



Metropolitan Planning Organization of Johnson County

MEETING NOTICE

**MPOJC Transportation Technical Advisory Committee
Tuesday November 6, 2018 – 10:30AM
Iowa City City Hall – Council Chambers
410 E. Washington St. Iowa City, IA**

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 Surface Transportation Block Grant (STBG) and Transportation Alternative Program (TAP) scoring criteria for funds allocated by MPOJC
4. Consider a recommendation to the MPOJC Urbanized Area Policy Board regarding safety target setting for the MPO as required by the Federal Highway Administration
5. Consider a recommendation to the MPOJC Urbanized Area Policy Board regarding an update to the MPOJC Title VI Compliance Program
6. Discussion regarding potential Federal Functional Classification changes for MPOJC Urbanized Area roadways
7. Other Business
8. 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 356-5230 or kent-raiston@iowa-city.org 48 hours prior to the meeting.



PRELIMINARY

MPOJC TRANSPORTATION TECHNICAL ADVISORY COMMITTEE
WEDNESDAY, SEPTEMBER 12, 2018 -10:30 AM
EMMA HARVAT HALL, IOWA CITY, CITY HALL

MEMBERS PRESENT:	Coralville:	Dan Holderness, Vicki Robrock
	Iowa City:	Mark Rummel, Darian Nagle-Gamm, Jason Havel, Ron Knoche, Simon Andrew
	Johnson County:	None
	North Liberty:	Dean Wheatley
	Tiffin:	None
	University Heights:	Louise From
	University of Iowa:	Brian McClatchey
	RTBC:	None
	Iowa DOT:	Catherine Cutler
	ECICOG:	Brock Grenis

STAFF PRESENT: Kent Ralston, Brad Neumann, Emily Bothell, Frank Waisath, Nate Bauer

OTHERS PRESENT: None

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

Knoche motioned to approve the meeting minutes. Holderness 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 AN AMENDMENT TO THE ADOPTED MPOJC 2018-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) - ADDING TRANSIT VEHICLES FOR REPLACEMENT

Neumann informed the group that the Iowa DOT is preparing a state-wide bus replacement grant through the Federal Transit Administration. They have requested that one bus from Iowa City and two from CAMBUS be amended into the FY2018-2022 TIP. This amendment would allow the three buses to be eligible for the bus replacement grant.

Wheatley motioned to approve the recommendation. Holderness seconded the motion. **The motion carried unanimously.**

4. CONSIDER A RECOMMENDATION TO THE MPOJC URBANIZED AREA POLICY BOARD REGARDING SURFACE TRANSPORTATION BLOCK GRANT (STBG) AND TRANSPORTATION ALTERNATIVE PROGRAM (TAP) SCORING CRITERIA FOR FUNDS ALLOCATED BY MPOJC

Ralston explained that the MPO grant applications for STBG and TAP funds will be available early in 2019. Prior to releasing grant applications, staff is seeking approval of the current scoring criteria. The scoring criteria was last approved by the Board in 2016 for the 2017 application process.

Holderness questioned the scoring of roundabouts, direct access to planned growth areas, quality of life, existing congestion problems versus future congestion problems, and ADA compliance.

Ralston explained that criteria with higher point values were adjusted during the previous approval process. Any recommended adjustments will be made available for review by the Board.

McClatchey questioned how low-income neighborhoods are defined. Ralston explained that staff looks at census blocks to determine whether projects are within an area of lower socioeconomic income levels.

Ralston confirmed that points for criteria 1a, 3, 3a, 7c, and 10 should be increased, criteria 5a and 5b should have equal points, and points for 9b should be reduced.

Holderness motioned to approve the recommendation. Wheatley seconded the motion. **The motion carried unanimously.**

Ralston noted changes would be provided to the Urbanized Area Policy Board for consideration.

5. DICUSSION REGARDING POTENTIAL FEDERAL FUNCTIONAL CLASSIFICATION CHANGES FOR MPOJC URBANIZED AREA ROADWAYS

Bothell informed the group that the MPO is in the process of working with the Iowa DOT and Federal Highway Administration to update the federal functional classification map. The functional classification system is a hierarchical system that identifies which roads are federal aid routes. Classifications from highest to lowest include interstate, principal arterial, minor arterial, collector, and minor streets. Federal funding can only be used on roads classified as collector or higher. Bothell asked member entities to submit additions or revisions to MPOJC staff by October 12, 2018 for preapproval by the Iowa DOT.

Knoche asked about updating the metropolitan area boundary. Ralston informed the group that if projects are impacted by the current boundary it could be modified, but the process is more time consuming as it requires coordination with ECICOG.

6. UPDATE ON THE CRANDIC PASSENGER RAIL AND RAILS-TO-TRAILS STUDIES

Neumann informed the group that the Phase III CRANDIC Passenger Rail study and the rails-to-trails study are underway. The Phase III passenger rail study will focus on ridership, revenue forecasting, financial strategies, benefits for communities, and conceptual station design. The study will take about 120 days. The rails-to-trails study will focus on removing existing rail infrastructure between downtown Iowa City and the

University of Iowa Research Park (Oakdale) and constructing a new trail in the existing corridor. The study should take about 90 days.

Ralston explained that the rails-to-trails study was in part requested to preserve the corridor if the passenger rail is not built in the near future.

McClatchey questioned the number and location of stations. Neumann answered that station locations include Penn Street, Forevergreen Road, the Research Park, The Iowa River Landing in Coralville, the Highway 6 pedestrian overpass at the Public Health Building, and the University of Iowa campus.

7. OTHER BUSINESS

Wheatley informed the group that North Liberty's Highway 965 project is underway and the Kansas Avenue repaving is approximately sixty percent complete.

From explained that land for the Courtyard Marriott in University Heights is cleared and construction is scheduled to start after November 1. A restaurant was added to the top of the building and adjustments to the plan were made. The project is scheduled to be completed December of 2019.

Havel informed the group that Iowa City's Park Road Bridge is open and the remaining paving should be done this year. Some cleanup is expected during the spring of 2019. Mormon Trek Boulevard pavement patching is underway. A right turn lane on Benton Street is scheduled to be done by late October. Intersection patching and new signals will follow. The Pedestrian Mall construction is underway and the north-south portion should be complete this year. The east-west portion will take place next year. The intersection of Burlington Street and Clinton Street is receiving new traffic signals and Clinton Street will undergo a four to three lane conversion with bike lanes. Myrtle Avenue is closed at Riverside Drive and is scheduled to reopen by mid-October. Patching on Riverside Drive will occur this year and a full overlay will occur in the spring of 2019.

Knoche explained that the first phase of Iowa City's public works facility is open for public input.

Cutler informed the group the Iowa DOT will hold a public information meeting on October 23 for the I-380 study. The meeting will be at the North Liberty Recreation Center.

McClatchey explained that the University is lifting the moratorium on capital projects and the transit facility rehabilitation project can now move forward.

Robrock informed the group that Coralville went live with google transit.

Holderness explained that the southbound through lanes on 1st Avenue in Coralville should be completed soon. The intersection of 1st Avenue and 6th Street is nearly complete and is scheduled to open soon. Traffic will be moved to the west side of 1st Avenue and construction on the east side will begin. Coral Ridge Avenue southbound through lanes from Forevergreen Road to Oakdale Boulevard are paved and work on the northbound lanes is ongoing.

Nagle-Gamm explained that Iowa City is in the final stages of selecting a vendor for the bike share program. They are currently looking at details regarding the fleet. The system will be dockless. Discussions with the vendor for new bus shelters is ongoing. Up to 30 new shelters will be placed in the next few years. Existing shelters will be replaced and some additional locations will be added.

Rummel added that Iowa City has accepted the last 3 of 11 new buses and may wrap existing buses.

Grenis noted that the Cedar Rapids to Iowa City express bus service will start October 1.

8. ADJOURNMENT

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

The meeting adjourned at 11:25 AM.



Date: October 30, 2018
To: Transportation Technical Advisory Committee
From: Kent Ralston; Executive Director *KR*
Re: Agenda Item #3: Consider a recommendation to the MPOJC Urbanized Area Policy Board regarding Surface Transportation Block Grant (STBG) and Transportation Alternative Program (TAP) scoring criteria for funds allocated by MPOJC

At your September 12th meeting, staff indicated that grant applications for Surface Transportation Block Grant (STBG) and Transportation Alternative Program (TAP) funding would be made available this winter and provided the adopted scoring criteria for review. Staff also noted that the scoring criteria were last approved by the Urbanized Area Policy Board for use in 2017 grant applications and that the adopted criteria are purposefully aligned with the 'guiding principals' of the Long Range Transportation Plan to more explicitly demonstrate a connection between the Plan and projects that are awarded MPO grant funds.

At your meeting, the Committee recommended the following minor changes to the adopted scoring criteria:

- **Criteria 1A. Economic Opportunity** – increase points as supporting economic opportunity is important for our growing community.
- **Criteria 3A. Quality of Life** – increase points as there is an emphasis on quality of life in the recently adopted Long Range Transportation Plan.
- **Criteria 5B. Efficiency** – provide the same number of points for projects in corridors with projected future congestion as those with existing congestion.
- **Criteria 7C. Safety** – increase points for projects with documented safety issues.
- **Criteria 9B. Equity** – decrease points as most projects will necessarily include work to correct ADA compliance issues.
- **Criteria 10. Local Commitment** – increase points for projects with more than a 40% local match so federal funding can be stretched further.

At their September 19th meeting, the Urbanized Area Policy Board discussed the Committee's recommendation and requested to see a comparison of how projects previously funded through the MPO scored using the existing criteria versus how they would score using the Committee's recommended changes. Table 1 (below) represents that comparison. The only additional adjustment to the scoring recommended by the Policy Board was to increase available points for Criteria 9A – focused on projects improving the transportation network in lower-income neighborhoods.

To illustrate the relative importance of each criterion, the ranking of each criterion by percentage of total points available under the existing criteria versus how they would rank using the draft criteria is provided below in Table 2.

Table 1: 2017 STBG Project Scoring - Current Criteria vs. Draft Criteria

Projects			Scoring Criteria																	Total Score	Rank		
Applicant	Project Description		1a	1b	2	3	4	5a	5b	6a	6b	6c	7a	7b	7c	8a	8b	9a	9b			10	
1	North Liberty	Highway 965 Phase 5, reconstruction from Zeller St. to Hawkeye Dr.	Current Criteria	1	1	3	1	5	5	7	3	3	3	7	0	0	3	0	3	5	1	51	1
		Draft Criteria	5	1	3	5	5	7	7	3	3	3	7	0	0	3	0	5	3	1	61	1	
2	Iowa City / Johnson County	American Legion Road from Scott to Taft	Current Criteria	1	2	2	1	5	0	0	3	3	3	0	0	0	3	0	0	5	4	32	2
			Draft Criteria	5	2	2	5	5	0	0	3	3	3	0	0	0	3	0	0	3	7	41	2
3	University Heights	Melrose Ave Complete Streets Improvements	Current Criteria	1	1	1	1	5	5	7	3	0	3	0	0	0	0	0	0	0	2	29	3
			Draft Criteria	5	1	1	5	5	7	7	3	0	3	0	0	0	0	0	0	0	3	40	3
4	Iowa City	Benton Street Rehabilitation Project	Current Criteria	1	1	0	1	5	0	7	3	3	7	0	0	0	0	0	0	0	1	29	3
			Draft Criteria	5	1	0	5	5	0	7	3	0	3	7	0	0	0	0	0	0	1	37	4
5	Iowa City	Muscatine Avenue Rehabilitation Project	Current Criteria	1	1	0	0	5	0	0	3	0	3	7	0	0	0	0	0	0	2	22	5
			Draft Criteria	5	1	0	0	5	0	0	3	0	3	7	0	0	0	0	0	0	3	27	5
6	Iowa City / Johnson County	IWW / Melrose Avenue Improvements	Current Criteria	1	2	1	1	5	0	0	3	0	3	0	0	0	0	0	0	0	1	17	6
			Draft Criteria	5	2	1	5	5	0	0	3	0	3	0	0	0	0	0	0	0	1	25	6
7	Coralville	1st Ave / Oakdale Blvd Roundabout	Current Criteria	1	1	2	0	5	0	7	0	0	0	0	0	0	0	0	0	0	1	17	6
			Draft Criteria	5	1	2	0	5	0	7	0	0	0	0	0	0	0	0	0	0	1	21	7
8	Coralville	North Liberty Rd & Foreverggreen Improvements	Current Criteria	1	1	2	0	5	0	0	0	3	0	0	0	0	0	0	0	0	1	13	8
			Draft Criteria	5	1	2	0	5	0	0	0	3	0	0	0	0	0	0	0	0	1	17	8

Table 2: 2019 STBG Criterion Ranking - Current Criteria vs. Draft Criteria

Criterion	Current Criteria		Draft Criteria	
	% of total	Rank	% of total	Rank
Safety	19%	1	16%	1
Efficiency	16%	2	16%	1
Choice	12%	3	10%	4
Economic Opportunity	11%	4	14%	3
Health	11%	4	9%	6
Equity	11%	4	9%	6
System Preservation	7%	7	6%	8
Local Commitment	7%	7	10%	4
Environment	5%	9	4%	10
Quality of Life	1%	10	6%	8

While staff supports the recommended modifications to points awarded within each criterion, staff does not recommend changing the actual adopted criteria at this time as they are consistent with the 'guiding principals' in the recently adopted LRTP (attached).

