions you may have.

Surface Transportation Block Grant & Transportation Alternatives Program Scoring Criteria

MPOJC Policy Board Approved November 18, 2020

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

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

Total Points Possible: 12 (13%)

Score: _____

2: Environment¹ – *Preserves and protects our natural resources, including land, water and air quality*

- A. Project promotes air quality improvements via congestion reduction through one or more of the following: Geometric improvements (physical improvements that improve motorist operations), ITS/signalization improvements, Reduction of Vehicle Miles Traveled (VMT), Improvement to turning movements **+1 each (Points Possible: 4)**
- B. Project preserves the natural environment through Stormwater Management practices such as: Incorporating permeable pavements, bioretention, soil restoration, etc. **+1 each (Points Possible: 3)**

Total Points Possible: 7 (8%)

Score: _____

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

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

Total Points Possible: 5 (5%)

Score: _____

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

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

Total Points Possible: 5 (5%)

Score: _____

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

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

Total Points Possible: 14 (15%)

Score: _____

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

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

Total Points Possible: 9 (10%)

Score: _____

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

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

OR

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

Total Points Possible for A&B: 14 (15%)

OR

Total Points Possible for C: 7

Score: _____

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

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

Total Points Possible: 8 (9%)

Score: _____

9: Equity² – *Provides access and opportunity for all people and neighborhoods*

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

Total Points Possible: 8 (9%)

Score: _____

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

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

Total Points Possible: 9 (10%)

Score: _____

Total Score: _____

¹Not used to score Transportation Alternatives Program projects

²Lower-income neighborhoods are defined as being at or below 80% of Area Median Income (AMI) by block group.

Source: American Community Survey 5-Year Estimates (2012-2016)



U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

Subject: **INFORMATION:** Carbon Reduction Program
(CRP) Implementation Guidance

Date: April 21, 2022

From: Gloria M. Shepherd
Associate Administrator, Office of Planning,
Environment, and Realty

In Reply Refer To:
HEP-1

To: Division Administrators
Directors of Field Services

On November 15, 2021, the President signed the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law”) (BIL) into law. The BIL authorizes a new Carbon Reduction Program codified at 23 United States Code (U.S.C.) 175 to reduce transportation emissions. The attached Carbon Reduction Program (CRP) Implementation Guidance provides information on funding, eligible activities, and requirements of the CRP.

Except for the statutes and regulations cited, the contents of this document do not have the force and effect of law and are not meant to bind the States or the public in any way. This document is intended only to provide information regarding existing requirements under the law or agency policies.

This document will be accessible on the Sustainability Website ([FHWA Sustainability Website](#)), the BIL Website ([FHWA Bipartisan Infrastructure Law Website](#)), and through the Policy and Guidance Center ([FHWA Policy and Guidance Center](#)).

If you have questions, please contact: Becky Lupes (202-366-7808 or Rebecca.Lupes@dot.gov) or John Davies (202-366-6039 or JohnG.Davies@dot.gov) of the Office of Natural Environment.

Attachment

Carbon Reduction Program Implementation Guidance
(April 21, 2022)

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A. Definitions

In this guidance, the following definitions apply:

Consultation means that one or more parties confer with other identified parties in accordance with an established process and, prior to taking action(s), considers the views of the other parties and periodically informs them about action(s) taken (*See* 23 CFR 450.104).

Coordination means the cooperative development of plans, programs, and schedules among agencies and entities with legal standing and adjustment of such plans, programs, and schedules to achieve general consistency, as appropriate (23 CFR 450.104).

Metropolitan Planning Organization means the policy board of an organization established as a result of the designation process under 23 U.S.C. 134(d) (23 U.S.C. 134(b)(2); 23 U.S.C. 175(a)(1)).

Transportation Emissions means carbon dioxide emissions from on-road highway sources of those emissions within a State (23 U.S.C. 175(a)(2)).

Transportation Management Area means a transportation management area identified or designated by the Secretary under 23 U.S.C. 134(k)(1) (*See* 23 U.S.C. 175(a)(3)).

Urbanized Area means a geographic area with a population of 50,000 or more, as determined by the Bureau of the Census (23 U.S.C. 134(b)(7); 23 U.S.C. 175(a)(1)).

B. PROGRAM PURPOSE

The purpose of the Carbon Reduction Program (CRP) is to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions (*See* 23 U.S.C. 175 as established by the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “[Bipartisan Infrastructure Law](#)” (BIL)) (BIL § 11403).

