



Metropolitan Planning Organization of Johnson County

MEETING NOTICE

MPOJC Transportation Technical Advisory Committee
Tuesday, January 23, 2018 – 10:30 AM
Emma Harvat Hall
Iowa City City Hall

AGENDA

1. Call to order; recognize alternates; consider approval of meeting minutes
2. Public discussion of any item not on the agenda*
3. Consider a recommendation to the MPOJC Urbanized Area Policy Board regarding Federal Transit Administration Section 5307 Transit Operating Formula funding apportionment for FY2018 and transit statistics for FY2017
4. Consider a recommendation to the MPOJC Urbanized Area Policy Board regarding an amendment to the adopted FY18-21 MPOJC Transportation Improvement Program – adopting State safety targets for the urbanized area
5. Consider a recommendation to the MPOJC Urbanized Area Policy Board regarding appointment of a representative to the Statewide Urban Design and Specifications (SUDAS) Board of Directors
6. Discussion of the potential for a 'Federal-Aid-Swap' in Iowa whereby State funding could replace Federal funding for road/bridge projects
7. Update on the MPOJC FY19 Transportation Planning Work Program & FY19-22 Transportation Improvement Program schedules
8. Other Business
9. Adjournment

Attachment: FHWA Notice of termination of interim approval for 'rectangular rapid flashing beacons'

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

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



Metropolitan Planning Organization of Johnson County

PRELIMINARY

MPOJC TRANSPORTATION TECHNICAL ADVISORY COMMITTEE
TUESDAY, SEPTEMBER 12, 2017 - 10:30 AM
EMMA HARVAT HALL, IOWA CITY CITY HALL

MEMBERS PRESENT:	Coralville:	Ellen Habel, Dan Holderness, Scott Larson
	Iowa City:	Mark Rummel, Simon Andrew, Jason Havel, Ron Knoche
	Johnson County:	Tom Brase, Neil Shatek
	North Liberty:	None
	Tiffin:	Doug Boldt
	University Heights:	Louise From
	University of Iowa:	Brian McClatchey
	RTBC:	Terry Dahms
	Iowa DOT:	Catherine Cutler
	ECICOG:	None
	FHWA:	None

STAFF PRESENT: Kent Ralston, Darian Nagle-Gamm, Brad Neumann, Emily Bothell

OTHERS PRESENT: Mike Carberry (Johnson County)

1. CALL TO ORDER; RECOGNIZE ALTERNATES; CONSIDER APPROVAL OF MEETING MINUTES

There were three alternates at the meeting; Scott Larson for Kelly Hayworth (Coralville), Ellen Habel for Vicky Robrock (Coralville), and Neil Shatek for Greg Parker (Johnson County).

From motioned to approve the meeting minutes. Knoche seconded the motion. **The motion carried unanimously.**

2. PUBLIC DISCUSSION OF ANY ITEM NOT ON THE AGENDA

None.

3. CONSIDER A RECOMMENDATION TO THE URBANIZED AREA POLICY BOARD REGARDING APPROVAL OF REVISION TO THE MPOJC PUBLIC PARTICIPATION PROGRAM

Neumann informed the group that the Federal Transit Administration (FTA) requested that MPO update their Public Participation Program and recommends that MPOJC update this document every five years. The document formalizes the public input process for all major planning documents prepared by the MPO including public comment periods and open house requirements.

McClatchey motioned to approve the revision. Holderness seconded the motion. **The motion carried unanimously.**

4. CONSIDER A RECOMMENDATION TO THE URBANIZED AREA POLICY BOARD REGARDING AN AMENDMENT TO THE ADOPTED MPOJC FY2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) – MODIFYING THE LIMITS OF CORALVILLE’S 1ST AVENUE RECONSTRUCTION PROJECT

Neumann stated that the City of Coralville has requested an amendment that includes a scope change to the 1st Avenue Reconstruction Project between 6th and 9th streets. The amendment clarifies the project limits on 6th street.

Boldt motioned to approve the amendment. Holderness seconded the motion. **The motion carried unanimously.**

5. CONSIDER A RECOMMENDATION TO THE URBANIZED AREA POLICY BOARD REGARDING THE ADOPTION OF MPOJC TRANSIT PERFORMANCE TARGETS

Neumann stated that Iowa City Transit, Coralville Transit, and Cambus developed performance measure targets regarding rolling stock, facilities, and equipment as required by the Federal Transit Administration (FTA) and Iowa Department of Transportation (DOT). Targets are based on the current conditions of fleet and facilities. Transit targets will become part of the Transit Asset Management Plans (TAM) which are due in 2018 and are required to be updated every four years. TAM plans will include inventory of any asset over \$50,000, condition assessments, and prioritization of future investments. The MPO is also required to set transit performance targets for the urbanized area. MPO staff recommended adopting the transit performance targets set by the transit agencies.