Please be prepared to make a recommendation to the Policy Board regarding the attached draft scoring criteria for STBG and TAP funds allocated by MPOJC – additions are illustrated in red text and deletions are illustrated in ~~strike through~~. Please keep in mind that the scoring criteria are one tool to be used to assess and compare potential grant funded projects. The Policy Board is not required to award funding based solely on project scores.

I will be available at your November 6 meeting to answer any questions you may have.

DRAFT FY21-22 SURFACE TRANSPORTATION BLOCK GRANT & TRANSPORTATION ALTERNATIVES PROGRAM - SCORING CRITERIA

MPOJC Policy Board Approval November 16, 2016

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 **+1 +5**
- B. Project involves more than one MPO jurisdiction **+1 each (Points Possible: 7)**

Total Points Possible: 8 (41%) 12 (14%)

Score: _____

2: Environment* – *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)**

Total Points Possible: 4 (5%) 4 (4%)

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 **+1 +5**

Total Points Possible: 4 (4%) 5 (6%)

Score: _____

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

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

Total Points Possible: 5 (7%) 5 (6%)

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) **+5 +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: 12 (16%) 14 (16%)

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 (42%) 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) **+5 +7**

Total Points Possible for A&B: 14 (19%) 14 (16%)

OR

Total Points Possible for C: 5 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 (11%) 8 (9%)

Score: _____

9: Equity – Provides access and opportunity for all people and neighborhoods

A. Project improves transportation network in lower-income neighborhoods **+3 +5**

B. Focus of the project is to correct ADA non-compliance **+5 +3**

Total Points Possible: 8 (11%) 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 +1**

B. Local match 30.1% - 40% **+2 +3**

C. Local match 40.1% - 50% **+3 +5**

D. Local match 50.1% - 60% **+4 +7**

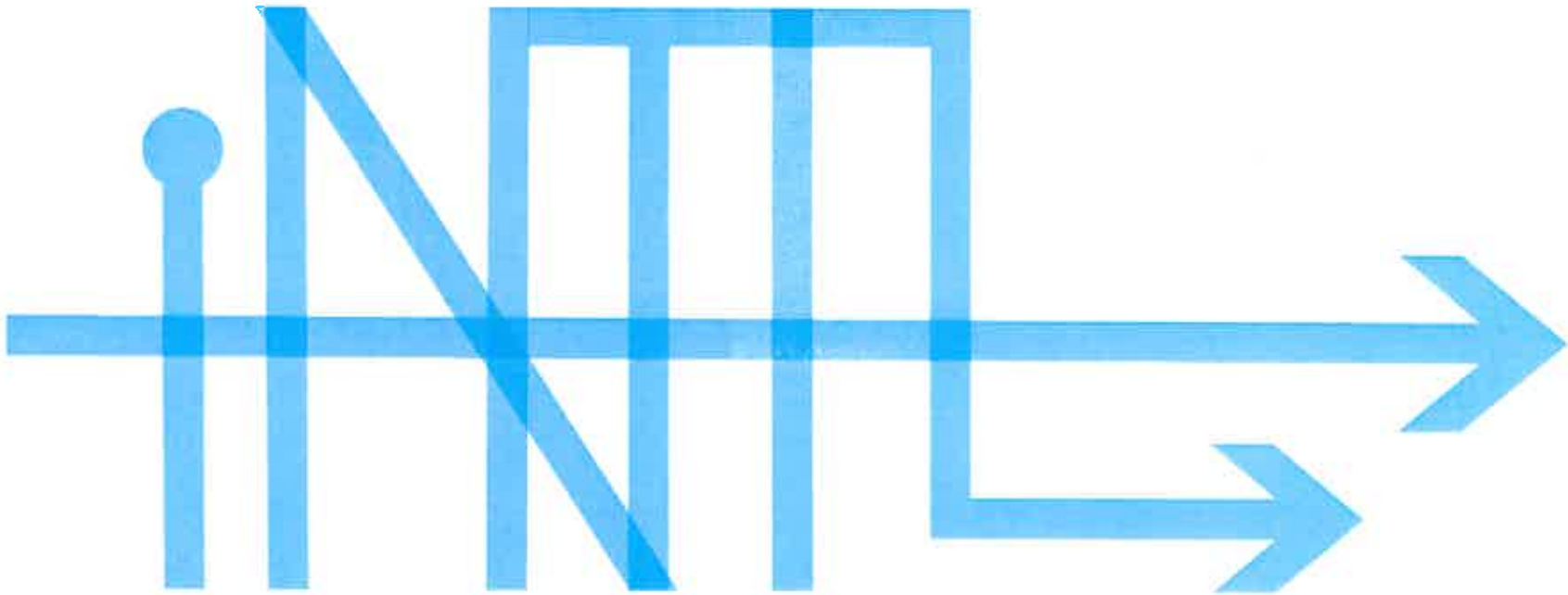
E. Local match 60.1% - or more **+5 +9**

Total Points Possible: 5 (7%) 9 (10%)

Score: _____

Total Score: _____

*Not used to score Transportation Alternatives Program projects



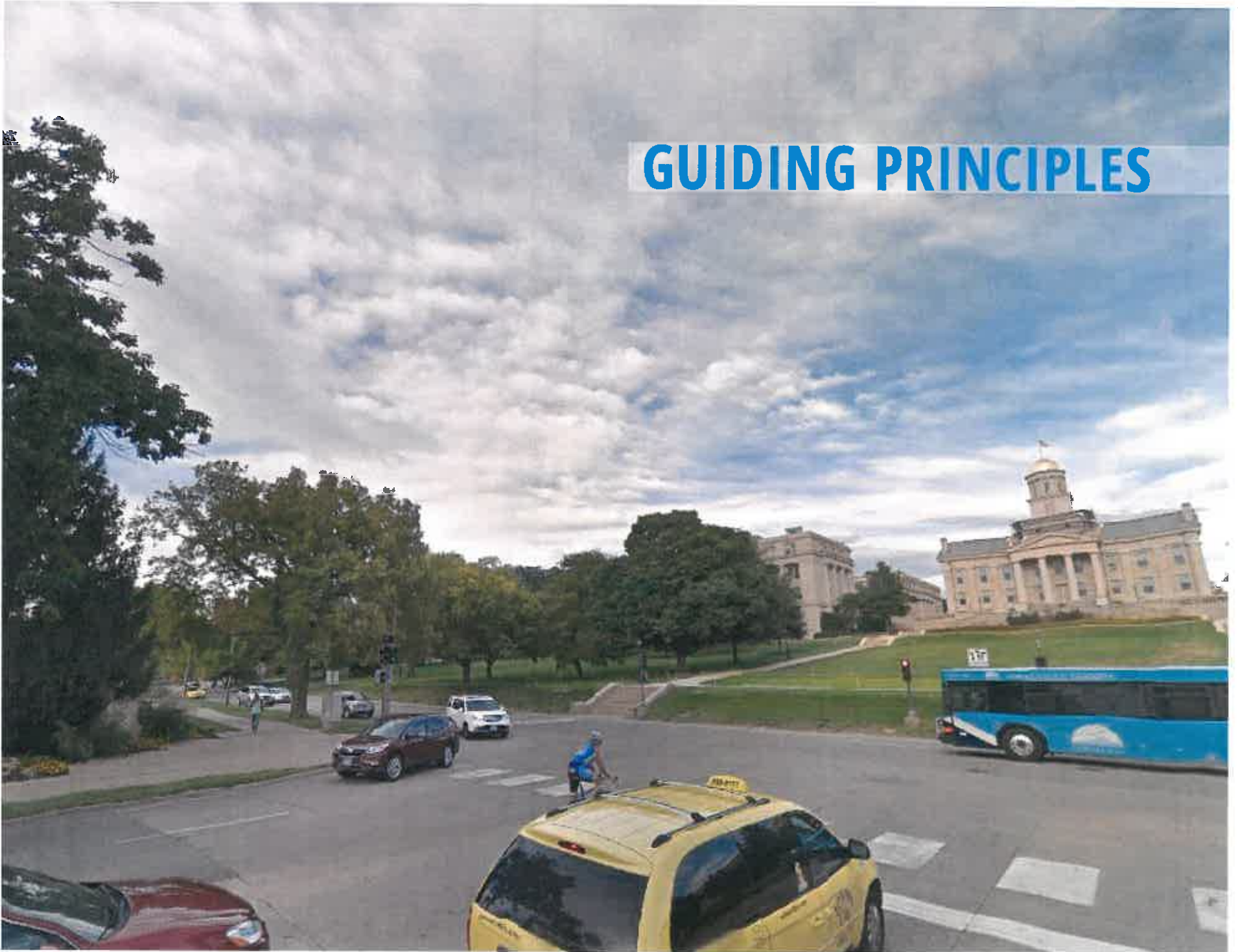
METROPOLITAN PLANNING ORGANIZATION OF JOHNSON COUNTY

FUTURE FORWARD

2045 LONG RANGE TRANSPORTATION PLAN



GUIDING PRINCIPLES



The Metro Area Transportation Network:

- 500 miles of roads
- 24 miles of Interstate highway
- 29 miles of state highway
- 66 miles of arterial streets
- 333 miles of local roads
- 36 miles of rail line
- 414 miles of transit routes
- 70 miles of separated trails or wide sidewalks (side paths) in Johnson County
- 6 miles of bike lanes

With more than 1,600 physicians and dentists and more than 9,200 non-physician staff members, the UIHC are a major employer in the metro area. Annually, more than 35,000 patients are admitted to the hospital. This is in addition to more than 900,000 clinic visits at the main campus and outreach clinics located throughout the metro area. All this activity presents a significant challenge for transportation, including parking and transit.

Source: <https://uihc.org/basic-facts>

GUIDING PRINCIPLE #1

Economic Opportunity

Supports growth, innovation, job creation, and productivity

An efficient, reliable, and accessible transportation network is an essential component for fostering economic opportunity—one that connects suppliers with producers; businesses with workers and customers; and people with employment centers, education, and services. A true multi-modal transportation network, where all modes of transportation are considered and provided, ensures the flexibility to support a variety of industries and businesses while providing a ladder of opportunity for residents seeking employment.

In many ways, the transportation system in the Iowa City Urbanized Area performs very well. Geographically, the region benefits from being situated at the crossroads of Interstates 80 and 380, Highway 1, and Highway 6. Our metro area is also served by several longstanding railways that currently serve industrial areas but are also ideally located to offer future passenger service between major employment centers, medical facilities, and educational institutions in the corridor. In addition, local efforts have produced one of the most heavily utilized public transit systems in the country (ridership per capita) as well as a robust biking and pedestrian culture.

