



MPOJC Urbanized Area Policy Board
Wednesday April 2, 2025 – 4:30 PM
City of North Liberty – City Hall
360 N. Main Street

AGENDA

1. Call to Order

- a. Recognize alternates
- b. Consider approval of meeting minutes
- c. Set next Board meeting date, time and location (May 21, location to be determined)

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

3. Transportation Planning

- a. Consider approval of Locally Determined Projects for the MPOJC FY2026 Transportation Planning Work Program
- b. Consider approval of MPOJC Surface Transportation Block Grant, Transportation Alternatives Program, and Carbon Reduction Program funding allocations
- c. Consider approval of the MPOJC Title VI Program
- d. Update regarding the MPOJC FY2026 Transit Program of Projects
- e. Update on the MPOJC Long Range Transportation Plan revision process
- f. Update on metro area bicycle and pedestrian collision data

4. Other Business

- a. Iowa Bicycle Coalition study on 'Economic and Health Impacts of Bicycling and Trails in Iowa' available here: <https://iowabicyclecoalition.org/economic-impact-study-of-cycling-and-trails/>

5. 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
JANUARY 29, 2025 – 4:30 PM
CITY OF IOWA CITY COUNCIL CHAMBERS
410 E WASHINGTON STREET, IOWA CITY, IA

DRAFT

MEMBERS PRESENT: Iowa City: Laura Bergus, Megan Alter, Shawn Harmsen,
Mazahir Salih, Josh Moe
Johnson County: V Fixmer-Oraiz, Rod Sullivan
North Liberty: Brian Wayson, Erek Sittig
University Heights: Louise From
University of Iowa: Greg Schmitt
Coralville: Meghann Foster, Royce Peterson
Tiffin: Tim Kasperek
ICCSA: Molly Abraham

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

OTHER: Kelly Schneider, Karen Kurt

1. CALL TO ORDER

From called the meeting to order at 4:30 PM. The meeting was held in the City of Iowa City Council Chambers.

a. Recognize alternates and welcome new board members

V Fixmer-Oraiz (Johnson County) and Tim Kasperek (Tiffin) were recognized as new members of the Board.

b. Consider approval of meeting minutes

Sullivan moved to approve; Moe seconded. **The motion carried unanimously.**

c. Set next Board meeting date (March 26, location TBD)

Tentatively scheduled for March 26, 2025, at 4:30 pm. The location is to be determined.

2. PUBLIC DISCUSSION OF ANY ITEM NOT ON THE AGENDA

None.

3. ADMINISTRATION

a. Report from nominating committee for 2025 MPOJC Board officers

Ralston reminded the Board that at their last meeting in November, a three-person nominating committee was appointed to nominate the Chair and Vice-Chair for the 2025 Urbanized Area Policy Board. The three members of this committee were

Jon Green (Johnson County), Megan Alter (Iowa City), and Brian Wayson (North Liberty).

The committee nominated Louise From to remain in the position of Chair and Rod Sullivan to remain in the position of Vice-Chair.

i. Consider action

Wayson moved to approve the nominations; Moe seconded. **The motion carried unanimously.**

b. Consider approval of the FY26 MPOJC Budget and financial forecast

Ralston explained that the primary focus of MPOJC is to continue to fulfill federal and state requirements necessary for MPOJC entities to receive state and federal formula and discretionary funds and to produce locally-generated traffic studies, grant applications, and mapping services for MPOJC members. Ralston reminded the Board that MPOJC is organized as a division of the City of Iowa City Neighborhood and Development Services (NDS) Department and that MPOJC staff also serve as NDS staff.

Ralston stated that the overall budget reflects an approximate 2.38% increase from FY25, primarily due to increases in costs for staff benefits and wages. Ralston explained that MPOJC assessments are based on the 2020 decennial census population of MPOJC entities, as required per MPO bylaws. The budget also continues to reflect the use of internal carryover funds and Iowa DOT funding.

Ralston expressed concern regarding long-term federal support for MPOJC and its member entities, as MPOJC is partially federally funded. Ralston will continue to update the Board on this issue.

Ralston asked the Board for approval of the FY26 MPOJC budget.

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

c. Consider approval of the FY26 Johnson County Assessments for the East Central Iowa Council of Governments

Ralston stated that MPOJC collects East Central Iowa Council of Governments (ECICOG) dues for Johnson County entities and forwards those funds to ECICOG. Ralston explained that these assessments are calculated on a per-capita basis for the counties served by ECICOG, and that per-capita assessments are then calculated for each governmental entity in Johnson County. Ralston explained that for FY26, ECICOG proposed a 2% increase for all the counties it serves.

Sullivan asked Karen Kurt, director of ECICOG, if they had any insight into how the current state of federal funding will impact ECICOG.

Kurt stated that ECICOG works with funds from federal, state, and local governments and that a small part of their budget is funded by the federal government.

Moe moved to approve the FY26 ECICOG budget, Wayson seconded. **The motion carried unanimously.**

d. Consider appointments to the East Central Iowa Council of Governments Board of Directors

Ralston reminded the Board of the entities responsible for appointing members to the East Central Iowa Council of Governments (ECICOG) Board of Directors for 2025. Per the MPO bylaws, the entities responsible to appoint elected officials for 2025 included Johnson County, Tiffin, and Hills. The City of Hills indicated that they would be unable to fill this position, and the opportunity was extended to Shueyville. Shueyville also indicated that they would be unable to fill this position, so the opportunity was extended to University Heights, who accepted. Ralston also noted that the City of Tiffin agreed to allow the City of North Liberty to fill their appointment. The appointments from each entity are as follows:

- Johnson County: Jon Green (County Supervisor)
- City of North Liberty: Chris Hoffman (Mayor)
- City of University Heights: Nick Herbold (City Council)
- Citizen Appointment: Allison Wells

Sullivan moved to approve the appointments to the ECICOG Board of Directors, Bergus seconded. **The motion carried unanimously.**

e. Discuss MPOJC Orientation opportunity for Board members

Ralston offered an orientation for Board members who wish to learn more about the functions and operations of MPOJC.

V Fixmer-Oraiz and Molly Abraham expressed interest in participating.

Ralston indicated he would communicate with those interested via email to establish a date and time.

4. TRANSPORTATION PLANNING

a. Consider approval of Federal Transit Administration Section 5307 Transit Operating Formula funding apportionment for FY2024

Neel stated that the Iowa Department of Transportation (DOT) has indicated that MPOJC has a total of \$4,954,667 available in FY2024 FTA Section 5307 operating assistance, which can be used for transit operating and capital expenses. This amount includes Small Intensive Transit Communities (STIC) funding.

Neel explained that for more than 10 years, MPOJC used the same local formula to distribute these funds based on prior year transit statistics from each of the three systems; 25% operating/maintenance costs, 25% locally determined income (LDI), 25% revenue miles, and 25% fare revenue. Prior to going fare-free on August 1st, 2023, Iowa City Transit requested a review of the formula.

Neel stated that after discussions with transit managers, the consensus was to adopt a fixed percentage-based allocation, based on historic averages. Neel reminded the Board that they approved the following fixed percentages to apportion FTA 5307 funds at their July 2023 meeting: Coralville 16.10%, Iowa City 60.50%, and University of Iowa Cambus 23.40%. These percentages can be reviewed if or when there are major changes to any of the three local transit systems.

Neel then noted the proposed apportionments for each agency for FY24:

- Coralville Transit: \$797,701
- Iowa City Transit: \$2,997,574
- University of Iowa Cambus: \$1,159,392

Neel asked for approval of the FY24 FTA 5037 apportionments and noted that the Transportation Technical Advisory Committee voted unanimously to recommend approval of the apportionments.

Schmitt asked for clarification on what constitutes a major change that would necessitate a review of the formula.

Neel responded that the formula can be reviewed whenever requested by a transit agency.

Ralston stated that the purpose of the formula is to enable transit agencies to plan their budgets with relatively stable funding amounts over the long term, rather than having the formula reviewed and revised each year.

Schmitt asked if there was an ideal time of year to review and revise the formula.

Ralston indicated that if there is interest in changing the formula, this process could begin as early as this summer.

Schmitt explained that between 2022 and 2024, the University of Iowa Cambus has undergone significant staffing changes, adding eight full-time positions. Of these positions, three are dedicated to training staff in order to comply with federal regulations for CDL (Commercial Driver's License) training and testing. Additionally, Cambus provides testing services for both the Iowa City and Coralville transit staff. Cambus also incurred costs to transition to online scheduling software for its paratransit services. Schmitt mentioned that Cambus will be expanding its route coverage later this spring to include service to the new medical center in North Liberty.

Schmitt acknowledged Iowa City Transit's request to review the formula before implementing a fare-free policy. He pointed out that Cambus has always been a fare-free system but has historically been at a disadvantage because this aspect is included in the formula. Schmitt mentioned that there are better indicators that could more accurately reflect what the fare is intended to demonstrate—specifically, ridership. Additionally, for FY2024, Iowa City Transit will receive credit for a fare it does not actually collect. Schmitt anticipates requesting a review of the

formula in the future to ensure it is more equitable among the three transit agencies.

Fixmer-Oraiz asked Schmitt about the percentage of student fees that are allocated for transportation.

Schmitt responded that there are student fees allocated to transportation, but Cambus is open to the general public fare-free, not only students.

Fixmer-Oraiz stated that having information about the amount of student fees allocated to transportation would be helpful for future conversations.

Ralston stated that while student fees have not been included in the past, that is another change that could be considered if the formula were to be reevaluated.

Alter asked how many transit staff have completed the CDL training and testing offered by Cambus and how long Cambus has offered this service.

Schmitt mentioned that Cambus has introduced this service in response to the ongoing challenge of training drivers. While he didn't have exact figures, he indicated that this situation occurs quite regularly. He would gather and share more specific information with Alter.

From asked for a motion to approve the Federal Transit Administration Section 5307 Transit Operating Formula funding apportionment for FY2024.

Moe moved to approve, Harmsen seconded. **The motion carried with Schmitt opposed.**

b. Consider approval of MPOJC Surface Transportation Block Grant, Transportation Alternatives Program, and Carbon Reduction Program grant funding process

Bothell explained that MPOJC typically conducts the competitive grant process biennially, with 2025 marking the next grant cycle year. Bothell stated that MPOJC staff anticipates approximately \$10 million in Surface Transportation Block Grant (STBG) funding will be available for programming in FY2029-2030, approximately \$2 million in Transportation Alternatives Program (TAP) funding will be available for programming in FY2027-FY2030, and approximately \$3 million in Carbon Reduction Program (CRP) funding will be available for programming in FY2026-2030. Bothell noted that the grant funding process is expected to follow the tentative grant funding timeline:

- February 3, 2025 – Notice of funding opportunity emailed to all jurisdictions.
- February 24, 2025 – STBG, TAP, and CRP applications due by 5:00 pm.
- March 5, 2025 – Regional Trails and Bicycle Committee (RTBC) meeting to review and discuss projects.
- March 18, 2025 – Transportation Technical Advisory Committee (TTAC) meeting to review projects and provide a recommendation on funding allocations to the Urbanized Area Policy Board (UAPB).
- May 2025 – UAPB meeting to review projects and approve funding allocations.

- July 2025 – Final FY2026-2029 Transportation Improvement Program presented to the UAPB for adoption.

Bothell stated that this timeline was unanimously approved by the Transportation Technical Advisory Committee at their last meeting. Bothell asked the Board for a motion to approve the grant funding process timeline.

Fixmer-Oraiz moved to approve, Alter seconded. **The motion carried unanimously.**

c. Consider a Resolution approving participation in the Iowa DOT pavement data collection program

Bothell explained that the Institute for Transportation at Iowa State University developed the Iowa Pavement Management Program (IPMP) to establish a comprehensive system for managing pavement conditions across all roads in the state. The Iowa Department of Transportation (DOT) funds the collection of pavement condition data every four years for local routes. Bothell noted that local agencies, such as Metropolitan Planning Organizations (MPOs), have the option to purchase pavement condition data for local routes every four years, allowing for a two-year data collection cycle. Pavement condition data was last collected in the metro area in 2023, funded through the Surface Transportation Block Grant (STBG). The next scheduled data collection, funded by the Iowa Department of Transportation (DOT), is set for 2025.

