



MEETING NOTICE

MPOJC Urbanized Area Policy Board
Wednesday July 12, 2023 – 4:30 PM
City of North Liberty – 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 (tentatively September 20th)
2. **Public Discussion of any item not on the agenda***
3. **Administration**
 - a. Consider approval of a method for apportionment of Federal Transit Administration (FTA) Section 5307 Transit Operating funds for Iowa City Transit, Coralville Transit, and University of Iowa Campus (memo to be provided at meeting)
4. **Transportation Planning**
 - a. Consider approval of amendments to the adopted MPOJC 2050 Long Range Transportation Plan
 - b. Public Hearing and consideration of resolutions of adoption and certification for the *FY24-27 MPOJC Transportation Improvement Program*
 - i. Staff presentation of the *FY24-27 MPOJC Transportation Improvement Program*
 - ii. Public Hearing
 - iii. Consider a resolution adopting the *FY24-27 Transportation Improvement Program* for the Iowa City Urbanized Area and authorizing the MPO Chairperson to sign associated documents contained therein
 - iv. Consider a resolution certifying compliance with federal requirements for conducting the urban transportation planning process in the Iowa City Urbanized Area
 - c. Update on the CRANDIC Bus Rapid Transit Study from MPO staff
5. **Other Business**
6. **Adjournment**

**Public input is permitted on any agenda item. Please indicate to the Chair if you wish to comment on an agenda item. To request any disability-related accommodations or language interpretation, please contact MPOJC staff at 319-356-5230 or Kent-Ralston@Iowa-City.org 48 hours prior to the meeting.*

MINUTES
MPOJC URBANIZED AREA POLICY BOARD
WEDNESDAY, MAY 31, 2023 – 4:30 P.M.
CITY OF CORALVILLE COUNCIL CHAMBERS
1512 7TH ST. CORALVILLE, IA

DRAFT

MEMBERS PRESENT: Coralville: Laurie Goodrich, Meghann Foster
Iowa City: Laura Bergus, John Thomas, Pauline Taylor
Johnson County: Rod Sullivan, Jon Green
North Liberty: Brian Wayson, Chris Hoffman
University Heights: Louise From
University of Iowa: David Kieft
Tiffin: Steve Berner
ICCSD: Molly Abraham

STAFF PRESENT: Kent Ralston, Emily Bothell, Hannah Neel, Sarah Walz

OTHERS PRESENT: Cathy Cutler

1. CALL TO ORDER

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

a. Recognize alternates

Ralston recognized David Kieft as an alternate for Erin Shane (University of Iowa).

b. Consider approval of meeting minutes

Sullivan moved to approve, and Bergus seconded. **The motion carried unanimously.**

c. Set next Board meeting date, time, and location

Tentatively scheduled for July 12th, 2023, at 4:30 p.m. in North Liberty, Iowa.

2. PUBLIC DISCUSSION OF ANY ITEM NOT ON THE AGENDA

None.

3. ADMINISTRATION

a. Consider approval regarding changes to the MPOJC Transportation Technical Advisory Committee representation.

Ralston stated that per the MPOJC bylaws, the Transportation Technical Advisory Committee (TTAC) is a permanent standing committee intended to provide policy and funding recommendations to the Urbanized Area Policy Board (UAPB). The Committee is comprised of 16 voting members and four ex-officio non-voting members.

Ralston explained there is no policy established to review representation on the Committee to ensure that it is roughly proportional to the population of MPO member entities. However, a review after each decennial census seems appropriate and is consistent with the requirement for the Policy Board. After reviewing the 2020 census populations, the current representation on the Committee shows that North Liberty should

have additional representation. Ralston shared a few options that were shared with the Technical Advisory Committee at their May 23rd meeting. The options were intended to balance representation while keeping the total number of representatives manageable.

Option 1: Mirror the composition of the Urbanized Area Policy Board (UAPB) – 16 voting members.

Option 2: Remove one Coralville representative and provide one representative to North Liberty – 16 voting members.

Option 3: Remove one University of Iowa seat and provide two representatives to North Liberty – 17 voting members.

At their May 23rd meeting, the City of North Liberty indicated a desire to simply add one new representative to the Committee and the Committee unanimously recommended approval without additional changes.

Green moved to approve the Committee's recommendation and From seconded. **The motion carried unanimously.**

4. TRANSPORTATION PLANNING

a. Consider approval of Draft FY2024-2027 MPOJC Transportation Improvement Program (TIP) projects.

Neel explained that the Transportation Improvement Program (TIP) is the local programming document for federal and state surface transportation and transit projects. Project pages from the draft FY2024 - FY2027 TIP were shared with the Board.

Neel stated that three new Surface Transportation Block Grant (STBG) projects (awarded by the Policy Board in March 2023) were added to the TIP and programmed in FY27. The projects include Coralville's Dubuque Street NE and Forevergreen Road Roundabout project (\$675,000), North Liberty's South Dubuque Street Reconstruction project (\$1,100,000), and University Heights' Sunset Street and Melrose Avenue project (\$225,000).

Neel shared that the Federal Transit Administration (FTA) Program 5307 operating funds were also apportioned by the Board in January for FY23 and the FY24 estimated funding amounts are included in the draft TIP. The TIP also includes projects from the MPO Transit Program of Projects, which will be considered by the Board in July.

The Transportation Technical Advisory Committee unanimously recommended approval of the draft FY24-27 TIP list of projects at their May 23rd meeting. Neel stated that upon approval, staff will begin the 30-day public comment period and submit the draft TIP to our public input organization mailing list, the Iowa Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration. Upon review by these stakeholders, staff will present a final draft of the TIP for consideration in July.

Hoffman moved to approve, and Berner seconded. **The motion carried unanimously.**

- b. Consider a resolution approving the MPOJC FY2024 Transportation Planning Work Program.

Ralston stated that the MPOJC Transportation Planning Work Program includes all locally requested projects from member entities and general projects and procedures required by the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). Staff relies on the Work Program to organize data collection and manage project workflow throughout the year.

Ralston asked the Board to review the attached draft and share any modifications before staff submits the document to the Iowa Department of Transportation (Iowa DOT), FHWA, and the FTA for final approval.

Ralston reminded the Board that the MPO will continue to accept project requests as they come up throughout the year and that the Work Program represents approximately a quarter to a third of the total projects the MPO will complete.

At their May 23rd meeting, the Transportation Technical Advisory Committee unanimously recommended approval of the Work Program. Ralston asked the Board to consider approval of the FY24 Transportation Planning Work Program.

Sullivan moved to approve, and Hoffman seconded. **The motion carried unanimously.**

- c. Update on Metro Area Bicycle and Pedestrian Collision Data.

Walz gave an update on current pedestrian and bicycle collision trends in the urbanized area. Walz explained that despite the rapid growth in population across the Metro area and increased vehicular miles traveled since 2012, the number of bicycle collisions reported in 2022 is lower than any year before the COVID-19 pandemic. Trail count data also shows an increase in people biking and walking on the trails. The number of bicycle collisions that result in serious injury or death has been trending downward. The most serious injuries tend to occur on higher-speed roads and two of the bicycle fatalities happened outside of city limits on higher-speed roads.

Pedestrian collisions have begun to increase as have the severity of injuries. However, Walz added that the investments communities have made to update intersections and pedestrian crossings have paid off. Based on the Iowa City pedestrian collision data, the Iowa City Metro compares very well to other cities in the state as our area has a lower collision rate. This is a feat considering the higher bike and pedestrian numbers as compared to other areas of the state. The pedestrian and bicycle collision data are utilized by the MPO and Transportation Technical Advisory Committee when making funding and policy recommendations.

- d. Update from Iowa DOT District 6 staff on major projects in the urbanized area.

Cutler, from the Iowa Department of Transportation (Iowa DOT), provided an update on relevant projects in the Iowa City metro area. The Interstate 80-380 interchange is making progress with some traffic shifts on southbound I-380. The Iowa DOT estimates that all lanes and ramps will be open by September 2023. The 1st Avenue and Interstate 80 Interchange project will have a head-to-head configuration on the southbound lanes whilst working on the northbound bridge. This configuration will remain for the rest of the year. Next year it will be the opposite so work can be completed on the southbound bridge.

Cutler explained that the Herbert Hoover Highway and the Interstate-80 project has head-to-head traffic on the eastbound lanes with the westbound ramps currently closed. This configuration will likely exist most or all of the construction season. Interstate-80 is also getting graded to West Branch to prepare for future widening.

The first letting for the Interstate-380 six-lane widening project will be this December. The Penn Street interchange reconstruction will not start until late next year and into 2025. The Iowa DOT is also working on the Wright Brothers Boulevard interchange down to the Swisher interchange to widen I-380 to six lanes. That section of the project is being let in August, ahead of the Penn Street portion.

e. Update on the CRANDIC Bus Rapid Transit Study from MPO staff.

Ralston explained that MPOJC has interviewed and scored the consultant proposals for the Bus Rapid Transit Study and has selected one. Once the funding from the communities has been acquired, the MPO will be able to move forward. Ralston had reached out to all the relevant entities represented on the Policy Board for funding. Iowa City's Council will need to approve the documentation and funding request.

5. ADJOURNMENT

Motion to adjourn was made by Bergus; Sullivan seconded. **The meeting was adjourned by Thomas at 5:20 PM.**



Date: July 5, 2023
To: Urbanized Area Policy Board
From: Emily Bothell; Senior Associate Transportation Planner
Re: Agenda Item #4(a): Consider approval of amendments to the adopted 2022-2050 MPOJC Long Range Transportation Plan

At your March 21, 2023, meeting the Policy Board approved the allocation of \$9.3 million in Surface Transportation Block Grant (STBG) program funding for FY27-28. The approval was contingent on an amendment to the MPOJC Long Range Transportation Plan to include Coralville's Dubuque Street NE and Forevergreen Road project. As a reminder, any project receiving STBG funding is required to be included in the Long Range Transportation Plan.

The City of Coralville proposed the following amendments to include the Dubuque Street NE and Forevergreen Road project while also keeping the road and bridge project list fiscally constrained. Fiscal constraint is a required component of long-range planning. The Plan only includes those projects that can realistically be completed based on anticipated revenues.

Amendments

1. **Project #27 Oakdale Boulevard Extension in Coralville** – a 0.6-mile extension of Oakdale Boulevard west of Jones Boulevard. Total project cost \$2,465,000.
 - Remove the project from the fiscally constrained road and bridge project list.
2. **Project #30 Highway 6 and New Heartland Drive Intersection in Coralville** – Extension of Heartland Drive to new intersection with Highway 6 (turn lanes and traffic signal improvements). Total project cost \$1,740,000.
 - Move the project to the 2022-2030 illustrative project list.
3. **Project #31 Dubuque Street NE and Forevergreen Road Roundabout in Coralville / Johnson County** – Construction of a four-legged, single-lane roundabout with a 10' shared-use path. Total project cost \$2,645,000.
 - Add the project to the 2022-2030 fiscally constrained road and bridge project list.

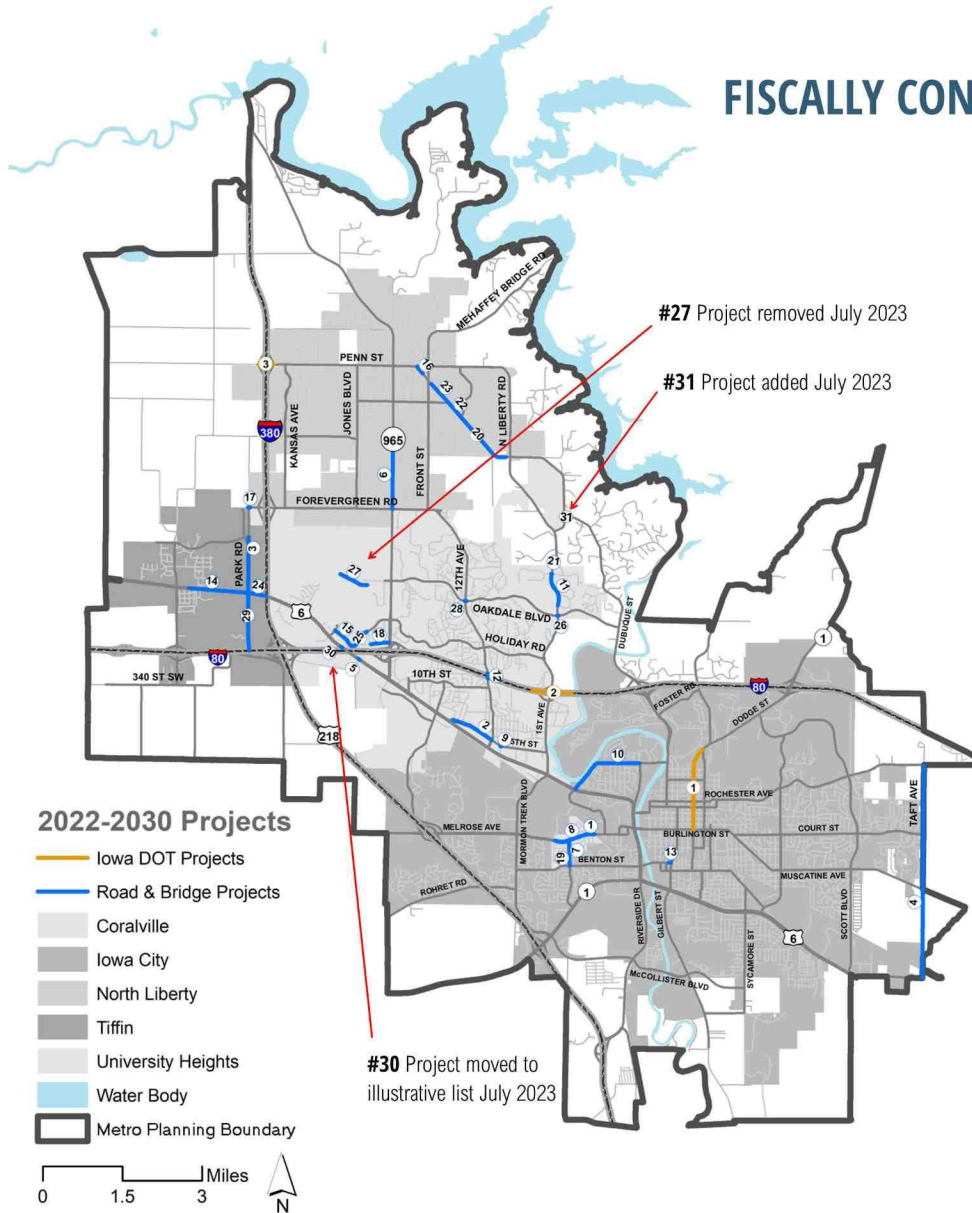
Per our adopted Public Participation Plan, a 30-day public comment period for the proposed amendments was published in the local media and sent to interested parties. The public was also invited to discuss the amendments in person on July 11th, 2023, between 3:00 and 5:00 p.m.

Please be prepared to consider approval of the proposed amendments. I will be available at your July 12th meeting to answer any questions you may have.

Enclosed: Amended pages of the adopted *2050 Long Range Transportation Plan*

2022-2030

FISCALLY CONSTRAINED ROAD AND BRIDGE PROJECTS



Capital infrastructure projects that did not make the fiscally-constrained approved list of projects (due to a lack of forecasted funding) are included on page 95. Project descriptions and cost estimates for 2022-2030 road and bridge projects are provided on the following pages.