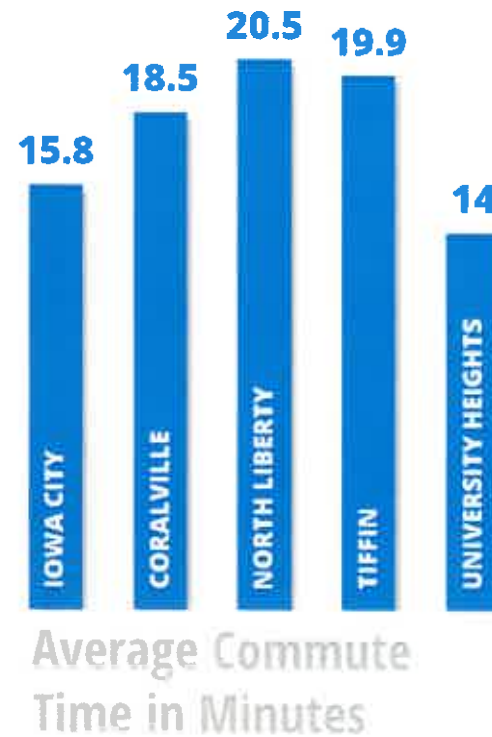
When compared with peer communities, the region boasts minimal congestion on roadways as shown by very low delays per auto commuter – at 25% less than the national average [2015 American Community Survey]. Maintaining minimal road congestion, and providing access to job centers of the future will be a key component of ensuring economic opportunity throughout the region for both commuters and freight alike.



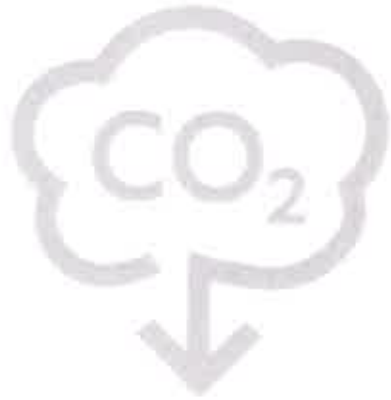
Strategies to Enhance Economic Opportunity:

- 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

PERFORMANCE MEASURE	DEFINITION	DESIRED TREND	BASELINE
Travel time to work	Average travel time to work	Decrease ↓	18.5 minutes
Transit access to employment	Percent of metro employees within 1/4 mile of transit route	Increase ↑	93%



Many Metro Area communities enjoy lower average commute times to work when compared with the state (18.8 minutes) and national (24.8 minutes) averages.



Land Use Patterns and Carbon Emissions

Substantial reduction in VMT can be achieved through land use changes alone. Compact development can reduce the need to drive by 20-40% , as compared with traditional suburban development patterns, resulting in a 7-10% reduction in CO₂ transportation related emissions by 2050.

The term “compact development” does not imply high-rise or even uniformly high density, but rather higher average “blended” densities. Compact development also features a mix of land uses, development of strong population and employment centers, interconnection of streets, and the design of structures and spaces at a human scale.

Source: “Growing Cooler: The Evidence for Urban Development and Climate Change.” Urban Land Institute. R. Ewing, et. al. (2007)

GUIDING PRINCIPLE #2

Environment

Preserves and protects our natural resources, including land, water, and air

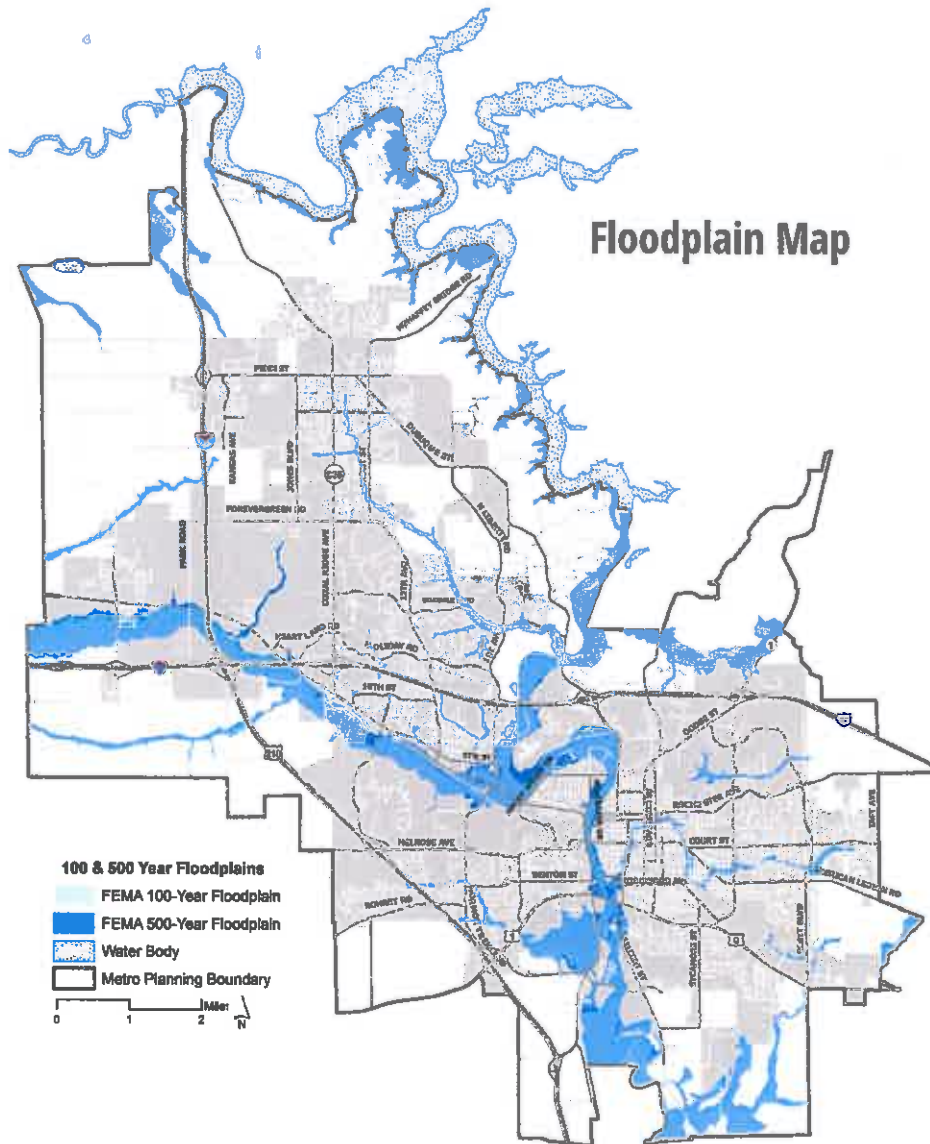
While pollutant emissions from motor vehicles have dropped dramatically over the last three decades, air quality problems remain a concern in metropolitan areas, in part due to growth in VMT. Research has linked air pollution with public health problems and led the U.S. Environmental Protection Agency (EPA) to establish lower thresholds for acceptable levels of air pollution. On a global scale, climate change has focused attention on the environmental impacts of the transportation sector, which contributes more than 25% of our nation’s greenhouse gas (GHG) emissions.¹

Transportation, land use, and development patterns have a significant impact on our environment. While the MPO has prioritized preserving and improving existing transportation infrastructure to address congestion and safety issues, the long-range plan considers more broadly how to minimize these conflicts as the metro area grows.

How we use our land impacts the type and design of transportation infrastructure and determines the feasibility of travel modes. While it is important to recognize differences in local and regional land use and economic development objectives, coordinating land use with transportation goals is an essential step in addressing many environmental concerns.

- Using land efficiently conserves farmland and environmentally sensitive areas, such as wetlands and woodlands that absorb and filter stormwater, reduce localized flooding and its impacts, and provide opportunities for recreation and scenic views that enhance quality of life and economic development in our communities.
- Encouraging compact development with well-connected street patterns that accommodate pedestrians and bicyclists helps to reduce travel demand by reducing the length and number of trips necessary to meet daily needs and by allowing people more options in how they travel.
- Mixed use development at appropriate locations can reduce travel times and distances for residents to access their daily needs.
- Locating residential areas near destinations like employment centers, schools, and daily shopping can reduce the length and number of trips.

¹(Source: U.S. DOT Transportation and Climate Change Clearinghouse <https://climate.dot.gov/about/transportations-role/overview.html>.)



To help understand potential environmental impacts of transportation projects, MPOJC consults with the following local, regional, and statewide organizations which have an interest in environmental issues in our area:

- Iowa Department of Natural Resources
- Johnson County Soil and Water Conservation
- Iowa Valley Resource Conservation and Development
- Iowa State University Extension and Outreach
- Iowa City Sierra Club
- Johnson County Environmental Advocates
- Iowa Corps of Engineers
- Johnson County Heritage Trust



Environmental Justice

To ensure that local transportation projects/policies adhere to the principals of environmental justice as directed in Executive Order 12898, the maps on pages 13 and 51 (reference median household income and non-white population map page numbers) illustrate social and environmental factors that will be considered during the development of transportation projects. These figures provide general information; more detailed investigations of specific project impacts will be analyzed during the project-level studies and subsequent national EPA processes.

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.



Improvements to 5th Street in Coralville included green infrastructure to filter stormwater.

PERFORMANCE MEASURE	DEFINITION	DESIRED TREND	BASELINE
VMT	Metro Area vehicle miles traveled	Decrease ↓	660,194 (1000's of miles)
Housing density	Metro area housing units per acre	Increase ↑	1.4
Air quality	Annual average concentration of PM 2.5 in Johnson County	Decrease ↓	9.3-9.6 (EPA annual standard = 12)

Long Range Transportation Plans should include:

"Discussion of the types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions accepted by the metropolitan transportation plan. This discussion may focus on policies, programs, or strategies, rather than at the project level. The discussion shall be developed in consultation with Federal, State, and Tribal land management, wildlife, and regulatory agencies."

Source: Federal Code section 23 CFR Section 450.322



GUIDING PRINCIPLE #3

Quality of Life

Enhances livability and creates vibrant and appealing places that serve residents throughout their lives.

Transportation affects the daily life of every resident in the metropolitan area. When poorly designed, transportation infrastructure can act as a barrier, isolating neighborhoods and limiting access to community destinations, including schools, parks, and recreation. As a result, travel may require more time and expense than is necessary. On the other hand, a well-designed and coordinated transportation network can enhance all travel modes, allowing residents to fully participate in the social and economic life of their neighborhood and community regardless of their economic status or physical ability.

The ease and comfort with which people are able to move through their community or neighborhood has benefits that are difficult to quantify. Streets that are attractive and safe for all users, encourage social interaction, build neighborhood cohesion, and contribute to the physical health and well-being of residents. Context sensitive designs and aesthetic enhancements foster a sense of identity and safety that attracts investment. Low stress travel routes with few conflict points and reliable speeds can determine whether the commute to and from work or daily errands is a frustrating or pleasant experience.

As the metropolitan area grows and travel needs evolve, we must invest wisely to ensure that the infrastructure of today has the flexibility to serve the needs of tomorrow. Planning for infrastructure investment should consider the unique needs of the community while reflecting a vision for how the community hopes to grow. We want our transportation dollars to generate jobs, housing, and business opportunities, but to do so we must ensure safe, reliable, clean, and healthy travel experiences for everyone. In this way we can enhance the quality of life in our metropolitan area.

Metro Priorities

1. Improve or expand transit routes/options.
2. Add more sidewalks/trails/ ADA accessible routes.
3. Reduce congestion/travel times on roadways.
4. Provide more on-street bike facilities.
5. Provide carpooling/vanpooling options.

The information above represents selected results from on-line surveys posted by the MPOJC (January-March 2016). A total of 1,271 responses to the General Transportation survey were received along with 215 responses to the Private Vehicle Survey. Results are not statistically significant.



Walking school bus for Lincoln Elementary School in Iowa City. Courtesy Iowa City Press Citizen

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.
- Build with seniors and children in mind.
- Support efforts in areas with high growth/high density development potential that justify transportation infrastructure investments.

PERFORMANCE MEASURE	DEFINITION	DESIRED TREND	BASELINE
Travel delay to work	Annual hours of delay per auto commuter	Decrease ↓	6 hrs / yr
Trail access	Percentage of metro area within 1/4 mile of trail system	Increase ↑	80%



Bike to Work Week is an annual event supported by MPO communities that encourages people to commute to work by bicycle and to raise awareness of area trails and bicycle facilities.



Costs rise as road conditions decline

Allowing the lane-mile to deteriorate and then making major repairs more than doubles the cost of that lane-mile over 25 years.