Bothell requested the Board to consider a resolution to participate in the pavement data collection program in 2027 as a Metropolitan Planning Organization, which will have an estimated cost of \$45,000 to \$60,000. Surface Transportation Block Grant (STBG) funding would be utilized to cover this expense. Bothell noted that the Transportation Technical Advisory Committee unanimously recommended participation in the program at their January 21st meeting.

Salih moved to approve the resolution, Fixmer-Oraiz seconded. **The motion carried unanimously.**

d. Update on the MPOJC FY26 Transportation Planning Work Program and FY26-29 Transportation Improvement Program

Ralston explained that the Transportation Planning Work program is a document developed each year to identify projects that will be addressed by MPOJC in the following fiscal year. The Work Plan is developed in coordination with the Transportation Technical Advisory Committee, the Iowa Department of Transportation, and the Urbanized Area Policy Board. Ralston stated that the Work Program includes all state- and federally required planning processes and documentation, ongoing and routine projects, and special projects requested by member entities. Ralston noted that the solicitation for Work Program projects begins in a few days and that communities should reach out to MPO staff with projects that they would like to be included. The Work Program must be submitted to the Iowa Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration by April 1st. The Board will approve the final Work Program in May.

Ralston explained that the MPOJC Transportation Improvement Program (TIP) is the programming document for federally funded transportation improvements within the Iowa City Urbanized Area, including streets, highways, transit, and bicycle and pedestrian projects. Ralston stated that this spring, the Board will allocate approximately \$10 million in Surface Transportation Block Grant (STBG) funds, \$2 million in Transportation Alternatives Program (TAP) funds, and \$3 million in Carbon Reduction Program (CRP) funds which will be reflected in the FY26-FY29 TIP.

Ralston noted that the Urbanized Area Policy Board will consider the FY2026-29 Transportation Improvement Program for adoption in July.

e. Update on the 'Trip Connect' transportation pilot from the Johnson County Mobility Coordinator

Schneider explained that Trip Connect provides services similar to micro transit, allowing individuals to schedule shared rides to take them to their jobs, school, or childcare. Schneider stated that the goal of the service is to fill gaps in existing transit service in the county. The service runs Sunday-Friday from 5pm-12am, with riders paying \$2 per ride. While not available in the whole county, riders in the Iowa City Urbanized area, or those living in the county north of I-80, are eligible to request rides.

The Board expressed interest in an update of the program after it has been in operation for longer. This update will tentatively be given at the July Board meeting.

5. OTHER BUSINESS

Ralston stated that after some conversations with Greater Iowa City Inc., it seems as though the CRANDIC railroad may not be as willing to host pop-up metro as previously thought. While no further information was available at this time, Ralston noted it may impact the feasibility of bringing pop-up metro to the region.

6. ADJOURNMENT

Salih moved to adjourn, Moe seconded. **The motion carried unanimously.**

From adjourned the meeting at 5:35 pm.



Date: March 26, 2025

To: Urbanized Area Policy Board

From: Kent Ralston; Executive Director

Re: Agenda Item #3(a): Consider approval of Locally Determined Projects for the MPOJC FY2026 Transportation Planning Work Program

Each spring we compile a list of *Transportation Planning Work Program* projects for the upcoming fiscal year. While this exercise is required by the Federal Highway Administration and Iowa Department of Transportation, we also utilize it to schedule and plan ahead for the data collection and research necessary to complete requested projects. The attachment lists the requested work program projects we have received to-date from your staffs.

We are aware that additional projects and data collection needs will come up during the year. While we are usually able to fit smaller unscheduled projects into our work – more significant projects proposed during the year may not be able to be completed. If major projects are proposed that would disrupt the Work Program, we typically discuss them with the Policy Board before committing significant staff time to them.

Please review the list of attached projects and be prepared to consider approval of the locally determined projects for the FY26 Transportation Planning Work Program. The Transportation Technical Advisory Committee unanimously recommended approval of the list of projects at their March 25th meeting. We will augment this list with regularly-occurring projects and state and federally-required transportation planning work, and bring the full Work Program to you at your next meeting for consideration.

I will be available at your April 2nd meeting to answer any questions you have.

Requested FY26 Work Program Projects

#	Project	Request	Entity
1	Assist with two-way conversion of Jefferson and Market Streets	Havel	Iowa City
2	Perform traffic signal timing review and adjustment as needed	Havel	Iowa City
3	Complete signal warrants and intersection analyses as needed	Havel	Iowa City
4	Assist with application(s) for signal funding for the Dodge Street Reconstruction Project	Havel	Iowa City
5	Evaluation of snow emergency policies as they apply to on-street parking, towing, etc.	Havel	Iowa City
6	Review of traffic studies for developments and University projects	Havel	Iowa City
7	Contribute to the study and design phases of the Burlington Street Bridge project	Havel	Iowa City
8	Review signage and pavement marking plans for public improvement projects	Havel	Iowa City
9	Continue Bike Master Plan implementation	Ralston	Iowa City
10	Assist with GIS mapping	Ralston	Iowa City
11	Assist with grant writing for Bipartisan Infrastructure Bill funding	Ralston	MPOJC
12	Review of development proposals as needed	Ralston	MPOJC
13	Perform onboard transit survey	Robrock	Coralville
14	Assist with Federal Transit Administration triennial review	Robrock	Coralville
15	Assist with setting a Disadvantage Business Enterprise (DBE) program goal	Robrock	Coralville
16	Perform traffic studies as requested	Larson	Coralville
17	Evaluate school-related traffic concerns as needed	Larson	Coralville
18	Assist with evaluating pavement management systems and data	Larson	Coralville
19	Perform traffic signal timing review and adjustment as needed	Larson	Coralville
20	Collect a trail count at the 1 st Avenue / I-80 interchange	Larson	Coralville
21	Assist with transportation funding grant applications as needed	Larson	Coralville
22	Perform traffic studies as requested	Rusnak	North Liberty
23	Collect traffic data at: Hwy 382 at city limits and High Ridge Trail, Racine at 180th and at Hwy 382, Cedar Street south of Main Street, and Stinocher at Hwy 1 and 5th Street	Rasmussen	Solon
24	Assist with a traffic evaluation on Ireland Avenue south of railroad tracks	Boldt	Tiffin
25	Assist with an intersection analysis at S. Park Road / Village Drive	Boldt	Tiffin
26	Review of Hwy 6 from two-lanes to three-lanes from Main Street to Roundabout	Boldt	Tiffin
27	Perform traffic studies as requested	From	University Heights
28	Evaluate school-related traffic concerns as needed	From	University Heights



Date: March 26, 2025

To: Urbanized Area Policy Board

From: Emily Bothell; Senior Associate Transportation Planner

Re: Agenda Item #3(b): Consider approval of MPOJC Surface Transportation Block Grant, Transportation Alternatives Program, and Carbon Reduction Program Funding Allocations

MPOJC manages a biennial grant process to distribute funding from the Surface Transportation Block Grant (STBG), the Transportation Alternatives Program (TAP), and the Carbon Reduction Program (CRP). For this funding cycle, the available funding amounts for each program, along with application summaries, final project scores, and scoring criteria, are attached.

During their meeting on March 25th, the Transportation Technical Advisory Committee recommended funding for the projects and amounts specified in the attached tables, with a vote of 9-4 in favor.

Due to the size of the applications, they are not included in this packet but can be reviewed using the following link: <https://www.icgov.org/government/departments-and-divisions/metropolitan-planning-organization-of-johnson-county/what-we-do/state-and-federal-funds>

At your meeting on April 2nd, I will provide a brief presentation on each application. Please be prepared to consider the approval of the funding allocations.

Surface Transportation Block Grant (STBG) Applications

\$10,412,327 Available for programming FY29-FY30

1. Iowa City and the University of Iowa

Burlington Street Bridge – Building Better Connections Project

Description: Replacement of two Burlington Street/Highway 1 bridges over the Iowa River, reconstruction of portions of Grand Avenue, Byington Road, and Melrose Avenue to allow for two-way traffic, bicycle facilities and pedestrian accommodations, and rehabilitation/replacement of the pedestrian overpasses that cross Riverside Drive and Grand Avenue.

Total Project Cost: \$70,000,000

Requesting: \$10,000,000 in STBG funding

2. North Liberty and Coralville

Forevergreen Road Extension – Phase 2

Description: The joint project between the Cities of North Liberty and Coralville would construct Forevergreen Road Extension – Phase 2 from the western limits of the eastern section of future Forevergreen Road extension – Phase 1 to Naples Avenue. The intersection of Forevergreen Road/Naples Avenue is planned as a roundabout. The newly constructed urban section would include two vehicle travel lanes, a 10-foot-wide off-street multi-use trail on the north side, and a storm system.

Total Project Cost: \$6,795,000

Requesting: \$2,264,000 in STBG funding

Transportation Alternatives Program (TAP) Applications

\$2,107,999 Available for programming FY27-FY30

1. Iowa City and the Iowa Department of Transportation

North Dodge Street Improvements Project (Pedestrian Facilities)

Description: This project will include sidewalk, curb ramp, and crosswalk improvements within the Dodge Street corridor from Burlington Street to Governor Street.

Total Project Cost: \$707,600

Requesting: \$565,372 in TAP funding

2. North Liberty

West Forevergreen Road Trail (Covered Bridge Road to South Jasper Avenue)

Description: The project proposes constructing 4,680 linear feet of 8-foot-wide, multi-use trail along the south side of West Forevergreen Road, which is classified as a major arterial roadway. The trail would be constructed out of portland cement concrete (PCC) and would extend from the western edge of the Fox Valley Subdivision to the east terminus of the west Forevergreen Road/South Jasper Avenue roundabout.

Total Project Cost: \$832,000

Requesting: \$465,500 in TAP funding

3. Coralville

Iowa River Trail Connection

Description: This project will construct a 0.45-mile long section of 12-foot wide concrete trail from the 1st Avenue trail, stretching along the north side of the Iowa River Landing, and connecting to the Iowa River Trail by the Iowa River.

Total Project Cost: \$575,000

Requesting: \$347,750 in TAP funding

4. Coralville

North Ridge Trail Reconstruction

Description: This project will replace a 0.24-mile long section of the existing deteriorated asphalt trail with a 10 foot wide concrete trail. It will also include the addition of a 105' long section of new 8' wide sidewalk crossing CRANDIC railroad along the south side of Forevergreen Road.

Total Project Cost: \$385,000

Requesting: \$303,620 in TAP funding

Carbon Reduction Program (CRP) Applications

\$3,077,209 Available for programming FY26-FY-30

1. University Heights

Melrose Avenue Complete Streets Project

Description: Modify the existing Melrose Avenue corridor from Sunset Street to the east city limit to create a complete street facility that extends on-street bike lanes from Iowa City, re-aligns the north and south legs of the intersection with Koser/Golfview Avenue to improve safety in the area, improves crosswalks, adds additional roadway/pedestrian lighting, install new traffic signals and pedestrian buttons to current design standards.

Total Project Cost: \$3,345,000

Requesting: \$1,175,000 CRP funding

2. North Liberty

Dubuque Street Improvements – Phase 3

Description: The project would reconstruct Dubuque Street within the City of North Liberty from just south of the East Cherry Street intersection (Dubuque Street Phase 1 limits) to just south of the East Zeller Street intersection (future Dubuque Street Phase 2 limits). Existing conditions include a two-lane asphalt roadway in varying condition, with minimal gravel shoulders and open ditches. The reconstructed urban section would include two vehicle travel lanes, a new roundabout at a busy intersection, a storm sewer system, and relocating overhead utilities underground. The project will also reconstruct the existing 4-foot-wide sidewalks to 5-feet-wide within the project area, which will include ADA-compliant curb ramps. The existing 10-foot wide multi-use trail on the east side would remain.

Total Project Cost: \$4,495,000

Requesting: \$1,765,000 in CRP funding

3. Iowa City

Iowa River Trail – West Bank

Description: Construction of a 10-foot-wide trail/wide sidewalk along the west bank of the Iowa River and Riverside Drive/Old Highway 218.