C. GUIDANCE ON ADMINISTRATION PRIORITIES AND USE OF THE FEDERAL-AID HIGHWAY FORMULA FUNDING

- 1. Overview:** This document provides background and guidance to clarify eligibility requirements for the CRP. On December 16, 2021, FHWA issued guidance, [Policy on Using Bipartisan Infrastructure Law Resources to Build a Better America](#), that serves as an overarching framework to prioritize the use of BIL resources on projects that will Build a Better America. That policy is available on FHWA’s BIL resources implementation website at the following URL: https://www.fhwa.dot.gov/bipartisan-infrastructure-law/building_a_better_america-policy_framework.cfm.

2. Safety:

Prioritizing Safety in All Investments and Projects

The National Roadway Safety Strategy (NRSS) (issued January 27, 2022) commits the United States Department of Transportation (USDOT) and FHWA to respond to the current crisis in traffic fatalities by “taking substantial, comprehensive action to significantly reduce serious and fatal injuries on the Nation’s roadways,” in pursuit of the goal of achieving zero highway deaths. FHWA recognizes that zero is the only acceptable number of deaths on our roads and achieving that is our safety goal. FHWA therefore encourages States and other funding recipients to prioritize safety in all Federal highway investments and in all appropriate projects, using relevant Federal-aid funding, including funds from CRP.

The Safe System approach addresses the safety of all road users, including those who walk, bike, drive, ride transit, and travel by other modes. It involves a paradigm shift to improve safety culture, increase collaboration across all safety stakeholders, and refocus transportation system design and operation on anticipating human mistakes and lessening impact forces to reduce crash severity and save lives. To achieve the vision of zero fatalities, safety should be fully reflected in a State’s transportation investment decisions, from planning and programming, environmental analysis, project design, and construction, to maintenance and operations. States should use data-driven safety analyses to ensure that safety is a key input in any decision made in the project development process and fully consider the safety of all road users in project development.

FHWA encourages State and local agencies to consider the use of funds from CRP to address roadway safety and implement the Safe System approach wherever possible. Improvements to safety features, including traffic signs, pavement markings, and multimodal accommodations that are routinely provided as part of a broader Federal-aid highway project can and should be funded from the same source as the broader project as long as the use is eligible under that funding source.

Because of the role of speed in fatal crashes, FHWA is also providing new resources on the setting of speed limits and on re-engineering roadways to help “self-enforce” speed limits. To achieve the vision of zero fatalities on the Nation’s roads, FHWA encourages States to assess safety outcomes for all project types and promote and improve safety for all road users, particularly vulnerable users. FHWA recommends that streets be designed and operated to maximize the existing right-of-way for accommodation of nonmotorized modes and transit options that increase safety and connectivity. Pedestrian facilities in the public right-of-way must comply with the Americans with Disabilities Act.

Complete Streets

As one approach to ensuring the safety of all roadway users, FHWA encourages States and communities to adopt and implement Complete Streets policies that prioritize the safety of all users in transportation network planning, design, construction and operations. Section 11206 of the BIL defines Complete Streets standards or policies as

those which “ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.” A complete street includes, but is not limited to, sidewalks, bike lanes (or wide paved shoulders), special bus lanes, accessible public transportation stops, safe and accommodating crossing options, median islands, pedestrian signals, curb extensions, narrower travel lanes, and roundabouts. A Complete Street is safe, and feels safe, for everyone using the street.

3. **Transit Flex:** FHWA, working with FTA, seeks to help Federal-aid recipients plan, develop, and implement infrastructure investments that prioritize safety, mobility, and accessibility for all transportation network users, including pedestrians, bicyclists, transit riders, micromobility users, freight and delivery services providers, and motorists. This includes the incorporation of data sharing principles and data management.

Funds from CRP can be “flexed” to FTA to fund transit projects. For title 23 funds that are flexed to FTA, section 104(f) of title 23, U.S.C., allows funds made available for transit projects or transportation planning to be transferred to FTA and administered in accordance with chapter 53 of title 49, U.S.C., except that the Federal share requirements of the original fund category continue to apply (See 23 U.S.C. 104(f)(1)).

The use of Federal-aid funding on transit and transit-related projects can provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. FHWA encourages recipients to consider using funding flexibility for transit or multimodal-related projects and to consider strategies that: (1) improve infrastructure for nonmotorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) use equitable and sustainable practices while developing transit-oriented development.