Costs rise as the road network expands

Each new lane-mile constructed will require regular maintenance and preservation treatment for its entire lifetime. The more lane-miles a system has, the higher the overall maintenance costs. In addition to maintaining the surface pavement, additional miles of road also increase costs for snow removal, restriping, and other operational aspects that keep a roadway functioning.

GUIDING PRINCIPLE #4:

System Preservation

Maintain the existing facilities in good and reliable condition

Across the Iowa City Urbanized Area, deficient bridges and deteriorating pavement impact thousands of trips made every day. Recent trends (FY07-FY17) indicate that the region is funding reconstruction and capacity improvements of existing roads compared to new construction by a factor of 4:1. This emphasis on the reconstruction of roadways has set the bar for future investments as our existing system ages. In order to continue to invest in repair and preventative maintenance of roadways, the Future Forward 2045 plan identifies strategies that focus on the planning, maintenance, and financing of the area's transportation system and equipment to ensure it remains in good and reliable condition.

With scarce funding and an aging system, it is more important than ever to focus on advancing the existing system through repair and preventative maintenance by maximizing results from each dollar spent. Rehabilitating a road that has deteriorated is substantially more expensive than keeping that road in good condition. According to the American Association of State Highway and Transportation Officials, every \$1 spent to keep a road in good condition avoids \$6-\$14 to rebuild the same road once it has deteriorated significantly.



Reconstruction of First Avenue for grade separation under the Iowa Interstate Railroad.

Strategies to Ensure System Preservation

1. Effectively manage and maximize existing transportation assets by prioritizing rehabilitation and replacement of aging infrastructure over system expansion.
2. Focus investment on roadways with the highest traffic volumes.
3. Establish achievable pavement condition targets.
4. Ensure investments are adequate to improve bridge and pavement conditions, keep transit fleet in good state of repair, and maintain bicycle and pedestrian facilities.
5. Include cost-benefit analysis when evaluating future road investments.

PERFORMANCE MEASURE	DEFINITION	DESIRED TREND	BASELINE
Bridges	Percent of bridges (IDOT, County, & City) in Johnson County rated as being deficient	Decrease ↓	20.0% (2015)
Pavement Condition Index	Percent of pavement measured at fair or better condition	Increase ↑	93% (2014) State/Federal
		Increase ↑	70% (2013) Local Federal Aid Routes

Job creation

Repair and preservation projects create opportunities for a variety of workers, require less spending on land acquisition, and get through the planning and permitting phases more quickly. These factors put more people to work faster.

Savings to drivers

Vehicles get better gas mileage traveling on smooth roads, and go farther on a single tank of gas. Smooth roads are also gentler on tires and suspensions, reducing repair costs.



Costs to drivers

Allowing roadways to deteriorate and remain in poor condition has a cost to individuals as well. Vehicle owners pay as much as \$746 annually in additional vehicle operating costs in areas with a high concentration of rough roads, more than twice the annual cost for the average American driver.

Source: American Association of State Highway and Transportation Officials (AASHTO) and The Road Information Project. (2009). "Rough Roads Ahead: Fix Them Now or Pay for It Later." <http://roughroads.transportation.org/>



Complete Streets Policy

“Complete Streets” are rights of way designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.

MPOJC’s Complete Streets policy, which was strengthened in 2015, applies to projects funded with federal Surface Transportation Block Grant (STBG) and Transportation Alternative funds and is part of the evaluation for all road projects. The stated goals of the policy are:

1. Creating a comprehensive, integrated, and connected transportation network that supports compact, sustainable development, and creates livable communities.
2. Providing a connected network of facilities accommodating all modes of travel.
3. Identifying opportunities to repurpose rights-of-way to enhance connectivity for all modes to commercial, recreation, education, public services, and residential destinations.

GUIDING PRINCIPLE #5

Choice

Offer multi-modal transportation options that are affordable and accessible

An integrated and comprehensive network of pedestrian and bicycle facilities help to expand transportation choice and complement transit services. Though a majority of residents may choose private motor vehicles for most of their daily trips, nearly everyone relies on other modes to meet some of their needs, whether it is walking to a bus stop or neighborhood park; catching a bus to school, work, or special events (such as Hawkeye sports); or accessing a trail system for recreation.

For individuals who do not own or have limited access to a private vehicle, these facilities are invaluable. For low-income residents, affordable and efficient transportation options are a stepping stone to economic opportunity. For people with disabilities, transportation choice allows for full participation in community life. For children and youth, a sizeable but often overlooked part of the population, choice allows for independent access to schools, libraries, parks, and other activities.

Time and convenience are the primary factors that influence how most people travel. It follows that transportation choice is greater in areas where development is relatively compact and destinations that serve residents’ daily needs are nearby (e.g. schools, employment, shopping, parks). While housing density is essential for efficient transit services, a safe and comfortable pedestrian network is essential to enable access to alternative transportation.



The reconstruction of 5th Street in Coralville includes new mixed-use development and a streetscape designed with transit, pedestrian, and bicycle facilities.

Strategies to Ensure Transportation Choice:

1. Ensure compliance with the MPO Complete Streets Policy and Americans with Disabilities Act (ADA) requirements.
2. Coordinate land use with planning to optimize multi-modal transportation, focusing investment in areas adjacent to compact and mixed use development.
3. 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.
4. Assist communities with achieving Bike Friendly and Walk Friendly status as well as implementation of Safe Routes to School projects.
6. Follow FHWA, National Association of City Transportation Officials (NACTO), and AASHTO best practices when planning and developing.

PERFORMANCE MEASURE	DEFINITION	DESIRED TREND	BASELINE
Mode Split	Percentage of workers commuting via walking, biking, transit, or rideshare	Increase ↑	14.9% (2015)
Facilities	Miles of roadway that include bike lanes	Increase ↑	6.2 miles
	Percentage of roadway miles that do not include sidewalks	Decrease ↓	13 miles

Future Forward 2045 General Transportation Survey (2016)



50% of respondents would like to ride the bus more often.

34%

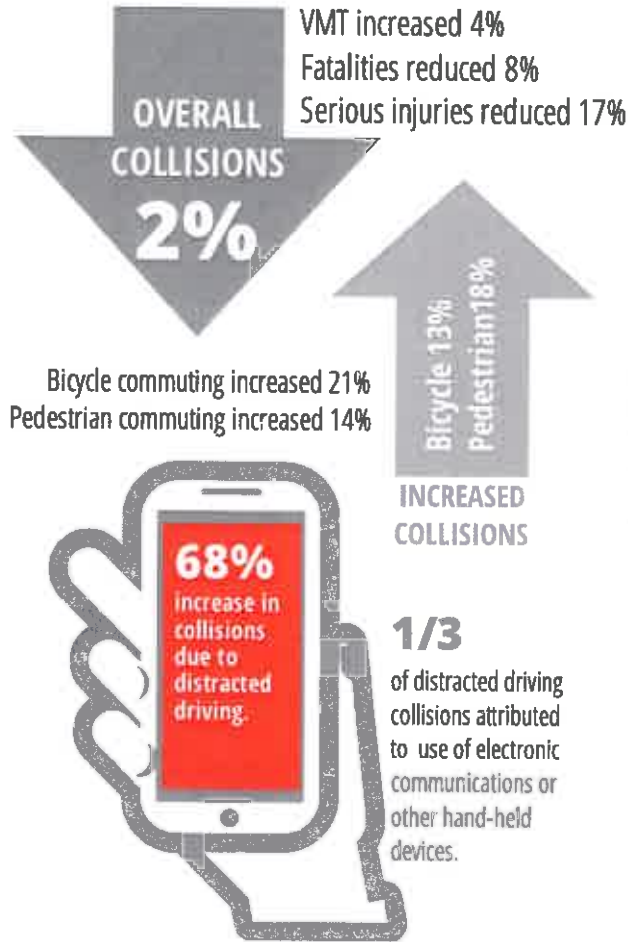
would like to commute by bike more often.



Travel time and convenience are the top criteria for choosing how to travel to work.

Metro Area Collisions

2006-2010 and 2011-2015 comparison



GUIDING PRINCIPLE #6

Safety

Transportation network designed and maintained to enhance the safety and security of all users

The safety of motorists, bicyclists, and pedestrians is a top priority in transportation planning. Motor vehicle collisions result in premature deaths, serious injuries, and are a cause of major economic losses and disruptions to the transportation system. Safety concerns can discourage residents from utilizing active transportation such as bicycling, walking, and transit.

Planning for transportation safety should be a comprehensive, system-wide, multi-modal process that integrates safety into surface transportation decision-making. MPOJC supports these processes through:

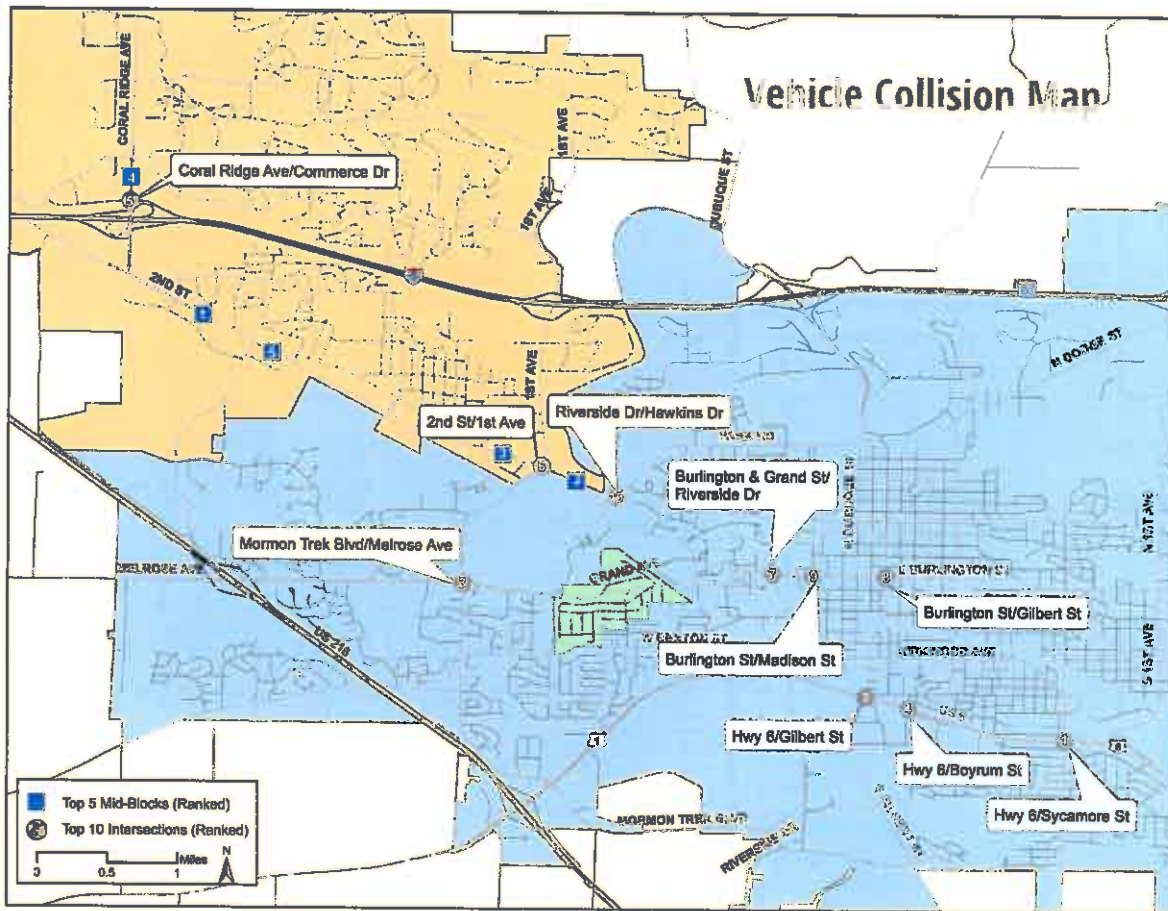
- Maintaining the metro collision report, which identifies problem areas and provides countermeasures
- Performing transportation engineering studies
- Conducting road safety audits
- Evaluating pedestrian and bicycle accommodations
- Inventorying ADA facilities
- Reviewing traffic signal timings and operations
- Assisting MPO entities with safety-related grant funding applications

Grant funding scoring criteria used by the MPO Urbanized Area Policy Board helps support safety initiatives, placing a greater weight on capital infrastructure projects that address documented safety issues.