Total Project Cost: \$4,250,000

Requesting: \$2,876,400 in CRP funding

4. North Liberty

Ranshaw Way Phase 6 Pedestrian Tunnel Improvements

Description: The project would fund the construction of the proposed pedestrian tunnel in conjunction with the Ranshaw Way (Hwy 965) Phase 6 project, which is planned for City Fiscal Year 2027. The City was awarded Surface Transportation Block Grant Program (STBG) funding in 2021 in the amount of 3.9 million dollars of the estimated 11.3 million dollar cost for the project, which will reconstruct Ranshaw Way from Hawkeye Drive south to Forevergreen Road, a section of roadway approximately 4,000 feet (.76 mile) in length. Existing conditions include a mostly two vehicle lane roadway in varying condition, with gravel shoulders and open ditches. Notably, there are no pedestrian or bicycle accommodations along this roadway section.

Total Project Cost: \$2,470,000

Requesting: \$877,000 in CRP funding

5. Coralville and Johnson County

Dubuque Street NE & Forevergreen Road Roundabout

Description: Construct a four-legged, single-lane roundabout to create a new intersection of Dubuque Street NE, Rustic Ridge NE, and Forevergreen Road. Includes a 10' shared-use path along the north side of Forevergreen Road that will connect to the Dubuque Street Trail.

Total Project Cost: \$2,829,000

Requesting: \$1,585,371 in CRP funding



Summary of Applications for MPOJC

FY29-FY30 Surface Transportation Block Grant (STBG) Funding

Approximate Funds Available: \$10,412,327

Funds requested: \$12,264,000

Projects			Funding Requested				TTAC Funding Recommendation	
	Applicant	Project Description	Total Project Cost	Local Match Pledge	Previous MPOJC Funding	STBG Funds Requested	2029	2030
1	Iowa City & the University of Iowa	Burlington Street Bridge – Building Better Connections Project	\$ 70,000,000	\$ 42,000,000	\$ 7,300,000	\$ 10,000,000	\$ -	\$ 9,574,243
2	North Liberty & Coralville	Forevergreen Road Extension – Phase 2	\$ 6,795,000	\$ 3,411,000	\$ -	\$ 2,264,000	\$ 838,084	\$ -
Total			\$ 12,264,000				\$ 838,084	\$ 9,574,243



Summary of Applications for MPOJC

FY27-30 Transportation Alternatives Program (TAP) Funding

Approximate Funds Available: \$2,107,999

Funds requested: \$1,682,242

Projects			Funding Requested				TTAC Funding Recommendation			
	Applicant	Project Description	Total Project Cost	Local Match Pledge	Previous MPOJC Funding	TAP Funds Requested	2027	2028	2029	2030
1	Iowa City	North Dodge Street Improvements Project (Pedestrian Facilities)	\$ 707,600	\$ 142,228	\$ -	\$ 565,372	\$ 565,372	\$ -	\$ -	\$ -
2	North Liberty	West Forevergreen Road Trail (Covered Bridge Road to South Jasper Avenue)	\$ 832,000	\$ 200,500	\$ -	\$ 465,500	\$ 465,500	\$ -	\$ -	\$ -
3	Coralville	Iowa River Trail Connection	\$ 575,000	\$ 187,250	\$ -	\$ 347,750	\$ -	\$ -	\$ 347,750	\$ -
4	Coralville	North Ridge Trail Reconstruction	\$ 385,000	\$ 76,380	\$ -	\$ 303,620	\$ -	\$ 303,620	\$ -	\$ -
5	Iowa City *	Burlington Street Bridge – Building Better Connections Project	\$ 70,000,000	\$ 42,000,000	\$ 7,300,000	\$ -	\$ -	\$ -	\$ -	\$ 425,757
Total			\$ 1,682,242				\$ 1,030,872	\$ 303,620	\$ 347,750	\$ 425,757

* The TTAC recommended funding a portion of the Burlington Street Bridge project with TAP dollars. The original application was submitted under STBG



Summary of Applications for MPOJC

FY26-30 Carbon Reduction Program (CRP) Funding

Approximate Funds Available: \$3,077,209

Funds requested: \$8,278,771

Projects			Funding Requested				TTAC Funding Recommendation				
	Applicant	Project Description	Total Project Cost	Local Match Pledge	Previous MPOJC Funding	CRP Funds Requested	2026	2027	2028	2029	2030
1	University Heights	Melrose Avenue Complete Streets Project	\$ 3,345,000	\$ 815,000	\$ 730,000	\$ 1,175,000	\$ 750,000	\$ -	\$ -	\$ -	\$ -
2	North Liberty	Dubuque Street Improvements – Phase 3	\$ 4,495,000	\$ 1,775,000	\$ -	\$ 1,765,000	\$ -	\$ -	\$ -	\$ -	\$ 1,715,000
3	Iowa City	Iowa River Trail – West Bank	\$ 4,250,000	\$ 723,600	\$ -	\$ 2,876,400	\$ -	\$ -	\$ -	\$ -	\$ -
4	North Liberty	Ranshaw Way Phase 6 Pedestrian Tunnel Improvements	\$ 2,470,000	\$ 881,000	\$ -	\$ 877,000	\$ -	\$ -	\$ -	\$ -	\$ -
5	Coralville and Johnson County	Dubuque Street NE & Forevergreen Road Roundabout	\$ 2,829,000	\$ 568,629	\$ 675,000	\$ 1,585,371	\$ 612,209	\$ -	\$ -	\$ -	\$ -
Total							\$ 8,278,771	\$ 1,362,209	\$ -	\$ -	\$ 1,715,000

Surface Transportation Block Grant, Transportation Alternatives Program, and Carbon Reduction Program Scoring Criteria

MPOJC Policy Board Approved November 20, 2024

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 and Carbon Reduction Program projects.

²Lower-income neighborhoods are defined as being at or below 80% of Area Median Income (AMI) by block group.
Source: U.S. Census Bureau (2020).



Date: March 26, 2025
To: Urbanized Area Policy Board
From: Hannah Neel, Associate Transportation Planner
Re: Agenda Item #3(c): Consider approval of the MPOJC Title VI Program

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

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

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

As part of Attachment F in the Title VI Program document, the updated Special Needs Housing/Transit Routes/STBG, TAP, and CRP project locations (2025) map will be available at the April 2nd meeting.

Staff is requesting Board approval for the proposed MPOJC Title VI Program. Once approved, the document will be submitted to the Iowa DOT.

If you have any questions or comments regarding this information, please contact me at 319-356-5235 or hneel@iowa-city.org.



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

FTA TITLE VI PROGRAM
THE CIVIL RIGHTS ACT OF 1964
Compliance Plan
April 2025

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

Recipient Profile

Recipient: Metropolitan Planning Organization of Johnson County

Administrative Head: Kent Ralston Executive Director
Name Title

Recipient Title VI Coordinator: Hannah Neel Associate Transportation Planner
Name Title

Address: 410 East Washington Street

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

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

Email: kralston@iowa-city.org

Website: MPOJC.org

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

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

Purpose of Title VI Program

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

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

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

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

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

Strategies

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

METROPOLITAN PLANNING ORGANIZATION OF JOHNSON COUNTY TITLE VI POLICY STATEMENT

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

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

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

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

Kent Ralston, MPOJC Executive Director _____ Date

Stefanie Bowers, City of Iowa City Human Rights Coordinator / Equity Director _____ Date

Louise From, Chair, MPOJC Urbanized Area Policy Board _____ Date

This policy and assurances were adopted at a MPOJC Urbanized Area Policy Board meeting held on April 2, 2025.

METROPOLITAN PLANNING ORGANIZATION OF JOHNSON COUNTY TITLE VI ASSURANCES

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

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

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

Kent Ralston, MPOJC Executive Director

Date

Stefanie Bowers, City of Iowa City Human Rights Coordinator / Equity Director

Date

COORDINATOR RESPONSIBILITIES

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

GENERAL RESPONSIBILITIES

A. Public Dissemination

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

B. Prevention of Discrimination

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

C. Remedial Action

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

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

FILING A COMPLAINT

Applicability

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

Eligibility

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

Time Limitation on Filing Complaints

Title VI complaints may be filed with:

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

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

Complaints must be filed not later than 180 days after:

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

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

A Title VI complaint form (Attachment B) is available at the MPOJC office and the Human Rights Coordinator / Equity Director's office during normal business hours.

INTERNAL COMPLAINT PROCESSING

1. The Human Rights Coordinator / Equity Director, acting as the Title VI Coordinator, along with the MPOJC Executive Director, will review the complaint upon receipt to ensure that all information is provided, the complaint meets the 180-day filing deadline and falls within the jurisdiction of the City and follow the procedures as outlined in Title Two of the Iowa City City Code.
2. Human Rights Coordinator / Equity Director will then investigate the complaint. If the complaint is against the Civil Rights Coordinator or the MPOJC Executive Director, then the Chair of the MPOJC Urbanized Area Board and/or the MPOJC Urbanized Area Policy Board or its designee will investigate the complaint. Additionally, a copy of the complaint will be forwarded to the Iowa City City Attorney.
3. If the complaint warrants a full investigation, the complainant will be notified in writing by certified mail. This notice will name the investigator and/or investigating agency. The MPOJC will also notify the Iowa Department of Transportation Office of Employee Services/Civil Rights.
4. The party alleged to have acted in a discriminatory manner will also be notified by certified mail as to the complaint. This letter will also include the investigator's name and will request that this party be available for an interview.
5. Any comments or recommendations from legal counsel will be reviewed by the Title VI Coordinator.

6. Once the Iowa Department of Transportation Office of Employee Services/Civil Rights is notified of MPOJC/City of Iowa City finding concerning the complaint, the MPOJC will adopt a final resolution.
7. All parties will be properly notified of the outcome of the Iowa Department of Transportation Office of Employee Services/Civil Rights Opportunity report.
8. If the complainant is not satisfied with the results of the investigation of the alleged discriminatory practices, she/he shall be advised of their right to appeal the MPOJC/City of Iowa City's decision. Appeals must be filed within 180 days after the MPOJC final resolution. Unless new facts not previously considered come to light, reconsideration of the MPOJC's determination will not be available.

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

<https://www.justice.gov/crt/tab-4-investigations-procedures-manual>

TRANSIT RELATED TITLE VI INVESTIGATIONS, COMPLAINTS, AND LAWSUITS

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

Identification of Stakeholders

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

Meeting locations

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

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

PROVIDE MEANINGFUL ACCESS TO LEP PERSONS

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

A. Four Factor Analysis

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

Task 1, Step 1; Examine prior experiences with LEP individuals

MPOJC serves a diverse community. The University of Iowa brings people from all over the world to the Iowa City urbanized area which includes the communities of Iowa City, University Heights, Coralville, North Liberty, and Tiffin. Most foreign-speaking residents residing in Iowa City are affiliated with the University of Iowa, either as an international student or visiting scholar. The University has, on average, an international student population of 2,000-3,000 persons on an annual basis as well as approximately 400 visiting scholars.

Task 1, Step 2; Become familiar with data from the U.S. Census

The Iowa City Urbanized Area includes the municipalities of Coralville, Iowa City, North Liberty, Tiffin, and University Heights. According to the U.S. Census Bureau, the population for the urbanized area was 84,672 in 2000, 91,881 in 2005, 103,152 in 2010, 107,912 in 2014, 118,506 in 2019, and 125,395 in 2023. These numbers represent an average annual population growth of 1.7%.