4. **Transferability Between FHWA Programs:** Section 126 of title 23, U.S.C., provides that a State may transfer up to 50 percent of the amount apportioned for the fiscal year for certain highway programs, including CRP, to other eligible apportioned highway programs.¹ See also FHWA Order 4551.1, “Fund Transfers to Other Agencies and Among Title 23 Programs”, ([Fund Transfers to Other Agencies and Among Title 23 Programs](#)). Historically States have used this flexibility to address unmet needs in areas where apportioned funding was insufficient.

The BIL made historic investments in highway programs including more than \$300 billion in Contract Authority from the Highway Trust Fund. This represents an average

¹ States may only transfer CRP funds that are allocated for use anywhere in the State.

annual increase of 29 percent in Federal-aid funding over the amount of Contract Authority for FHWA programs compared to fiscal year 2021. Congress also established more than a dozen new highway programs to help address urgent surface transportation needs.

States have the flexibility to transfer funds out of CRP to other apportioned programs, but we encourage States to first consider the need to transfer in light of the significant increase in apportioned funding and the considerable funding for new programs. States, working with FHWA, should determine the need for CRP funds – including the ability to apply CRP funds to eligible assets owned by local governments, counties, and Tribes – and identify and prioritize projects that maximize the CRP funding before deciding to transfer funds out of the CRP.

5. **ADA:** The Americans with Disabilities Act (ADA) of 1990 and Section 504 of the Rehabilitation Act of 1973 prohibit discrimination against people with disabilities and ensure equal opportunity and access for persons with disabilities. The Department of Transportation’s Section 504 regulations apply to recipients of the Department’s financial assistance (*See* 49 CFR 27.3(a)). Title II of the ADA applies to public entities regardless of whether they receive Federal financial assistance (*See* 28 CFR 35.102(a)). The ADA requires that no qualified individual with a disability shall, because a public entity’s facilities are inaccessible to or unusable by individuals with disabilities, be excluded from participation in, or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any public entity (*See* 28 CFR 35.149). A public entity’s pedestrian facilities are considered a “service, program, or activity” of the public entity. As a result, public entities and recipients of Federal financial assistance are required to ensure the accessibility of pedestrian facilities in the public right-of-way, such as curb ramps, sidewalks, crosswalks, pedestrian signals, and transit stops in accordance with applicable regulations.

If the project reduces transportation emissions, funds from CRP are available to improve accessibility and to implement recipients’ ADA transition plans and upgrade their facilities to eliminate physical obstacles and provide for accessibility for individuals with disabilities. FHWA will provide oversight to recipients of CRP funds to ensure that each public agency’s project planning, design, and construction programs comply with ADA and Section 504 accessibility requirements.

6. **Equity:** The BIL provides considerable resources to help States and other funding recipients advance projects that consider the unique circumstances affecting community members’ mobility needs and allocate resources consistently with those needs, enabling the transportation network to effectively serve all community members. FHWA will work with States to ensure consideration of using CRP funds for projects and inclusion of project elements that proactively address racial equity, workforce development, economic development, and remove barriers to opportunity, including automobile dependence in both rural and urban communities as a barrier to opportunity or to redress prior inequities and barriers to opportunity.

Federal-aid recipients, including recipients of CRP funds, are responsible for involving the public, including traditionally underserved and underrepresented populations in transportation planning and complying with participation and consultation requirements in 23 CFR 450.210 and 23 CFR 450.316, as applicable. “Underserved populations” include minority and low-income populations but may also include many other demographic categories that face challenges engaging with the transportation process and receiving equitable benefits (See [FHWA's Environmental Justice Reference Guide](#) for additional information). In addition, CRP projects can support the Justice40 Initiative, which establishes a goal that at least 40 percent of the benefits of federal investments in climate and clean energy infrastructure are distributed to disadvantaged communities. (See [OMB's Interim Implementation Guidance for the Justice40 Initiative](#) or its successor for additional information).

To assist with these public engagement efforts, FHWA expects recipients of CRP funds to engage with all impacted communities and community leaders to determine which forms of communication are most effective. Recipients should gain insight on the unique circumstances impacting various disadvantaged and underrepresented groups so that new channels for communication may be developed. And, the recipients should use this information to inform decisions across all aspects of project delivery including planning, project selection, and the design process.

Among other things, recipients of CRP funds are also required to assure equitable treatment of workers and trainees on highway projects through compliance with Equal Employment Opportunity requirements under 23 CFR Part 230, Subpart A, as well as ensuring nondiscrimination in all of their operations on the basis of race, color, or national origin under Title VI of the Civil Rights Act of 1964. Recipients of CRP funds should ensure that they have the capacity and expertise to address Federal civil rights protections that accompany grant awards.