Increasing Population and VMT

From 2010 to 2014, metro area population increased 12% while metro VMT increased by only 4%. Population growth is outpacing VMT growth as drivers are, on the whole, driving fewer miles and/or shifting trips to other modes of transportation. During the same period, overall collisions decreased by 2%, fatal collisions reduced by 8%, and serious injury collisions reduced by 17%.¹ The reduction in collision rate and severity could be attributed to a variety of factors such as infrastructure safety and efficiency improvements, intelligent transportation systems, in-vehicle technologies, and educational outreach campaigns.

¹ Iowa Department of Transportation SAVER: 2006-2010 and 2011-2015 comparison.



Collision Trends

While the number of metro area collisions due to drug/alcohol impairment has remained relatively flat, distracted driving collisions in the metro area have increased 68%. Of the distracted driver collisions, 51% were caused by drivers under the age of 24. The increase in distracted driving collisions represents a major safety challenge and places drivers, passengers, and more vulnerable road users at an increased risk of serious injury or death.

Highest Collision Intersections:

1. Highway 6 & Sycamore St (Iowa City)
2. Highway 6 and S Gilbert St (Iowa City)
3. Mormon Trek Blvd & Melrose Ave (Iowa City)
4. Highway 6 and Boyrum St (Iowa City)
5. Coral Ridge Ave and Commerce Dr (Coralville)
6. 2nd St and 1st Ave (Coralville)
7. W Burlington St/Grand Ave & S Riverside Dr (Iowa City)
8. E Burlington St & Gilbert St (Iowa City)
9. Burlington St & Madison St (Iowa City)
10. Riverside Dr & Hawkins Dr (Iowa City)

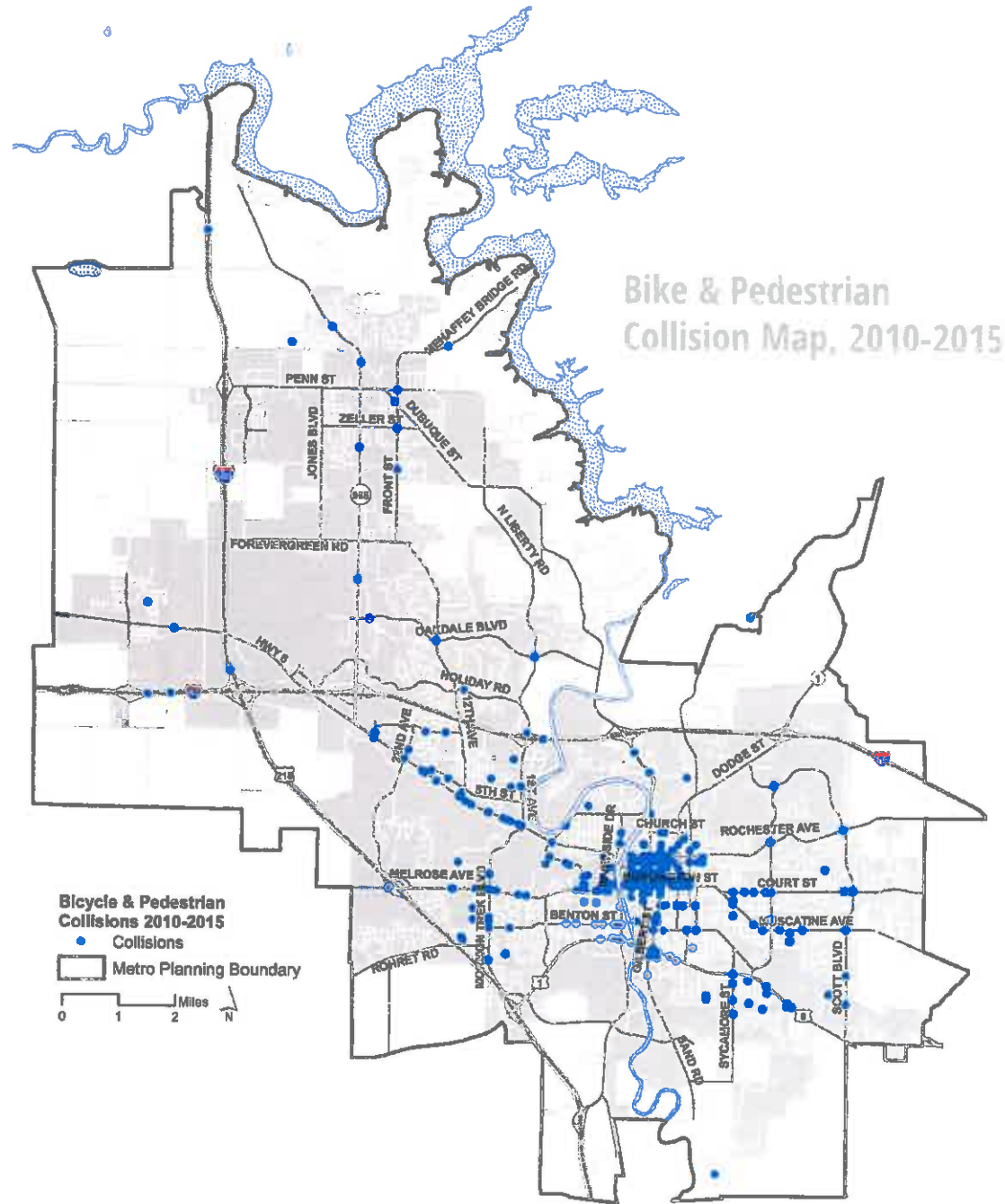
Highest Collision Mid-Block Locations

1. 2nd St between 25th Ave & 23rd Ave (Coralville)
2. 2nd St between 1st Ave & Hawkins Dr/Rocky Shore Dr (Coralville)
3. 2nd St between 4th Ave & 1st Ave (Coralville)
4. Coral Ridge Ave between Commerce Dr & Holiday Rd/Heartland Dr (Coralville)
5. 2nd St between Camp Cardinal Blvd & 20th Ave (Coralville)

Collision Trends

Bicycling, walking, and transit are becoming increasingly popular ways for residents to meet their transportation needs. Between 2011 and 2015, the number of bicycle commuters in the metro area increased 21%, pedestrian commuters increased 14%, and transit commuters increased 11%.

Although metro area collisions are trending down, there has been a 13% increase in bicycle collisions and 18% increase in pedestrian collisions. Between 2011 and 2015, four pedestrians were killed in collisions in the metro area. During the same time period there were no bicycle fatalities and only 5% of all bicycle crashes resulted in major injury (8 bicyclists).





Since Iowa first enacted a seat belt law in July of 1986, 6,766 people have escaped serious injury or death because prior to a crash, they chose to wear a seat belt.

PERFORMANCE MEASURE	DEFINITION	DESIRED TREND	BASELINE
Fatalities	Number of fatalities (5-year total)	Decrease ↓	24
	Rate of fatalities per 100 million vehicle miles traveled (VMT)	Decrease ↓	0.761
Serious Injuries	Number of serious injury accidents (5-year total)	Decrease ↓	127
	Rate of serious injury collisions per 100 million VMT	Decrease ↓	4.023
Nonmotorized Fatalities/Injuries	Number of non-motorized fatalities/injuries (5-year total)	Decrease ↓	32
	Rate of non-motorized fatalities and serious injuries per 100 million VMT	Decrease ↓	1.016
Bicycle Collisions	Total Collisions	Decrease ↓	170
Pedestrian Collisions	Total Collisions	Decrease ↓	154

Iowa Department of Transportation SAVER: 5-Year Total, 2011-2015
 FHWA Safety Performance Measures: <http://safety.fhwa.dot.gov/hslp/spm/safety-pm-fs.cfm>
 Iowa Department of Transportation SAVER: 2006-2010 and 2011-2015 comparison.
 Governors Traffic Safety Bureau

Strategies to Improve Safety:

- Continue metro area collision reporting and recommend countermeasures.
- Provide transportation engineering services upon request to member entities.
- Provide information on top collision trends such as distracted or impaired driving, and incidents involving bicycles and pedestrians.
- Provide recommendations for facilities based on Statewide Urban Design Standards (SUDAS), FHWA, NACTO, and AASHTO best practices and design principles that have proven to be safe and reliable.
- Continue to produce road, pedestrian, and bicycle safety audits as requested by member entities.
- Assist the Policy Board in evaluating safety considerations during the grant funding process.
- Assist MPO entities in identifying and applying for safety related grant funds.
- Assist in development of Traffic Incident Management Plans.
- Partner with local and state agencies on safety education and outreach campaigns to address safety issues such as distracted and impaired driving.



Prior to the construction of the First Avenue railroad overpass in Iowa City, traffic congestion and delay was a significant issue along this important north-south corridor in Iowa City.

In 2014 4% of roads are congesting or significantly congested during peak hours.

In 2045 19% of roads are expected to be congesting or significantly congested if no additional capacity investments are made.

In 2045 17% of roads are expected to be congesting or significantly congested if investments are targeted towards areas of greatest need.

GUIDING PRINCIPLE #7

Efficiency

Builds a well-connected transportation network with coordinated land use patterns to reduce travel demand and delay, miles traveled, and energy consumption

An efficient transportation network is essential to support the economy and livability of our metro area. The ease with which people, goods, and services move across the metro area is perhaps the most perceptible hallmark of a healthy transportation system. An inefficient transportation network with excessive congestion, delays, indirect routes, and few transportation choices limits mobility, increases frustration for users, and increases costs in terms of time, delay, fuel consumption, and vehicle emissions.

Improving the efficiency of our transportation network should be a multi-faceted approach whereby we seek to promote shared mobility by improving access to transit, reducing barriers to active transportation such as bicycle and walking, promote land use patterns that support efficient movement of goods services, and making smart investments in infrastructure and intelligent transportation systems and efficient intersection design (e.g. roundabouts) to help traffic move more efficiently. Priorities should be given to transportation infrastructure projects that improve the efficiency of the existing network for vehicles, pedestrians, and bicycles.

Vehicular Traffic Congestion

According to the 2014 MPOJC Travel Demand Model, the metro area has relatively few areas of major congestion: Level of Service (LOS) E or F. However, there are significant daily bottlenecks during peak travel periods along Coral Ridge Avenue and Highway 965 in Coralville and North Liberty, Penn Street in North Liberty, multiple interstate ramps along I-80 and Highway 218, and at major arterial intersections.

In 2014, approximately 4% of road miles are considered congesting or significantly congested (LOS D, E, or F). By 2045, we expect this number to increase to 19% if no additional capacity investments are made to the network. If investments are targeted to the areas where congestion is greatest, the metro area can reduce the miles of roadway that are congesting or significantly congested to 17% by 2045. For a more information on road network congestion please see the Road and Bridge Network chapter, beginning on page 60.



A roundabout at 12th Avenue and Holiday Road in Coralville has reduced congestion and travel delay at this busy intersection.

PERFORMANCE MEASURE	DEFINITION	DESIRED TREND	BASELINE
Congestion	Percentage of major road mileage at LOS of C or better at peak hours	Increase ↑	96.40%
Vehicle Miles Traveled	Local VMT per capita (annual, 1000's of miles)	Decrease ↓	5709 (2015)

Calculated using 2014 Travel Demand Model (existing roads).

Strategies to Improve Network Efficiency:

- Encourage land-use patterns that support efficient movement of goods, services, and people to reduce travel times, fuel consumption, and vehicle emissions.
- Support multi-modal transportation by reducing obstacles for active transportation or shared mobility.
- Facilitate the annual review of metro area traffic signal timings to improve coordination and vehicle progression, thereby reducing travel times in key arterial corridors.
- Provide traffic engineering expertise including multi-modal LOS analyses to member entities upon request.
- Promote Intelligent Transportation Systems (ITS) technologies such as GPS-based advanced vehicle locators for metro wide transit (BONGO), traffic signal coordination, use of smartphone "apps" for multi-modal wayfinding, vehicle sharing, and route planning.
- Encourage telecommuting and staggered shift times to reduce peak hour road congestion.
- Provide metro area decision makers with systems-level road performance and LOS to help direct transportation investments to the areas of greatest need.
- Support incident management programs to speed the clearing of incidents.