Iowa City Urbanized Area's current demographics:

Iowa City Urbanized Area Statistics and Demographics	Number	Percent
Iowa City Urbanized Area Population	125,395	100.0
SEX AND AGE		
Male	62,638	50.0
Female	62,757	50.0
Under 5 years	7,063	5.6
5 to 9 years	6,931	5.6
10 to 14 years	5,768	4.6
15 to 19 years	11,452	9.1
20 to 24 years	22,439	17.9
25 to 34 years	20,507	16.4
35 to 44 years	15,596	12.4
45 to 54 years	11,616	8.3
55 to 59 years	4,771	3.8
60 to 64 years	5,099	4.1
65 to 74 years	8,293	6.6
75 to 84 years	3,970	3.2
85 years and over	1,890	1.5
Median age (years)	30.4	(X)
16 years and over	104,521	83.4
18 years and over	102,187	81.5
Male	50,466	40.2
Female	51,721	41.2

21 years and over	89,320	71.2
62 years and over	16,965	13.5
65 years and over	14,153	11.3
Male	6,219	43.9
Female	7,934	56.1
RACE		
One Race	116,576	93.0
White	93,973	74.9
Black or African American	11,063	8.8
American Indian and Alaska Native	235	0.2
Asian	8,734	7.0
Asian Indian	2,068	1.6
Chinese	3,075	2.5
Filipino	140	0.1
Japanese	203	0.2
Korean	1,056	0.8
Vietnamese	938	0.7
Other Asian	1,254	1.0
Native Hawaiian and Other Pacific Islander	49	0.0
Some Other Race	2,702	2.2
Two or More Races	8,819	7.0
HISPANIC OR LATINO		
Hispanic or Latino (of any race)	9,001	7.2
Mexican	4,689	3.7
Puerto Rican	959	0.8
Cuban	241	0.2
Other Hispanic or Latino	3,112	2.5
Not Hispanic or Latino	116,394	92.8
White alone	90,857	72.5
RELATIONSHIP		
Total population	125,395	100.0
In households	117,741	
Householder	50,976	100.0
Male	24,978	49.0
Female	25,998	51.0
Spouse or unmarried partner	24,193	X
Child	26,586	X
In group quarters	7,654	X
HOUSEHOLDS BY TYPE		
Total households	50,976	
Total families	24,303	100
With own children under 18 years	11,426	47.0
Married couple family	19,042	79.8
With own children under 18 years	8,749	36.0
Male householder, no spouse present	1,286	5.2
With own children under 18 years	641	2.6

Female householder, no spouse present	3,633	14.9
With own children under 18 years	2,036	8.4
Nonfamily households	26,673	52.3
65 years and over	4,102	8.0
Households with individuals under 18 years	11,714	23.0
Households with individuals 65 years and over	3,712	19.4
Average household size	2.41	
Average family size	3.06	
HOUSING OCCUPANCY		
Total housing units	55,347	
Occupied housing units	50,784	91.8
Vacant housing units	4,563	8.2
Homeowner vacancy rate (percent)	2.4	
Rental vacancy rate (percent)	7.3	
HOUSING TENURE		
Occupied housing units	50,784	100
Owner-occupied housing units	25,929	51.1
Average household size of owner-occupied units	2.65	
Renter-occupied housing units	22,949	48.9
Average household size of renter-occupied units	2.08	
<i>Source: U.S. Census Bureau, ACS 2023 5-year Estimates</i>		

There were 2,084 international students according to the University of Iowa's fall 2024 enrollment statistics, which represents 6.5% of the University of Iowa student enrollment. The largest national representations of international students and scholars at the University of Iowa are from Asia, as shown below:

UI International Students and Scholars by World Region

	Student Population	Scholar Population
China	484	134
India	387	115
South Korea	139	38
Nigeria	111	5
Iran	75	9

Source: The University of Iowa, International Programs Annual Report 2024

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

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

Task 1, Step 2B: Obtain Census data on LEP population in your service area

In determining the number or proportion of LEP persons in Johnson County, including the City of Iowa City, 2023 U.S. Census American Community Survey (ACS) data was evaluated. According to ACS data, 22,686 persons in Johnson County (15.5% of the population) spoke a language other than English at home. Of the 22,686 persons residing in Johnson County who spoke a language other than English at home, 7,714 (5.3% of the population) reported speaking English less than “very well”, or in other words, would be considered to have limited English proficiency. The table below shows the language subgroups as follows:

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

Language Spoken	Number of Persons	Percent of Total Population
Spanish	1,734	1.2%
Other Indo-European language	1,903	1.3%
Asian & Pacific Island language	2,067	1.4%
Other languages	2,010	1.4%

Source: American Community Survey, 2023 ACS 5 Year Estimates

Task 1, Step 2C: Analyze the data collected

According to The University of Iowa’s *Fall 2024: A Profile of Students Enrolled*, China, India, South Korea, Nigeria, and Iran remain the top represented countries in the international student population. The number of students from Iran (75 students) increased from the fall of 2017 (63 students), but fell to fifth place behind Nigeria (111 students) in 2024. Malaysia (57 students from the fall 2017) is no longer one of the top 5 countries in the largest international student enrollment representations. While the same data is not available for the international scholar population, it can be assumed that past national representation trends found among the student population can be applied to the international scholar population, as three of the top five represented countries are the same for both international students and scholars in 2024.

The University of Iowa offers skills courses, such as oral, writing, and listening, to students who do not speak English as their first language. These students are placed in specific courses based on ESL (English as a Second Language) testing results. The University does not offer intensive English courses.

Task 1, Step 2D: Identify any concentrations of persons within service area

No large concentrations of LEP persons exist in the Iowa City urbanized area.

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

The Iowa City Community School District (ICCSd) and the Iowa Department of Education compile information regarding the number of students receiving English Language Learning (ELL) services. The ICCSD ELL services predominantly serve Spanish, Arabic, French, and Swahili speakers, similar to many of Iowa’s schools. For the 2023-2024 school year, there were 14,378 students (IA Dept. of Education Certified Enrollment) in the ICCSD. Of those, 15.3% (2,200 students) receive English Language Learning services. This is up from the 12.6% (1,836 students) receiving ELL services in the 2019-2020 school year.

Task 1, Step 4: Community organizations that serve LEP persons

MPOJC have current associations with local business, the Iowa City Community School District, and the University of Iowa and their International Student and Scholar Services (ISSS) center. All of these organizations provide service for persons speaking limited English.

Task 1, Step 4A; Identify community organizations

LEP persons are served mainly by the University of Iowa's ISSS center.

Task 1, Step 4B; Contact relevant community organizations

MPOJC, in collaboration with Iowa City Transit, has developed a working relationship with the University of Iowa's OISS center for language assistance services.

Task 1, Step 4C; Obtain information

MPOJC will continue to reach out to LEP persons and organizations in order to gather relevant information and provide information.

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

Task 2, Step 1; Review the relevant programs, activities, and services you provide

MPOJC provides primarily planning services to member agencies. MPOJC does not operate any transit services and has limited contact with the LEP population. MPOJC's language assistance program includes:

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

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

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

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

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

- The Arc of Southeast Iowa
- Neighborhood Centers of Johnson County
- Systems Unlimited
- Chatham Oaks Care Facility
- Home Ties Childcare
- Reach for Your Potential
- United Action for Youth
- Big Brothers/Big Sisters
- Four Oaks
- Youth Homes

- Goodwill Industries
- Shelter House
- Iowa City Community School District
- Access 2 Independence
- Elder Services

Task 2, Step 3; Consult directly with LEP persons

LEP persons were consulted through the Title VI planning process through interviews with agencies (and clients) listed above.

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

Task 3, Step 1; Identify your agencies most critical services

MPOJC provides primarily planning services to member agencies. MPOJC does not operate any transit services.

Task 3, Step 2; Review input from community organizations and LEP persons

MPOJC has received very little input from the community regarding problems with language barriers.

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

Task 4, Step 1; Inventory language assistance measures currently being provided, along with associated costs

MPOJC provides the following language assistance measures to date:

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

Task 4, Step 2; Determine what, if any additional services are needed to provide meaningful access

Iowa City Transit/MPOJC will focus on the following service improvements:

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

Task 4, Step 3; Analyze your budget

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

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

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

B. Developing a Language Assistance Plan

a. Results of Four Factor Analysis:

MPOJC is part of the Iowa City Urbanized Area that includes a large university with over 32,000 students. Because of the University, many foreign students and faculty live in the Iowa City urbanized area creating the potential for language issues. As identified in the four-factor analysis, both the Hispanic/Latino and the Asian/Pacific Island populations were identified as needing language assistance since their populations were each over 5% of the total population in the metro area. Because of the diversity of the Asian/Pacific Island population, Iowa City Transit/MPOJC approached the University of Iowa's Office of International Students and Scholars to assist in identifying the top Asian/Pacific Island languages within the University system that may require language assistance. Chinese and Korean were identified as the top two Asian/Pacific Island languages. **As a result, Iowa City Transit/MPOJC offers information in Chinese and Spanish.**

b. Language Assistance Services by Language:

The following measures have or will be implemented to ensure LEP persons have adequate access to transit information:

- Iowa City Transit, in collaboration with Coralville Transit, Johnson County SEATS, University of Iowa Cambus, and MPOJC have developed a working relationship with the University of Iowa's Office of International Students and Scholars (OISS) for language assistance services. OISS has agreed to assist the transit agencies in Johnson County by distributing transit program information to international students and scholars.
- MPOJC will identify any employees who speak a language other than English. For those employees who are able and willing to provide translation services, their services will be called upon as needed during fixed route service hours to interpret and assist LEP individuals.
- The City of Iowa City (MPOJC) has a multilingual 24-hour telephone service, the Language Line. The Language Line is a three-way call translation service that can translate numerous languages. Language Line Services provides a sheet which lists the languages available for translation assistance. The language sheet can be used by transit agency staff to determine the language spoken by an LEP individual.
- MPOJC will develop additional language services on their websites. A link will be added to the websites that will have general information translated in the most common spoken languages in Johnson County.

c. Notice to LEP Persons:

MPOJC will provide general information to the public in the most common spoken languages in Johnson County on the transit websites.

d. Monitor, Evaluate and Update Language Access Plan:

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

- The number of documented LEP persons encountered

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

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

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

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

e. Employee Training:

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

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

Safe Harbor Provision

As identified in the four- factor analysis, MPOJC identified Spanish speakers (2,618 limited English-speaking households) and Asian (Pacific Island) language speakers (2,557 limited English-speaking households) as requiring language/written materials assistance. The Asian (Pacific Island) language speakers were also identified in the analysis of the University population. Translation of written materials for these populations are included on the MPOJC website and on posted information.

MINORITY REPRESENTATION ON PLANNING AND ADVISORY BODIES

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

MPOJC Urbanized Area Policy Board

The MPOJC Urbanized Area Policy Board includes representatives from all governmental units included in the Iowa City Urbanized Area as defined by the U.S. Census. The number of representatives is roughly proportional to population, although Iowa City is limited to six members, so they do not have a majority of the Board. All representatives are elected officials (the University of Iowa's representative is appointed by the president of the University). Federal transportation regulations mandate the Iowa Department of Transportation be included as a non-voting member.

Current Members:

Tim Kasperek:	Mayor, City of Tiffin
Meghann Foster:	Mayor, City of Coralville
Royce Peterson:	Coralville City Council
Megan Alter:	Iowa City City Council
Laura Bergus:	Iowa City City Council
Shawn Harmsen:	Iowa City City Council
Josh Moe:	Iowa City City Council
Mazahir Salih:	Iowa City City Council
Vacant:	Iowa City City Council
V Fixmer-Oraiz:	Johnson County Board of Supervisors
Rod Sullivan (Vice-Chair):	Johnson County Board of Supervisors
Chris Hoffman:	Mayor, City of North Liberty
Brian Wayson:	North Liberty City Council
Louise From (Chair):	Mayor, City of University Heights
Greg Schmitt:	University of Iowa, Parking and Transportation
Molly Abraham:	ICCSD (non-voting)

Group	Number
Male	9
Female	6
White	13
Black or African American	1
American Indian or Alaskan Native	0
Asian	0
Native Hawaiian or Other Pacific Islander	0
Other	1

MPOJC Transportation Technical Advisory Committee

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

Current Members:

Kelly Hayworth:	City Administrator, City of Coralville
Vicky Robrock:	Manager, Coralville Transit
Scott Larson:	City Engineer, City of Coralville
Darian Nagle-Gamm:	Director, Transportation Services, City of Iowa City
Mark Rummel:	Assoc. Director, Transportation Services, City of Iowa City
Ron Knoche:	Director of Public Works, City of Iowa City
Jason Havel:	City Engineer, City of Iowa City
Greg Parker:	Johnson County Engineer

Dawn Alam: Fleet Director, Johnson County SEATS Transportation
 Mia Brunelli: Manager, University of Iowa Cambus
 David Kieft: Business Manager, University of Iowa
 Vacant: Regional Trails & Bicycling Committee
 Ryan Rusnak: Planning Director, City of North Liberty
 Troy Kelsay: City Administrator, City of University Heights
 Doug Boldt: City Administrator, City of Tiffin
 Brock Grenis: East Central Iowa Council of Governments
 Sam Shea: Transportation Planner, Iowa DOT
 Vacant: Federal Highway Administration Iowa Division

Group	Number
Male	13
Female	4
White	17
Black or African American	0
American Indian or Alaskan Native	0
Asian	0
Native Hawaiian or Other Pacific Islander	0
Other	0

MPOJC Regional Trails and Bicycling Committee

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

Current Members:

Sherri Proud: Director, Parks and Recreation, City of Coralville
 Juli Seydell Johnson: Director, Parks and Recreation, City of Iowa City
 Doug Boldt: City Administrator, City of Tiffin
 Troy Kelsay: City Administrator, City of University Heights
 Ryan Russnak: Planning Director, City of North Liberty
 Jay Geisen: Architect, GIS Enterprise Systems, University of Iowa
 Becky Soglin: Sustainability Coordinator, Johnson County
 Elizabeth Hubing: Bike Iowa City
 Vacant: Bicyclists of Iowa City

Group	Number
Male	4
Female	4
White	8
Black or African American	0
American Indian or Alaskan Native	0
Asian	0
Native Hawaiian or Other Pacific Islander	0
Other	0

ASSISTANCE TO SUBRECIPIENTS/MONITORING SUBRECIPIENTS

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

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

DETERMINATION OF SITE OR LOCATION OF FACILITIES

MPOJC is part of the City of Iowa City and is not responsible for facility development.