Habel motioned to approve the recommendation. Brase seconded the motion. **The motion carried unanimously.**

6. UPDATE ON POTENTIAL FEDERAL HIGHWAY ADMINISTRATION FUNDING RESCISSIONS AFFECTING MPOJC PLANNING FUNDS

Ralston informed the group that the Iowa DOT has notified staff that the Federal Highway Administration has rescinded about \$74,000 worth of Iowa’s FY18 planning funds because of the 2017 Appropriations Act. These funds are used for staffing and completing federally required documents. The Iowa DOT has covered the lost funds this year via block grant funds, but may not do so in the future.

7. UPDATE ON THE POTENTIAL FOR ‘FEDERAL-AID-SWAP’ IN IOWA WHEREBY STATE FUNDING COULD REPLACE FEDERAL FUNDING FOR ROAD/BRIDGE PROJECTS

Ralston explained that a new federal aid swap will allow city and county road/bridge projects, that formerly used federal funds, to now use state funds. The goal is to streamline these projects and save funds. The Iowa DOT has started the consultation process and intends to share a full draft policy this fall.

8. UPDATE ON I-380 AND I-80 CORRIDOR PROJECTS

Ralston noted that the reconstruction of Herbert Hoover Highway and I-80 interchange has two possible designs including a traditional diamond interchange and an interchange with a roundabout on either side of the interchange where on and off ramps are located.

Cutler added that this is part of the I-80 project through West Branch.

Neumann informed the group that a phase three passenger rail study on the CRANDIC line may be initiated pending the Iowa DOT's completion of an I-80/I-380 corridor study that includes ridership predictions. The study will look at autonomous vehicles, passenger rail service, adding lanes, and other factors.

Cutler informed the group that major traffic impacts for I-80 and I-380 will not occur for two years, but staging and outreach are currently underway.

9. OTHER BUSINESS

Ralston informed the group that physical copies and digital copies of the Long-Range Transportation Plan are available.

Havel informed the group that Dubuque Street traffic is now using the newly paved southbound lanes. Bridge completion is projected for late spring 2018 pending the weather. New lanes are anticipated to open by the beginning of school in August 2018. The two blocks of brick reconstruction on Davenport Street are complete and Hebl Avenue reconstruction is anticipated to be complete near the end of October.

Boldt reported that Tiffin continues to plan for development on Forevergreen Road and Park Road.

Larson informed the group that the Clear Creek Trail from Coralville to Tiffin is anticipated to be finished late 2018 with impacts from the I-80/I-380 interchange anticipated. The intersection at Highway 6 and Jones Boulevard has received Traffic Safety Improvement Program (TSIP) funds. Bidding and awarding are underway and completion is anticipated by the end of 2017.

Holderness informed the group that the duct bank projects on 1st Avenue from 6th Street to 9th Street and on Coral Ridge Avenue from Oakdale Boulevard to Forevergreen Road are complete in anticipation of major road reconstruction in 2018.

Shatek reported that the IWV Road project is nearly complete and they continue to work on the Ely Road Roundabout.

McClatchy noted that the Cambus stop for Mayflower is now in the parking lot on the north side of the building. Renovation on the maintenance facility is anticipated to be completed by the summer of 2018.

Rummel informed the group that several bus shelters are up for replacement and several new shelters will be added.

10. ADJOURNMENT

Knoche motioned to adjourn. Holderness seconded. **The motion carried unanimously.**

The meeting adjourned at 11:20 AM.



Date: January 12, 2018
To: MPOJC Transportation Technical Advisory Committee
From: Brad Neumann, Assistant Transportation Planner
Re: Agenda item #3: Consider a recommendation to the MPOJC Urbanized Area Policy Board regarding Federal Transit Administration Section 5307 Transit Operating Formula funding apportionment for FY2018 and transit statistics for FY2017

Iowa DOT has indicated that MPOJC has a total of \$2,497,744 available in FY2018 FTA Section 5307 operating assistance. This amount includes Small Transit Intensive Communities (STIC) funding. The funds are apportioned by MPOJC between Coralville Transit, Iowa City Transit, and University of Iowa Campus based on the MPO's local formula of 25% operating/maintenance cost, 25% locally determined income, 25% revenue miles, and 25% fare revenue.