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

The Urbanized Area Policy Board has approved the inclusion of the following capital infrastructure projects in the fiscally-constrained list of projects eligible to receive federal funding through the MPOJC. For more information on the process by which these projects were selected for inclusion in the LRTP, please refer to the Financial Planning chapter, beginning on page 56.

Project amendments were made at the request of the City of Coralville and approved by the Urbanized Area Policy Board (July 2023).

Fiscally Constrained Road & Bridge Projects 2022-2030

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

Projects 1-7, highlighted in blue are committed projects and have funding programmed in the FY22-25 MPOJC Transportation Improvement Program (TIP).

2022-2030 projects (continued from previous page)

ID	Entity	Project Title	Project Description	\$ Cost Estimate at Construction
21	Coralville	1st Avenue - Auburn Hills Drive to Auburn East Lane Roundabout	Reconstruction of intersection into a roundabout with pedestrian facilities	\$1,450,000
22	North Liberty	Dubuque Street Reconstruction - Phase 2	Full reconstruction with curb and gutter from Zeller St to Juniper St	\$2,494,000
23	North Liberty	Dubuque Street Reconstruction - Phase 3	Full reconstruction with curb and gutter from Cherry Street to Zeller Street.	\$3,087,920
24	Tiffin	Highway 6 (Park Rd to I-380)	Grade & pave street, install curb, gutter and sidewalks or trails	\$1,160,000
25	Coralville	Heartland Drive - Commercial Park to Commerce Drive	0.23 mile reconstruction of Heartland Dr from Commercial Park to Commerce Dr	\$812,000
26	Coralville	1st Avenue & Oakdale Boulevard Roundabout	Reconstruction of intersection as a roundabout with pedestrian facilities	\$2,320,000
27	Coralville	Oakdale Boulevard Extension	0.6 mile extension of Oakdale Blvd west of Jones Blvd	\$2,465,000
28	Coralville	12th Avenue & Oakdale Boulevard Intersection	Reconstruct intersection as a roundabout	\$1,160,000
29	Tiffin	Park Road (Highway 6 south to I-80) Phase One	Grade & pave street, install curb, gutter and sidewalks or trails	\$5,800,000
30	Coralville	Highway 6 & new Heartland Drive Intersection	Extension of Heartland Dr to new intersection with Hwy 6. Turn lanes and traffic signal improvements	\$1,740,000
31	Coralville	Dubuque Street NE & Forevergreen Road Roundabout	Construction of a four-legged, single-lane roundabout with a 10' shared use path	\$2,645,000
Total Costs 2022-2030				\$84,284,040
Estimated State and Federal Funding				\$93,240,028
Remaining State and Federal Funding				\$8,955,988

July 2023 Amendments

- Project #27 removed from the Plan.
- Project #30 moved to the 2022-2030 Illustrative Project list. The cost estimate for this project is not included in the "Total Costs" calculation.
- Project #31 was added to the Plan.

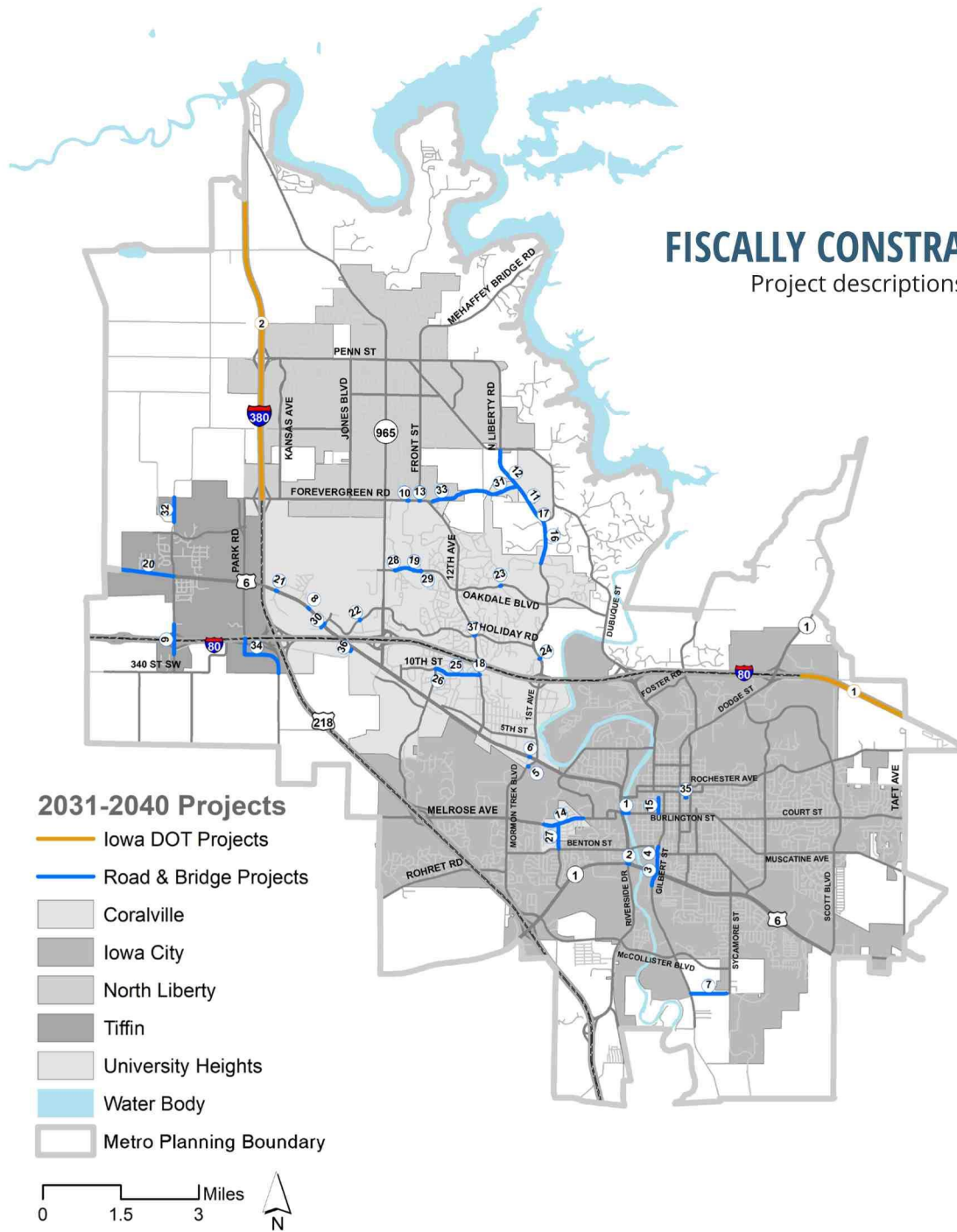
Fiscally Constrained Iowa DOT Projects 2022-2030

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

2031-2040

FISCALLY CONSTRAINED ROAD AND BRIDGE PROJECTS

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



Fiscally Constrained Road & Bridge Projects 2031-2040

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

ID	Entity	Project Title	Project Description	\$ Cost Estimate at Construction
23	Coralville	Oakdale Boulevard & Brown Deer Road Roundabout	Reconstruct intersection as a roundabout	\$1,900,000
24	Coralville	1st Avenue and Russell Slade Boulevard Roundabout	Reconstruct intersection as a roundabout	\$2,280,000
25	Coralville	10th Street Reconstruction #1	0.42 mile reconstruction of 10th St from 12th Ave to 20th Ave	\$2,280,000
26	Coralville	10th Street Reconstruction #2	0.24 mile reconstruction of 10th St from 20th Ave to 22nd Ave	\$1,140,000
27	University Heights	Sunset Street Preventative Maintenance	Pavement repair between Benton St and Melrose Ave	\$281,200
28	Coralville	Oakdale Boulevard & Crosspark Road Roundabout	Reconstruct intersection as a roundabout with pedestrian facilities added across Oakdale Blvd	\$2,280,000
29	Coralville	Oakdale Boulevard & University Parkway Intersection	Roundabout or traffic signal improvements	\$1,140,000
30	Coralville	Highway 6 & Jones Boulevard Intersection	Pedestrian facilities to connect Jones Blvd shared use path to Clear Creek Trl	\$608,000
31	Coralville	Forevergreen Road Extension	.52 mile extension of Forevergreen Rd from Naples Ave NE to North Liberty Rd NE	\$4,560,000
32	Tiffin	Roberts Ferry Road	Grade & pave street, install curb, gutter and sidewalks or trails from Ridgeway Dr north to City limits	\$6,840,000
33	North Liberty	Forevergreen Road Extension	Extension of Forevergreen Rd from 12th Avenue to Naples Ave NE	\$4,560,000
34	Tiffin	Park Road (1-80 to City Limits - includes Kansas Avenue) Phase Two	Grade & pave street, install curb, gutter and sidewalks or trails	\$4,560,000
35	Iowa City	Iowa Avenue Culvert Repair	This project will repair a box culvert that carries Ralston Creek under Iowa Ave	\$804,019
36	Coralville	Deer Creek Road Bridge over Clear Creek	Bridge replacement	\$1,368,000
37	Coralville	12th Avenue and Holiday Road Roundabout and bridge over CRANDIC Railroad	Full reconstruction at 12th Ave and Holiday Rd with replacement of bridge over CRANDIC Railroad to provide necessary offset of roundabout east of 12th Ave.	\$7,600,000
Total Costs 2031-2040				\$144,736,650
Estimated State and Federal Funding				\$146,493,960
Remaining State and Federal Funding				\$1,757,310

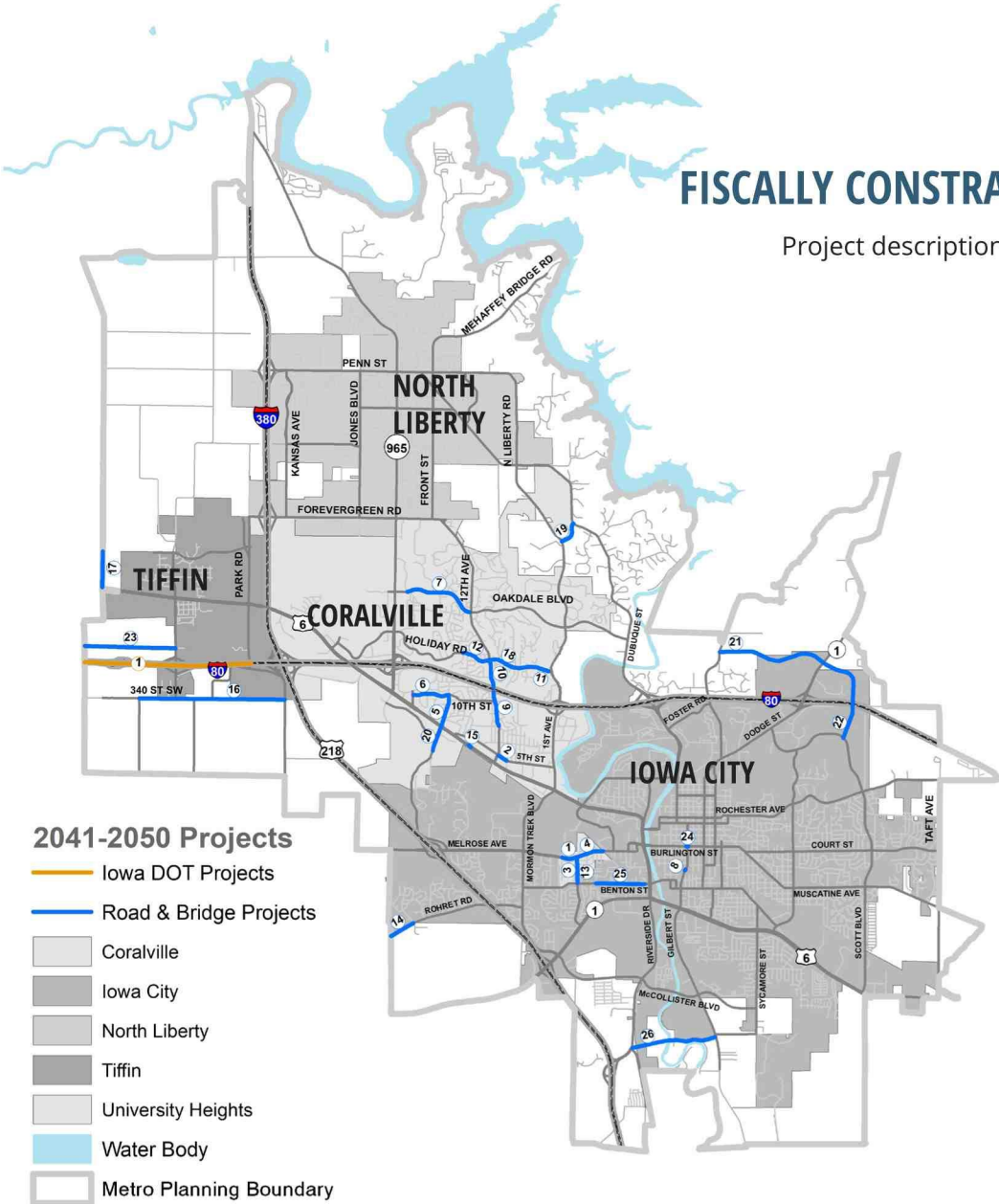
Fiscally Constrained Iowa DOT Projects 2031-2040