DEMOGRAPHICS/MAPPING

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

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

Strategies to Enhance Economic Opportunity:

- Focus transportation dollars to areas of greatest need.

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

Strategies to Safeguard the Environment:

- Avoid impacts to environmentally sensitive features, such as woodlands and wetlands, early in the planning process when planning for and designing and building new infrastructure.
- Expand context sensitive and sustainable solutions in the planning and design of transportation infrastructure.
- Continue to monitor National Ambient Air Quality Standards thresholds for fine particulate matter (PM 2.5) and improve air quality when possible.
- Reduce pollution emissions, including CO₂
- Integrate land use and economic development goals with transportation planning. Encourage and support land use plans and policies to enhance overall transportation efficiency, including compact and mixed use development.
- Follow adopted MPO “Complete Streets” Policy.

Strategies to Enhance Quality of Life:

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

Strategies to Ensure Transportation Choice:

- Ensure compliance with the MPO Complete Streets Policy and Americans with Disabilities

Act (ADA) requirements.

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

Strategies to Foster Health:

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

Strategies to Ensure Equity:

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

Since Iowa City Transit, Coralville Transit, and University of Iowa Cambus receive federal operating formula funding through the MPO, each agency provides Certifications and Assurances annually that all minority locations are considered regarding bus routes and service (see attached maps). Through the development of required planning documents, Board discussions, public input, input from the MPO's Transportation Technical Advisory Committee, modeling of future projects, evaluation of performance measures, and MPOJC community involvement no disparate impacts have been identified in any transportation investment program.

Attached maps:

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

Declaration of the Respondent

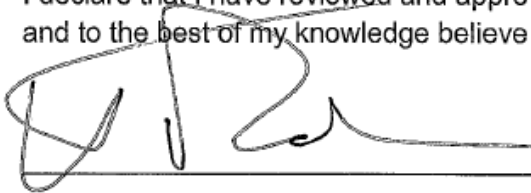
I declare that I have provided information as part of the Title VI Program to the best of my knowledge and believe it to be true, correct, and complete.



Hannah Neel, MPOJC Associate Transportation Planner

Declaration of the Administrative Head

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



Kent Ralston, MPOJC Executive Director

Attachment A: MPOJC Title VI Resolution



MPOJC Title VI Compliance Program Resolution

RESOLUTION NO. _____

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

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

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

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

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

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

Considered on the 2nd day of April 2025.

Louise From, Chairperson
MPOJC Urbanized Area Policy Board

Attachment B: MPOJC Title VI Complaint Form

METROPOLITAN PLANNING ORGANIZATION of JOHNSON COUNTY

TITLE VI NOTICE TO THE PUBLIC

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

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

Hannah Neel, Associate Transportation Planner & Title VI Coordinator
Metropolitan Planning Organization of Johnson County
319-356-5235 or hneel@iowa-city.org

OR, you may also contact:

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

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

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

Attachment C: MPOJC Title VI Complaint Form

METROPOLITAN PLANNING ORGANIZATION of JOHNSON COUNTY TITLE VI COMPLAINT FORM

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

Name: _____ Date: _____

Street Address: _____

City: _____ State: _____ Zip: _____

Telephone: (home) _____ (work) _____

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

Name: _____ Date: _____

Street Address: _____

City: _____ State: _____ Zip: _____

Telephone: (home) _____ (work) _____

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

Name of agency and department or program that discriminated:

Agency or department
name:

Name of Individual (if known): _____

Address: _____

City: _____ State: _____ Zip: _____

Date(s) of alleged discrimination:

Date Discrimination began _____

Last or most recent date _____

ALLEGED DISCRIMINATION:

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

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

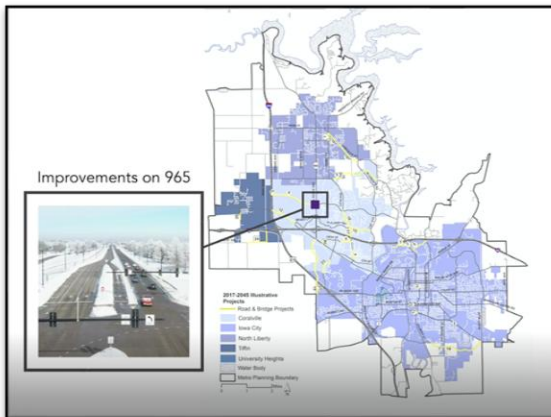
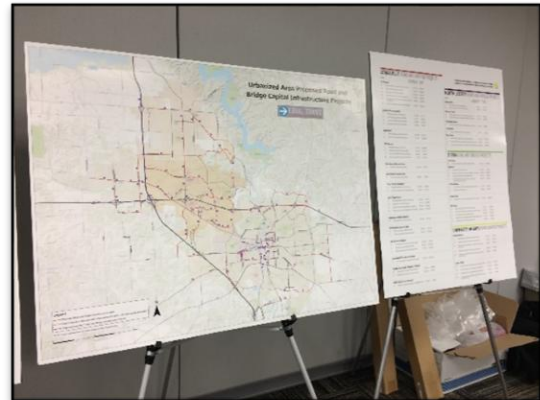
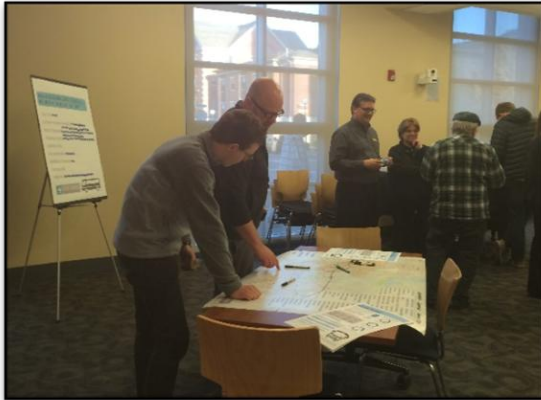
Explain:

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

Signature: _____ Date: _____

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

PUBLIC PARTICIPATION PLAN



Metropolitan Planning Organization of Johnson County

Adopted by the Urbanized Area Policy Board July 13, 2022

Acknowledgements

Urbanized Area Policy Board

Laurie Goodrich	Coralville City Council
Meghann Foster	Mayor, Coralville
Janice Weiner	Iowa City City Council
Shawn Harmsen	Iowa City City Council
John Thomas (Chair)	Iowa City City Council
Megan Alter	Iowa City City Council
Pauline Taylor	Iowa City City Council
Laura Bergus	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
Erin Shane	University of Iowa
Louise From (Vice-Chair)	Mayor, University Heights
Ruthina Malone (non-voting)	Iowa City School Board

Rural Policy Board

Tim Kemp, Chairperson	Mayor, Hills
Christopher Taylor, Vice Chairperson	Mayor, Swisher
Mickey Coonfare	Mayor, Shueyville
Steve Stange	Mayor, Solon
Heather Johnson	Mayor, Oxford
Jon Green	Johnson County Board of Supervisors
Rod Sullivan	Johnson County Board of Supervisors
Matt Zadow	Lone Tree City Council

Transportation Technical Advisory Committee (TTAC)

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

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

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

Regional Trails and Bicycling Committee (RTBC)

Louise From	City of University Heights
Bob Oppliger	Bicyclists of Iowa City
Doug Boldt	City of Tiffin
Becky Soglin	Johnson County
Sherri Proud	City of Coralville
Jay Geisen	University of Iowa
Ryan Rusnak	City of North Liberty
Juli Seydell Johnson	City of Iowa City
Liz Hubing	Bike Iowa City

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

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

MPO Transportation Planning Division Staff

Kent Ralston	Director/Transportation Planner
Emily Bothell	Sr. Associate Transportation Planner
Sarah Walz	Associate Transportation Planner
Hannah Neel	Associate Transportation Planner



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

RESOLUTION NO. 2022- 64

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.

A handwritten signature in dark ink, appearing to read "Kent Raiston", is written over a horizontal line.

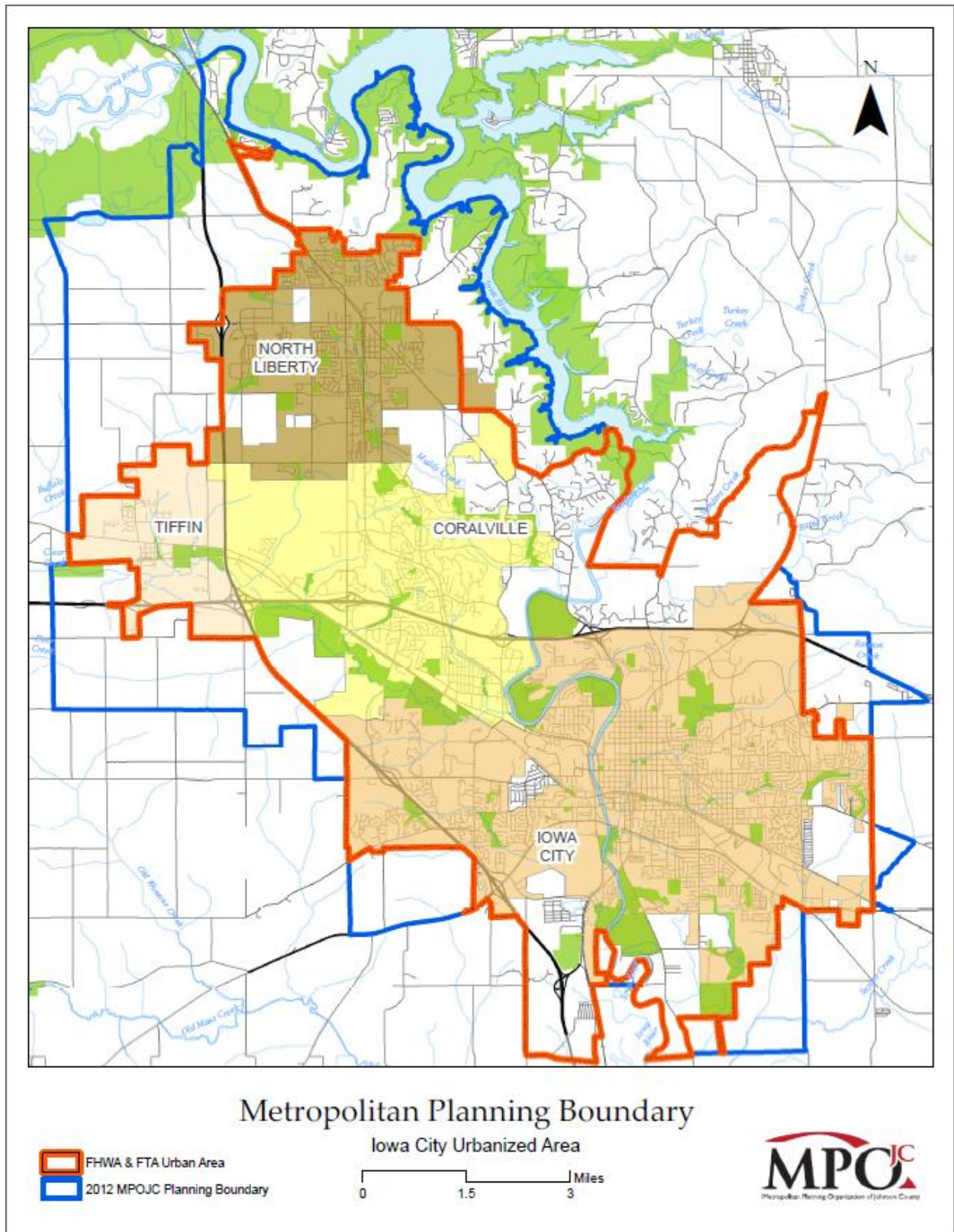
Chairperson
MPOJC Urbanized Area Policy Board

Introduction

Providing opportunities for public input during planning processes ensures that future development is informed by the interests of the community. As a result, residents of MPOJC entities are routinely encouraged to participate in local planning 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 Multimodal 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.