While making your recommendation to the Urbanized Area Policy Board, the MPO would also like TTAC to consider a recommendation changing the MPO's definition of Locally Determined Income (LDI). Currently, the definition of LDI adds all revenue sources for a transit agency and subtracts Federal Transit Administration (FTA) and State Transit Assistance (STA) funding. Changing the definition of LDI to total operating of a transit agency and subtracting FTA and STA funding will level the playing field with respect to accounting practices of the three transit agencies and will be consistent with state funding formulas and National Transit Data (NTD) reporting requirements.

The following tables show the proposed FY2018 apportionment, and for comparison, the FY2017 multipliers and apportionment. Also attached are the FY2017 Transit Performance Statistics. The local apportionment formula for FY2018 is based on these statistics. The FY2018 Section 5307 funds can be used for transit operating and capital expenses. Once approved by the MPO Policy Board, staff will complete and submit the required annual FY2018 FTA Section 5307 applications for each transit system.

Please be prepared to make a recommendation to the Urbanized Area Policy Board regarding apportionment of the FY2018 FTA Section 5307 operating funds and changing the MPO definition of LDI.

If you have any questions or comments regarding this information, please contact me at 356-5235 or by e-mail at brad-neumann@iowa-city.org.

Proposed FY2018 Section 5307 Operating Apportionment

System	Total Operating Cost	Locally Determined Income*	Revenue Miles	Fare Revenue	FY2018** Multiplier	FY2018 Apportionment
Coralville	\$1,773,937 [.1497]	\$1,033,797 [.1371]	270,147 [.1341]	\$422,928 [.2344]	.1638	\$409,131
Iowa City	\$6,601,093 [.5569]	\$4,355,561 [.5778]	1,004,397 [.4985]	\$1,381,581 [.7656]	.5997	\$1,497,897
CAMBUS	\$3,478,153 [.2934]	\$2,149,282 [.2851]	740,122 [.3674]	\$0.00 [0.0000]	.2365	\$590,716
TOTAL	\$11,853,183 [1.000]	\$7,538,640 [1.000]	2,014,666 [1.000]	\$1,804,509 [1.000]	1.0000	\$2,497,744

*Locally Determined Income is Total Operating Cost minus FTA and STA funding

**Multiplier is an average of the percentages of the total operating costs, locally determined income, revenue miles, and fare revenue.

For comparison, here are last year's multipliers and apportionment:

FY2017		
System	Multiplier	Total Apportionment
Coralville	0.1627	\$430,989
Iowa City	0.6126	\$1,622,763
CAMBUS	0.2247	\$595,225
TOTAL	1.0000	\$2,648,977

SUMMARY TABLE OF FY2017 PERFORMANCE STATISTICS

Coralville Transit ♦ Iowa City Transit ♦ UI Cambus

Performance Factor	Coralville Transit		Iowa City Transit		UI Cambus	
	Fixed* Route	Paratransit*	Fixed** Route	Paratransit**	Fixed Route	Paratransit
Ridership	469,982	11,956	1,554,549	86,696	3,977,395	9,057
Total Operating Expense	\$1,413,983	\$359,954	\$4,949,243	\$1,651,850	\$3,260,554	\$217,599
Fare Revenue	\$400,696	\$22,232	\$1,216,109	\$165,472	\$0	\$0
Revenue Vehicle Miles	199,529	70,618	714,275	290,122	689,814	50,308
Revenue Vehicle Hours	16,460	5,705	54,658	29,840	70,974	9,950
Cost Per Ride	\$3.01	\$30.11	\$3.18	\$19.05	\$0.82	\$24.03
Cost Per Revenue Vehicle Mile	\$7.09	\$5.10	\$6.93	\$5.69	\$4.73	\$4.33
Cost Per Revenue Vehicle Hour	\$85.90	\$63.09	\$90.55	\$55.36	\$45.94	\$21.87
Farebox/Expense Ratio	0.28	0.06	0.25	0.10	0.00	0.00
Average Fare	\$0.85	\$1.86	\$0.78	\$1.91	\$0.00	\$0.00
Operating Deficit Per Trip	\$2.16	\$28.25	\$2.40	\$17.14	\$0.82	\$24.03
Riders Per Revenue Vehicle Mile	2.4	0.2	2.2	0.3	5.7	0.2
Riders Per Revenue Vehicle Hour	28.6	2.1	28.4	2.9	56.0	0.9

* Includes North Liberty service

** Includes University Heights service

Source: FY2017 Iowa DOT Statistical Reports



Date: January 12, 2018
To: Transportation Technical Advisory Committee
From: Kent Ralston; Executive Director *KR*
Re: Agenda Item #4: Consider a recommendation to the MPOJC Urbanized Area Policy Board regarding an amendment to the adopted FY18-21 MPOJC Transportation Improvement Program – adopting State safety targets for the urbanized area