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

2041-2050

FISCALLY CONSTRAINED ROAD AND BRIDGE PROJECTS

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



Fiscally Constrained Road & Bridge Projects 2041-2050

ID	Entity	Project Title	Project Description	\$ Cost Estimate at Construction
1	University Heights	Melrose Avenue West Improvements	Streetscape and stormwater improvements, utility relocations and construct bike lanes west of Sunset St (0.2 miles)	\$2,304,000
2	Coralville	5th Street Reconstruction - 10th Avenue to 12th Avenue	0.15 mile reconstruction of 5th St from 10th Ave to 12th Ave	\$768,000
3	University Heights	Sunset Street Improvements	Streetscape and stormwater improvements, utility relocations and construct bike lanes south of Melrose Ave (0.35 miles)	\$1,651,200
4	University Heights	Melrose Avenue Preventative Maintenance	Pavement repair within city limits	\$451,200
5	Coralville	22nd Avenue Reconstruction	0.45 mile reconstruction of 22nd Avenue between Hwy 6 and 10th St	\$3,840,000
6	Coralville	10th Street Reconstruction #3	0.5 mile reconstruction of 10th St from 22nd Ave to 25th Ave	\$3,168,000
7	Coralville	Oakdale Boulevard Reconstruction	1 mile reconstruction of Oakdale Blvd from 12th Ave to Crosspark Rd	\$7,680,000
8	Iowa City	Gilbert Street IAIS Underpass	This project relocates the sidewalks of the Gilbert St underpass at the IAIS Railroad. The sidewalks are moved further from the street and existing erosion problems are addressed	\$1,205,453
9	Coralville	12th Avenue Reconstruction #1	0.5 mile reconstruction of 12th Avenue between 8th Street and I-80	\$4,032,000
10	Coralville	12th Avenue Reconstruction #2	0.4 mile reconstruction of 12th Ave between I-80 and Holiday Rd	\$3,840,000
11	Coralville	Holiday Road Reconstruction #1	0.4 mile reconstruction of Holiday Rd between 1st Ave and Brown Deer Rd	\$3,840,000
12	Coralville	Holiday Road Reconstruction #3	0.4 mile reconstruction of Holiday Rd from 12th Ave to South Ridge Dr	\$3,840,000
13	University Heights	Sunset Street Preventative Maintenance	Pavement repair between Benton St and Melrose Ave	\$451,200
14	Iowa City	Rohret Road - Lake Shore Drive to City Limits	This project will reconstruct Rohret Rd to urban standards	\$6,683,443
15	Coralville	Highway 6 & new 17th Avenue Intersection	Extension of 17th Ave to Hwy 6 with new turn lanes and traffic signals	\$1,440,000
16	Tiffin	340th Street (Kansas Avenue to Ivy Avenue)	Grade and pave street, install curb, gutter and sidewalks or trails	\$7,680,000
17	Tiffin	Half Moon Avenue (Highway 6 north to approximately 0.5-mile north)	Grade and pave street, install curb, gutter and sidewalks or trails	\$7,680,000
18	Coralville	Holiday Road Reconstruction #2	0.42 mile reconstruction of Holiday Rd between Brown Deer Rd and 12th Ave	\$4,032,000
19	Coralville	Rustic Ridge Road Reconstruction	0.33 mile reconstruction of Rustic Ridge Rd from North Liberty Rd to Dubuque St	\$2,304,000
20	Coralville	Camp Cardinal Boulevard Reconstruction	0.35 mile reconstruction of Camp Cardinal Blvd from Clear Creek to Hwy 6	\$2,880,000
21	Iowa City	Oakdale Boulevard - Highway 1 to Prairie Du Chien	This project would construct Oakdale Blvd from Hwy 1, west to Prairie Du Chien Rd	\$30,375,936
22	Iowa City	Oakdale Boulevard - Highway 1 to Scott Boulevard	This project would construct an extension north across I-80 to a new intersection with Iowa Hwy 1	\$55,296,000
23	Tiffin	Village Drive (Ireland Avenue to Half Moon Avenue)	Grade and pave street, install curb, gutter and sidewalks or trails	\$13,440,000
24	Iowa City	Traffic Signal Pre-Emption System	This project will install a city-wide Geographic Information System (GIS) based traffic signal pre-emption system for emergency vehicles.	\$4,501,094
Total Costs 2041-2050				\$173,383,526
Estimated State and Federal Funding				\$175,019,431
State and Federal Funding Remaining				\$1,635,905

Fiscally Constrained Iowa DOT Projects 2041-2050

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

Illustrative Road & Bridge Projects 2041-2050

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



Date: July 5, 2023

To: Urbanized Area Policy Board

From: Hannah Neel, Associate Transportation Planner

Re: Agenda Item #4(b): Public Hearing and consideration of resolutions of adoption and certification for the FY2024-2027 MPOJC Transportation Improvement Program

The annual Transportation Improvement Program (TIP) is our local programming document for federal and state surface transportation projects. The TIP has been updated to reflect the recent programming of projects through federal FY2027. Since the document was published for public comment, the Iowa DOT has submitted a few non-substantive changes that have been incorporated. To date, we have received no public comment on the projects in the FY2024-2027 TIP.

i. Staff presentation of FY2024-2027 MPOJC Transportation Improvement Program

ii. Public Hearing

iii. Consider a resolution adopting the FY2024-2027 Transportation Improvement Program for the Iowa City Urbanized Area, and authorizing the MPOJC Chairperson to sign associated documents contained therein

Please be prepared to consider approval of the TIP, including the resolution of adoption (attached).

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

Please be prepared to consider the resolution of compliance (attached).

I will be at your July 12th meeting to present this item and answer questions.

Attached: The FY2024-2027 Transportation Improvement Program (includes resolutions and certifications)



**Metropolitan Planning Organization of Johnson County
Fiscal Year 2024-2027**



**TRANSPORTATION IMPROVEMENT
PROGRAM
Iowa City Urbanized Area**



DRAFT
Adopted July 12, 2023

**Metropolitan Planning Organization of Johnson County
Fiscal Years 2024-2027**

**TRANSPORTATION IMPROVEMENT
PROGRAM**

For the Iowa City Urbanized Area

**Adopted by the MPO Urbanized Area Policy Board
July 12, 2023**

MPOJC Staff

Kent Ralston, Executive Director
Emily Bothell, Senior Associate Transportation Planner
Sarah Walz, Associate Transportation Planner
Hannah Neel, Associate Transportation Planner
Tunazzina Alam, Associate Transportation Planner

Disclaimer: The MPO prepared this report with funding from the U.S. Department of Transportation's Federal Highway Administration and Federal Transit Administration, and in part through local matching funds of the MPO member entities. These contents are the responsibility of the MPOJC. The US Government and its agencies assume no liability for the contents of this report or for the use of its contents. Please call (319)356-5230 to obtain permission of use.

**Metropolitan Planning Organization of Johnson County
Urbanized Area Policy Board**

Meghann Foster	Mayor, Coralville
Laurie Goodrich	Coralville City Council
Laura Bergus	Iowa City City Council
Megan Alter	Iowa City City Council
Shawn Harmsen	Iowa City City Council
Pauline Taylor	Iowa City City Council
John Thomas, Chair	Iowa City City Council
Andrew Dunn	Iowa City City Council
Jon Green	Johnson County Board of Supervisors
Rod Sullivan	Johnson County Board of Supervisors
Chris Hoffman	Mayor, North Liberty
Brian Wayson	North Liberty City Council
Steve Berner	Mayor, Tiffin
Louise From, Vice-Chair	Mayor, University Heights
Vacant	University of Iowa
Molly Abraham (non-voting)	Iowa City School Board

Transportation Technical Advisory Committee

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

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Prepared by: Hannah Neel, Associate Transportation Planner, 410 E. Washington St., Iowa City, IA 52240 (319) 356-5235

RESOLUTION NO. 2023-_____

RESOLUTION ADOPTING THE FY2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE IOWA CITY URBANIZED AREA AND AUTHORIZING THE MPO CHAIRPERSON TO SIGN ASSOCIATED DOCUMENTATION CONTAINED THEREIN

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

WHEREAS, the Governor of the State of Iowa has designated the Metropolitan Planning Organization of Johnson County as the metropolitan planning organization for the Iowa City Urbanized Area; and

WHEREAS, the Metropolitan Planning Organization of Johnson County Transportation Planning Division has developed the FY2024-2027 Transportation Improvement Program (TIP) in conjunction with the 3-C transportation planning process; and

WHEREAS, the Federal Highway Administration and the Federal Transit Administration make grant funds available for the purposes of carrying out projects contained in the TIP.

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

1. To adopt the FY2024-2027 MPO Transportation Improvement Program for the Iowa City Urbanized Area subject to review comments from the United States Department of Transportation (FHWA and FTA) and Iowa Department of Transportation.
2. To authorize the MPO Chairperson to sign all related documents contained within the TIP.

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

Considered on this 12th day of July 2023.

Chairperson
MPOJC Urbanized Area Policy Board



Prepared by: Hannah Neel, Associate Transportation Planner, 410 E. Washington St., Iowa City, IA 52240 (319) 358-5235

RESOLUTION NO. 2023-_____

**RESOLUTION CERTIFYING COMPLIANCE WITH FEDERAL REQUIREMENTS FOR
CONDUCTING THE URBAN TRANSPORTATION PLANNING PROCESS IN THE IOWA CITY
URBANIZED AREA**

WHEREAS, regulations published jointly by the Federal Highway Administration and the Federal Transit Administration allow states and metropolitan planning organizations to certify that the urban transportation planning process complies with federal laws and regulations; and

WHEREAS, the Iowa City Urbanized Area has been established by the United States Department of Commerce, Bureau of the Census, to have a population in excess of 50,000; and

WHEREAS, the Metropolitan Planning Organization of Johnson County has been officially designated as the Metropolitan Planning Organization for the Iowa City Urbanized Area by the Governor of the State of Iowa.

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

In compliance with 23-CFR 450.334(a), this resolution certifies that the planning process addressed the major issues facing the area and was conducted in accordance with all applicable requirements of: (1) Section 134 of title 23, U.S.C., section 8 of the Federal Transit Act (49 U.S.C. app. 1607) and this part; (2) Sections 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c) and (d)); (3) Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794; (4) Section 1003(b) of the Intermodal Surface Transportation Efficiency Act of 1991 (Pub. L. 102240) regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded planning projects (sec. 105(f), Pub. L. 97424, 96 Stat. 2100; 49 CFR part 23); and (5) The provisions of the Americans with Disabilities Act of 1990 (Pub.L. 101336, 104 Stat. 327, as amended) and U.S. DOT regulations Transportation for Individuals with Disabilities (49 CFR parts 27, 37, and 38).

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

Considered on this 12th day of July 2023.

Chairperson
MPOJC Urbanized Area Policy Board



FTA Financial Capacity Analysis Statement

In accordance with the requirements of FTA Circular 7008.1, an assessment has been made of the financial capacity of Coralville Transit, Iowa City Transit, and University of Iowa Cambus to undertake the projects programmed in the FY2024-2027 Transportation Improvement Program (TIP) for the Iowa City Urbanized Area. The above-mentioned transit systems share the financial capacity to undertake the projects listed in the TIP. The following summary establishes the financial capacity for these systems.

Chairperson
MPOJC Urbanized Area Policy Board

Date



CERTIFICATE OF COMPLIANCE WITH PRIVATE ENTERPRISE REQUIREMENTS

1. The preparation of the FY2024-2027 Transportation Improvement Program (TIP) for the Iowa City Urbanized Area has been completed in compliance with the MPO Public Participation Policy for the Iowa City Urbanized Area.
2. No proposals were received from private business enterprises.
3. Private business enterprises have indicated no impediments to competitive bidding of any services contained in the FY2024-2027 TIP for the Iowa City Urbanized Area.
4. No complaints have been received from private business enterprises.

Chairperson
MPOJC Urbanized Area Policy Board

Date

Introduction

The MPO of Johnson County Transportation Improvement Program (TIP) is the programming document for federally funded surface transportation improvements within the Iowa City Urbanized Area. This document includes transportation projects for all modes of surface transportation, including street and highway, transit, bicycle, and pedestrian projects. Transportation projects receiving federal funds are programmed in the Transportation Improvement Program.

The following organizations have contributed to the preparation of this planning document:

- **City of Coralville**
- **City of Iowa City**
- **City of North Liberty**
- **City of Tiffin**
- **City of University Heights**
- **Iowa Department of Transportation**
- **Johnson County**
- **University of Iowa**

Project Status Reports

Program	TPMS	Location	Awarded	Total	Status
DEMO	52836	Iowa City, New transit maintenance/bus storage facility	\$ 20,545,500	\$ 27,750,000	Rolled over to FY 24
STBG	36668	Iowa City, Benton St from Mormon Trek Blvd to Greenwood Dr	\$ 1,316,000	\$ 2,872,480	Construction
STBG	33922	Iowa City, American Legion Road from Scott Blvd to Taft Avenue	\$ 3,608,000	\$ 9,152,000	Completed in FY23
STBG	33923	Iowa City, IWW Rd from Hebl Ave to Hwy 218	\$ 930,000	\$ 3,517,280	Completed in FY23
STBG	38309	University Heights, Melrose Ave from Sunset Street to City Limits	\$ 730,000	\$ 1,549,936	Rolled over to FY24
STBG	39151	Coralville, 5th Street from 12th Avenue to 20th Avenue	\$ 1,650,000	\$ 3,024,131	Letting in FY24
STBG	39152	Tiffin, North Park Road from Hwy 6 north 2000'	\$ 1,200,000	\$ 5,661,766	Letting in FY24
STBG	45232	Iowa City, Dodge Street from Burlington Street to Governor Street	\$ 3,750,000	\$ 14,181,200	Rolled over to FY24
TAP	39149	Iowa City, Hwy 6 Trail from Fairmeadows Blvd to Heinz Rd	\$ 438,000	\$ 569,920	Construction
TAP	39150	Coralville, Camp Cardinal Blvd Trail from Hwy 6 to Tom Harkin Trailhead	\$ 212,519	\$ 512,830	Construction
TAP	45234	North Liberty, North Liberty Trail from north of Abraham Drive to Front Street	\$ 648,118	\$ 1,144,366	Letting in FY24
HBP	39434	Iowa City, Gilbert Street bridge over Ralston Creek	\$ 1,000,000	\$ 1,664,000	Rolled over to FY24
NHPP	38066	DOT, I-80/I-380 interchange project	\$ 110,204,000	\$ 137,756,000	Construction
NHPP	45303	DOT, I-80/1st Avenue interchange project	\$ 25,785,360	\$ 32,225,360	Construction
PL	39689	MPOJC, Metropolitan Planning Funds = Transportation Planning	\$ 224,249	\$ 280,311	Programmed

Sponsor	TPMS	TRANSIT Project Type	FTA/STA Request	Total	Status
Cambus	10095	General operations/maintenance/administration/planning	\$ 2,920,031	\$ 1,685,031	Completed in FY23
Cambus	10111	Associated capital bus maintenance (spare parts)	\$ 200,000	\$ 160,000	Rolled over to FY24
Cambus	10140	In-ground hoist system	\$ 120,000	\$ 96,000	Rolled over to FY24
Cambus	10141	6 replacement passenger shelters	\$ 90,000	\$ 72,000	Rolled over to FY24
Cambus	10142	Forklift for maintenance	\$ 60,000	\$ 48,000	Rolled over to FY24
Cambus	10143	Expansion and upgrade of maintenance facility	\$ 5,250,000	\$ 4,200,000	Rolled over to FY24
Cambus	10144	Heavy Duty Bus (30-34 ft.)	\$ 518,060	\$ 454,238	Rolled over to FY24
Cambus	10145	Heavy Duty Bus (40-42 ft.)	\$ 553,480	\$ 470,458	Rolled over to FY24
Cambus	10146	Heavy Duty Bus (40-42 ft.)	\$ 553,480	\$ 470,458	Rolled over to FY24
Cambus	10147	Heavy Duty Bus (40-42 ft.)	\$ 553,480	\$ 470,458	Rolled over to FY24
Cambus	10148	Heavy Duty Bus (40-42 ft.)	\$ 553,480	\$ 470,458	Rolled over to FY24
Cambus	10149	Heavy Duty Bus (40-42 ft.)	\$ 553,480	\$ 470,458	Rolled over to FY24
Cambus	10150	Heavy Duty Bus (40-42 ft.)	\$ 553,480	\$ 470,458	Rolled over to FY24
Cambus	10151	Heavy Duty Bus (40-42 ft.)	\$ 553,480	\$ 470,458	Rolled over to FY24
Cambus	10152	Heavy Duty Bus (40-42 ft.)	\$ 553,480	\$ 470,458	Rolled over to FY24
Cambus	10153	Heavy Duty Bus (40-42 ft.)	\$ 553,480	\$ 470,458	Rolled over to FY24
Cambus	10154	Heavy Duty Bus (40-42 ft.)	\$ 553,480	\$ 470,458	Rolled over to FY24
Cambus	10155	Heavy Duty Bus (40-42 ft.)	\$ 553,480	\$ 470,458	Rolled over to FY24
Cambus	10156	Heavy Duty Bus (40-42 ft.)	\$ 553,480	\$ 470,458	Rolled over to FY24
Cambus	10259	Light Duty Replacement Bus (Unit #12)	\$ 146,965	\$ 124,921	Completed in FY23