MPO Planning Boundary



MPO Public Input Process

Outreach Strategies

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

Public Comment Period

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

Kent Ralston, 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

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

1. Residents may sign-up to receive email notices of public input opportunities by visiting www.icgov.org/e-subscriptions and completing the subscription form.
2. Notices of public input opportunities are published in the Iowa City Press Citizen.
3. The MPOJC website (www.MPOJC.org) lists upcoming meeting information.
4. Posters are displayed in Iowa City, Coralville, and University of Iowa Campus buses regarding TIP approval.
5. Notices are sent to the following MPOJC Public Input Organizations:
 - Access 2 Independence
 - Bicyclists of Iowa City
 - Chamber of Commerce
 - Citizens for Sensible Development
 - Climate Action Committee
 - Coralville Parks & Recreation Commission
 - Coralville Planning and Zoning Commission
 - CRANDIC Railroad
 - Environmental Advocates
 - Friends of Historic Preservation
 - Goodwill of the Heartland
 - Iowa City Area Association of Realtors
 - Iowa City Area Development Group
 - Iowa Bicycle Coalition
 - Iowa City Historic Preservation Commission
 - Iowa City /Johnson County Senior Center
 - Iowa City Neighborhood Services Office
 - Iowa City Sierra Club
 - Iowa Interstate Railroad
 - Iowa City Planning and Zoning Commission
 - Johnson County Historical Society
 - Johnson County Historic Preservation Commission
 - Johnson County Planning and Zoning Commission
 - Johnson County SEATS
 - League of Women Voters of Johnson County
 - MPOJC Regional Trails and Bicycling Committee
 - 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) 356-5235.

Procedural Notices and Processes

Public Participation Plan

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

Long Range Transportation Plan

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

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

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

Transportation Improvement Program

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

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

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

The following criteria define the need for an amendment:

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

Procedural Requirements for an Amendment: Amendments are considered major revisions and therefore have additional procedural requirements. When the TIP is amended, MPOJC is required to conduct our adopted amendment process, including public review and comment, re-demonstration of fiscal constraint or a conformity determination (non-exempt projects in nonattainment and maintenance areas), review by the Transportation Technical Advisory Committee (TTAC), and 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).

Passenger Transportation Plan

The MPOJC Passenger Transportation Plan (PTP) promotes joint, coordinated passenger transportation planning programs and provides needs-based justification for passenger transportation projects. The PTP involves key community organizations, including human services organizations, public and private transit providers, and local business representatives. The PTP identifies transportation needs and service requests and recommends strategies or projects to overcome these needs. The PTP is updated every 5 years with annual updates provided to the Iowa DOT.

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

Transportation Planning Work Program

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

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

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	Social Media	Public Input/Mtg	Open House
Public Participation Plan	Public input process for transportation planning	Updated as necessary	(45 days)		✓	✓	✓	✓	
Long Range Transportation Plan	20-year long range plan including policies and project	Adopted every 5-years by MPOJC Urbanized Area Policy Board	(30 days)		✓	✓	✓	✓	✓
Amending the LRTP	Changes to projects and financial constraints	Adopted as necessary	(30 days)		✓	✓		✓	✓
Transportation Improvement Program	4-year schedule of projects	Adopted annually by MPOJC Urbanized Area Policy Board	(30 days)	✓	✓	✓		✓	
Awarding STBG/TAP funding	Local process to award federal funding	Awarded by MPOJC Urbanized Area Policy Board			✓	✓	✓	✓	
Amending the TIP	Changes to programmed projects	Adopted as necessary	(15 days min)		✓	✓		✓	
Passenger Transportation Program	Coordinated transit planning	Adopted every 5-years by MPOJC Urbanized Area Policy Board	(30 days)		✓	✓		✓	
Transportation Planning Work Program	Annual Work Program	Adopted annually by MPOJC Urbanized Area Policy Board			✓	✓		✓	

Attachment E: Iowa City Transit Contract Language

TITLE VI CONTRACT LANGUAGE

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

1. Compliance with Regulation

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

2. Nondiscrimination

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

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

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

4. Information and Reports

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

5. Sanctions for Noncompliance

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

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

6. Incorporations of Provisions

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

Attachment F:

Maps: **Median Household Income/Transit Routes/STBG, TAP, and
CRP project locations (2025)**

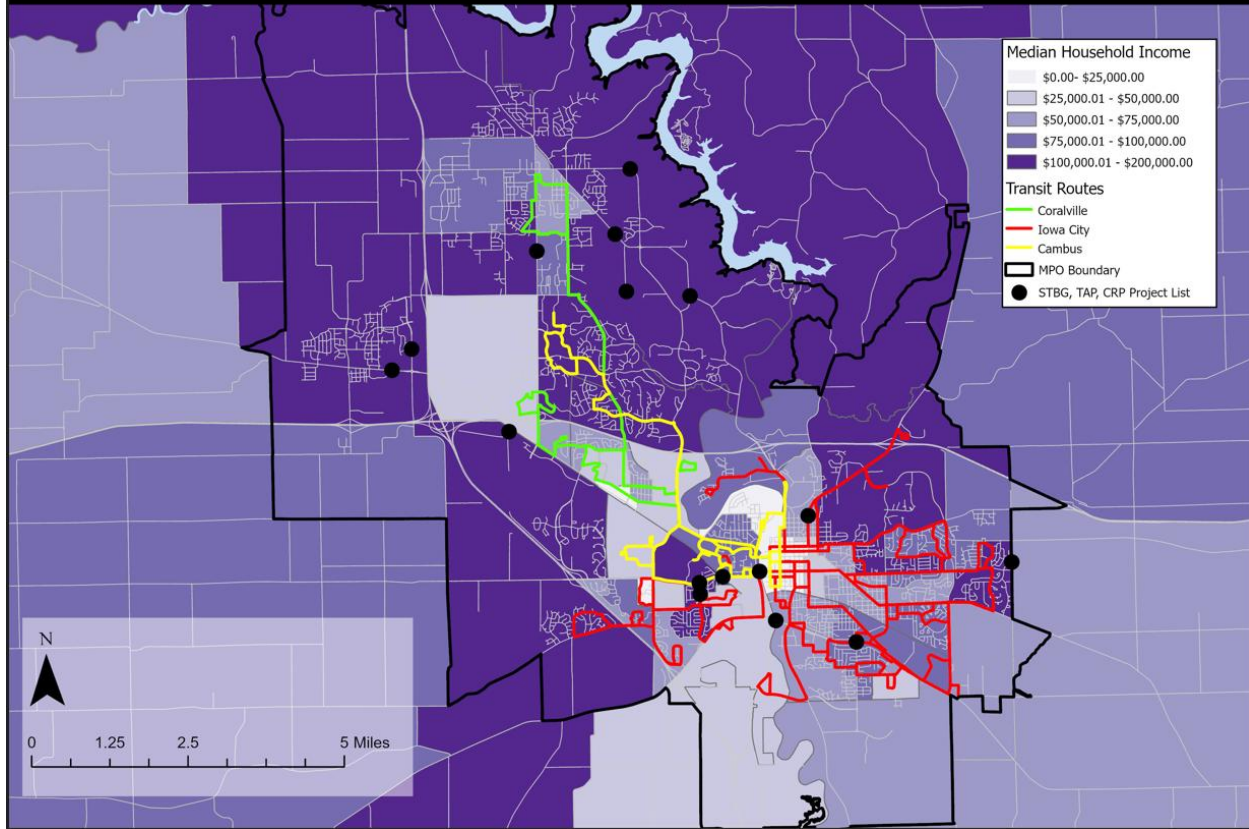
**Special Needs Housing/Transit Routes/STBG, TAP and CRP
project locations (2025)**