On October 31 2017, a memo was sent to Transportation Technical Advisory Committee members outlining new Federal Highway Administration (FHWA) requirements for the adoption of safety performance measures (memo attached). The new requirements are part of the Highway Safety Improvement Program and require the MPO to either support the State's 2018 safety targets or set our own quantifiable targets for each of the five required safety measures by February 27th. The memo indicated staff support for adopting and supporting the State's targets (rather than setting our own) due to uncertainties in reporting requirements, potential future penalties for not meeting targets, and due to time constraints in setting our own targets.

I received no comments back from TTAC members and therefore recommended that the Urbanized Area Policy Board adopt the State's targets. The Board subsequently approved the use of the State's targets at their November 15th meeting.

To fully comply with the new FHWA requirements, the Iowa DOT requires that the following language be added to the adopted FY18-21 MPOJC Transportation Improvement Program.

"Rather than setting its own 2014-2018 safety targets, the MPOJC has chosen to support the Iowa DOT's safety targets as published in the Iowa Highway Safety Improvement Program 2017 Annual Report. The MPO supports those targets by reviewing and programming all Highway Safety Improvement Program (HSIP) projects within the MPO boundary that are included in the DOT's Transportation Improvement Program. Any Iowa DOT sponsored HSIP projects within the MPO area were selected based on safety performance measures and were approved by the Iowa Transportation Commission. The Iowa DOT conferred with numerous stakeholder groups, including MPOJC, as part of its target setting process. Working in partnership with local agencies, Iowa DOT safety investments were identified and programmed which will construct effective countermeasures to reduce traffic fatalities and serious injuries. Iowa DOT projects chosen for HSIP investment are based on crash history, roadway characteristics, and the existence of infrastructure countermeasures that can address the types of crashes present. The Iowa DOT continues to utilize a systemic safety improvement process rather than relying on "hot spot" safety improvements".

Please considering a recommendation to the Urbanized Area Policy Board to amend the adopted FY18-21 MPOJC Transportation Improvement Program with the language as provided.

I will be available at your January 23rd meeting to answer any questions you may have.



Date: October 31, 2017
 To: Transportation Technical Advisory Committee
 From: Kent Ralston; Executive Director
 Re: Highway Safety Improvement Program – Safety Performance Measures

The Federal Highway Administration (FHWA) now requires that MPO's set targets for five safety performance measures as part of the Highway Safety Improvement Program and report them to the State DOT by February 27th of each year. For each measure, we will need to choose one of the following two options: 1) support the State's 2018 targets (below) by agreeing to plan and program projects so that they contribute to the accomplishment of the State's target for each performance measure, or 2) set our own quantifiable target for each measure within our metropolitan area.

Performance Measures	Five Year Rolling Averages	
	2017-2016 Baseline	2018-2018 Target
Number of Fatalities	345.4	367.9
Fatality Rate*	1.063	1.080
Number of Serious Injuries	1529.0	1562.2
Serious Injury Rate*	4.707	4.587
Non-Motorized Fatalities and Serious Injuries	144.2	150.7

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

In either event (while the specifics are not yet available), we will be required to state how our annual projects programmed in our Transportation Improvement Program show progress towards meeting the adopted safety targets in some fashion. We will also be required to provide similar information about how projects are satisfying the performance measures in our next required update to the Long Range Transportation Plan in 2022.

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

Due to the uncertainties in reporting requirements, potential penalties for not meeting targets, and current time constraints, I recommend that we adopt the State's targets at this point. As more information becomes available, I intend to keep you apprised. If at any time we feel that creating our own local targets would be beneficial, we will have that opportunity prior to the required reporting due to the Iowa DOT by February 27th of each year.

Please consider this information and provide me with comments that you may have. All written comments received will be provided to the Urbanized Area Policy Board prior to consideration of this matter at their November 15th meeting. Comments can be provided to me in writing at kent-ralston@iowa-city.org. I can also be reached at 319-356-5253 with any questions you may have. I have attached a FHWA 'fact sheet' with supporting information for your reference.



Date: January 12, 2018
To: Transportation Technical Advisory Committee
From: Kent Ralston; Executive Director *KR*
Re: Agenda Item # 5: Consider a recommendation to the MPOJC Urbanized Area Policy Board regarding appointment of a representative to the Statewide Urban Design and Specifications (SUDAS) Board of Directors

Every other year MPOJC is asked to appoint an MPOJC representative to the Statewide Urban Design and Specifications (SUDAS) Board of Directors. SUDAS is a non-profit organization which maintains Iowa manuals for public improvement design standards and specifications, including sanitary sewer, water mains, streets and sidewalks, utility locations, drainage and erosion control, and others. SUDAS is managed by Iowa State University's Institute for Transportation.