- 7. Climate Change and Sustainability:** The United States is committed to a whole-of-government approach to reducing economy-wide net greenhouse gas pollution by 2030. The BIL provides considerable resources—including new programs and funding—to help States and other funding recipients advance this goal in the transportation sector. In addition, the BIL makes historic investments to improve the resilience of transportation infrastructure, helping States and communities prepare for hazards such as wildfires, floods, storms, and droughts exacerbated by climate change.

FHWA encourages the advancement of projects that address climate change and sustainability. To enable this, FHWA encourages recipients to consider climate change and sustainability throughout the planning and project development process, including the extent to which projects under CRP align with the President’s greenhouse gas reduction, climate resilience, and environmental justice commitments. In particular, consistent with the statute and guidance below, recipients should fund projects that reduce carbon dioxide emissions. FHWA encourages recipients to fund projects that support fiscally responsible land use and transportation efficient design, or incorporate electrification or zero emission vehicle infrastructure. In addition, FHWA encourages

recipients to consider projects under CRP that support climate change resilience, including consideration of the risks associated with wildfires, drought, extreme heat, and flooding, in line with guidance for projects in floodplains. FHWA also encourages recipients to consider projects under CRP that address environmental justice concerns.

- 8. Labor and Workforce:** Highway programs, including CRP, may provide opportunities to support the creation of good-paying jobs, including jobs with the free and fair choice to join a union, and the incorporation of strong labor standards, such as the use of project labor agreements; employer neutrality with respect to union organizing; the use of an appropriately trained workforce (in particular registered apprenticeships and other joint labor-management training programs); and the use of an appropriately credentialed workforce in project planning stages and program delivery.

Recipients should work with FHWA, to the extent possible, to identify opportunities for Federal-aid highway investments to advance high-quality job creation through the use of local or other geographic or economic hire provisions authorized under section 25019 in the BIL, and Indian employment preference for projects that are located on or near Tribal reservations authorized under 23 U.S.C. 140(d), or other workforce strategies targeted at expanding workforce training opportunities for people to get the skills they need to compete for these jobs, especially underrepresented populations: women, people of color, and groups with other systemic barriers to employment (people with disabilities, formerly incarcerated, etc.).

- 9. Truck Parking:** Truck parking shortages are a national concern affecting the efficiency of U.S. supply chains and safety for truck drivers and other roadway users. Jason's Law, which was passed in 2012, established a national priority on addressing the shortage of long-term parking for commercial motor vehicles on the National Highway System (NHS).

Many Federal-aid highway funding programs have eligibility for truck parking projects, including the CRP. CRP funds may be obligated for a project on an eligible facility that reduces transportation emissions. FHWA anticipates that such projects may support progress toward the achievement of national performance goals for improving infrastructure condition, safety, congestion reduction, system reliability, or freight movement on the NHS. Advanced truck stop electrification systems are eligible under 23 U.S.C. 175(c)(1)(A) and projects that reduce transportation emissions at port facilities are eligible under 23 U.S.C. 175(c)(1)(M).

States should consider working with private sector truck stop operators and the trucking community in the siting and development of specific truck parking projects. States also are encouraged to offer opportunities for input from commercial motor vehicle drivers and truck stop operators through their State Freight Advisory Committees established under 49 U.S.C. 70201.

D. GOVERNING AUTHORITIES

- 1.** Section 11101 of the BIL authorizes contract authority for the CRP.

2. Section 11104 of the BIL updates apportionment instructions in 23 U.S.C. 104.
3. Section 11403 of the BIL establishes the CRP in 23 U.S.C. 175.

E. FUNDING

1. **Authorization Levels:** Estimated annual CRP funding under the BIL is:

Estimated Annual CRP Funding	
Fiscal Year (FY) 2022	\$1.234 B
FY 2023	\$1.258 B
FY 2024	\$1.283 B
FY 2025	\$1.309 B
FY 2026	\$1.335 B

The BIL sets each State's initial share of Federal-aid highway program apportioned (formula) funds annually based on the share of formula funds each State received in fiscal year 2021. The methodology for calculating the apportionments for FY 2022 under 23 U.S.C. 175 is discussed in FHWA Notice [N4510.858](#). For FY 2023 through 2026 funds, please revisit [FHWA's Notice website](#) at the appropriate future time.