**Non-White Population Density/Transit Routes/STBG, TAP, and
CRP project locations (2025)**

STBG, TAP, and CRP Project Locations FY 2026-2030

Median Household Income & Transit Service

By 2020 Census Blocks



STBG & TAP Project Locations FY20 - FY23

Special-Needs Housing

Rental Assistance; Shelters; Housing for Seniors
and Persons with Disabilities



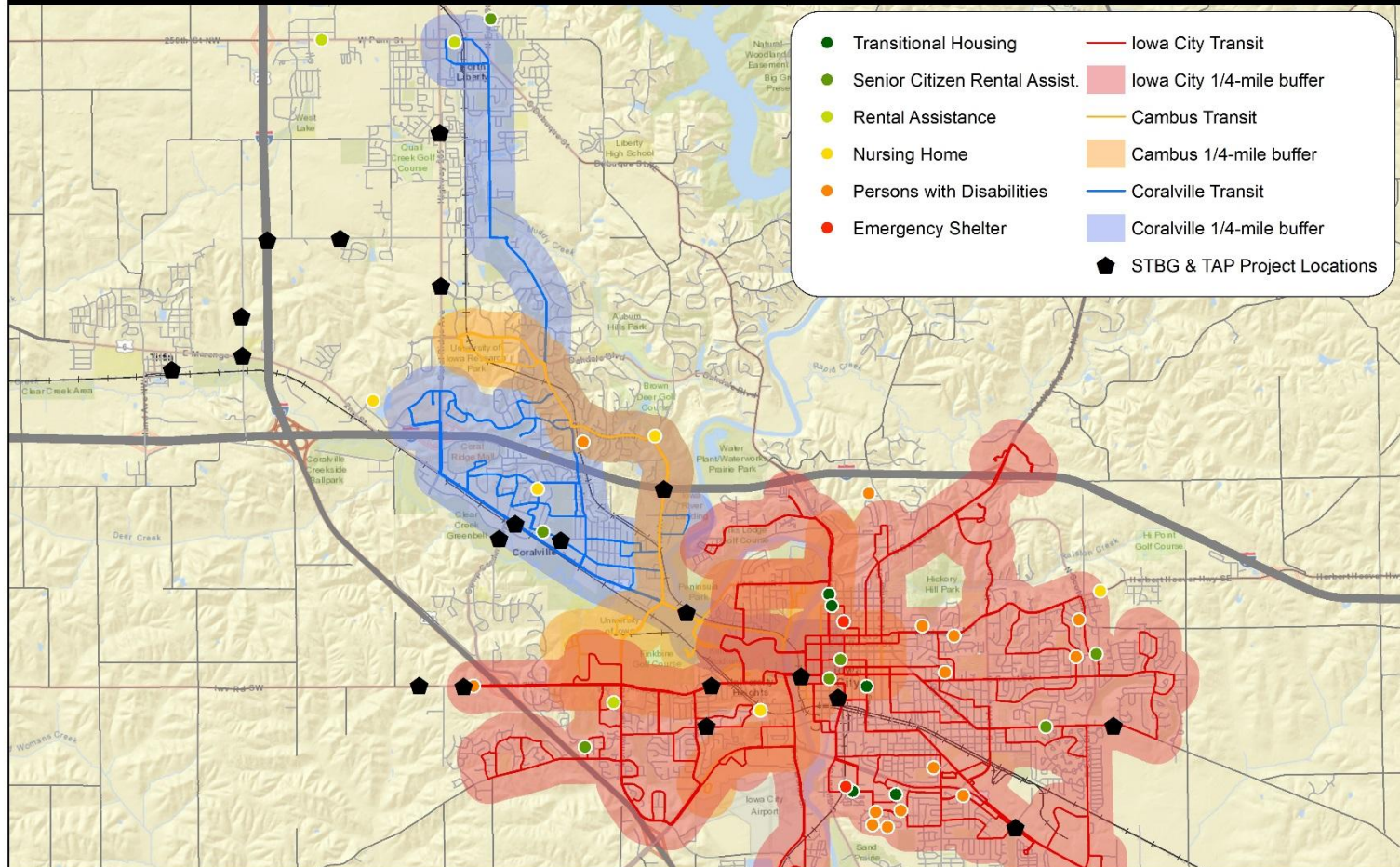
0 1 2 Miles



Revised by: F. Waisath

Date Revised: 6/27/2019

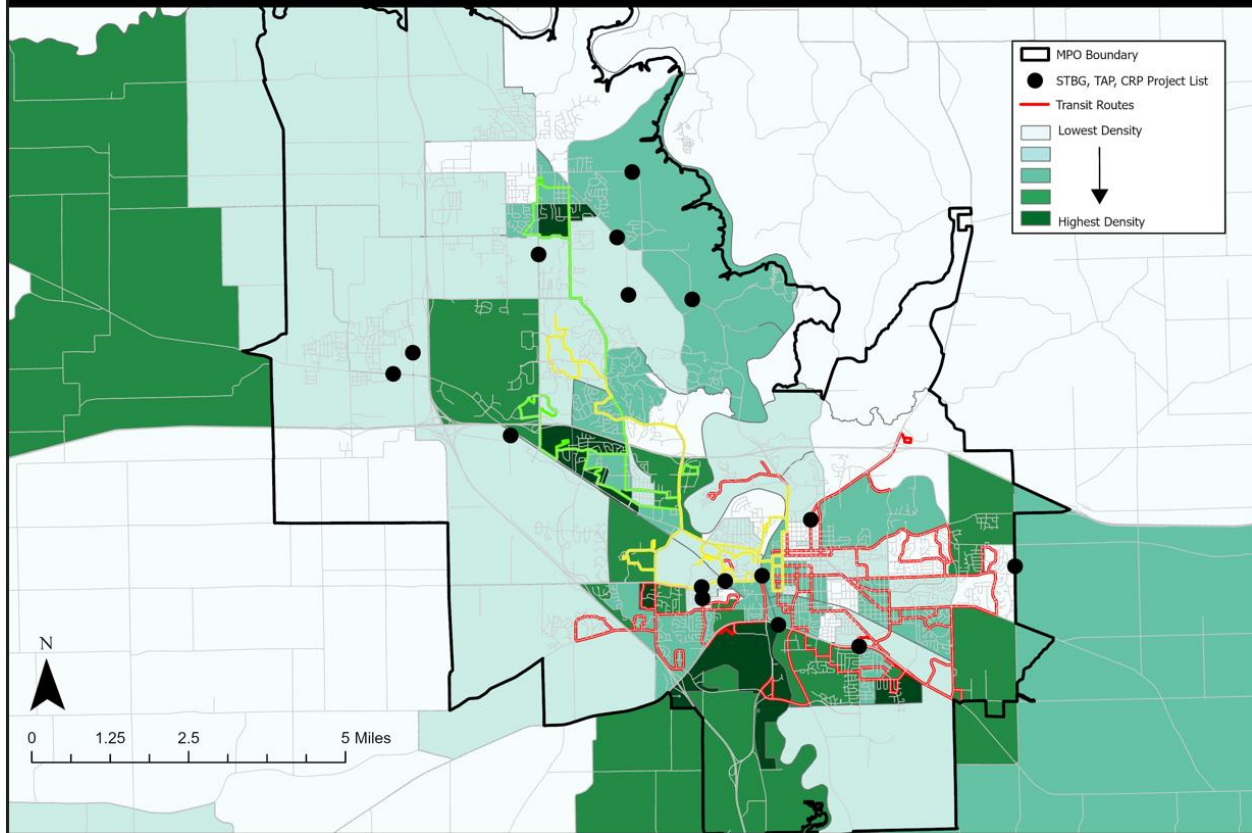
Data sources: Iowa DOT, Johnson Co., MPOJC



STBG, TAP, and CRP Project Locations FY 2026-2030

Non-White Population Density & Transit Service

By 2020 Census Blocks



Attachment G:

Long Range Transportation Plan – Scoring Criteria

MPOJC Policy Board Approved November 18, 2020

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

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

Total Points Possible: 12 (13%)

Score: _____

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

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

Total Points Possible: 7 (8%)

Score: _____

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

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

Total Points Possible: 5 (5%)

Score: _____

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

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

Total Points Possible: 5 (5%)

Score: _____

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

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

Total Points Possible: 14 (15%)

Score: _____

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

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

Total Points Possible: 9 (10%)

Score: _____

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

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

OR

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

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

OR

Total Points Possible for C: 7

Score: _____

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

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

Total Points Possible: 8 (9%)

Score: _____

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

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

Total Points Possible: 8 (9%)

Score: _____

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

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

Total Points Possible: 9 (10%)

Score: _____

Total Score: _____

¹Not used to score Transportation Alternatives Program projects

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



Date: March 26, 2025
To: Urbanized Area Policy Board
From: Hannah Neel, Associate Transportation Planner
Re: Agenda Item #3(d): Update regarding the MPOJC FY2026 Transit Program of Projects

Coralville Transit, Iowa City Transit, and University of Iowa Cambus are programming projects for Federal Transit Administration (FTA) funds in FY2026. Please see the attached tables for your reference. The projects will also be included in the FY2026 Iowa Department of Transportation's Consolidated Transit Funding applications MPOJC completes for each transit system and in the FY2026-2029 Transportation Improvement Program (TIP). Not every project listed in the Program of Projects will be funded; however, to be eligible for federal funding, projects must be included.

This information is being distributed to you for your reference and will also be included in the draft FY2026-2029 MPOJC TIP which will be presented to you at your May meeting. All three transit agencies will hold public hearings and have their Program of Projects approved as part of their Consolidated Funding Applications process by May 1.

If you have any questions or comments regarding this information, please contact me at 319-356-5235 or hneel@iowa-city.org.

FY2026 Federal Transit Administration Program of Projects - Coralville Transit

Project	Total	FTA
1 <u>Operating Assistance</u>		\$925,000 (est)
2 <u>Contracted services for persons with special needs (5310)*</u>	\$459,600	\$62,757
3 <u>Associated capital bus maintenance (spare parts)</u>	\$100,000	\$80,000
4 <u>Design and construction of Intermodal Transportation Center -Phase II</u>	\$15,627,938	\$12,502,350
5 <u>Purchase 3 - 40' heavy-duty buses w/cameras (8), AVL/annunciators, auxiliary heaters, and fixed route configuration for replacement</u>	\$2,136,000	\$1,815,600
6 <u>Purchase 5 - 40' heavy-duty buses (108, 109, 110, 111, 112) w/cameras (8), AVL/annunciators, auxiliary heaters, and fixed route configuration for replacement</u>	\$3,560,000	\$3,026,000
7 <u>Purchase 4 - 176" light-duty expansion buses w/cameras (6) and auxiliary heaters</u>	\$697,600	\$592,960
8 <u>Purchase 2 - 176" light-duty expansion electric buses w/cameras (6)</u>	\$1,260,000	\$1,071,000
9 <u>Purchase 2 - 176" light-duty replacement buses (344, 366) w/ cameras (6) and auxiliary heaters</u>	\$348,800	\$296,480
10 <u>Construct New Transit Facility - Phase II</u>	\$2,232,562	\$1,786,050
11 <u>Replace 2 passenger shelters and associated improvements</u>	\$37,422	\$29,938
12 <u>Purchase 6 passenger shelters and associated improvements</u>	\$112,266	\$89,813
13 <u>Purchase shop equipment (armature lathe, misc.)</u>	\$89,250	\$71,400
14 <u>Purchase replacement fare collection system</u>	\$400,000	\$320,000
Total Capital Funds:	\$26,601,838	
FTA Capital Funds:		\$21,681,591
FTA Operating Funds:		\$987,757

***This is an estimate provided by Iowa DOT**

FY2026 Federal Transit Administration Program of Projects - Iowa City Transit

Project	Total	FTA
1 <u>Operating Assistance (5307)</u>		\$3,200,000 (est)
2 <u>Contracted services for persons with special needs (5310)*</u>	\$2,060,000	\$257,019
3 <u>Purchase bus shelters</u>	\$300,000	\$255,000
4 <u>Associated capital bus maintenance (spare parts)</u>	\$500,000	\$425,000
5 <u>Transit Operations and Maintenance Facility</u>	\$36,706,517	\$19,733,293
6 <u>Purchase (4) - 40' heavy-duty battery-electric replacement buses (101, 102, 103, 104) w/ cameras, low floor, fixed route configuration, AVL and charging equipment</u>	\$16,860,000	\$12,886,000
7 <u>Purchase (10) - 40' heavy-duty diesel bus replacement buses (656, 658, 660, 661, 667, 668, 669, 670, 671, 672) w/ cameras, low floor, fixed route configuration, and AVL</u>	\$8,022,000	\$6,814,800
8 <u>Purchase (2) - 40' hybrid diesel/battery electric bus replacement buses (673, 674) w/ cameras, low floor, fixed route configuration, and AVL</u>	\$2,221,600	\$1,982,980
9 <u>Purchase (10) - 176" light-duty replacement buses (6510, 6520, 6530, 6540, 6710, 6711, 6712, 6713, 6714) w/ cameras and AVL</u>	\$1,855,000	\$1,574,000
Total Capital Funds:	\$66,465,117	
FTA Capital Funds:		\$43,671,073
FTA Operating Funds:		\$3,457,019

*This is an estimate provided by Iowa DOT

FY2026 Federal Transit Administration Program of Projects - University of Iowa Campus

Project	Total	FTA
1 Operating Assistance		\$1,200,000 (est)
2 Paratransit operating assistance (5310)*	\$300,000	\$0
3 Purchase in-ground hoist system	\$120,000	\$96,000
4 Associated capital bus maintenance (spare parts)	\$200,000	\$160,000
5 Purchase 6 replacement passenger shelters	\$90,000	\$72,000
6 Purchase replacement forklift for maintenance	\$75,000	\$60,000
7 Expand and upgrade the maintenance facility and equip it for the conversion to electric buses	\$13,500,000	\$10,800,000
8 Purchase 1 - 30' heavy-duty replacement bus (11) w/cameras (8), low floors, fixed route configuration, and AVL/annunciators	\$663,600	\$564,060
9 Purchase 6 - 40' heavy-duty replacement electric buses (95, 96, 97, 99, 103, 105) w/ cameras (8), low floors, fixed route configuration, AVL/annunciators, and auxiliary heaters	\$8,070,000	\$6,859,500
10 Purchase 6 - 40' heavy-duty replacement diesel buses (94, 98, 100, 101, 102, 104) w/ cameras (8), low floors, fixed route configuration, and AVL/annunciators	\$4,248,600	\$3,611,310
11 Purchase 3 - 40' heavy-duty replacement diesel buses (106, 107, 108) w/ cameras (8), low floors, fixed route configuration, and AVL/annunciators	\$2,124,300	\$1,805,655
12 Purchase 2 - 176" light-duty low floor replacement buses (17 and 18) w/cameras (6)**	\$401,600	\$341,360
Total Capital Funds:	\$29,493,100	
FTA Capital Funds:		\$24,369,885
FTA Operating Funds:		\$1,200,000

*This is an estimate provided by Iowa DOT

**Includes 5310 funds of \$160,310 in Bus 17 and \$104,325 in Bus 18



Metropolitan Planning Organization of Johnson County

Date: March 26, 2025

To: Urban Area Policy Board

From: Madelyn Stoen, Associate Transportation Planner

Re: Agenda Item #3(e): Update on MPOJC Long Range Transportation Plan revision process

The MPOJC Long Range Transportation Plan (LRTP) is a transportation planning document designed to help guide decision making about transportation improvements and transportation funding into the future. The LRTP is a compilation of plans and visions for all modes of transportation (vehicle, transit, pedestrian, and bicycle) for the Iowa City Urbanized Area (Iowa City, Coralville, North Liberty, Tiffin, University Heights, and portions of unincorporated Johnson County). It includes elements such as community transit and bike/pedestrian plans, the MPOJC arterial streets plan, population projections, historic transportation perspectives and background, a summary of community transportation visions, existing and forecasted arterial street deficiencies, and a fiscally constrained list of future transportation projects.

Per federal requirements, MPOs must update their Long Range Transportation Plans at least every five years in order to receive federal funding under the Infrastructure Investment and Jobs Act (IIJA). In order to present the final plan to the MPOJC Urban Area Policy Board for adoption in May 2027, the revision process will begin in July 2025. This is an update to Connecting Communities 2050: Long Range Transportation Plan which was adopted in May 2022.