Scott Larson, Assistant City Engineer for the City of Coralville, is our current MPO representative and has served on the SUDAS Board in that capacity since 2005. Mr. Larson has indicated his willingness and desire to continue for another term.

Please be prepared to consider a recommendation to the MPOJC Urbanized Area Policy Board regarding a two-year appointment to the SUDAS Board of Directors. The only requirement for this appointment is that the representative be a professional engineer working for one of the MPOJC entities.



Date: January 12, 2018
To: Transportation Technical Advisory Committee
From: Kent Ralston; Executive Director *KR*
Re: Agenda Item #6: Update on the potential for a 'Federal-Aid-Swap' in Iowa whereby State funding could replace Federal funding for road/bridge projects

As discussed at our September meeting, House File 203, signed into law this past legislative session, permits the Iowa Transportation Commission to allow what's commonly referred to as a "Federal-Aid-Swap". A Federal-Aid-Swap (generally) is a process whereby city and county road and bridge projects that would normally be funded with federal transportation funds are instead funded with state funds. The goal behind a federal-aid-swap is to minimize federal requirements that can often delay projects and increase project costs for local governments.

The Iowa DOT has now completed their stakeholder consultation process and has provided a draft policy for review (attached). The DOT has indicated that they will seek Iowa Transportation Commission approval of the draft policy as early as February 13th with full implementation of the policy to begin on October 1, 2018.

Unless our MPO chooses to 'opt-out' of the swap program, it will be assumed that we desire to participate. Through discussions with DOT staff, they recommend that the decision be made during development of our FY19 Transportation Improvement Program (TIP) as there may be new/additional requirements for MPO's participating in the swap program. Because the draft TIP projects will be provided to you for review at your May meeting, a decision will need to be made at that time.

Please review the attached information and be prepared to discuss your organizations' stance on this issue. The goal is to have a discussion about the potential pros/cons of the policy with the limited information available and then be able to make a recommendation to the Urbanized Area Policy Board no later than our May meeting. While there is no inherent harm in opting-in/out of the swap, I remain somewhat concerned as many questions of exactly how the policy would be implemented remain unanswered. Please keep in mind that this policy would only affect MPO Surface Transportation Block Grant (STBG) funding. Transportation Alternative Program (TAP) funding cannot be swapped at this time.

I will be at your January 23rd meeting to answer any questions you may have.

Federal-Aid Swap Policy

- **Planning and Programming**
 - Participation in federal-aid swap - Each Regional Planning Affiliation (RPA) and Metropolitan Planning Organization (MPO) is assumed to be a participant in the swap program unless their policy board decides otherwise. If participating in swap, all eligible projects must be swapped. In rare circumstances, an exception may be considered.
 - Federal funding will be swapped with Primary Road Funds on a dollar-for-dollar basis.
 - Funding eligible to be swapped – eligible road and bridge projects from the following federal funding programs
 - Surface Transportation Block Grant (STBG)
 - Congestion Mitigation and Air Quality Improvement (CMAQ): Projects awarded to cities and counties through the Iowa’s Clean Air Attainment Program (ICAAP)
 - Highway Safety Improvement Program (HSIP) - Secondary: County projects allocated through the HSIP – Secondary program
 - Programming
 - STBG funds are allocated based on FAST Act Implementation Policies adopted by the Commission in September 2016.
 - With the exception of dedicated county and city bridge funds, RPAs and MPOs will continue to develop a program based on their available STBG funding. Programmed road and bridge projects will be swapped with Primary Road Funds and non-road/bridge projects will move forward as federal-aid projects.
 - Dedicated city and county bridge program funds will not be programmed by RPAs or MPOs. However, they will still need to be entered into the project tracking database (TPMS).
 - The full amount of accumulated STBG balances will not be fully available to be swapped in the first year due to Primary Road Fund cash flow constraints. It is expected the full draw down of those balances can be accomplished within four years of swap implementation. Therefore, the RPA/MPO development of their program of projects should take this into account. Iowa DOT will work with each RPA and MPO during the program development process to effectively drawdown the STBG balances. **In order to do this successfully, it is critical that the projects included in the first year of the program are expected to be developed and let in that year.**
 - Match requirements
 - Unless specifically required by the grant program (see below), Iowa DOT will not require match and will reimburse funds at 100 percent up to the programmed amount.
 - For county Highway Bridge Program projects, the Iowa DOT will not require match and will reimburse funds at 100 percent up to the contract amount.
 - Match requirements for ICAAP, HSIP-Secondary, and city bridge program projects continue to apply based on program guidance.
 - Individual MPOs and RPAs can require match but Iowa DOT will not monitor those requirements.
 - System Eligibility (STBG)
 - Road projects must be on roads with a federal functional classification of Minor Collector or higher in rural areas, all Farm-to-Market routes, and Collector or