The Fiscal Management Information System Program Codes for these CRP funds are as follows:

Program Code	Program Description	Title 23 Reference
Y600	Carbon Reduction Program (CRP) Flexible	Section 175(e)(1)(B); Section 104(b)(7)
Y601	CRP – Urbanized Areas with Population Over 200K	Section 175(e)(1)(A)(i)
Y606	CRP – Urbanized Areas with Population 50K to 200K	Section 175(e)(1)(A)(ii)
Y607	CRP – Urban Areas with Population 5K to 49,999	Section 175(e)(1)(A)(iii)
Y608	CRP – Areas with Population less than 5K	Section 175(e)(1)(A)(iv)

For urbanized areas with population over 200K and urbanized areas with population 50K to 200K, the CRP funding in FMIS will be provided at the individual urbanized area level.²

² For example see [FHWA Notice N 4510.864 Fiscal Year \(FY\) 2022 Supplementary Tables – Table 18 - Apportionments Pursuant to the Infrastructure Investment and Jobs Act](#) and [FHWA Notice N 4510.864 Fiscal Year \(FY\) 2022 Supplementary Tables – Table 19 - Apportionments Pursuant to the Infrastructure Investment and Jobs Act](#).

2. **Period of Availability:** CRP funds are contract authority. CRP obligations are reimbursed from the Highway Account of the Highway Trust Fund. CRP funds are available for obligation for a period of 3 years after the last day of the fiscal year for which the funds are authorized (*See* 23 U.S.C. 118(b)). Thus, CRP funds are available for obligation for up to 4 years.
3. **Obligation Limitation:** CRP funds are subject to the annual obligation limitation imposed on the Federal-aid highway program.

In general, a State that is required under 23 U.S.C. 175(e) to obligate CRP funds in an urbanized area with an urbanized area population of 50,000 or more shall make available during the period of fiscal years 2022 through 2026 an amount of obligation authority distributed to the State for Federal-aid highways and highway safety construction programs for use in the area that is equal to the amount obtained by multiplying:

- a. the aggregate amount of funds that the State is required to obligate in the area under this subsection during the period; and
- b. the ratio that—
 - i. the aggregate amount of obligation authority distributed to the State for Federal-aid highways and highway safety construction programs during the period; bears to
 - ii. the total of the sums apportioned to the State for Federal-aid highways and highway safety construction programs (excluding sums not subject to an obligation limitation) during the period. (*See* 23 U.S.C. 175(e)(6)(A))

Each State, each affected Metropolitan Transportation Planning Organization (MPO), and the Secretary shall jointly ensure compliance with 23 U.S.C. 175(e)(6)(A). (*See* 23 U.S.C. 175(e)(6)(B))

4. **Federal share:** The Federal share for CRP-funded projects is governed by 23 U.S.C. 120, as amended by the BIL. It is generally 80 percent (*See* 23 U.S.C. 120(b)).
5. **Combining CRP Funds with Other Eligible USDOT funding:** CRP funds can be spread further by combining them with other eligible USDOT funding for projects that support the reduction of transportation emissions, if the eligibility requirements and applicable Federal share are met for each program.
6. **Deobligations of Other Title 23 Obligated Funds:** Project Agreements should not be modified to replace one Federal fund category with another unless specifically authorized by statute (*See* 23 CFR 630.110(a)).
7. **Suballocation Within a State** (*See* 23 U.S.C. 175(e))
Specified Areas
For each fiscal year, 65 percent of funds apportioned to the State for the CRP shall be obligated, in proportion to their relative shares of the population in the State:

- In urbanized areas of the State with an urbanized area population of more than 200,000 (these funds may be obligated in the metropolitan area established under 23 U.S.C.134 that encompasses the urbanized area.);
- In urbanized areas of the State with an urbanized population of not less than 50,000 and not more than 200,000;
- In urban areas of the State with a population of not less than 5,000 and not more than 49,999; and
- In other areas of the State with a population of less than 5,000.

The State may obligate these funds suballocated for specified areas based on other factors if the State and relevant MPOs jointly apply to the Secretary for permission to base the obligation on other factors, and the request is approved by the Secretary.

Any Area of State

The remaining 35 percent of funds apportioned to a State for the CRP each fiscal year may be obligated in any area of the State.