Sponsor	TPMS	TRANSIT Project Type	FTA/STA Request	Total	Status
Coralville	10076	Contracted services for persons with special needs (5310)	\$ 47,568	\$ 387,000	Completed in FY23
Coralville	10077	Associated capital bus maintenance (spare parts)	\$ 60,000	\$ 75,000	Rolled over to FY24
Coralville	10096	Operating Assistance	\$ 662,986	\$ 2,096,150	Completed in FY23
Coralville	10164	Design and construction of Intermodal Transportation Center/Phase II	\$ 8,400,000	\$ 10,500,000	Rolled over to FY24
Coralville	10165	Construct new Transit Facility/Phase II	\$ 1,200,000	\$ 1,500,000	Rolled over to FY24
Coralville	10166	Two passenger shelters and associated improvements	\$ 11,200	\$ 14,000	Rolled over to FY24
Coralville	10167	Three passenger shelters and associated improvements	\$ 16,800	\$ 21,000	Rolled over to FY24
Coralville	10168	Shop equipment for transit maintenance (armature lathe, misc)	\$ 60,000	\$ 75,000	Rolled over to FY24
Coralville	10169	Heavy Duty Bus (40-42 ft.)	\$ 470,458	\$ 553,480	Rolled over to FY24
Coralville	10170	Heavy Duty Bus (40-42 ft.)	\$ 470,458	\$ 553,480	Rolled over to FY24
Coralville	10171	Heavy Duty Bus (40-42 ft.)	\$ 470,458	\$ 553,480	Rolled over to FY24
Coralville	10172	Heavy Duty Bus (40-42 ft.)	\$ 470,458	\$ 553,480	Rolled over to FY24
Coralville	10173	Heavy Duty Bus (40-42 ft.)	\$ 470,458	\$ 553,480	Completed in FY23
Coralville	10174	Heavy Duty Bus (40-42 ft.)	\$ 470,458	\$ 553,480	Rolled over to FY24
Coralville	10175	Heavy Duty Bus (40-42 ft.)	\$ 470,458	\$ 553,480	Rolled over to FY24
Coralville	10176	Heavy Duty Bus (40-42 ft.)	\$ 470,458	\$ 553,480	Rolled over to FY24
Coralville	10177	Light Duty Bus (176" wb)	\$ 91,596	\$ 107,760	Rolled over to FY24
Coralville	10178	Light Duty Bus (176" wb)	\$ 91,596	\$ 107,760	Rolled over to FY24
Coralville	10180	Light Duty Bus (176" wb)	\$ 91,596	\$ 107,760	Rolled over to FY24
Coralville	10181	Light Duty Bus (176" wb)	\$ 91,596	\$ 107,760	Completed in FY23
Coralville	10260	Light Duty Bus (176" wb)	\$ 122,621	\$ 149,937	Bus ordered in FY21

Sponsor	TPMS	TRANSIT Project Type	FTA/STA Request	Total	Status
Iowa City	10097	Operating Assistance	\$ 2,471,998	\$ 9,249,370	Completed in FY23
Iowa City	10098	Contracted services for persons with special needs (5310)	\$ 173,571	\$ 1,800,000	Completed in FY23
Iowa City	10100	Associated capital bus maintenance (spare parts)	\$ 270,400	\$ 338,000	Rolled over to FY24
Iowa City	10103	Purchase 40' heavy-duty battery-electric buses (Unit # 637U) w/cameras (8), low floor, fixed route configuration, and charging equipment	\$ 563,054	\$ 944,770	Bus purchased in FY21, still waiting on charging equipment
Iowa City	10104	Purchase 40' heavy-duty battery-electric buses (Unit # 638U) w/cameras (8), low floor, fixed route configuration, and charging equipment	\$ 563,054	\$ 944,770	Bus purchased in FY21, still waiting on charging equipment
Iowa City	10105	Purchase 40' heavy-duty battery-electric buses (Unit # 657) w/cameras (8), low floor, fixed route configuration, and charging equipment	\$ 563,054	\$ 944,770	Bus purchased in FY21, still waiting on charging equipment
Iowa City	10106	Purchase 40' heavy-duty battery-electric buses (Unit # 659) w/cameras (8), low floor, fixed route configuration, and charging equipment	\$ 563,054	\$ 944,770	Bus purchased in FY21, still waiting on charging equipment
Iowa City	10157	Passenger shelters and associated improvements	\$ 40,000	\$ 50,000	Rolled over to FY24
Iowa City	10158	New transit maintenance/bus storage facility	\$ 19,795,500	\$ 27,000,000	Rolled over to FY24
Iowa City	10159	Light Duty Bus (176" wb)	\$ 86,700	\$ 107,760	Rolled over to FY24
Iowa City	10183	Purchase 40' heavy-duty electric bus for replacement (Unit #656)	\$ 1,286,505	\$ 1,513,626	Rolled over to FY24
Iowa City	10185	Purchase 40' heavy-duty electric bus for replacement (Unit #658)	\$ 1,286,505	\$ 1,513,626	Rolled over to FY24
Iowa City	10187	Purchase 40' heavy-duty electric bus for replacement (Unit #660)	\$ 1,286,505	\$ 1,513,626	Rolled over to FY24
Iowa City	10189	Purchase 40' heavy-duty electric bus for replacement (Unit #661)	\$ 1,286,505	\$ 1,513,626	Rolled over to FY24
Iowa City	10191	Purchase 40' heavy-duty electric bus for replacement (Unit #667)	\$ 1,286,505	\$ 1,513,626	Rolled over to FY24
Iowa City	10193	Purchase 40' heavy-duty electric bus for replacement (Unit #668)	\$ 1,286,505	\$ 1,513,626	Rolled over to FY24
Iowa City	10195	Purchase 40' heavy-duty electric bus for replacement (Unit #669)	\$ 1,286,505	\$ 1,513,626	Rolled over to FY24
Iowa City	10197	Purchase 40' heavy-duty electric bus for replacement (Unit #670)	\$ 1,286,505	\$ 1,513,626	Rolled over to FY24
Iowa City	10199	Purchase 40' heavy-duty electric bus for replacement (Unit #671)	\$ 1,286,505	\$ 1,513,626	Rolled over to FY24
Iowa City	10201	Purchase 40' heavy-duty electric bus for replacement (Unit #672)	\$ 1,286,505	\$ 1,513,626	Rolled over to FY24
Iowa City	10221	New transit maintenance/bus storage facility	\$ 750,000	\$ 750,000	Rolled over to FY24

Each of the three fixed route transit providers in the metropolitan area use different mechanisms to produce the local funding to match FTA/STA funds for local projects. Coralville Transit uses general fund, transit levy dollars, and income from their intermodal facility to cover the local match for projects, Iowa City Transit uses transit levy funds and intermodal facility income, and University of Iowa Campus uses student and parking fees. All transit projects listed in the TIP include local funding.

Regionally Significant Projects

Regionally Significant Projects are submitted in the TIP to ensure environmental review throughout the project development process. Inclusion of a project in the TIP does not guarantee federal-aid eligibility or funding. Eligibility is determined on a case-by-case basis when project authorization is requested from the FHWA and the FTA. The following projects and cost estimates represent regionally significant projects:

Coralville

- I-80/1st Avenue Interchange: \$32.2 million
- Forevergreen Road extension from 12th Avenue to Naples Avenue: \$3 million
- Kansas Avenue from Forevergreen Road to Highway 6: \$7.5 million

Iowa City

- Dodge Street from Governor Street to Burlington Street: \$14.2 million
- Taft Avenue from Lower West Branch Road to American Legion Road: \$11 million

Tiffin

- Park Road from Hwy 6 to Forevergreen Road: \$7.8 million (one phase remaining)

North Liberty

- Ranshaw Way (Highway 965) Corridor Forevergreen Road to Hawkeye Drive: \$5.8 million (one phase remaining)
- Forevergreen Road extension from Naples Avenue to North Liberty Road: \$3 million

Iowa DOT

- I-80 widening approximately from Highway 1 to County Road X 30: \$53 million
- I-80/I-380 Interchange: \$348 million
- I-380 widening from Forevergreen Road to Swan Lake Road: \$63 million

University Heights

- Melrose Avenue improvements from Sunset Street to east city limits: \$1.5 million

MPO 28 / MPOJC

Earmark

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
52836	EDP-3715()--7Y-52	Draft TIP Approved	Total	\$27,750,000				\$27,750,000
Iowa City	In the city of Iowa City, New transit maintenance/bus storage facility.		Federal Aid	\$19,750,000				\$19,750,000
	Building - New		Regional Swap					
DOT Note: Project includes 2022 congressionally designated spending of \$750,000								
54805	HDP-1557()--71-52	Draft TIP Approved	Total	\$18,000,000				\$18,000,000
Coralville	In the city of Coralville, and North Liberty, on FOREVERGREEN RD from 12th Avenue to North Liberty Road (1st Avenue)		Federal Aid	\$2,500,000				\$2,500,000
	PCC Pavement - New		Regional Swap					
PA Note: Community Project Funding through the Highway Infrastructure Program (HIP). Demo ID IA259.								

HBP

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
39434	BRM-3715(667)--8N-52	Draft TIP Approved	Total	\$1,664,000				\$1,664,000
Iowa City	In the city of Iowa City, Gilbert Street bridge, Gilbert Street bridge over RALSTON CREEK.	9/19/2023	Federal Aid	\$1,000,000				\$1,000,000
	Bridge Replacement		Regional Swap					

NHPP

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
48578	IM-380()--13-52	Draft TIP Approved	Total	\$8,523,000	\$37,909,000	\$16,393,000	\$119,000	\$62,944,000
Iowa Department of Transportation	I 380: N of Forevergreen Rd to N of Swan Lake Rd		Federal Aid	\$7,670,700	\$34,118,100	\$14,753,700	\$107,100	\$56,649,600
	Bridge New, Traffic Signs		Regional Swap					
38151	IM-NHS-080()--03-52	Draft TIP Approved	Total	\$17,222,000	\$22,862,000	\$12,631,000	\$477,000	\$53,192,000
Iowa Department of Transportation	I 80: 1.5 mi E of IA 1 to 0.9 mi E of Co Rd X30		Federal Aid	\$14,638,700	\$19,432,700	\$10,736,350	\$405,450	\$45,213,200
	Bridge Replacement, Grading		Regional Swap					
39270	NHSX-001()--3H-52	Draft TIP Approved	Total		\$5,501,000			\$5,501,000
Iowa Department of Transportation	IA 1: E Burlington St to N Governor St in Iowa City (SB) State Share		Federal Aid		\$4,400,800			\$4,400,800
			Regional Swap					

PL

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
39689	RGPL-PA28()--PL-52	Draft TIP	Total	\$280,323	\$280,323	\$280,323	\$280,323	\$1,121,292
MPO 28 / MPOJC	JCCOG: METROPOLITAN PLANNING PL FUNDS	Approved	Federal Aid	\$224,258	\$224,258	\$224,258	\$224,258	\$897,032
	Trans Planning		Regional Swap					

PRF

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
52490	IMN-080()--0E-52	Draft TIP	Total	\$300,000				\$300,000
Iowa Department of Transportation	I 80: N of US 6 to 1.25 mi N of Forevergreen Rd	Approved	Federal Aid					
	Erosion Control		Regional Swap					
38068	STPN-080()--2J-52	Draft TIP	Total	\$4,259,000				\$4,259,000
Iowa Department of Transportation	I 80: I-380/US 218 Interchange near Iowa City (State Share)	Approved	Federal Aid					
	Traffic Signs, Right of Way, Miscellaneous		Regional Swap					
39272	IMN-080()--0E-52	Draft TIP	Total		\$306,000			\$306,000
Iowa Department of Transportation	I 80: Prairie du Chien Rd NE 1.3 mi W of IA 1	Approved	Federal Aid					
	Bridge Deck Overlay		Regional Swap					
52649	IMN-080()--0E-52	Draft TIP	Total			\$2,433,000		\$2,433,000
Iowa Department of Transportation	I 80: CIC Railway 3.0 mi E of I-380 (EB/WB)	Approved	Federal Aid					
	Bridge Deck Overlay		Regional Swap					

STBG

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
39151	STP-U-1557(648)--70-52	Draft TIP Approved	Total	\$5,500,000				\$5,500,000
Coralville	In the city of Coralville, On 5th St, from just west of 12th Ave west through 20th Ave intersection	10/17/2023	Federal Aid	\$1,650,000				\$1,650,000
	Pavement Rehab/Widen, Landscaping, Ped/Bike Paving		Regional Swap	\$1,650,000				\$1,650,000
45232	STP-U-3715()--70-52	Draft TIP Approved	Total	\$14,181,200				\$14,181,200
Iowa City	In the city of Iowa City, on Dodge Street, from Burlington Street north to Governor Street.		Federal Aid	\$3,750,000				\$3,750,000
	Pavement Rehab		Regional Swap	\$3,750,000				\$3,750,000
39152	STP-U-7662(615)--70-52	Draft TIP Approved	Total	\$7,836,000				\$7,836,000
Tiffin	In the city of Tiffin, On North Park Road, from Highway 6, north to Aster Drive	3/19/2024	Federal Aid	\$1,200,000				\$1,200,000
	Pavement Rehab/Widen, Ped/Bike Grade & Pave, Ped/Bike Miscellaneous		Regional Swap	\$1,200,000				\$1,200,000
38309	STP-U-7855()--70-52	Draft TIP Approved	Total	\$1,549,936				\$1,549,936
University Heights	In the city of University Heights, On Melrose Avenue, from Sunset Street east to east city limits		Federal Aid	\$730,000				\$730,000
	Pavement Rehab, Lighting, Pavement Markings		Regional Swap	\$730,000				\$730,000
48400	STP-U-1557()--70-52	Draft TIP Approved	Total		\$3,105,000			\$3,105,000
Coralville	In the city of Coralville, On US 6 E, Over from Just west of Lowes W to I-80 bridge		Federal Aid		\$864,560			\$864,560
	Pavement Rehab/Widen, Lighting, Traffic Signals		Regional Swap		\$864,560			\$864,560
48401	STP-U-3715()--70-52	Draft TIP Approved	Total		\$11,000,000			\$11,000,000
Iowa City	In the city of Iowa City, On Taft Avenue, from Lower West Branch Road S to American Legion Road		Federal Aid		\$3,500,000			\$3,500,000
	Grade and Pave, Ped/Bike Development		Regional Swap		\$3,500,000			\$3,500,000
48399	STP-U-7855()--70-52	Draft TIP Approved	Total		\$481,000			\$481,000
University Heights	In the city of University Heights, On Sunset Street, from Melrose Ave S to Benton Street		Federal Aid		\$115,440			\$115,440
	Pavement Rehab, Ped/Bike Development		Regional Swap		\$115,440			\$115,440
52475	STP-U-5557()--70-52	Draft TIP Approved	Total			\$5,800,000		\$5,800,000
North Liberty	In the city of North Liberty, reconstruct Ranshaw Way (Hwy 965) from Hawkeye Dr south to Forevergreen Rd		Federal Aid			\$2,900,000		\$2,900,000
	Pavement Rehab/Widen, Landscaping, Ped/Bike Structures		Regional Swap			\$2,900,000		\$2,900,000

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
53520	STP-U-1557()--70-52	Draft TIP Approved	Total				\$2,645,000	\$2,645,000
Coralville	In the city of Coralville, Construct a roundabout at Dubuque St NE, Rustic Ridge Rd NE & Forevergreen Rd.		Federal Aid				\$675,000	\$675,000
	Miscellaneous		Regional Swap				\$675,000	\$675,000
54730	STP-U-5557()--70-52	Draft TIP Approved	Total				\$4,480,000	\$4,480,000
North Liberty	In the city of North Liberty, Reconstruct/rehab S Dubuque St from south of E Zeller St to roundabout at North Liberty Rd		Federal Aid				\$1,100,000	\$1,100,000
	Pavement Rehab		Regional Swap				\$1,100,000	\$1,100,000
54738	STP-U-7855()--70-52	Draft TIP Approved	Total				\$470,000	\$470,000
University Heights	In the city of University Heights, continuing preventative maintenance on Melrose Ave and Sunset St		Federal Aid				\$225,000	\$225,000
	Miscellaneous		Regional Swap				\$225,000	\$225,000

TAP

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
45234	TAP-U-5557()--8I-52	Draft TIP Approved	Total	\$1,144,366				\$1,144,366
North Liberty	In the city of North Liberty, on North Liberty Trail, from north of Abraham Drive, north-northwest to Front Street.		Federal Aid	\$648,118				\$648,118
	Pave		Regional Swap	\$648,118				\$648,118
52476	TAP-U-3715()--8I-52	Draft TIP Approved	Total			\$1,040,000		\$1,040,000
Iowa City	In the city of Iowa City, On HWY 6, from Broadway Street to Fairmeadows Boulevard		Federal Aid			\$520,000		\$520,000
	Ped/Bike Grade & Pave		Regional Swap			\$520,000		\$520,000

*MPOJC tracks projects using the cost estimate at the time of funding allocation. The project costs are not inflated.