- higher in urban areas. Individual MPOs and RPAs can be more restrictive with system eligibility.
 - Bridge project eligibility remains the same as exists today for federal-aid bridge projects. This is to assure consistency required for meeting the Off-System Bridge Waiver verification.
 - Projects cannot already be “federalized” (e.g. any federal authorization, any environmental concurrence, any other federal action) and then swapped. Once a project is “federalized” it must continue to follow the federal-aid project development process. A project is typically not “federalized” just by having been included in a Statewide Transportation Improvement Program (STIP); however, in limited situations based on the level of federal involvement, a project could be federalized. This will be determined on a project-by-project basis as draft programs are developed.
 - Implementation date – Swap will be implemented with the Federal Fiscal Year 2019 program year that begins October 1, 2018.
- **Environmental**
 - Local public agencies participating in the Federal-Aid Swap shall continue to follow all necessary and applicable state and federal requirements, including but not limited to permitting and consultation as needed with the United States Army Corps of Engineers, United States Fish and Wildlife Service, Iowa Department of Natural Resources, Iowa Department of Cultural Affairs/State Historic Preservation Officer, Native Sovereign Tribes and Nations, and Office of the State Archaeologist. The Iowa DOT will continue to assist these local public agencies in achieving compliance or acquiring a permit, as staff and technical expertise are available.
 - Environmental and cultural resource oversight shall be verified through the local public agency providing a project development certification and all applicable documentation to ensure that identification, evaluation, avoidance, and mitigation actions have been taken.
- **Project Development/Construction**
 - All swapped projects will continue to be let through the Iowa DOT.
 - Swap funds can only be used on road and bridge construction projects.
 - Preliminary engineering and construction engineering are eligible for swap as part of a construction project. However, the use of swapped funds for these activities is not encouraged.
 - Project funds will be provided to the local public agency on a reimbursement basis.
 - The Iowa DOT will review contract documents for conformance to the Department standard for letting.
 - The Iowa DOT reserves the right to review projects during construction.



FEDERAL-AID SWAP POLICY

TRANSPORTATION COMMISSION WORKSHOP

JANUARY 9, 2018



OVERVIEW

- Concept
- Legislation
- Stakeholders
- Schedule
- Stakeholder input
- Draft policy
- Next steps

CONCEPT

- Challenge
 - Federal funding comes with additional project development regulations/requirements
 - Local jurisdictions typically do not have the staffing/expertise to efficiently manage federal projects
 - Leads to project delays and increased costs
- Concept
 - Allow local jurisdictions to exchange their federal funds with the Iowa DOT for Primary Road Funds
 - Iowa DOT is better able to utilize federal funds in an efficient manner.
 - Lowers Iowa DOT oversight requirements
 - Reduces local jurisdiction project costs and delays

3

CONCEPT – OTHER STATES THAT SWAP

- | | |
|----------------|--------------|
| ■ Kansas | ■ Oregon |
| ■ Minnesota | ■ Utah |
| ■ Indiana | ■ Arizona |
| ■ Nebraska | ■ California |
| ■ South Dakota | ■ Idaho |
| ■ Ohio | |

LEGISLATION

- House File 203: Signed by Governor Branstad on March 23, 2017
- Took effect on July 1, 2017
- Section 313.4, subsection 1, Code 2017, is amended by adding the following new paragraph:

c. The commission may, after consultation with stakeholders including regional planning affiliations, metropolitan planning organizations, the Iowa state association of counties, and the Iowa league of cities, periodically allocate moneys from the fund for the establishment, construction, and maintenance of the secondary road system and the municipal street system in exchange for retaining all or a portion of federal aid road funds that would otherwise be allocated to counties and cities.

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STAKEHOLDERS

- Regional Planning Affiliations
- Metropolitan Planning Organizations
- Iowa State Association of Counties
- League of Iowa Cities
- Iowa County Engineers Association
- American Public Works Association – Iowa Chapter
- Associated General Contractors of Iowa
- Federal Highway Administration
- Sierra Club
- Corps of Engineers
- Many others....