F. CARBON REDUCTION STRATEGIES

- 1. General:** By November 15, 2023, States are required to develop a Carbon Reduction Strategy in consultation with any MPO designated within the State (23 U.S.C. 175(d)(1)). The State Carbon Reduction Strategy shall support efforts to reduce transportation emissions and identify projects and strategies to reduce these emissions. The Carbon Reduction Strategy must be updated at least once every four years (23 U.S.C. 175(d)(3) and (4)). States and MPOs are encouraged to obligate CRP funding for projects that support implementation of the State's Carbon Reduction Strategy.
- 2. Development:** States, in coordination with MPOs, are encouraged to develop their Carbon Reduction Strategies as an integral part of their transportation planning processes, such as by integrating them into the State's Long-Range Statewide Transportation Plan (LRSTP), the MPO's Metropolitan Transportation Plan (MTP), or by developing a separate document which is incorporated by reference into the LRSTP and MTP.

States may request technical assistance from FHWA for the development of their Carbon Reduction Strategy (*See* 23 U.S.C. 175(d)(5)).

Development of a Carbon Reduction Strategy is an allowable use of CRP funds (see Eligibilities below).

- 3. Contents:** Each Carbon Reduction Strategy shall (*See* 23 U.S.C. 175(d)(2)):
 - A. support efforts to reduce transportation emissions;
 - B. identify projects and strategies to reduce transportation emissions, which may include projects and strategies for safe, reliable, and cost-effective options—
 - i. to reduce traffic congestion by facilitating the use of alternatives to single-occupant vehicle trips, including public transportation facilities, pedestrian facilities, bicycle facilities, and shared or pooled vehicle trips within the State

- or an area served by the applicable MPO, if any;
 - ii. to facilitate the use of vehicles or modes of travel that result in lower transportation emissions per person-mile traveled as compared to existing vehicles and modes; and
 - iii. to facilitate approaches to the construction of transportation assets that result in lower transportation emissions as compared to existing approaches;
 - C. support the reduction of transportation emissions of the State;
 - D. at the discretion of the State, quantify the total carbon emissions from the production, transport, and use of materials used in the construction of transportation facilities within the State; and
 - E. be appropriate to the population density and context of the State, including any metropolitan planning organization designated within the State.
- 4. Review:** Not later than 90 days after the State submits a request for the approval of a Carbon Reduction Strategy, the Secretary will review the process used to develop the Carbon Reduction Strategy and either certify that the Carbon Reduction Strategy meets the requirements of 23 U.S.C. 175(d)(2) or deny certification and specify the actions necessary for the State to take to correct the deficiencies in the State's process for developing the Carbon Reduction Strategy (23 U.S.C. 175(d)(4)).

G. ELIGIBILITIES AND COORDINATION REQUIREMENTS

- 1. General:** CRP funding may be used on a wide range of projects that support the reduction of transportation emissions. Projects must be identified in the Statewide Transportation Improvement Program (STIP)/Transportation Improvement Program (TIP) and be consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plan(s). (23 U.S.C. 134 and 23 U.S.C. 135)

Projects are subject to requirements under the National Environmental Policy Act (42 U.S.C. 4321 *et seq.*), the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (42 U.S.C. 4601 *et seq.*), and other applicable Federal laws. Projects funded with CRP funds are required to be treated as projects on Federal-aid highways (23 U.S.C. 175(g)).

2. Program Evaluation

States are encouraged to incorporate program evaluation including associated data collection activities from the outset of their program design and implementation to meaningfully document and measure their progress towards meeting an agency priority goal(s). Title I of the Foundations for Evidence-Based Policymaking Act of 2018 (Evidence Act), Pub. L. No. 115-435 (2019) urges federal awarding agencies to use program evaluation as a critical tool to learn, to improve equitable delivery, and to elevate program service and delivery across the program lifecycle. Evaluation means “an assessment using systematic data collection and analysis of one or more programs, policies, and organizations intended to assess their effectiveness and efficiency.” Evidence Act § 101 (codified at 5 U.S.C. § 311). Credible program evaluation activities are implemented with relevance and utility, rigor,

independence and objectivity, transparency, and ethics (OMB Circular A-11, Part 6 Section 290).

Evaluation costs are allowable costs unless prohibited by statute or regulation, and such costs may include the personnel and equipment needed for data infrastructure and expertise in data analysis, performance, and evaluation. (2 CFR Part 200).