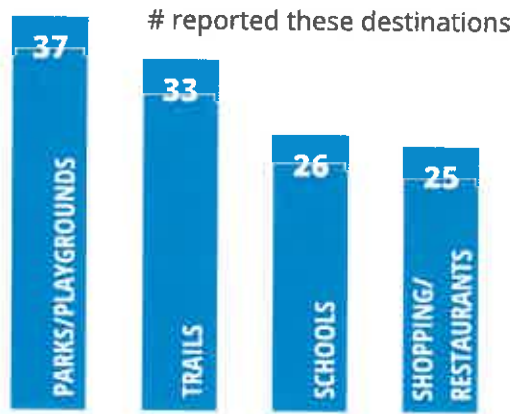
Why walk?

78% walk for health or exercise

AESTHETICS

75% of respondents think walking in their neighborhood is a pleasant experience

DESTINATIONS



MULTI-MODAL

16% Regularly take the bus as part of their commute to work or school.

23% Occasionally take the bus as part of their commute

Source: MPOJC Future Forward 2045 online pedestrian survey.

GUIDING PRINCIPLE #8

Health

Invites and enhances healthy and active lifestyles

Historically, our transportation system was designed to move people and goods efficiently with little regard to the impact on community health. Today there is growing awareness across communities that transportation systems impact quality of life and health. Walkable, bikeable, and transit-oriented communities are associated with healthier populations that experience more physical activity, lower body mass index, lower rates of traffic injuries, and less air pollution.¹

The way cities are planned and designed is strongly associated with the resulting levels of physical activity and health on both individual and community levels.² In order to plan for a regional transportation system that invites and enhances healthy and active lifestyles, we look to build off of our multi-modal transportation options in order to generate active and motorized transportation systems that are safe, well-maintained, and provide connectivity to destinations. The region's transportation system influences public health through four primary ways:

- 1. Active Transportation** – People's participation in active transportation (walking, bicycling, and transit, to some degree) is influenced by the built and natural environment in which they live. Transportation networks that encourage active transportation with continuous and convenient sidewalks and crosswalks, bicycle facilities, and transit access can help people increase their level of physical activity resulting in health benefits and disease prevention.
- 2. Safety** – All road users should be safe with minimal risks of injury. Well-designed multi-modal transportation network designs that consider all users can reduce conflicts and improve safety.
- 3. Air Quality** – Air quality is an important component of transportation planning for communities, especially for at-risk groups including children and elderly persons. Increased numbers of vehicle trips and VMT are associated with higher levels of air pollutants resulting from vehicle emissions, which can negatively impact respiratory health.
- 4. Connectivity / Accessibility** – The transportation network should allow people to efficiently access the places they need in order to live a healthy and active lifestyle such as grocery stores, places of work, hospitals, recreation facilities, and schools.

1. 2010 American Public Health Association Transportation Fact Sheet.

2. 2006 "Obesity, Physical Activity, and the Urban Environment"; *Environmental Health*. Sept. 2006.



Ensuring safe routes to schools and ensuring that schools, parks, and recreation centers are well-served by a network of sidewalks, trails, and transit routes provides opportunity for youth to travel independently.

PERFORMANCE MEASURE	DEFINITION	DESIRED TREND	BASELINE
Physical activity	Percent of adults in Johnson County who are physically active	Increase ↑	17.6% (2013)
Seat belt use	Percent of adults reporting to always use seat belts	Increase ↑	86% (2013)

1. Physical Activity. 2013. Policy Map. www.policymap.com

2. Seatbelt Use. 2013. Policy Map. www.policymap.com (Dec. 2016)

Strategies to Foster Health:

1. Promote active transportation through the creation of a safe and convenient transportation network throughout the region.
2. Prioritize infrastructure improvements near transit stops and public transportation facilities.
3. Encourage active lifestyles through way-finding signs, maps, and other educational materials.
4. 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.
5. Reduce injuries associated with motor vehicle crashes through the improvement of roadway facilities and availability of transportation options.
6. Encourage active transportation to minimize air pollution from motor vehicles, and the fuels used to operate them.
7. Address transportation needs and prioritize critical gaps to ensure equity and comprehensiveness in efforts to enhance active living.
8. Ensure all people have access to safe, healthy, convenient, and affordable transportation options regardless of age, income, and other socioeconomic factors.

Challenges to Mobility & Access

- 24% of Americans living in poverty do not own an automobile.
- Because low-income individuals are less likely to own a car, they are more likely to walk, wheel, or bike, even when conditions are not ideal.
- Low income and minority populations are less likely to live near or travel along roads with safe, accessible, and high-quality pedestrian and bicycle facilities.
- Low-income, minority, or immigrant individuals are more likely to have jobs that require them to commute outside of traditional '9 to 5' business hours, often in the dark and when or where transit services are not operating.
- Adults with disabilities are more than twice as likely as those without disabilities to have inadequate transportation (31% versus 13%).
- Children, older adults, and individuals with physical or cognitive disabilities may be unable to drive and are, more reliant on non-motorized travel modes.
- As individuals age, they are increasingly likely to depend on public transit for their primary transportation.

Source: 2014 National Household Travel Survey.

GUIDING PRINCIPLE #9

Equity

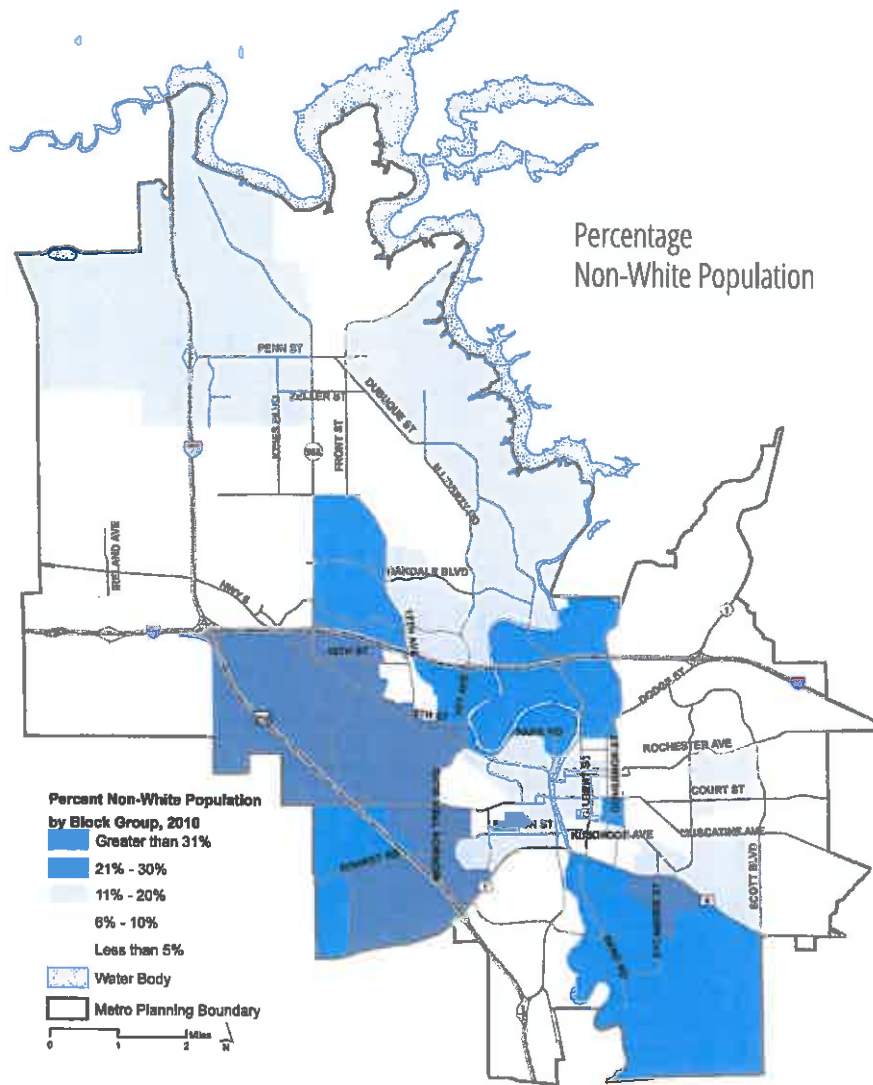
Provide access and opportunity for all people and all neighborhoods

In order to be equitable, transportation planning must consider the unique needs and circumstances that impact mobility or access for individuals or neighborhoods to determine appropriate level investments. On a programmatic (micro) level, this includes the type and design of infrastructure or services necessary to ensure all members of the community can meet their daily needs. On a structural (macro) level, land use and transportation policies should support compact, multi-modal development, including a range of affordable housing types located in areas with convenient proximity to employment, education, and essential services.

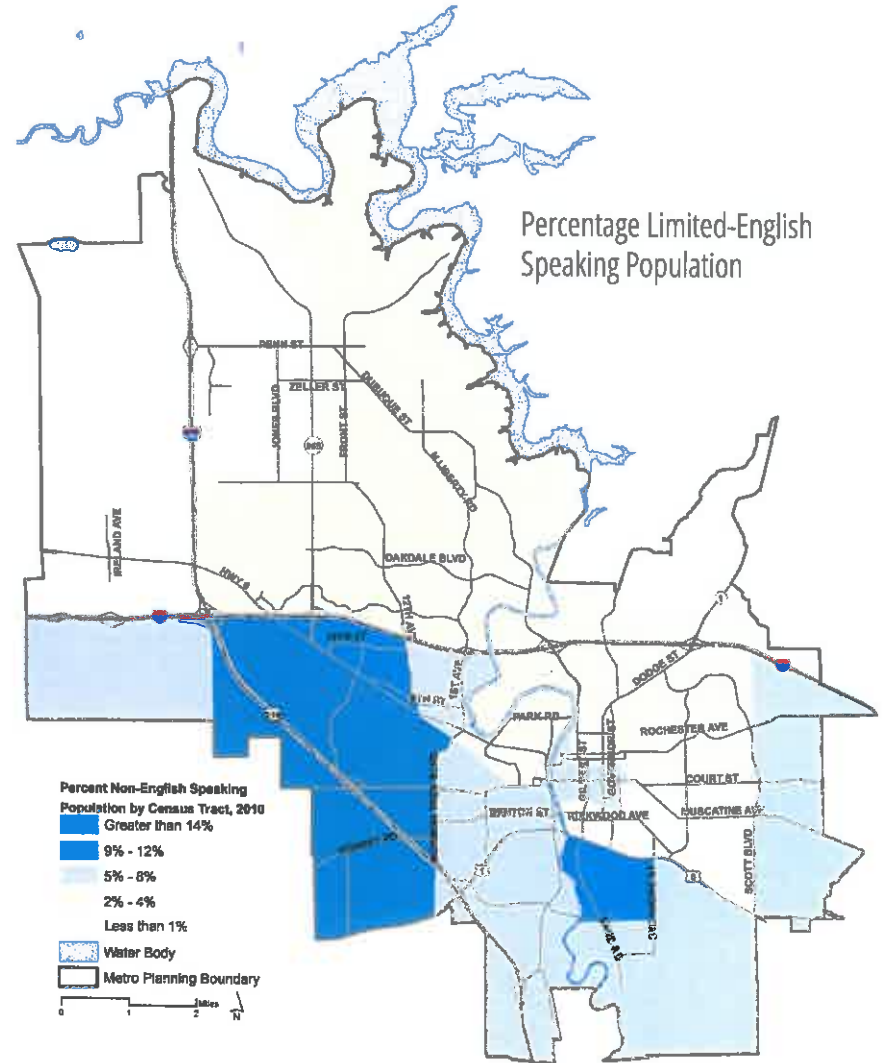
The transportation network exerts a profound influence on people's economic and social opportunities. At a broad level, transportation is necessary for individuals to access employment, education, housing, health care, recreation, and other daily activities. Individuals who are low-income, minority, elderly, limited English proficiency, youth, and persons with disabilities often face transportation challenges. The costs of transportation may represent a major share of household budgets. Inadequate or unreliable transportation is a significant obstacle to gaining and retaining employment and, for the elderly and people with disabilities, can lead to social isolation. For children, reliable transportation is key in ensuring good school attendance and the opportunity to participate in extracurricular activities and recreation.