SCHEDULE

- May 9, 2017: Commission – provided an overview of swap
- Initial stakeholder outreach
 - Communication with individual stakeholders
 - Meetings with stakeholder representatives
- Prepare draft policy
- Stakeholder outreach on draft policy
 - Communication with individual stakeholders
 - Meetings with stakeholder representatives
- **January 9, 2018: Presentation of draft policy to Commission**
- February 13, 2018: Commission action on swap policy (tentative)
- October 1, 2018: Begin full swap implementation

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STAKEHOLDER INPUT

- It is important that all processes be evaluated and streamlined to provide anticipated benefits.
- Consider direct allocation of swapped funds to local jurisdictions.
- RPA process important for regional coordination/prioritization.
- Consider removing RPA/MPO involvement in programming funds dedicated for bridges.
- Some desire to allow local letting of swapped projects.
- DOT letting of swapped projects important for uniform and consistent letting with broad notification.
- Need to assure all federal and state laws/regulations related to environmental/cultural resources continue to apply to swapped projects.

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DRAFT POLICY – PLANNING AND PROGRAMMING

- Participation in swap
 - By RPA/MPO
 - Assumed to participate unless policy board opt out
 - All eligible projects swapped with rare exceptions.
- Funds swapped dollar-for-dollar
- Eligible projects – road and bridge projects from:
 - Surface transportation block grant (STBG)
 - Iowa's Clean Air Attainment Program (ICAAP)
 - Highway Safety Improvement Program Secondary (HSIP-S)

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DRAFT POLICY – PLANNING AND PROGRAMMING (CONT.)

- Programming
 - STBG funds allocated based on federal authorization policies
 - RPAs and MPOs will continue to develop program except for dedicated city and county bridge funds
 - Road and bridge projects swapped with Primary Road Fund
 - Non-road/bridge projects continue as federal-aid
 - Dedicated city and county bridge funds
 - Not programmed by RPAs/MPOs
 - Still entered and tracked into TPMS

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DRAFT POLICY – PLANNING AND PROGRAMMING (CONT.)

■ Programming (continued)

■ STBG balances

- Not fully available in year one.
- Expected to be able to be drawn down over four years but could be faster/slower depending on cash flow and demand.
- DOT will work with RPAs/MPOs during program development.
- **It is critical that projects included in first year of the program are expected to be developed and let in that year.**

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DRAFT POLICY – PLANNING AND PROGRAMMING (CONT.)

■ Match requirements

- Unless specifically required by program (see below), DOT will not require match and will reimburse at 100 percent up to programmed amount.
- County Highway Bridge Program – no match and will reimburse at 100 percent up to contract amount
- ICAAP, HSIP-Secondary, and City Bridge, match will remain based on program guidance
- Individual MPO and RPA Policy Boards can require match if they choose

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DRAFT POLICY – PLANNING AND PROGRAMMING (CONT.)

- System eligibility
 - Expanded to include rural Minor Collectors or other Farm-to-Market routes.
 - Individual RPA or MPO Policy Boards can restrict eligibility beyond DOT.
 - Bridge project eligibility will continue to be based on federal-aid eligibility to assure consistency for Off-system Bridge Waiver documentation
 - Swap projects cannot already be “federalized.” Those projects must continue to follow the federal-aid process. A project is typically not “federalized” just by having been programmed in the STIP.
- Implementation – FFY 2019 (October 1, 2018)

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DRAFT POLICY – ENVIRONMENTAL

- Swapped projects shall continue to follow all necessary and applicable state and federal requirements.
- Where applicable, Iowa DOT will continue to assist in achieving compliance or acquiring a permit.
- Oversight shall be verified through the local public agency providing applicable documentation required to ensure actions have been taken.

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DRAFT POLICY – PROJECT DEVELOPMENT/CONSTRUCTION

- All swapped projects continue to be let through DOT.
- Swap funds can only be used on road and bridge construction projects.
- Preliminary engineering and construction engineering are eligible for swap as part of construction project but not encouraged.
- Project funds provided to the local public agency on a reimbursement basis.
- DOT will review contract documents for conformance with DOT letting.
- DOT reserves right to review projects during construction.