3. Eligible Activities: Subject to the general eligibility requirements described in Section E.1 of this memorandum, the following activities are listed as eligible under 23 U.S.C. 175(c):

- A. a project described in 23 U.S.C. 149(b)(4) to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems;
- B. a public transportation project eligible for assistance under 23 U.S.C. 142 (this includes eligible capital projects for the construction of a bus rapid transit corridor or dedicated bus lanes as provided for in BIL Section 11130 (23 U.S.C. 142(a)(3));
- C. a [transportation alternatives project](#) as described in 23 U.S.C. 101(a)(29) as in effect prior to the enactment of the FAST Act,³ including the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation;
- D. a project described in section 23 U.S.C. 503(c)(4)(E) for advanced transportation and congestion management technologies;
- E. a project for the deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment, including retrofitting dedicated short-range communications (DSRC) technology deployed as part of an existing pilot program to cellular vehicle-to-everything (C-V2X) technology;
- F. a project to replace street lighting and traffic control devices with energy-efficient alternatives;
- G. development of a carbon reduction strategy (as described in the Carbon Reduction Strategies section above);
- H. a project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs;
- I. efforts to reduce the environmental and community impacts of freight movement;
- J. a project to support deployment of alternative fuel vehicles, including—
 - (i.) the acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and
 - (ii.) the purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities;
- K. a project described under 23 U.S.C. 149(b)(8) for a diesel engine retrofit;
- L. certain types of projects to improve traffic flow that are eligible under the CMAQ

³ See [Transportation Alternatives Set-Aside Implementation Guidance as Revised by the Infrastructure Investment and Jobs Act](#)

- program, and that do not involve construction of new capacity; (23 U.S.C. 149(b)(5) and 175(c)(1)(L)); and
- M. a project that reduces transportation emissions at port facilities, including through the advancement of port electrification.

Other projects that are not listed above may be eligible for CRP funds if they can demonstrate reductions in transportation emissions over the project's lifecycle. Consistent with the CRP's goal of reducing transportation emissions, projects to add general-purpose lane capacity for single occupant vehicle use will not be eligible absent analyses demonstrating emissions reductions over the project's lifecycle. For example, the following project types may be eligible for CRP funding:

Sustainable pavements and construction materials

Sustainable pavements technologies that reduce embodied carbon during the manufacture and/or construction of highway projects could be eligible for CRP if a lifecycle assessment (LCA) demonstrates substantial reductions in CO₂ compared to the implementing Agency's typical pavement-related practices. The [LCA Pavement Tool](#) can be used to assess the CO₂ impacts of pavement material and design decisions.

Climate Uses of Highway Right-of-Way

Projects including alternative uses of highway right-of-way (ROW) that reduce transportation emissions are also eligible. For example, renewable energy generation facilities, such as solar arrays and wind turbines, can reduce transportation emissions. And, biologic carbon sequestration practices along highway ROW to capture and store CO₂ may demonstrate potential for substantial long-term transportation emissions reductions. [State DOTs Leveraging Alternative Uses of the Highway Right-of-Way Guidance](#) provides information on these practices.

Mode Shift

Projects that maximize the existing right-of-way for accommodation of nonmotorized modes and transit options that increase safety, equity, accessibility, and connectivity may be eligible. Projects that separate motor vehicles from pedestrians and bicyclists, match vehicle speeds to the built environment, increase visibility (e.g., lighting), and advance implementation of a Safe System approach and improve safety for vulnerable road users may also be eligible. Micromobility and electric bike projects, including charging infrastructure, may also be eligible.

States should work with the FHWA on eligibility questions for specific projects. The [CMAQ Emissions Calculator Toolkit](#) is an available resource for estimating the CO₂ emissions benefits of certain projects.

4. Flexibility on Use of Funds and Certification of Emissions Reduction

In addition to the above eligibilities, a State may use funds apportioned under CRP for any project eligible under the Surface Transportation Block Grant program (23 U.S.C 133(b)) if the Secretary certifies that the State has demonstrated a reduction in

transportation emissions (1) as estimated on a per capita basis, and (2) as estimated on a per unit of economic output basis. In the first year of this program, States should initially focus on developing their Carbon Reduction Strategies and using CRP funding to begin implementing their Carbon Reduction Strategies once adopted to establish a baseline; for this reason, the Secretary will not certify flexibility for the CRP until at least FY 2023. FHWA will publish additional guidance on the process under which the Secretary will certify state transportation emissions reductions. Section C.4 of this memo discusses the separate flexibility on transferability between FHWA programs.