MPO 28 / MPOJC

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2024	2025	2026	2027	Totals
10607 University of Iowa (Cambus)	5307,5310,STA Submitted	Operations	General operations/maintenance/administration/planning	Total	\$4,900,000				\$4,900,000
				FA	\$1,308,265				\$1,308,265
				DOT	\$789,096				\$789,096
10608 University of Iowa (Cambus)	5339 Submitted	Capital	In-ground hoist system	Total	\$120,000				\$120,000
				FA	\$96,000				\$96,000
				DOT					
10609 University of Iowa (Cambus)	5339 Submitted	Capital	6 replacement passenger shelters	Total	\$90,000				\$90,000
				FA	\$72,000				\$72,000
				DOT					
10610 University of Iowa (Cambus)	5339 Submitted	Capital	Forklift for maintenance	Total	\$75,000				\$75,000
				FA	\$60,000				\$60,000
				DOT					
10611 University of Iowa (Cambus)	5339 Submitted	Capital	Expansion and upgrade (includes mechanical and hoists) of maintenance facility	Total	\$7,000,000				\$7,000,000
				FA	\$5,600,000				\$5,600,000
				DOT					
10612 University of Iowa (Cambus)	5339 Submitted	Capital	Associated capital bus maintenance (spare parts)	Total	\$200,000				\$200,000
				FA	\$160,000				\$160,000
				DOT					
10614 University of Iowa (Cambus)	5339 Submitted	Capital	Heavy Duty Bus (30-34 ft.) Diesel,UFRC,VSS,Low Floor Unit # 11	Total	\$563,176				\$563,176
				FA	\$478,700				\$478,700
				DOT					
10615 University of Iowa (Cambus)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) Diesel,UFRC,VSS,Low Floor Unit # 94	Total	\$601,742				\$601,742
				FA	\$511,480				\$511,480
				DOT					
10617 University of Iowa (Cambus)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) Diesel,UFRC,VSS,Low Floor Unit # 95	Total	\$601,742				\$601,742
				FA	\$511,480				\$511,480
				DOT					
10619 University of Iowa (Cambus)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) Diesel,UFRC,VSS,Low Floor Unit # 96	Total	\$601,742				\$601,742
				FA	\$511,480				\$511,480
				DOT					

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2024	2025	2026	2027	Totals
10620 University of Iowa (Cambus)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) Diesel,UFRC,VSS,Low Floor Unit # 97	Total	\$601,742				\$601,742
				FA	\$511,480				\$511,480
				DOT					
10621 University of Iowa (Cambus)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) Diesel,UFRC,VSS,Low Floor Unit # 98	Total	\$601,742				\$601,742
				FA	\$511,480				\$511,480
				DOT					
10622 University of Iowa (Cambus)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) Diesel,UFRC,VSS,Low Floor Unit # 99	Total	\$601,742				\$601,742
				FA	\$511,480				\$511,480
				DOT					
10623 University of Iowa (Cambus)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) Diesel,UFRC,VSS,Low Floor Unit # 100	Total	\$601,742				\$601,742
				FA	\$511,480				\$511,480
				DOT					
10624 University of Iowa (Cambus)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) Diesel,UFRC,VSS,Low Floor Unit # 101	Total	\$601,742				\$601,742
				FA	\$511,480				\$511,480
				DOT					
10625 University of Iowa (Cambus)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) Diesel,UFRC,VSS,Low Floor Unit # 102	Total	\$601,742				\$601,742
				FA	\$511,480				\$511,480
				DOT					
10626 University of Iowa (Cambus)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) Diesel,UFRC,VSS,Low Floor Unit # 103	Total	\$601,742				\$601,742
				FA	\$511,480				\$511,480
				DOT					
10627 University of Iowa (Cambus)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) Diesel,UFRC,VSS,Low Floor Unit # 104	Total	\$601,742				\$601,742
				FA	\$511,480				\$511,480
				DOT					
10628 University of Iowa (Cambus)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) Diesel,UFRC,VSS,Low Floor Unit # 105	Total	\$601,742				\$601,742
				FA	\$511,480				\$511,480
				DOT					
10630 University of Iowa (Cambus)	5339 Submitted	Capital	Heavy-Duty Replacement Bus (Unit #106) Diesel,UFRC,VSS,Low Floor Unit # 106	Total	\$601,741				\$601,741
				FA	\$511,480				\$511,480
				DOT					

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2024	2025	2026	2027	Totals
10632 University of Iowa (Cambus)	5339 Submitted	Capital	Heavy-Duty Replacement Bus (Unit #107) Diesel,UFRC,VSS,Low Floor Unit # 107	Total	\$601,741				\$601,741
				FA	\$511,480				\$511,480
				DOT					
10634 University of Iowa (Cambus)	5339 Submitted	Capital	Heavy-Duty Replacement Bus (Unit #108) Diesel,UFRC,VSS,Low Floor Unit # 108	Total	\$601,741				\$601,741
				FA	\$511,480				\$511,480
				DOT					
10636 University of Iowa (Cambus)	5310,5339 Submitted	Capital	Light-Duty Replacement Bus (Unit #13) VSS,Low Floor	Total	\$174,503				\$174,503
				FA	\$148,328				\$148,328
				DOT					
10637 Coralville Transit System	5307,STA Submitted	Operations	Operating Assistance	Total	\$2,442,335				\$2,442,335
				FA	\$825,000				\$825,000
				DOT	\$292,960				\$292,960
10638 Coralville Transit System	5310 Submitted	Operations	Contracted services for persons with special needs (5310)	Total	\$423,600				\$423,600
				FA	\$48,651				\$48,651
				DOT					
10639 Coralville Transit System	5339 Submitted	Capital	Associated capital bus maintenance (spare parts)	Total	\$100,000				\$100,000
				FA	\$80,000				\$80,000
				DOT					
10640 Coralville Transit System	5339 Submitted	Capital	Design and construction of Intermodal Transportation Center/Phase II	Total	\$14,175,000				\$14,175,000
				FA	\$11,340,000				\$11,340,000
				DOT					
10641 Coralville Transit System	5339 Submitted	Capital	Construct new Transit Facility/Phase II	Total	\$2,025,000				\$2,025,000
				FA	\$1,620,000				\$1,620,000
				DOT					
10642 Coralville Transit System	5339 Submitted	Capital	Two passenger shelters and associated improvements	Total	\$35,640				\$35,640
				FA	\$28,512				\$28,512
				DOT					
10643 Coralville Transit System	5339 Submitted	Capital	Purchase 6 passenger shelters and associated improvements	Total	\$106,920				\$106,920
				FA	\$85,536				\$85,536
				DOT					

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2024	2025	2026	2027	Totals
10644 Coralville Transit System	5339 Submitted	Capital	Shop equipment for transit maintenance (armature lathe, misc)	Total	\$85,000				\$85,000
				FA	\$68,000				\$68,000
				DOT					
10645 Coralville Transit System	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) Diesel,UFRC,VSS Unit # 108	Total	\$601,742				\$601,742
				FA	\$511,480				\$511,480
				DOT					
10647 Coralville Transit System	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) Diesel,UFRC,VSS Unit # 109	Total	\$601,742				\$601,742
				FA	\$511,480				\$511,480
				DOT					
10648 Coralville Transit System	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) Diesel,UFRC,VSS Unit # 110	Total	\$601,742				\$601,742
				FA	\$511,480				\$511,480
				DOT					
10649 Coralville Transit System	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) Diesel,UFRC,VSS Unit # 111	Total	\$601,742				\$601,742
				FA	\$511,480				\$511,480
				DOT					
10650 Coralville Transit System	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) Diesel,UFRC,VSS Unit # 112	Total	\$601,742				\$601,742
				FA	\$511,480				\$511,480
				DOT					
10653 Coralville Transit System	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) Diesel,UFRC,VSS	Total	\$601,741				\$601,741
				FA	\$511,480				\$511,480
				DOT					
10655 Coralville Transit System	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) Diesel,UFRC,VSS	Total	\$601,741				\$601,741
				FA	\$511,480				\$511,480
				DOT					
10657 Coralville Transit System	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) Diesel,UFRC,VSS	Total	\$601,741				\$601,741
				FA	\$511,480				\$511,480
				DOT					
10658 Coralville Transit System	5339 Submitted	Capital	Light Duty Bus (176" wb) VSS	Total	\$148,239				\$148,239
				FA	\$126,003				\$126,003
				DOT					

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2024	2025	2026	2027	Totals
10659 Coralville Transit System	5339 Submitted	Capital	Light Duty Bus (176" wb) VSS	Total	\$148,239				\$148,239
				FA	\$126,003				\$126,003
				DOT					
10660 Coralville Transit System	5339 Submitted	Capital	Light Duty Bus (176" wb) VSS	Total	\$148,239				\$148,239
				FA	\$126,003				\$126,003
				DOT					
10661 Coralville Transit System	5339 Submitted	Capital	Light Duty Bus (176" wb) VSS	Total	\$148,239				\$148,239
				FA	\$126,003				\$126,003
				DOT					
10663 Coralville Transit System	5339 Submitted	Capital	Light Duty Electric Bus (176" wb) VSS,Electric	Total	\$318,985				\$318,985
				FA	\$271,137				\$271,137
				DOT					
10665 Coralville Transit System	5339 Submitted	Capital	Light Duty Electric Bus (176" wb) VSS,Electric	Total	\$318,985				\$318,985
				FA	\$271,137				\$271,137
				DOT					
10666 Coralville Transit System	5339 Submitted	Capital	Light Duty Bus (176" wb) VSS Unit # 334	Total	\$148,239				\$148,239
				FA	\$126,003				\$126,003
				DOT					
10667 Coralville Transit System	5339 Submitted	Capital	Light Duty Bus (176" wb) VSS Unit # 366	Total	\$148,239				\$148,239
				FA	\$126,003				\$126,003
				DOT					
10668 Iowa City Transit	5307,STA Submitted	Operations	Operating Assistance	Total	\$10,940,000				\$10,940,000
				FA	\$2,950,000				\$2,950,000
				DOT	\$692,290				\$692,290
10669 Iowa City Transit	5310 Submitted	Operations	Contracted services for persons with special needs (5310)	Total	\$1,800,000				\$1,800,000
				FA	\$177,523				\$177,523
				DOT					
10670 Iowa City Transit	5339 Submitted	Capital	Passenger shelters and associated improvements	Total	\$50,000				\$50,000
				FA	\$40,000				\$40,000
				DOT					