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NEXT STEPS

- Continue to receive stakeholder input
- February 13, 2018: Commission action on swap policy
 - Tentative
 - Dependent on stakeholder and Commission feedback
- Continue to finalize environmental/cultural resources and project development/construction processes
- Work with RPAs, MPOs, cities, and counties to develop draft 2019-2022 programs.
- October 1, 2018 (FFY 2019): Swap is implemented

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Date: January 12, 2018
To: MPOJC Transportation Technical Advisory Committee
From: Brad Neumann, Assistant Transportation Planner
Re: Agenda Item #7: Update on the MPOJC FY2019 Transportation Planning Work Program and FY2019-2022 Transportation Improvement Program schedules

FY2019 Transportation Planning Work Program

The *Transportation Planning Work Program* is a document developed each year to identify projects which will be addressed by MPOJC the following fiscal year. The Work Program is developed in a coordinated effort involving the Transportation Technical Advisory Committee, Iowa Department of Transportation (DOT), and Urbanized Area Policy Board. Annual Work Program items include all state and federally required planning processes and documentation, ongoing and routine projects, and special projects requested by member entities.

We will begin soliciting FY2019 Work Program projects in February. If you or your staffs have special projects in mind for the FY2019 Work Program, please feel free to discuss them with any MPO staff person. The draft Work Program must be submitted to the Iowa DOT, Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) by April 1. The Urbanized Area Policy Board will approve the final Work Program in May.

FY2019-2022 Transportation Improvement Program

The MPOJC *Transportation Improvement Program* (TIP) is the programming document for federally funded transportation improvements within the Iowa City Urbanized Area. This document includes federally funded transportation projects for all modes of transportation such as streets, highways, bicycles, transit, and pedestrian projects.

The importance of the TIP is that it formalizes the specific projects to receive federal funds, and the year in which the projects receive funding. The MPOJC Urbanized Area Policy Board considers approval of the annual TIP after receiving a recommendation from the Transportation Technical Advisory Committee (TTAC). MPOJC will not be apportioning any new Surface Transportation Block Grant (STBG) or Transportation Alternatives Set-Aside Grant (TAP) funding in 2018. However, two STBG projects awarding funding in 2017 will be included in the FY2019-2022 TIP. These projects include North Liberty's Highway 965 reconstruction project between Zeller Street and Hawkeye Drive and University Heights' Melrose Avenue complete streets project. Both projects are programmed in FY2022.

In July, the Urbanized Area Policy Board will adopt the FY2019-2022 TIP. In preparation for public review of the draft TIP, staff will work with member entities to ensure projects are programmed in the appropriate fiscal year.

Feel free to contact me at 356-5253 or brad-neumann@iowa-city.org. I will be at your January 23rd meeting to answer any questions you have.

cc: Kent Ralston



U.S. Department
of Transportation
Federal Highway
Administration

Memorandum

Subject: **INFORMATION:** MUTCD – Interim
Approval for Optional Use of Rectangular
Rapid Flashing Beacons
(IA-11) —TERMINATION

Date: DEC 21 2017

From: Martin C. Knopp *M.C.K.*
Associate Administrator for Operations

In Reply Refer To:
HOP-1

To: Federal Lands Highway Division Directors
Division Administrators

Purpose: Through this memorandum, the Federal Highway Administration (FHWA) officially rescinds the subject Interim Approval (IA) issued on July 16, 2008.

Background: Federal regulation, through the *Manual on Uniform Traffic Control Devices for Streets and Highways* (MUTCD),¹ prohibits the use of patented devices under an IA,² or official experimentation³ with patented devices. The MUTCD is incorporated by reference at 23 CFR, Part 655, Subpart F, and is recognized as the national standard for all traffic control devices in accordance with 23 U.S.C. 109(d) and 402(a).⁴

Action: The MUTCD prohibits patented devices from experimentation, IA, or inclusion in the MUTCD.⁵ The FHWA has learned of the existence of four issued U.S. patents, and at least one pending patent application, covering aspects of the Rectangular Rapid Flashing Beacons (RRFB) device originally approved under IA-11 of July 16, 2008.

For the aforementioned reasons, FHWA hereby rescinds IA-11 for all new installations of RRFB devices. Installed RRFBs may remain in service until the end of useful life of those devices and need not be removed.

Nothing in this memorandum should be interpreted as expressing an opinion as to the applicability, scope, or validity of any patent or pending patent application with regard to

¹ MUTCD 2009 Ed., Intro. ¶ 4 at I-1

² *Id.*; § 1A.10.

³ *Id.*

⁴ *See id.* at ¶ 02 at I-1.

⁵ *Id.* at ¶ 04.

the installation or use of RRFBs, generally, or for those currently in use. The FHWA, the U.S. Department of Transportation, and the U.S. express no opinion on the merits, and take no position on the outcome, of any litigation relating to the RRFB.

cc:

Associate Administrators

Chief Counsel

Chief Financial Officer

Directors of Field Services

Director of Technical Services