MPOJC efforts to support equitable transportation planning include:

- Development of a Complete Streets Policy whereby all travel modes are accommodated in the design of streets that receive federal funding. Maximizing opportunities for non-motorized transit to lower costs and increase access to all households.
- Completion of a comprehensive ADA sidewalk ramp inventory, which will allow MPO communities to target accessibility improvements and services, such as paratransit, to assist individuals with limited mobility.
- Development of grant funding criteria for MPO-funded projects that consider improvements to ADA compliance and mode choice as well as improved access for roadways that service multi-family development or other special populations.
- Partnering with Johnson County, ECICOG, local human services agencies, for the development of a Mobility Coordinator - a position dedicated to working person in need of special transportation assistance.
- Assessment of signalized intersections to assist with prioritization of audible Accessible Pedestrian Signal (APS) enhancements.

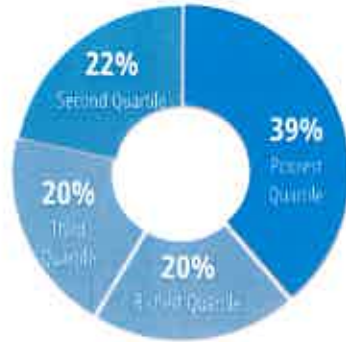


Source: American Community Survey 5-year estimates 2011-15; Johnson County, MPOJC

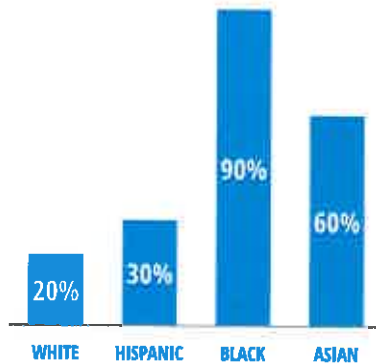


Source: American Community Survey 5-year estimates 2011-15; Johnson County, MPOJC

Equity and National Biking Trends



BICYCLE COMMUTING IN THE UNITED STATES BY INCOME QUARTILE



CHANGE IN U.S. BIKING AS A SHARE OF PERSONAL TRIPS, 2001-2009

Source: 2001-2009 National Household Transportation Surveys. (Included in "Building Equity" a report from People for Bikes)

Strategies to Ensure Equity:

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

Performance Measures	Definition	Desired Trend	Baseline
Housing & transportation costs	Average proportion of household income devoted to housing and transportation costs	Decrease ↓	49% metro average



Date: October 30, 2018
 To: Transportation Technical Advisory Committee
 From: Kent Ralston; Executive Director *KJR*
 Re: Agenda Item #4: Consider a recommendation to the MPOJC Urbanized Area Policy Board regarding safety target setting for the MPO as required by the Federal Highway Administration

As you may recall, the Federal Highway Administration (FHWA) now requires that MPO's set targets for five safety performance measures as part of the Highway Safety Improvement Program and report them to the State DOT by February 27th each year. For each measure, we will need to choose one of the following two options: 1) support the State's 2019 targets (below) by agreeing to plan and program projects so that they contribute to the accomplishment of the State's target for each performance measure, or 2) set our own quantifiable target for each measure within our metropolitan area.

Performance Measure	Five-year rolling averages	
	2013-2017 Baseline	2015-2019 Target
Number of Fatalities	338.0	353.6
Fatality Rate*	1.027	1.047
Number of Serious Injuries	1,498.8	1,483.7
Serious Injury Rate*	4.568	4.391
Non-Motorized Fatalities and Serious Injuries	146.4	149.8

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

In either event, we are required to state how our annual projects programmed in our Transportation Improvement Program show progress towards meeting the adopted safety targets and 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.

Similar to last year, I recommend that we (again) adopt the State's targets. If at any time we feel that creating our own local targets would provide an additional benefit, we will have that opportunity prior to the required reporting due to the Iowa DOT by February 27th of each year. Currently, staff does not see a clear benefit to adopting our own criteria.

I have attached a FHWA 'fact sheet' with supporting information for your reference. Please be prepared to consider this item and provide a recommendation to the Urbanized Area Policy Board.

I will be at your November 6 meeting to answer any questions you may have.

Metropolitan Planning Organization Safety Performance Measures Fact Sheet

Safety Performance Measures

The Safety Performance Management Measures regulation supports the Highway Safety Improvement Program (HSIP) and requires State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to set HSIP targets for 5 safety performance measures. This document highlights the requirements specific to MPOs and provides a comparison of MPO and State DOT responsibilities.

How do MPOs establish HSIP targets?

Coordination is the key for all stakeholders in setting HSIP targets. Stakeholders should work together to share data, review strategies and understand outcomes. MPOs must work with the State DOT. MPOs should also coordinate with the State Highway Safety Office, transit operators, local governments, the FHWA Division Office, National Highway Transportation Safety Administration (NHTSA) Regional Office, law enforcement and emergency medical services agencies, and others. By working together, considering and integrating the plans and programs of various safety stakeholders, MPOs will be better able to understand impacts to safety performance to establish appropriate HSIP targets. Coordination should start with the Strategic Highway Safety Plan (SHSP). More information on the SHSP is available at <http://safety.fhwa.dot.gov/hsip/shsp/>.

HSIP Safety Targets Established by MPOs	
1	Number of fatalities
2	Rate of fatalities
3	Number of serious injuries
4	Rate of serious injuries
5	Number of non-motorized fatalities and non-motorized serious injuries

MPOs establish HSIP targets by either:

1. agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT HSIP target or
2. committing to a quantifiable HSIP target for the metropolitan planning area.

To provide MPOs with flexibility, MPOs may support all the State HSIP targets, establish their own specific numeric HSIP targets for all of the performance measures, or any combination. MPOs may support the State HSIP target for one or more individual performance measures and establish specific numeric targets for the other performance measures.

If an MPO agrees to support a State HSIP target, the MPO would...	If an MPO establishes its own HSIP target, the MPO would...
<ul style="list-style-type: none"> ■ Work with the State and safety stakeholders to address areas of concern for fatalities or serious injuries within the metropolitan planning area ■ Coordinate with the State and include the safety performance measures and HSIP targets for all public roads in the metropolitan area in the MTP (Metropolitan Transportation Plan) ■ Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP ■ Include a description in the TIP (Transportation Improvement Program) of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets 	<ul style="list-style-type: none"> ■ Establish HSIP targets for all public roads in the metropolitan planning area in coordination with the State ■ Estimate vehicles miles traveled (VMT) for all public roads within the metropolitan planning area for rate targets ■ Include safety (HSIP) performance measures and HSIP targets in the MTP ■ Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP ■ Include a description in the TIP of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets



Volumes for HSIP Rate Targets: MPOs that establish fatality rate or serious injury rate HSIP targets must report the VMT estimate used for such targets, and the methodology used to develop the estimate, to the State DOT. For more information on volumes for HSIP rate targets, see http://www.fhwa.dot.gov/planning/processes/tools/technical_guidance/index.cfm.

Roads addressed by MPO HSIP Targets: HSIP targets cover all public roadways within the metropolitan planning area boundary regardless of ownership or functional classification, just as State HSIP targets cover all public roads in the State.

How do MPOs with multi-State boundaries establish HSIP targets?

MPOs with multi-State boundaries must coordinate with all States involved. If an MPO with multi-State boundaries chooses to support a State HSIP target, it must do so for each State. For example, an MPO that extends into two States would agree to plan and program projects to contribute to two separate sets of HSIP targets (one for each State). If a multi-State MPO decides to establish its own HSIP target, the MPO would establish the target for the entire metropolitan planning area.

When do MPOs need to establish these targets?

States establish HSIP targets and report them for the upcoming calendar year in their HSIP annual report that is due August 31 each year. MPOs must establish HSIP targets within 180 days of the State establishing and reporting its HSIP targets. Since FHWA deems the HSIP reports submitted on August 31, MPOs must establish HSIP targets no later than February 27 of each year.

Top 5 Things to Know about MPO HSIP Safety Performance Targets	
✓	All MPOs must set a target for each of the 5 HSIP Safety Performance Measures
✓	MPOs may adopt and support the State's HSIP targets, develop their own HSIP targets, or use a combination of both
✓	MPOs must establish their HSIP targets by February 27 of the calendar year for which they apply
✓	MPO HSIP targets are reported to the State DOT
✓	MPO HSIP targets are not annually assessed for significant progress toward meeting targets; State HSIP targets are assessed annually

Where do MPOs report targets?

While States report their HSIP targets to FHWA in their annual HSIP report, MPOs do not report their HSIP targets directly to FHWA. Rather, the State(s) and MPO mutually agree on the manner in which the MPO reports the targets to its respective DOT(s). MPOs must include baseline safety performance, HSIP targets and progress toward achieving HSIP targets in the system performance report in the MTP.

Whether an MPO agrees to support a State HSIP target or establishes its own HSIP target the MPO would include in the MTP a systems performance report evaluating the condition and performance of the transportation system with respect to the safety performance targets described in the MTP including progress achieved by the MPO in achieving safety performance targets

Assessment of Significant Progress

While FHWA will determine whether a State DOT has met or made significant progress toward meeting HSIP targets, it will not directly assess MPO progress toward meeting HSIP targets. However, FHWA will review MPO performance as part of ongoing transportation planning process reviews including the Transportation Management Area certification review and the Federal Planning Finding associated with the approval of the Statewide Transportation Improvement Program.





Date: October 30, 2018
To: MPOJC Transportation Technical Advisory Committee
From: Brad Neumann, Assistant Transportation Planner
Re: Agenda item #5: Consider a recommendation to the MPOJC Urbanized Area Policy Board regarding an update to the MPOJC Title VI Compliance 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. This FTA Title VI Program is in addition to the Federal Highway Administration (FHWA) Title VI Program for MPOJC approved by the Board in early 2013. Each federal agency has different requirements for Title VI, and since MPOJC receives federal funding, we are required to submit a Title VI Program for each agency. The FTA also requires Iowa City Transit, Coralville 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 also be found in other statutes, regulations, and Executive Orders including the Americans with Disabilities Act (ADA) of 1990.

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

Staff is requesting a recommendation for the Policy Board to consider at their November 14 meeting. If approved, the document will be submitted to the Iowa DOT. If anyone has any questions or comments regarding the Title VI Program, please contact me at 356-5235 or by e-mail at brad-neumann@iowa-city.org.

cc: Kent Ralston



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

**FTA TITLE VI PROGRAM
THE CIVIL RIGHTS ACT OF 1964
Compliance Plan
January 2019**

**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:	<u>Brad Neumann</u>	<u>Assistant Transportation Planner</u>

Address: 410 East Washington Street

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

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

Email: kent-Ralston@iowa-city.org

Website: MPOJC.org

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

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

Purpose of Title VI Program

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

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

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

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

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

Strategies

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

METROPOLITAN PLANNING ORGANIZATION OF JOHNSON COUNTY TITLE VI POLICY STATEMENT

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

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

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

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



Kent Ralston, MPOJC Executive Director 10.30.18
Date



Stefanie Bowers, City of Iowa City Civil Rights Coordinator 10-30-18
Date

Steve Berner, Chair, MPOJC Urbanized Area Policy Board Date

This policy and assurances were adopted at a MPOJC Urbanized Area Policy Board meeting held on November 14, 2018.

**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 10.30.18
Date



Stefanie Bowers, City of Iowa City Civil Rights Coordinator 10-30-18
Date

COORDINATOR RESPONSIBILITIES

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

GENERAL RESPONSIBILITIES

A. Public Dissemination

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

B. Prevention of Discrimination

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

C. Remedial Action

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

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

FILING A COMPLAINT

Applicability

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

Eligibility

If any individual, group or individuals, or entity believes that they or any other program beneficiaries have been subjected to discrimination prohibited by Title VI nondiscrimination provision as a recipient of benefits and/or services, or on the grounds of race, color, national origin, or sex, they may exercise the right to file a complaint with the City of Iowa City/MPOJC. 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
- Iowa Department of Transportation
- Federal Highway Administration
- U.S. Department of Transportation

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

Complaints must be filed not later than 180 days after:

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

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

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

INTERNAL COMPLAINT PROCESSING

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

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

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

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

TRANSIT RELATED TITLE VI INVESTIGATIONS, COMPLAINTS, AND LAWSUITS

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

Identification of Stakeholders

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

Meeting locations

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

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

PROVIDE MEANINGFUL ACCESS TO LEP PERSONS

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

A. Four Factor Analysis

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

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

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

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

The Iowa City Urbanized Area includes the municipalities of Coralville, Iowa City, North Liberty, Tiffin, and University Heights. According to the U.S. Census Bureau, the population for the urbanized area was 74,513 in 1990, 84,672 in 2000, 91,881 in 2005, 103,152 in 2010 and 125,538 in 2014.