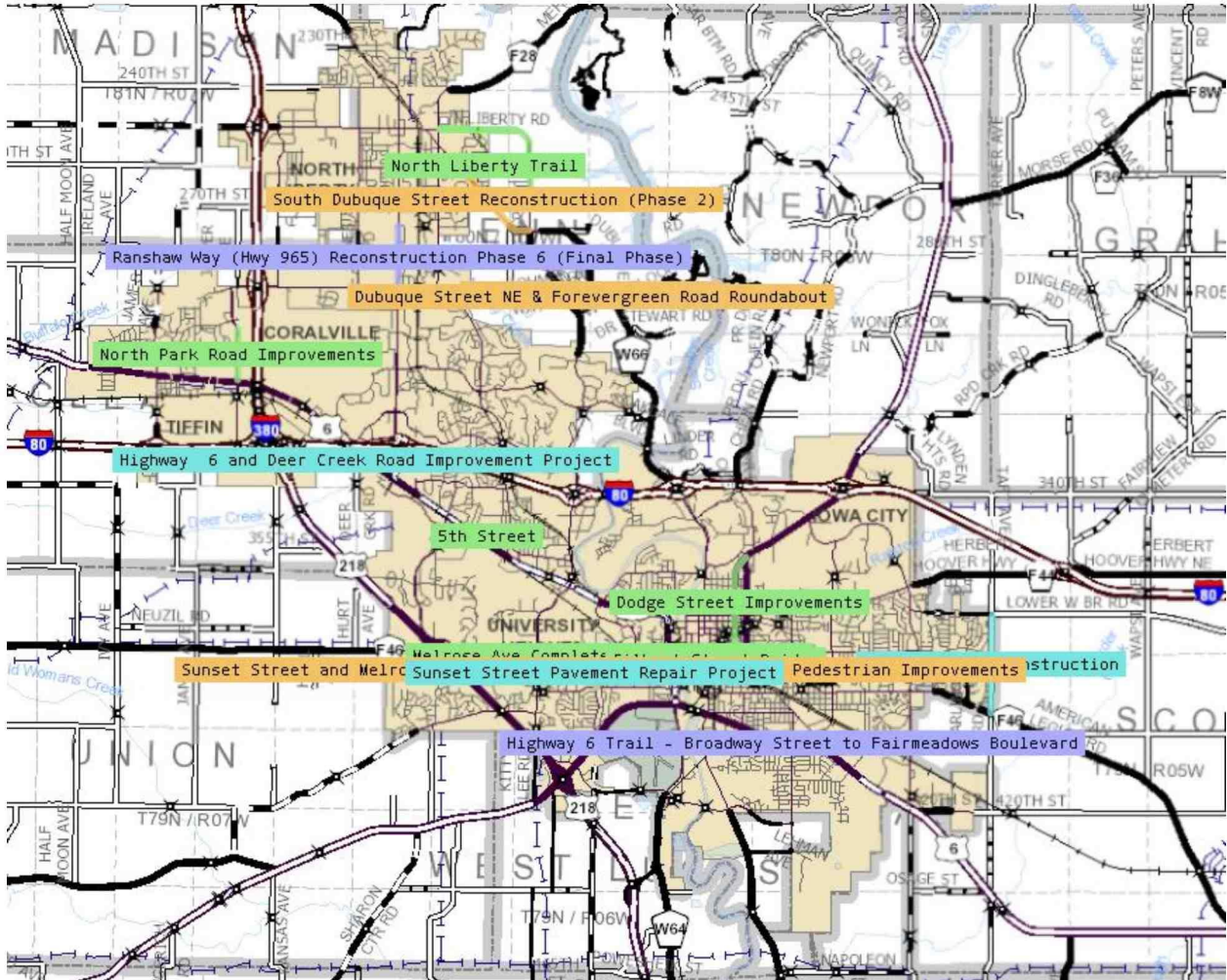
Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2024	2025	2026	2027	Totals
10671 Iowa City Transit	5339 Submitted	Capital	Associated capital bus maintenance (spare parts)	Total	\$450,000				\$450,000
				FA	\$360,000				\$360,000
				DOT					
10672 Iowa City Transit	5339 Submitted	Capital	New transit maintenance/bus storage facility	Total	\$27,000,000				\$27,000,000
				FA	\$19,000,000				\$19,000,000
				DOT					
10673 Iowa City Transit	DEMO Submitted	Capital	New transit maintenance/bus storage facility	Total	\$750,000				\$750,000
				FA					
				DOT					
10675 Iowa City Transit	5339 Submitted	Capital	Purchase 40' heavy-duty electric bus for replacement (Unit #656) UFRC,VSS,Low Floor,Electric Unit # 656	Total	\$1,069,084				\$1,069,084
				FA	\$908,722				\$908,722
				DOT					
10677 Iowa City Transit	5339 Submitted	Capital	Purchase 40' heavy-duty electric bus for replacement (Unit #658) UFRC,VSS,Low Floor,Electric Unit # 658	Total	\$1,069,084				\$1,069,084
				FA	\$908,722				\$908,722
				DOT					
10679 Iowa City Transit	5339 Submitted	Capital	Purchase 40' heavy-duty electric bus for replacement (Unit #660) UFRC,VSS,Low Floor,Electric Unit # 660	Total	\$1,069,084				\$1,069,084
				FA	\$908,722				\$908,722
				DOT					
10681 Iowa City Transit	5339 Submitted	Capital	Purchase 40' heavy-duty electric bus for replacement (Unit #661) UFRC,VSS,Low Floor,Electric Unit # 661	Total	\$1,069,084				\$1,069,084
				FA	\$908,722				\$908,722
				DOT					
10683 Iowa City Transit	5339 Submitted	Capital	Purchase 40' heavy-duty electric bus for replacement (Unit #667) and charging equipment UFRC,VSS,Low Floor,Electric Unit # 667	Total	\$1,152,418				\$1,152,418
				FA	\$979,556				\$979,556
				DOT					
10685 Iowa City Transit	5339 Submitted	Capital	Purchase 40' heavy-duty electric bus for replacement (Unit #668) and charging equipment UFRC,VSS,Low Floor,Electric Unit # 668	Total	\$1,152,418				\$1,152,418
				FA	\$979,556				\$979,556
				DOT					
10687 Iowa City Transit	5339 Submitted	Capital	Purchase 40' heavy-duty electric bus for replacement (Unit #669) and charging equipment UFRC,VSS,Low Floor,Electric Unit # 669	Total	\$1,152,418				\$1,152,418
				FA	\$979,556				\$979,556
				DOT					

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2024	2025	2026	2027	Totals
10689 Iowa City Transit	5339 Submitted	Capital	Purchase 40' heavy-duty electric bus for replacement (Unit #670) and charging equipment UFRC,VSS,Low Floor,Electric Unit # 670	Total	\$1,152,418				\$1,152,418
				FA	\$979,556				\$979,556
				DOT					
10691 Iowa City Transit	5339 Submitted	Capital	Purchase 40' heavy-duty electric bus for replacement (Unit #671) and charging equipment UFRC,VSS,Low Floor,Electric Unit # 671	Total	\$1,152,418				\$1,152,418
				FA	\$979,556				\$979,556
				DOT					
10693 Iowa City Transit	5339 Submitted	Capital	Purchase 40' heavy-duty electric bus for replacement (Unit #672) and charging equipment UFRC,VSS,Low Floor,Electric Unit # 672	Total	\$1,152,418				\$1,152,418
				FA	\$979,556				\$979,556
				DOT					
10694 Iowa City Transit	5339 Submitted	Capital	Light Duty Bus (176" wb) VSS	Total	\$180,751				\$180,751
				FA	\$153,638				\$153,638
				DOT					
10695 Iowa City Transit	5339 Submitted	Capital	Light Duty Bus (176" wb) VSS	Total	\$180,751				\$180,751
				FA	\$153,638				\$153,638
				DOT					
10696 Iowa City Transit	5339 Submitted	Capital	Light Duty Bus (176" wb) VSS	Total	\$180,751				\$180,751
				FA	\$153,638				\$153,638
				DOT					
10697 Iowa City Transit	5339 Submitted	Capital	Light Duty Bus (176" wb) VSS	Total	\$180,751				\$180,751
				FA	\$153,638				\$153,638
				DOT					
10698 Iowa City Transit	5339 Submitted	Capital	Light Duty Bus (176" wb) VSS	Total	\$180,751				\$180,751
				FA	\$153,638				\$153,638
				DOT					
10699 Iowa City Transit	5339 Submitted	Capital	Light Duty Bus (176" wb) VSS	Total	\$180,751				\$180,751
				FA	\$153,638				\$153,638
				DOT					
10700 Iowa City Transit	5339 Submitted	Capital	Light Duty Bus (176" wb) VSS	Total	\$180,751				\$180,751
				FA	\$153,638				\$153,638
				DOT					

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2024	2025	2026	2027	Totals
10701 Iowa City Transit	5339 Submitted	Capital	Light Duty Bus (176" wb) VSS	Total	\$180,751				\$180,751
				FA	\$153,638				\$153,638
				DOT					
10702 Iowa City Transit	5339 Submitted	Capital	Light Duty Bus (176" wb) VSS	Total	\$180,751				\$180,751
				FA	\$153,638				\$153,638
				DOT					
10703 Iowa City Transit	5339 Submitted	Capital	Light Duty Bus (176" wb) VSS	Total	\$180,751				\$180,751
				FA	\$153,638				\$153,638
				DOT					

TIP Project Locations

The following map shows the general project locations for all Iowa DOT projects and projects funded with regional STBG, and TAP funds in the Iowa City Urbanized Area.



(Map produced by Iowa Department of Transportation/TPMS)

Revising the Approved TIP

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

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

The following criteria define the need for an amendment:

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

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

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

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

The following criteria define the need for an administrative modification:

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

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

MPO Public Input Process

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

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

Core Public Involvement Opportunities

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

Public Comment Period

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

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

Urbanized Area Policy Board Public Meetings

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

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

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

Public Workshops/Open Houses

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

Accommodations for Special Populations

All meeting rooms are accessible by ADA standards. Additionally, any MPO documents can be made available in alternative formats upon request. Individuals with disabilities may request special accommodations by contacting MPOJC staff at (319) 356-5230.

Getting the Word Out About Upcoming Public Involvement Events

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

- Residents may sign-up to receive email notices of public input opportunities by visiting www.icgov.org/e-subscriptions and completing the subscription form.
- Notices of public input opportunities are published in the Iowa City Press Citizen.
- The MPOJC website (www.MPOJC.org) lists upcoming meeting information.
- Posters are displayed Iowa City, Coralville, and University of Iowa Campus buses regarding TIP approval.
- Notices are sent to the following MPOJC Public Input Organizations:
 - ❖ Access 2 Independence
 - ❖ Allen Lund Company
 - ❖ Bicyclists of Iowa City

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

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

Summary of Public Participation Procedures

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



Prepared by: Kent Raiston, Executive Director, 410 E. Washington St., Iowa City, IA 52240 (319) 356-5253

RESOLUTION NO. 2022-04

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

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

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

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

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

1. To adopt the Public Participation Plan for the Metropolitan Planning Organization of Johnson County.
2. To authorize the MPOJC chairperson to sign the adopted resolution.

It was moved by Sullivan and seconded by Taylor the Resolution be adopted. The motion passed on a vote of 11 affirmative and 0 negative.

Considered on this 13th day of July, 2022.



Chairperson
MPOJC Urbanized Area Policy Board

AVISO DE REUNION PUBLICA

La Organización de Planificación del Condado de Johnson (MPOJC) llevará una reunion pública para el FY2024 – 2027 Programa de Mejora del Transporte (TIP) para la Zona Urbanizada de Iowa City.

El TIP es un documento de programacion para todos los proyectos de transportacion de caminos que reciben fondos estatales o federales, incluso: calle y carretera, transito, ferrocarril, bicicleta y proyectos peatonales, en el Iowa City Urbanized Area.

La audiencia pública se llevará a cabo el 12 de Julio de 2023 a las 4:30p.m. Esta reunión tendrá lugar en North Liberty City Council Chambers, 3 Quail Creek Circle, North Liberty, IA 52317. Para obtener más información sobre esta sesión, la audiencia pública o el TIP comuniquese con Hannah Neel, Planificador de Transporte Asociado de MPOJC al 319-356-5235 o por correo electrónico a hneel@iowa-city.org.

NOTICE

PUBLIC HEARING

The Metropolitan Planning Organization of Johnson County (MPOJC) will be holding a PUBLIC HEARING on the FY2024-2027 Transportation Improvement Program (TIP) for the Iowa City Urbanized Area.

The TIP is the programming document for all surface transportation projects that receive State or Federal funds, including: street and highway, transit, railroad, bicycle, and pedestrian projects.

The hearing will be held on July 12, 2023 at 4:30 p.m. This meeting will be located at the North Liberty City Council Chambers, 3 Quail Creek Circle, North Liberty, IA 52317. For information on the meeting, public hearing, or the TIP contact Hannah Neel, MPOJC Associate Transportation Planner, at 319-356-5235 or email hneel@iowa-city.org.

Official Publication

Iowa City Press-Citizen, June 13, 2023

NOTICE OF PUBLIC HEARING

The Metropolitan Planning Organization of Johnson County will be holding a public hearing on the "FY2024-2027 Transportation Improvement Program" (TIP) for the Iowa City Urbanized Area. The TIP is the programming document for all surface transportation and transit projects that receive state or federal funds, including street & highway, transit, rail, bicycle, and pedestrian projects in the Iowa City urbanized area. The notice of public participation activities and time established for public review of and comments on the TIP will satisfy the transit Section 5307 Program of Projects requirements.

The public hearing will be held on July 12th, 2023 at 4:30 pm at the North Liberty City Council Chambers, 3 Quail Creek Circle, North Liberty, IA 52317.

Information about the proposed TIP can be found at www.MPOJC.org. Interested persons are encouraged to attend the public hearing or forward written comments by 5:00 pm, July 11th, 2023 to Hannah Neel, Associate Transportation Planner, MPOJC, 410 E. Washington St., Iowa City IA 52240; or by email at hneel@iowa-city.org. For more information on the meeting, or if you require disability related accommodations, please contact staff at least 48 hours prior to the event.



Order Confirmation for Ad #: 0005729072

Customer: CITY OF IOWA CITY
Address: ICPD
 IOWA CITY IA 522401825 USA
Acct. #: IOW-052000
Phone: 3193565043
Email: Ashley-Platz@iowa-city.org
Payor: CITY OF IOWA CITY
Ordered By: ASHLEY PLATZ

Text of Ad:

NOTICE OF PUBLIC HEARING
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OrderStart Date: 06/13/2023		Order End Date: 06/13/2023			
Tear Sheets	Affidavits	Blind Box	Promo Type	Materials	Special Pricing
0	1				
Net Amount	Tax Amount	Total Amount	Payment Method	Payment Amount	Amount Due
\$33.79	\$0.00	\$33.79	Invoice	\$0.00	\$33.79

ATTESTATION OF PUBLIC LEGAL NOTICE

On Behalf of:
Ad No 39306
IOWA CITY UNESCO CITY OF LITERATURE
123 S LINN
IOWA CITY, IA 52240
UNITED STATES

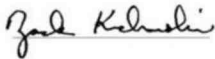
STATE OF IOWA COUNTIES OF LINN AND JOHNSON:
Before the undersigned authority personally appeared said legal clerk, who on oath says that he or she is a Legal Advertising Representative of the THE GAZETTE, a daily newspaper published in Linn and Johnson County, Iowa that the digital copy of advertisement, being a Legal Ad in the matter of

Legals - NPH - Metropolitan Planning Organization of


as published in **The Gazette** in the issue(s) of:

9/13/2023

Affiant further says that the said THE GAZETTE is a newspaper in said Linn and Johnson County, Iowa and that the said newspaper has heretofore been continuously published in said Linn and Johnson County, Iowa each day and has been entered as periodicals matter at the post office in CEDAR RAPIDS in said Linn County, Iowa, for a period of one year next preceding the first publication of the digital copy of advertisement; and affiant further says that he or she has never paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper. Sworn to and Subscribed before me by legal clerk who is personally known to me



Victoria Neely
Notary Public in and for the State of Iowa

	VICTORIA NEELY Commission Number 826486 My Commission Expires September 8, 2023
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Publication Cost: \$23.46
Customer No: 100280

NOTICE OF PUBLIC HEARING

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MPO Project Selection Procedures

Funding Allocation Process for Surface Transportation Block Grant (STBG) Program, Transportation Alternatives Program (TAP), and Carbon Reduction Plan (CRP) funds

1. Application forms for the MPO Surface Transportation Block Grant (STBG) Program, Transportation Alternatives Program (TAP), and Carbon Reduction Plan (CRP) funds are distributed to members of the MPO Transportation Technical Advisory Committee. Project sponsors must describe the project, the modes of transportation affected, and terrain and right-of-way needs and the funding request.
2. Summaries of projects and funding requests are distributed to the MPO transportation planning public input process organizations, and the MPO website.
3. MPO staff evaluates and assigns scores and rankings to the projects, according to the MPO-adopted scoring criteria.
4. MPO staff evaluates the applications to ensure the proposed projects conform with the *MPO Long Range Multi-modal Transportation Plan* and that the projects are federal-aid eligible.
5. Project applications and rankings are forwarded to the MPO Transportation Technical Advisory Committee (TTAC) that considers the applications at a public meeting. In considering a recommendation on project funding, the TTAC consider project scores and rankings, public input, application materials and discussion from applicants. The TTAC makes a recommendation to the MPO Urbanized Area Policy Board on project funding.
6. A summary of the applications, project scores and rankings, public input and the TTAC funding recommendation are forwarded to the MPO Urbanized Area Policy Board for review and ultimately a vote on project funding. The Board will also hold a public hearing to provide additional opportunity for public input.
7. The last step is revising the MPO Transportation Improvement Program to add projects and funding levels consistent with the MPO Board's decision. The Transportation Improvement Program is approved by the Board each July.