5. Consultation and Coordination

Coordination in Urbanized Areas

Before obligating funds for eligible projects in an urbanized area that is not a transportation management area, a State must coordinate with any MPO that represents the urbanized area prior to determining which activities should be carried out under the project (23 U.S.C. 175(e)(4)). The State and MPO must also use their documented public involvement processes, including their process for seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services (23 U.S.C. 450.210(a)(1)(viii) and 450.316(a)(1)(vii)).

Consultation in Rural Areas

Before obligating funds for an eligible project in a rural area, a State must consult with any regional transportation planning organization or MPO that represents the rural area prior to determining which activities should be carried out under the project (23 U.S.C. 175(e)(5)). The State and MPO must also use their documented public involvement processes, including their process for seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services (23 U.S.C. 450.210(a)(1)(viii) and 450.316(a)(1)(vii)).

H. DAVIS-BACON ACT REQUIREMENTS

As provided at 23 U.S.C 175(g), all projects funded with CRP funding shall be treated as located on a Federal-aid highway. Accordingly, 23 U.S.C 113 applies, and Davis-Bacon wage rates must be paid. In general, Davis-Bacon requires that all laborers and mechanics employed by the applicant, subrecipients, contractors or subcontractors in the performance of construction, alteration, or repair work on an award or project in excess of \$2000 funded directly by or assisted in whole or in part by funds made available under CRP shall be paid wages at rates not less than those prevailing on similar projects in the locality, as determined by the Secretary of Labor in accordance with subchapter IV of chapter 31 of title 40, United States Code commonly referred to as the “Davis-Bacon Act” (DBA).

For additional guidance on how to comply with DBA provisions and clauses, see <https://www.dol.gov/agencies/whd/government-contracts/construction> and

<https://www.dol.gov/agencies/whd/government-contracts/protectations-for-workers-in-construction>. See also <https://www.fhwa.dot.gov/construction/cqit/dbacon.cfm>.



Metropolitan Planning Organization of Johnson County

Date: November 9, 2022

To: Urbanized Area Policy Board

From: Emily Bothell^{EB}; Senior Associate Transportation Planner

Re: Agenda Item #4(d): Update on the Federal Functional Classification (FFC) revision process for local roadways

The MPOJC grant application for Surface Transportation Block Grant (STBG) funding will be available in February 2023. These federal funds can only be spent on roadways functionally classified as collector, or higher, on the Federal Functional Classification (FFC) system. At the November 8th Transportation Technical Advisory Committee meeting we asked members to review the current FFC map and submit any needed revisions by November 30th, 2022.

The functional classification system is a hierarchy of five roadway classes and identifies which roads are Federal Aid Routes. The classes, from highest to lowest, are interstates, principal arterials, minor arterials, collectors, and local streets. Roadways with higher classifications provide better mobility and provide less access to individual properties. Roadways with lower classifications provide better access to individual properties and provide less overall mobility.

To be included on the FFC system, roadways must provide a high-level of transportation connectivity within your jurisdiction. Roadways that do not demonstrate a high-level of connectivity within the existing FFC system or new roadways that are not programmed in a community's Capital Improvement Program will not be approved by the Iowa DOT. Only 35% of the total road mileage within the urban area can be included in the Federal Functional Classification System.

Once staff has received any/all requests, we will work with the Iowa DOT to get 'pre-approval'. Once 'pre-approved' by the DOT, staff will bring a recommendation back to the Transportation Technical Advisory Committee and Urbanized Area Policy Board for final approval.

I will be available at your November 16th meeting to answer any questions you may have.

Link to the Highway Network Interactive Map:

<https://iowadot.maps.arcgis.com/apps/MapSeries/index.html?appid=ee5e09b37329492587f8dd4dca4f8e75>



Metropolitan Planning Organization of Johnson County

Date: November 9, 2022
To: MPOJC Urbanized Area Policy Board
From: Sarah Walz, ^WAssociate Transportation Planner
Re: Agenda Item #5(b) Discuss the Severson Charity Challenge for this holiday season

Since 2012, 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 invites each participating government entity to select a local charity they wish to support. For the past several years, community donations have been directed to local food pantries in Coralville, North Liberty, and Iowa City. Last year, the Severson Challenge raised just over \$4,900 (a combination of funds and items donated). It is worth noting that, in addition to the Severson Challenge, staff in our communities are in the midst of their United Way campaigns and are giving to other charities and fundraising efforts.

At your November 16th meeting, the Board will choose whether to continue with this friendly competition. If the Board chooses to continue the challenge, the event would run from December 1st through January 3rd.

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