Throughout the revision process, staff will reach out to member communities for data and a list of capital transportation infrastructure needs/projects for the years 2027-2055 to be considered for inclusion in the plan. There will also be many opportunities for public engagement, and staff will present updates to the Transportation Technical Advisory Committee and the Urban Area Policy Board throughout this process.

The current Long Range Transportation Plan can be found here:

<https://www.icgov.org/home/showpublisheddocument/1495/638261418400230000>

I will be present at your April 2nd meeting for any questions you may have.



Date: March 26, 2025

To: Urbanized Area Policy Board

From: Sarah Walz; Associate Transportation Planner

RE: Agenda Item #3(f): Update on Metro Area Bicycle and Pedestrian Collision Data

Ensuring the safety and comfort of cyclists and pedestrians is a key priority for the MPO and its member communities. Collision data is instrumental in identifying high-risk intersections and corridors, developing safety strategies, and prioritizing improvements. This data also plays a role in evaluating grant applications (e.g., TAP and STBG), helping to determine which infrastructure projects should be prioritized. Additionally, the MPO's Long Range Transportation Plan uses bicycle and pedestrian collision data as a performance measure to track our progress in improving safety.

The charts below show trends in reported bicycle and pedestrian collisions within the Urbanized Area over time, including the severity of injuries. These data are sourced from the Iowa Department of Transportation's Crash Analysis Tool and represent incidents that occurred within public street rights-of-way, including sidewalks. Collisions on I-80/380 or U.S. Highway 218.

Bicycle Collisions

Figure 1 displays the number of bicycle crashes annually since 2012. From 2015-2023, the number of bicycle collisions in the metro area generally decreased, dropping more than 60% between 2016 and 2020. The significant reduction in crashes during 2020 is likely due to COVID-19 restrictions.

While 2023 saw a notable decline in both total collisions and those resulting in serious injuries or fatalities, the number of bicycle collisions surged by more than 60% in 2024. The number of collisions resulting in injuries (Figure 2) reached the highest level since 2016, along with an increase in the percentage of collisions causing serious injury or death. Whether this rise is due to a combination of factors, an anomaly, or the beginning of a longer-term trend is uncertain.

Figure 3 compares bicycle collision data and the resulting severe injuries and fatalities from the past five years (2020-2024) with the preceding five years (2015-2019).

While 74% of reported bicycle collisions occur within Iowa City's municipal limits, collisions have also been reported across the urbanized area, including 4 in North Liberty, 2 in Tiffin, and 5 in Coralville.



Figure 1: Total annual bicycle collisions and percentage of incidents that result in serious injury or fatality, 2012-2024.

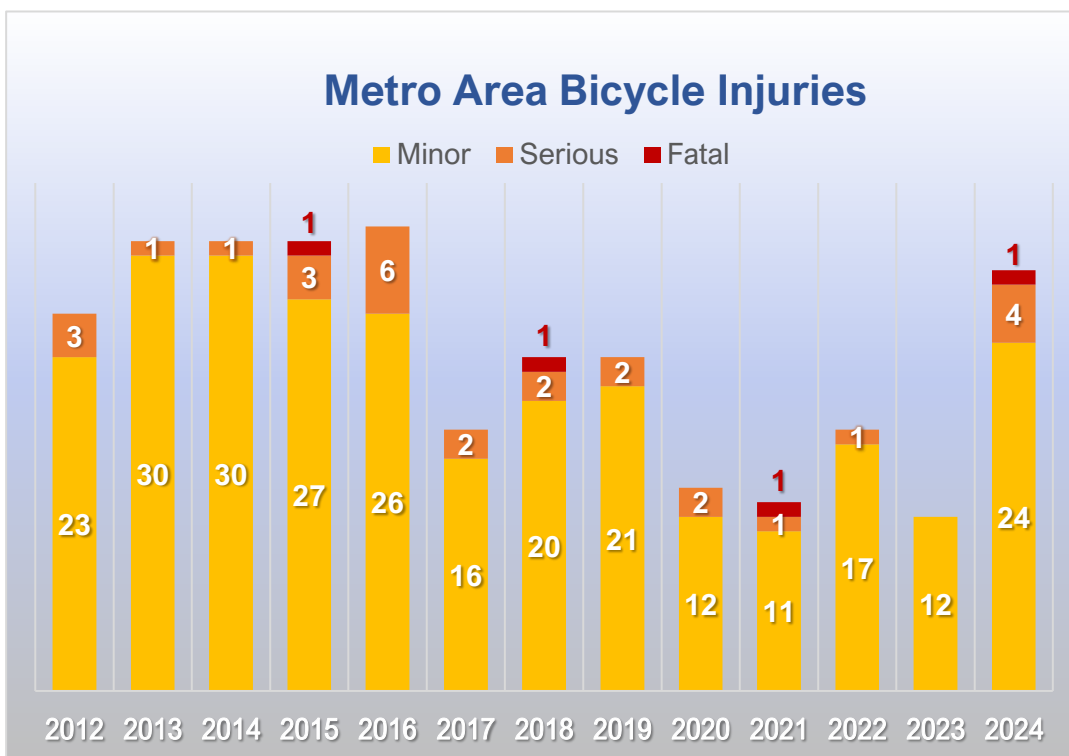


Figure 2: The total annual number of injuries resulting from bicycle collisions, 2012-2024.

	2015-2019	2020-2024	Trend
Bicycle Collisions	195	126	↓
Serious Injury	15	8	↓
Fatality	2	2	=

Figure 3: Comparisons of 5-year bicycle collision totals and resulting in serious injuries and fatalities.

Pedestrian Collisions

Figure 4 illustrates the number of pedestrian collisions annually since 2012. Similar to bicycle collisions, pedestrian collisions in the metro area began to decrease around 2016, showing a more than 60% reduction from 2016 to 2020. Although 2023 saw a significant drop in pedestrian collisions, the number of pedestrian collisions surged by over 95% in 2024. The number of collisions resulting in injury (Figure 5) reached its highest point, coinciding with an increase in the percentage of collisions leading to serious injury or fatalities (Figure 4).

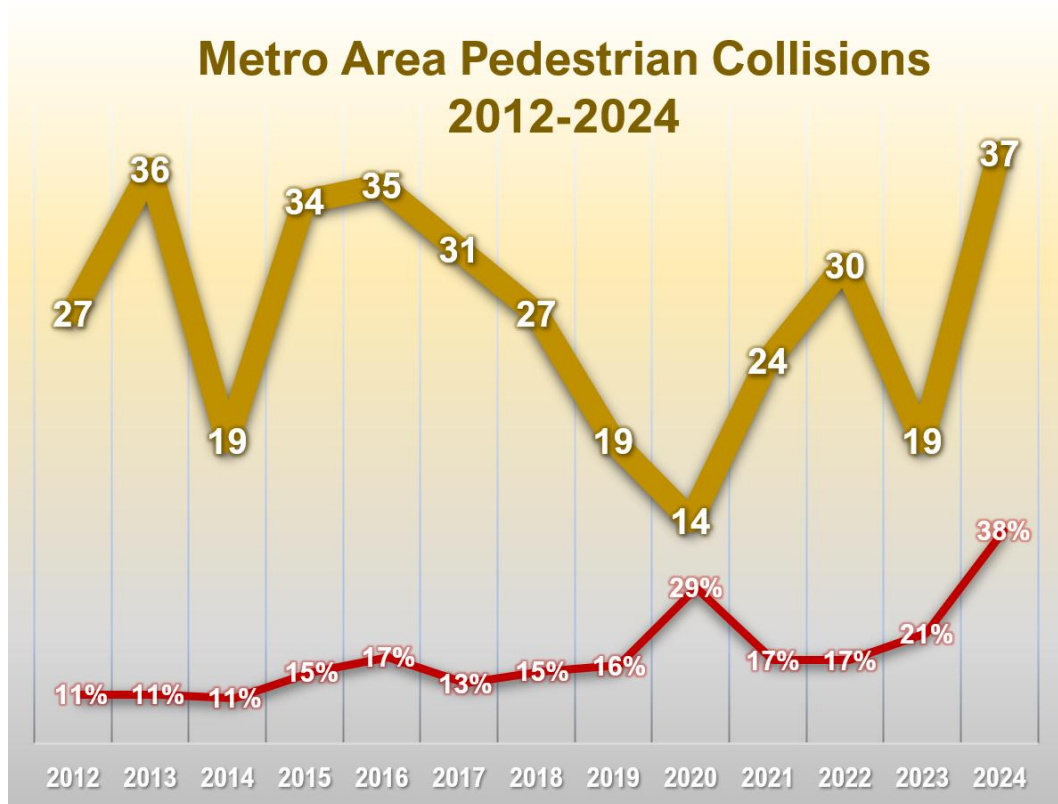


Figure 4: Total annual pedestrian collisions and percentage of collisions resulting in serious injury or fatality, 2012-2024.

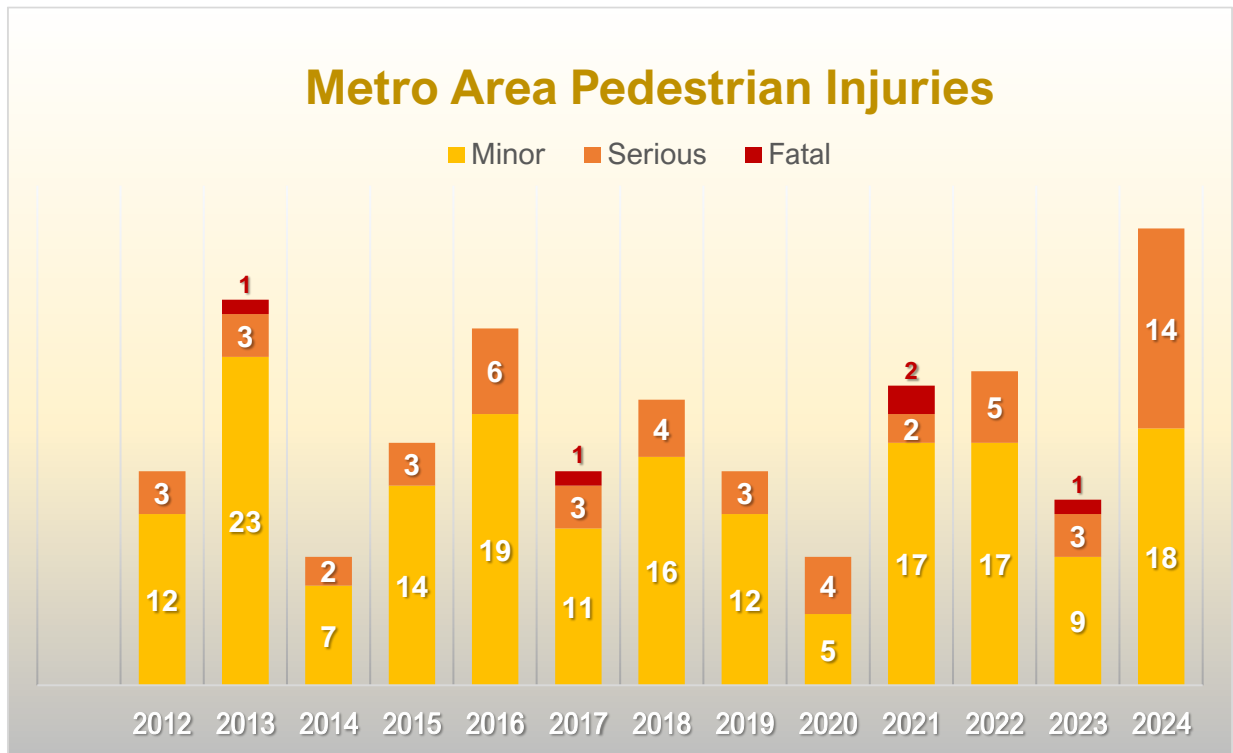


Figure 5: The total annual number of injuries resulting from pedestrian collisions, 2012-2024.

	2015-2019	2020-2024	Trend
Pedestrian Collisions	131	123	↓
Serious Injury	17	28	↑
Fatality	1	3	↑

Figure 6: Comparisons of 5-year pedestrian collision totals and resulting in serious injuries and fatalities.

Figure 6 compares the most recent five years (2020-2024) of pedestrian collision numbers and resulting severe injuries and fatalities with the previous 5-year data (2015-2019).

While 76% of reported pedestrian collisions occurred within Iowa City, incidents were also recorded in surrounding areas: 4 in North Liberty, 4 in Coralville, and 1 in Johnson County.