Surface Transportation Block Grant, Transportation Alternative Program, and Carbon Reduction Program – Scoring Criteria

MPOJC Policy Board Approved November 16, 2022

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 or Carbon Reduction 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 (2019)

Fiscal constraint of the TIP

Operations and Maintenance

To ensure the entities that comprise the MPO are capable of maintaining and operating their transportation system, the following spreadsheets show that annual operations and maintenance costs are less than forecasted revenues from non-federal-aid sources.

STBG, TAP, and CRP Funds Allocated

The following spreadsheets summarize the allocations of regional Surface Transportation Block Grant Program, Transportation Alternatives Program, and Carbon Reduction Program funds allocated to MPO communities by the MPO Urbanized Area Policy Board. The MPO Board uses Iowa DOT funding targets to apportion regional STBG, TAP, and CRP funds.

As funding targets are adjusted and the 'final allocation' of regional STBG, TAP, and CRP funds for current funding years are issued by Iowa DOT, the running total of funds granted to the MPO are adjusted. For example, if the final allocation of STBG funds issued by Iowa DOT was larger than the total amount of funding allocation, a surplus of funds is carried forward.

While there are fluctuations in the year-to-year comparison of programmed funds vs. funding targets, for the four-year term of the MPO TIP the regional STBG, TAP, and CRP funds allocated by the MPO Board are always equal to or less than the funding targets issued by Iowa DOT. In this way, the MPO TIP is fiscally constrained for project funding under the control of the MPO Board.

For Iowa DOT and earmark projects, the MPO TIP includes only those projects programmed by Iowa DOT that have been allocated federal funds. In this way, the MPO TIP is fiscally constrained for other federal aid projects that occur within the MPO transportation planning boundary.

Forecasts of Available Revenue

Each year prior to development of the Iowa DOT's Five-Year Program and the Statewide Transportation Improvement Program both state and federal revenue forecasts are completed to determine the amount of funding available for programming. These forecasts are a critical component in the development of the Five-Year Program and as such are reviewed with the Iowa Transportation Commission. The primary sources of state funding to the DOT are the Primary Road Fund and TIME-21 Fund. These state funds are used for the operation, maintenance and construction of the Primary Road System. The amount of funding available for operations and maintenance are determined by legislative appropriations. Additional funding is set aside for statewide activities including engineering costs. The remaining funding is available for right of way and construction activities associated with the highway program.

Along with the state funds, the highway program utilizes a portion of the federal funds that are allocated to the state. A federal funding forecast is prepared each year based on the latest apportionment information available. This forecast includes the various federal programs and identifies which funds are allocated to the Iowa DOT for programming and which funds are directed to locals through the MPO/RPA planning process, Highway Bridge Program and various grant programs. Implementation of a federal aid swap will increase the amount of federal funds that are utilized by the Iowa DOT.

For more information regarding Iowa DOT projects programmed in the MPOJC FY2023-2026 TIP, please refer to the Iowa DOT's Office of Program Management's Five-Year Program webpage: https://iowadot.gov/program_management/Five-Year-Program

Summary of Operations and Maintenance Costs-MPOJC*



	2024	2025	2026	2027
City Operations				
CORALVILLE	\$2,405,935	\$2,502,172	\$2,602,259	\$2,706,350
IOWA CITY	\$8,983,157	\$9,342,483	\$9,716,183	\$10,104,830
NORTH LIBERTY	\$1,491,107	\$1,550,751	\$1,612,781	\$1,677,293
TIFFIN	\$581,872	\$605,147	\$629,353	\$654,527
UNIVERSITY HEIGHTS	\$133,306	\$138,638	\$144,184	\$149,951
<i>Subtotal</i>	\$13,595,377	\$14,139,192	\$14,704,760	\$15,292,950
City Maintenance				
CORALVILLE	\$306,005	\$318,245	\$330,975	\$344,214
IOWA CITY	\$1,439,920	\$1,497,517	\$1,557,417	\$1,619,714
NORTH LIBERTY	\$354,726	\$368,915	\$383,672	\$399,019
TIFFIN	\$78,602	\$81,746	\$85,016	\$88,417
UNIVERSITY HEIGHTS	\$41,999	\$43,679	\$45,426	\$47,243
<i>Subtotal</i>	\$2,221,252	\$2,310,102	\$2,402,506	\$2,498,606
Total Operations and Maintenance	\$15,816,629	\$16,449,294	\$17,107,266	\$17,791,557

Estimated Iowa DOT Operations and Maintenance Costs-MPOJC*

	2024	2025	2026	2027
MPOJC	\$2,015,870	\$2,079,713	\$2,144,124	\$2,209,049

Summary of Non-Federal-aid Revenues-MPOJC*

	2024	2025	2026	2027
CORALVILLE	\$44,340,604	\$46,114,228	\$47,958,797	\$49,877,149
IOWA CITY	\$35,514,794	\$36,935,386	\$38,412,801	\$39,949,313
NORTH LIBERTY	\$11,533,928	\$11,995,285	\$12,475,097	\$12,974,100
TIFFIN	\$2,038,834	\$2,120,387	\$2,205,203	\$2,293,411
UNIVERSITY HEIGHTS	\$542,844	\$564,558	\$587,140	\$610,626
Total	\$93,971,004	\$97,729,844	\$101,639,038	\$105,704,599

*Data source: Iowa DOT, 2022. Forecasts assume an annual rate of increase of 4%.
 These tables are estimated costs of operating and maintaining the federal aid system.

Iowa DOT Five Year Program Funding**

	2024	2025	2026	2027
Revenues				
PRIMARY ROAD FUND	\$768.90	\$774.80	\$781.00	\$787.10
TIME-21	\$135.00	\$135.00	\$135.00	\$135.00
MISCELLANEOUS	\$25.00	\$25.00	\$25.00	\$25.00
FEDERAL AID	\$497.00	\$505.10	\$513.30	\$513.30
<i>Total</i>	<i>\$1,425.90</i>	<i>\$1,439.90</i>	<i>\$1,454.30</i>	<i>\$1,460.40</i>
Statewide Allocations				
OPERATIONS & MAINTENANCE (PRF)	\$378.80	\$390.80	\$402.90	\$415.10
BACK OF PROGRAM LINE ITEMS AND RAIL HWY	\$184.80	\$186.00	\$187.00	\$188.00
<i>Total</i>	<i>\$563.60</i>	<i>\$576.80</i>	<i>\$589.90</i>	<i>\$603.10</i>
Funds Available for ROW/Const.	\$862.30	\$863.10	\$864.40	\$857.30

**\$ are in millions.

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

		Federal Fiscal Year	FY24	FY25	FY26	FY27
		STBG Funding Target	\$3,584,000	\$3,650,000	\$3,715,000	\$3,351,513
		Carry-Over from prior year	\$5,050,895	\$3,163,895	\$2,333,895	\$3,148,895
		Carry-Over from Project #21069	\$1,859,000	-	-	-
Projects		Sub-total	\$10,493,895	\$6,813,895	\$6,048,895	\$6,500,408
#38309, University Heights, Melrose Avenue: Sunset Street east to east city limits	Project total		\$1,549,936			
	Regional STBG Aid		(\$730,000)			
#39151, Coralville, 5th Street: west of 12th Avenue through 20th Avenue intersection	Project total		\$5,500,000			
	Regional STBG Aid		(\$1,650,000)			
#39152, Tiffin, North Park Road: Hwy 6 north to Aster Drive	Project total		\$7,836,000			
	Regional STBG Aid		(\$1,200,000)			
#45232, low a City, Dodge Street: Burlington Street north to Governor Street	Project total		\$14,181,200			
	Regional STBG Aid		(\$3,750,000)			
#48400, Coralville, US 6 E: Over from just west of Lowes W to I-80 bridge	Project total			\$3,105,000		
	Regional STBG Aid			(\$864,560)		
#48401, low a City, Taft Avenue: Lower West Branch Road S to American Legion Road	Project total			\$11,000,000		
	Regional STBG Aid			(\$3,500,000)		
#48399, University Heights, Sunset Street: Melrose Avenue S to Benton Street	Project total			\$481,000		
	Regional STBG Aid			(\$115,440)		
#52475, North Liberty, Ranshaw Way: Hawkeye Drive south to Forevergreen Road	Project total				\$5,800,000	
	Regional STBG Aid				(\$2,900,000)	
#53520, Coralville, Construct a roundabout at Dubuque Street NE, Rustic Ridge Rd NE, and Forevergreen Rd	Project total					\$2,645,000
	Regional STBG Aid					(\$675,000)
#54730, North Liberty, Reconstruct/rehab S Dubuque St from S of E Zeller St to roundabout at North Liberty Rd	Project total					\$4,480,000
	Regional STBG Aid					(\$1,100,000)
#54738, University Heights, Continuing preventative maintenance on Melrose Ave and Sunset St	Project total					\$470,000
	Regional STBG Aid					(\$225,000)
Running total per year regional STBG			\$3,163,895	\$2,333,895	\$3,148,895	\$4,500,408

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

		Federal Fiscal Year	FY24	FY25	FY26	FY27
		Iowa TAP Funding Target	\$338,248	\$349,000	\$361,000	\$373,000
		Carry-Over from prior year	\$478,151	\$168,281	\$517,281	\$358,281
Projects		Sub-total	\$816,399	\$517,281	\$878,281	\$731,281
#45234, North Liberty, North Liberty Trail: from north of Abraham Drive, north-northwest to Front Street	Project total		\$1,144,366			
	Regional TAP		(\$648,118)			
#52476, low a City, Hwy 6 Trail: from Broadway Street to Fairmeadows Boulevard	Project total				\$1,040,000	
	Regional TAP				(\$520,000)	
Running total per year regional TAP			\$168,281	\$517,281	\$358,281	\$731,281

**Iowa Carbon Reduction Program
Summary of costs and federal aid**

		Federal Fiscal Year	FY24	FY25	FY26	FY27
		Iowa CRP Funding Target	\$321,182	\$328,000	\$334,000	\$341,000
		Carry-Over from prior year	\$327,267	\$648,449	\$976,449	\$1,310,449
Projects*		Sub-total	\$648,449	\$976,449	\$1,310,449	\$1,651,449
	Project total					
	Regional CRP Aid					
Running total per year regional CRP			\$648,449	\$976,449	\$1,310,449	\$1,651,449

*Carbon Reduction Program funding has not been allocated.

Federal Funding By Program and Year

PROGRAM	2024			2025			2026			2027			PROJECT TOTAL
	PROJECT TOTAL	FA	RGNL FA	PROJECT TOTAL	FA	RGNL FA	PROJECT TOTAL	FA	RGNL FA	PROJECT TOTAL	FA	RGNL FA	
CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NHPP	\$25,745	\$22,309	\$0	\$66,272	\$57,952	\$0	\$29,024	\$25,490	\$0	\$596	\$513	\$0	\$121,637
PL	\$280,323	\$224,258	\$0	\$280,323	\$224,258	\$0	\$280,323	\$224,258	\$0	\$280,323	\$224,258	\$0	\$1,121,292
PRF	\$4,559	\$0	\$0	\$306	\$0	\$0	\$2,433	\$0	\$0	\$0	\$0	\$0	\$7,298
STBG	\$29,067	\$7,330	\$7,330	\$14,586	\$5,519	\$4,480	\$5,800	\$2,900	\$0	\$7,595	\$2,000	\$2,000	\$57,048
STBG-HBP	\$1,664	\$1,000	\$664	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,664
STBG-TAP	\$1,144	\$648	\$648,118	\$0	\$0	\$0	\$1,040	\$520	\$520	\$0	\$0	\$0	\$2,184
CRP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STBG-SWAP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Earmark	\$27,750	\$19,750	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$27,750
total	\$370,253	\$275,296	\$664,112	\$361,487	\$287,729	\$4,480	\$318,620	\$253,168	\$520	\$288,514	\$226,771	\$2,000	\$1,338,874

**Program numbers are in 1,000s

TRANSIT REVENUE AND OPERATING COSTS (FY2024-2027)

Iowa City Transit

	2024	2025	2026	2027
State Transit Assistance	\$ 692,290	\$ 719,982	\$ 748,781	\$ 778,732
Urbanized Area Formula (5307)	\$ 2,799,804	\$ 2,911,796	\$ 3,028,268	\$ 3,149,399
Special Needs Formula (5310)	\$ 177,523	\$ 184,624	\$ 192,009	\$ 199,689
Local Tax/Transit Levy	\$ 4,658,196	\$ 4,844,524	\$ 5,038,305	\$ 5,239,837
Fare Revenue	\$ 1,907,775	\$ 1,984,086	\$ 2,063,449	\$ 2,145,987
Contracts/Other	\$ 2,611,265	\$ 2,715,716	\$ 2,824,344	\$ 2,937,318
Total Revenue	\$ 12,846,853	\$ 13,360,727	\$ 13,895,156	\$ 14,450,962
Total Operating	\$ 9,049,184	\$ 9,411,151	\$ 9,787,597	\$ 10,179,101

Coralville Transit

	2024	2025	2026	2027
State Transit Assistance	\$ 292,960	\$ 304,678	\$ 316,866	\$ 329,540
Urbanized Area Formula (5307)	\$ 722,663	\$ 751,570	\$ 781,632	\$ 812,898
Special Needs Formula (5310)	\$ 48,651	\$ 50,597	\$ 52,621	\$ 54,726
Local Tax/Transit Levy	\$ 477,032	\$ 496,113	\$ 515,958	\$ 536,596
Fare Revenue	\$ 261,830	\$ 272,303	\$ 283,195	\$ 294,523
Contracts/Other	\$ 307,886	\$ 320,201	\$ 333,009	\$ 346,330
Total Revenue	\$ 2,111,022	\$ 2,195,463	\$ 2,283,281	\$ 2,374,613
Total Operating	\$ 2,298,395	\$ 2,390,331	\$ 2,485,944	\$ 2,585,382

University of Iowa Campus

	2024	2025	2026	2027
State Transit Assistance	\$ 789,096	\$ 820,660	\$ 853,486	\$ 887,626
Urbanized Area Formula (5307)	\$ 1,042,679	\$ 1,084,386	\$ 1,127,762	\$ 1,172,872
Special Needs Formula (5310)	\$ 240,589	\$ 250,213	\$ 260,221	\$ 270,630
Local Tax/Transit Levy	\$ 1,877,675	\$ 1,952,782	\$ 2,030,893	\$ 2,112,129
Fare Revenue	\$ -	\$ -	\$ -	\$ -
Contracts/Other	\$ 2,327	\$ 2,420	\$ 2,517	\$ 2,618
Total Revenue	\$ 3,952,366	\$ 4,110,461	\$ 4,274,879	\$ 4,445,874
Total Operating	\$ 4,603,020	\$ 4,787,141	\$ 4,978,626	\$ 5,177,771

4% increase/year

FTA Financial Analysis

FTA Circular 7008.1, Federal Transit Administration Financial Capacity Policy, requires that all recipients of FTA funding prepare an annual assessment of their financial condition and financial capability. FTA has developed a set of guidelines that are used to assess the financial condition and capability of the three fixed route transit systems in the Iowa City Urbanized Area. The main factors covered in the assessment are trends in ridership, fare levels and revenues, non-fare revenues, and unit costs. The analysis is a two-step process with the first step examining the current financial condition of the transit system using historical data. The second step looks at the likelihood that trends will continue to meet future operating and capital needs.

Indicators of current financial condition

1. Farebox revenue trends

Coralville Transit:

- The average passenger fare decreased by 2.8% between FY2021 and FY2022 to \$0.82. The average fare is expected to increase during the period of FY2024-2027 as Coralville Transit recovers from the effects of COVID-19.
- Ridership increased by 39.9% between FY2021 and FY2022. Ridership had been declining steadily since peaking in FY2013 due to low fuel prices, area road construction detours, and alternative transportation options. Due to COVID-19, transit service was reduced in FY2021, but service has been restored, contributing to the drastic increase in ridership. Quarterly numbers in FY2023 indicate that ridership is increasing, even as it deals with the effects of COVID-19 on transit service.

Iowa City Transit:

- The average passenger fare decreased by 11.0% between FY2021 to FY2022 to \$1.08. The average fare is expected to increase during the period FY2024-2027 as Iowa City Transit recovers from the effects of COVID-19.
- Ridership increased by 62.0% between FY2021 and FY2022. As with Coralville Transit; low fuel prices, area road construction detours, and alternative transportation options contributed to a steady decrease in ridership since FY2013. However, Iowa City Transit's ridership is also expected to continue to increase, even as it deals with the effects of COVID-19 on transit service. Quarterly numbers in FY2023 indicate that ridership is increasing.

University of Iowa Cambus:

- University of Iowa Cambus operates a no-fare system so revenue from the farebox is not a factor.

- Ridership increased by 72.4% between FY2021 and FY2022. As with Coralville and Iowa City Transit; low fuel prices, area road construction detours, and alternative transportation options contributed to a steady decrease in ridership since FY2013. However, Cambus ridership is also expected to stabilize, even as it deals with the effects of COVID-19 on transit service. Much of the ridership recovery depends on what the University does with online class and work options. Quarterly numbers in FY2023 indicate that ridership is increasing.

2. Non-farebox revenue trends

Coralville Transit:

- Coralville Transit saw an increase of about 0.7% in FTA operating funding in FY2023. The apportionment of 5307 FTA funding is based on an approved MPOJC formula. Due to the effect of COVID-19 on transit service, MPOJC used the same apportionment formula used in FY2020 and may continue to use the same apportion formula and data until service recovers.
- State Transit Assistance increased by 7.4% from FY2023 to FY2024. Due to the COVID-19 effect on State revenues, funding levels are expected to increase for the period FY2024-2027. Local tax/transit levy revenue will continue to provide about 20.8% of Coralville Transit's operating funding during the period FY2024-2027, same as the period FY2023-2026.

Iowa City Transit:

- Iowa City Transit saw the same 0.7% increase in FTA operating funding in FY2023. The apportionment of 5307 FTA funding is based on an approved MPOJC formula. Due to the effect of COVID-19 on transit service, MPOJC used the same apportionment formula use in FY2020 and may continue to use the same apportionment formula and data until service recovers.
- State Transit Assistance saw the same 7.4% increase in funding from FY2023 to FY2024. Due to the COVID-19 effect on State revenues, funding levels are expected to increase for the period FY2024-2027. The local transit levy revenue will provide about 51.5% of Iowa City Transit's operating funding during the period FY2024-2027, a slight decrease from 51.7% for the period FY2023-2026.

University of Iowa Cambus:

- University of Iowa Cambus experienced the same 0.7% increase as Iowa City and Coralville in FY2023. The apportionment of 5307 FTA funding is based on an approved MPOJC formula. Due to the effect of COVID-19 on transit service, MPOJC used the same apportionment formula used in FY2020 and may continue to use the same apportionment formula and until service recovers.
- State Transit Assistance increased by 7.3%, similar to Coralville and Iowa City from FY2023-FY2024. Due to the COVID-19 effect on State revenues, funding levels are expected to increase for the period FY2024-2027. For period FY2024-

2027, 40.8% of Cambus funding comes from student fees that are paid each semester by University of Iowa students and from transfers from the university parking fund and other university departments.

3. Cost trends

When looking at operating costs from FY2021 to FY2022, Coralville Transit experienced a 3.3% increase, Iowa City Transit experienced a 0.9% decrease, and University of Iowa Cambus experienced a 0.03% decrease. The increases are attributed to rising wages and benefits during pre-COVID-19 operations. With the extreme reduction in transit service in FY21 and the subsequent recovery from COVID-19, operating costs will be difficult to predict for all three systems during the FY2024-2027 period.

4. Cost effectiveness trends

Coralville Transit, Iowa City Transit, University of Iowa Cambus: Between FY2021 and FY2022 as measured by cost per mile, Coralville Transit decreased by 0.5% from \$8.09 to \$8.05; Iowa City Transit cost per mile increased by 0.4% from \$9.74 to \$9.78; and University of Iowa Cambus increased by 6.5% from \$6.02 to \$6.41.

The cost per hour for Coralville Transit decreased from \$97.03 to \$96.27; Iowa City Transit's cost per hour increased from \$122.12 to \$130.36; and University of Iowa Cambus cost per hour increased from \$59.99 to \$61.73.

The cost per ride on Coralville Transit decreased from \$8.01 in FY2021 to \$5.92 in FY2022. Iowa City Transit decreased from \$12.75 to \$7.80, and University of Iowa Cambus decreased from \$2.94 to \$1.71.

All of the above trends normally vary from year to year depending on fluctuations in ridership and operating costs. However, the COVID-19 pandemic has changed how transit operates and creates uncertainty for the FY2024-2027 TIP period. That said, Coralville Transit, Iowa City Transit, and UI Cambus remain three of the most efficient transit systems in the state.

5. Likelihood of trends continuing

Based on the examination of each system's revenue forecast and projected operating expenses, Coralville Transit, Iowa City Transit, and University of Iowa Cambus will have the financial capacity to maintain adequate levels of funding for the period covered by the FY2024-2027 MPOJC Transportation Improvement Program. In addition to local, state, and federal funding support, Iowa City Transit, Coralville Transit, and Cambus will also receive federal support through three additional sources of enhancement funding.

CARES Act funding

The Coronavirus Aid, Relief, and Economic Security (CARES) Act was signed into law on March 27, 2020. As part of the CARES Act, the Federal Transit Administration (FTA) allocated \$25 billion to recipients of urbanized area (Section 5307 funding) and rural area formula funds, with \$22.7 billion for large and small urban areas. The State of Iowa

received \$35,898,003 in CARES Act funding which included \$8,331,763 for the Iowa City Urbanized Area to be apportioned to Iowa City Transit, Coralville Transit, and University of Iowa Cambus for operating expenses incurred beginning on January 20, 2020.

The CARES Act apportionment was approved by the MPOJC Urbanized Area Policy Board on May 27, 2020.

Iowa City Transit:	\$5,109,870
Coralville Transit:	\$1,318,918
University of Iowa Cambus:	\$1,902,975

Eligible expenses will be used to maintain current transit services as well as pay for administrative leave for transit personnel due to reduced operations.

Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funding

The Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) was signed into law on December 27, 2020 and included \$1,532,506 for the Iowa City Urbanized Area to be apportioned to Iowa City Transit, Coralville Transit, and University of Iowa Cambus. CRRSAA was part of the Federal Transit Administration's (FTA) \$14 billion funding allocation to support the Nation's public transportation systems during the COVID-19 public health emergency.

The CRRSAA apportionment was approved by the MPOJC Urbanized Area Policy Board on January 27, 2021.

Iowa City Transit:	\$939,886
Coralville Transit:	\$242,596
University of Iowa Cambus:	\$350,024

Eligible expenses will be used to maintain current transit services by prioritizing payroll and operational needs.

American Rescue Plan Act funding

The American Rescue Plan Act was signed into law on March 11, 2021 as part of a \$30.5 billion Federal funding allocation to continue support of public transit during COVID-19. The funding included an additional \$7,496,845 for the Iowa City Urbanized Area to be apportioned to Iowa City Transit, Coralville Transit, and University of Iowa Cambus.

The American Rescue Plan Act apportionment was approved by the MPOJC Urbanized Area Policy Board on May 26, 2021.

Iowa City Transit:	\$4,597,815
Coralville Transit:	\$1,186,751
University of Iowa Cambus:	\$1,712,279

Eligible expenses will be used to maintain current transit services as well as pay for administrative leave for transit personnel due to reduced operations.

Performance Based Planning

Highway Safety Improvement Program (PM I)

Rather than setting its own safety targets, MPOJC has chosen to support the Iowa DOT's safety targets as published in the most recent Iowa Highway Safety Improvement Program Annual Report. The MPO supports those targets by reviewing and programming all Highway Safety Improvement Program (HSIP) projects within the MPO boundary that are included in the DOT's Transportation Improvement Program.

Any Iowa DOT sponsored HSIP projects within the MPO area were selected based on the strategies included in the Strategic Highway Safety Plan and safety performance measures and were approved by the Iowa Transportation Commission. The Iowa DOT conferred with numerous stakeholder groups, including MPOJC, as part of its target setting process. Working in partnership with local agencies, Iowa DOT safety investments were identified and programmed which will construct effective countermeasures to reduce traffic fatalities and serious injuries. The Iowa DOT projects chosen for HSIP investment are based on crash history, roadway characteristics, and the existence of infrastructure countermeasure that can address the types of crashes present. The Iowa DOT continues to utilize a systemic safety improvement process rather than relying on "hot spot" safety improvements.

Pavement and Bridge (PM II)

Rather than setting its own pavement and bridge targets, MPOJC has chosen to support the Iowa DOT's pavement and bridge targets as submitted in the most recent baseline period performance report. The MPO supports those targets by reviewing and programming all Interstate and National Highway System projects within the MPO boundary that are included in the DOT's Transportation Improvement Program.

Any Iowa DOT sponsored pavement and bridge projects within the MPO area were determined in alignment with the Iowa Transportation Asset Management Plan (TAMP) and the pavement and bridge performance measures. The TAMP connects Iowa in Motion 2050 and system/modal plans to Iowa DOT's Five-Year Program and the STIP. Iowa in Motion 2050 defines a vision for the transportation system over the next 20 years, while the Five-Year Program and STIP identify specific investments over the next four to five years. The TAMP has a 10-year planning horizon and helps ensure that investments in the Five-Year Program and STIP are consistent with Iowa DOT's longer-term vision. Starting in 2019, the TAMP also integrated the pavement and bridge performance targets.

The Iowa DOT conferred with numerous stakeholder groups, including MPOJC and local owners of NHS assets, as part of its target setting process. The methodology used to set targets used current and historical data on condition and funding to forecast future condition. Asset management focuses on performing the right treatment at the right time to optimize investments and outcomes. Management systems are utilized to predict bridge and pavement needs and help

determine the amount of funding needed for stewardship of the system. The TAMP discusses the major investment categories that the Iowa DOT Commission allocates funding through. Once the Iowa DOT Commission approves the funding for these categories, Iowa DOT recommends the allocation of the funds to specific projects using the processes described in the TAMP. Pavement and bridge projects are programmed to help meet the desired program outcomes documented in the TAMP.

System and Freight Reliability (PM III)

Rather than setting its own system and freight reliability targets, MPOJC has chosen to support the Iowa DOT's system and freight reliability targets as submitted in the most recent baseline period performance report. The MPO supports those targets by reviewing and programming all Interstate and National Highway System projects within the MPO boundary that are included in the DOT's Transportation Improvement Program.

The Iowa DOT conferred with numerous stakeholder groups, including MPOJC, as part of its target setting process. Variability within the existing travel time dataset was used to forecast future condition. Projects focused on improving pavement and bridge condition also often help improve system reliability and freight movement. Additional projects focused specifically on improving these areas of system performance are developed in alignment with the target-setting process for related performance measures, and the freight improvement strategies and freight investment plan included in the State Freight Plan. This plan includes a detailed analysis and prioritization of freight bottlenecks, which are locations that should be considered for further study and possibly for future improvements. The process also involved extensive input from State, MPO, RPA, and industry representatives. State projects identified in the freight investment plan and programmed in the STIP were highly-ranked freight bottlenecks.

Transit Asset Management Performance Based Planning

Public transit capital projects included in the STIP align with the transit asset management (TAM) planning and target setting processes undertaken by the Iowa DOT, transit agencies, and MPOs. The Iowa DOT establishes a group TAM plan and group targets for all small urban and rural providers while large urban providers establish their own TAM plans and targets. Investments are made in alignment with TAM plans with the intent of keeping the state's public transit vehicles and facilities in a state of good repair and meeting transit asset management targets. The Iowa DOT allocates funding for transit rollingstock in accordance with the Public Transit Management System process. In addition, the Iowa DOT awards public transit infrastructure grants in accordance with the project priorities established in Iowa Code chapter 924. Additional state and federal funding sources that can be used by transit agencies for vehicle and facility improvements are outlined in the funding chapter of the Transit Manager's Handbook. Individual transit agencies determine the use of these sources for capital and operating expenses based on their local needs.

As part of the development of the TAM Plan, Iowa City Transit, Coralville Transit, and University of Iowa Cambus established performance measure targets for rolling stock, equipment, and facilities. The targets used "useful life" and "condition" benchmarks to measure performance annually. The performance targets included:

- **Equipment** (non-revenue service vehicles over \$50,000 in acquisition value) State of Good Repair Target - Percentage of Vehicles (maintenance trucks/maintenance equipment) that have met or exceeded their Useful Life Benchmark.
- **Facilities** State of Good Repair Target with an asset class rated below 3.0 (5 being excellent) on the TERM (Transit Economic Requirements Model) Scale.
- **Rolling Stock** State of Good Repair Target - Percentage of Revenue Vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark.
- **Infrastructure** Is not applicable.

MPOJC adopted the local transit agency performance targets at the September 2017 Urbanized Area Policy Board meeting. MPOJC will be required to reflect the adopted performance measures and targets in all Long-Range Transportation Plans and Transportation Improvement Programs and report on progress toward those targets. The Urbanized Area Policy Board assures that the MPO will work cooperatively with the State of Iowa and the respective targets for regional transit asset management and will work cooperatively with Iowa City Transit, Coralville Transit, and University of Iowa Cambus to support the local fixed route systems' respective targets through the comprehensive, continuing and cooperative metropolitan transportation planning process, including activities related to collection of data, tracking, and reporting toward attainment of critical outcomes in the Iowa City Metropolitan Planning Area.

Transit Safety Performance Based Planning

Public transit capital projects included in the STIP align with the transit safety planning and target setting processes undertaken by the transit agencies and MPOs. While the Iowa DOT provided assistance with the development of initial Public Transportation Agency Safety Plans (PTASPs), each large urban transit provider is responsible for implementing its PTASP, which includes transit safety targets. Investments are made in alignment with PTASPs with the intent of keeping the state's public transit operations, vehicles, and facilities safe and meeting transit safety targets. State and federal funding sources that can be used by transit agencies for operations, vehicles, and facility improvements are outlined in the funding chapter of the Transit Manager's Handbook. Individual transit agencies determine the use of these sources for capital and operating expenses based on their local needs.