Iowa City's current demographics:

Iowa City Statistics and Demographics	Number	Percent
Iowa City Population	72,385	100.0
SEX AND AGE		
Male	36,181	50.0
Female	36,204	50.0
Under 5 years	3,718	5.1
5 to 9 years	3,196	4.4
10 to 14 years	2,701	3.7
15 to 19 years	8,749	12.1
20 to 24 years	15,842	21.9
25 to 34 years	12,362	17.1
35 to 44 years	6,663	9.2
45 to 54 years	6,365	8.8
55 to 59 years	3,292	4.5
60 to 64 years	2,873	4.0
65 to 74 years	3,494	4.8
75 to 84 years	1,833	2.5
85 years and over	1,297	1.8
Median age (years)	26.2	(X)
18 years and over	61,094	84.4
21 years and over	50,016	69.1
62 years and over	8,329	11.5
65 years and over	6,624	9.2
18 years and over	61,094	84.4
Male	30,585	50.1

Female	30,509	49.9
65 years and over	6,624	9.2
Male	2,857	43.1
Female	3,767	56.9
RACE		
One Race	70,507	97.4
White	57,006	78.8
Black or African American	5,108	7.1
American Indian and Alaska Native	176	0.2
Asian	5,906	8.2
Asian Indian	680	.9
Chinese	3,087	4.3
Filipino	96	0.1
Japanese	185	0.3
Korean	818	1.1
Vietnamese	183	0.3
Other Asian	857	1.2
Native Hawaiian and Other Pacific Islander	151	0.2
Native Hawaiian	0	0.0
Guamanian or Chamorro	90	0.1
Samoan	8	0.0
Other Pacific Islander	53	0.1
Some Other Race	2,160	3.0
Two or More Races	1,878	2.6
HISPANIC OR LATINO		
Hispanic or Latino (of any race)	4,287	5.9
Mexican	2,734	3.8
Puerto Rican	259	0.4
Cuban	141	0.2
Other Hispanic or Latino	1,153	1.6
Not Hispanic or Latino	68,098	94.1
White alone	54,914	75.9
<i>Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-year Estimates</i>		

There were 4,011 international students according to the University of Iowa's fall 2017 enrollment statistics, which represents 12.4% 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

National Representation	Undergraduate Student Population	Scholar Population
China (PRC)	2,381	162
India	363	49
South Korea	303	20
Malaysia	73	1

Source: The University of Iowa, Fall 2017 Profile of International Students and Scholars

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

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

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

In determining the number or proportion of LEP persons in Johnson County, including the City of Iowa City, 2012-2016 U.S. Census American Community Survey (ACS) data was evaluated. According to ACS data, 18,099 persons in Johnson County (13.6% of the population) spoke a language other than English at home. Of the 18,099 persons residing in Johnson County who spoke a language other than English at home, 7,420 (5.6% of the population) reported speaking English less than “very well”, or in other words, would be considered to have limited English proficiency. The table below shows the language subgroups as follows:

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

Language Spoken	Number of Persons	Percent of Total Population
Spanish	2,149	1.6%
Other Indo-European language	971	0.7%
Asian & Pacific Island language	3,300	2.5%
Other languages	1000	0.8%

Source: 2012-2016 American Community Survey, 2016 ACS 5 Year Estimates

Task 1, Step 2C; Analyze the data collected

According to the University of Iowa’s fall 2017 *Profile of International Students and Scholars*, China, India, South Korea, and Malaysia remain the top represented countries in the international student population. Iran (58 students) rounds out the top five, replacing Taiwan (79 students) from the fall 2011 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 2017.

The University of Iowa’s Intensive English Program (IIEP) reports 200 international students enrolled in the intensive English language classes, while other visiting students speak and understand, at minimum, some English. The International Students and Scholars Services (OISS) director stated that the student population from India generally speaks advanced-to-fluent English. Visiting scholars have no English speaking requirements and often speak little-to-no English. The scholars attend the University to conduct research with an affiliated University member who speaks the scholar’s native language. There is an additional international population of approximately 500 dependents and spouses that accompany international students and scholars.

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

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

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

The Iowa City Community School District (ICCS) and the Iowa Department of Education compile information regarding the number of students receiving English Language Learning (ELL) services. The ICCS ELL services are largely attributed to an influx of Spanish, Bosnian, and Vietnamese speakers, similar to many of Iowa's schools. For the 2017-2018 school year, there are 13,850 students (IA Dept. of Education Certified Enrollment) in the ICCS. Of those, 11.3% (1,563 students) receive English Language Learning services. This is up from the 3.8% (482 students) receiving ELL services in the 2012-2013 school year.

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

MPOJC have current associations with local business, the Iowa City Community School District, and the University of Iowa and their OISS center. All of these organizations provide service for persons speaking limited English.

Task 1, Step 4A; Identify community organizations

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

Task 1, Step 4B; Contact relevant community organizations

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

Task 1, Step 4C; Obtain information

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

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

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

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

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

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

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

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

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

- The Arc of Southeast Iowa

- Neighborhood Centers of Johnson County
- Systems Unlimited
- Chatham Oaks Care Facility
- Hometies Childcare
- Reach for Your Potential
- United Action for Youth
- Big Brothers/Big Sisters
- Four Oaks
- Youth Homes
- Goodwill Industries
- Shelter House
- Iowa City Community School District
- Access 2 Independence
- Elder Services

Task 2, Step 3; Consult directly with LEP persons

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

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

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

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

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

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

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

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

MPOJC provides the following language assistance measures to date:

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

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

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

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

Task 4, Step 3; Analyze your budget

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

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

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

B. Developing a Language Assistance Plan

a. Results of Four Factor Analysis:

MPOJC is part of the Iowa City Urbanized Area that includes a large university with over 30,000 students. Because of the University, many foreign students and faculty live in the Iowa City urbanized area creating the potential for language issues. As identified in the four-factor analysis, both the Hispanic/Latino and the Asian/Pacific Island populations were identified as needing language assistance since their populations were each over 5% of the total population in Iowa City. 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, Korean, 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 (2,149 in population) and Asian (Pacific Island) speakers (3,300 in population) as requiring language/written materials assistance. The Asian 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

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

MPOJC Urbanized Area Policy Board

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

Current Members:

Steve Berner (Chair): Mayor, City of Tiffin
Tom Gill: Coralville City Council
Meghann Foster: Coralville City Council
Bruce Teague: Iowa City City Council
Rockne Cole: Iowa City City Council
Mazahir Salih: Iowa City City Council
Susan Mims: Iowa City City Council
Pauline Taylor: Iowa City City Council
John Thomas: Iowa City City Council
Mike Carberry: Johnson County Board of Supervisors
Lisa Green-Douglass: Johnson County Board of Supervisors
Terry Donahue (Vice Chair): Mayor, City of North Liberty
Chris Hoffman: North Liberty City Council
Louise From: Mayor, City of University Heights
Jim Sayre: University of Iowa, Parking and Transportation
Lori Roetlin: ICCSD (non-voting)

Group	Number
Male	9
Female	7
White	14
Black or African American	2
American Indian or Alaskan Native	0
Asian	0
Native Hawaiian or other Pacific Islander	0
Other	0

MPOJC Transportation Technical Advisory Committee

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

Current Members:

Kelly Hayworth: City Administrator, City of Coralville
 Vicky Robrock: Director, Parking and Transportation, City of Coralville
 Dan Holderness: City Engineer, City of Coralville
 Simon Andrew: Assistant to the City Manager, City of Iowa City
 Darian Nagle-Gamm: Director, Transportation Services, City of Iowa City
 Mark Rummel: Assoc. Director, Transportation Services, City of Iowa City
 Ron Knoche: Director of Public Works, City of Iowa City
 Jason Havel: City Engineer, City of Iowa City
 Greg Parker: Johnson County Engineer
 Tom Brase: Johnson County SEATS
 Brian McClatchey: Manager, University of Iowa Cambus
 David Kieft: Business Manager, University of Iowa
 Sadie Greiner: Assoc. Director Planning, Design and Construction, University of Iowa
 Catherine Cutler: Transportation Planner, Iowa DOT District 6
 Darla Hugaboom: Federal Highway Administration, Ames
 Bob Oppliger: Regional Trails & Bicycling Committee
 Dean Wheatley: City Planner, City of North Liberty
 Louise From: Mayor, City of University Heights
 Doug Boldt: City Administrator, City of Tiffin
 Brock Grenis: East Central Iowa Council of Governments

Group	Number
Male	14
Female	6
White	20
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 loway Trail. As a subcommittee of MPOJC, the RTBC is able to discuss and make recommendations on trails, bicycling and pedestrian issues as requested by MPOJC entities.

Current Members:

Sherri Proud: Director, Parks and Recreation, City of Coralville
 Juli Seydell Johnson: Director, Parks and Recreation, City of Iowa City

Shelly Simpson: Director, Parks and Recreation, City of North Liberty
 Doug Boldt: City Administrator, City of Tiffin
 Louise From: Mayor, City of University Heights
 Janelle Rettig: Johnson County Board of Supervisors
 Michelle Ribble: Parking and Transportation, University of Iowa
 Brian Loring: Bicyclists of Iowa City
 Anne Duggan: Think Bicycles Coalition of Johnson County
 Bob Oppliger: Think Bicycles of Johnson County

Group	Number
Male	3
Female	7
White	10
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 STP/TAP projects from FY2015 and FY2016 as well as each bus route in the metropolitan area.

Mobility needs of minority populations are considered in the MPOJC planning process in the Long Range Transportation Plan scoring criteria for STP and TAP projects. Minority locations are also considered in regards to bus routes and operating formula funding for each transit agency (see attached maps). No disparate impacts have been identified in MPOJC's transportation investment programs.

Attached maps:

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

Declaration of the Respondent

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

Respondent Date

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.

Respondent Date

Attachment A: MPOJC Title VI 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 14th day of November, 2018.

Chairperson
MPOJC Urbanized Area Policy Board

Attachment B: Iowa City Transit/MPOJC Title VI Complaint Form

**IOWA CITY TRANSIT/MPOJC
TITLE VI COMPLAINT FORM**

This form may be used to file a complaint with 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 _____

Metropolitan Planning Organization of Johnson County



PUBLIC PARTICIPATION PLAN



Adopted by the Urbanized Area Policy Board September 20, 2017

MPO ORGANIZATION

Urbanized Area Policy Board

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

Rural Policy Board

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

Transportation Technical Advisory Committee (TTAC)

Kelly Hayworth	City Administrator, City of Coralville
Dan Holderness	City Engineer, City of Coralville
Vicky Robrock	Director, Parking and Transportation, City of Coralville
Mark Rummel	Acting Director, Transportation Services, City of Iowa City
Vacant	Director, Transportation Services, City of Iowa City
Ron Knoche	Director, Public Works, City of Iowa City
Jason Havel	City Engineer, City of Iowa City
Simon Andrew	Assistant to the City Manager, City of Iowa City
Dean Wheatley	Planning Director, City of North Liberty
Louise From	Mayor, City of University Heights
Doug Boldt	City Administrator, City of Tiffin
Greg Parker	Johnson County Engineer
Tom Brase	Director, Johnson County SEATS

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

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

Regional Trails and Bicycling Committee (RTBC)

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

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

MPO Transportation Planning Division Staff

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



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

RESOLUTION NO. 2017-05

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

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

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

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

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

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

It was moved by Botchway and seconded by Flem the Resolution be adopted. The motion passed on a vote of 15 affirmative and 0 negative.

Considered on this 20th day of September, 2017.

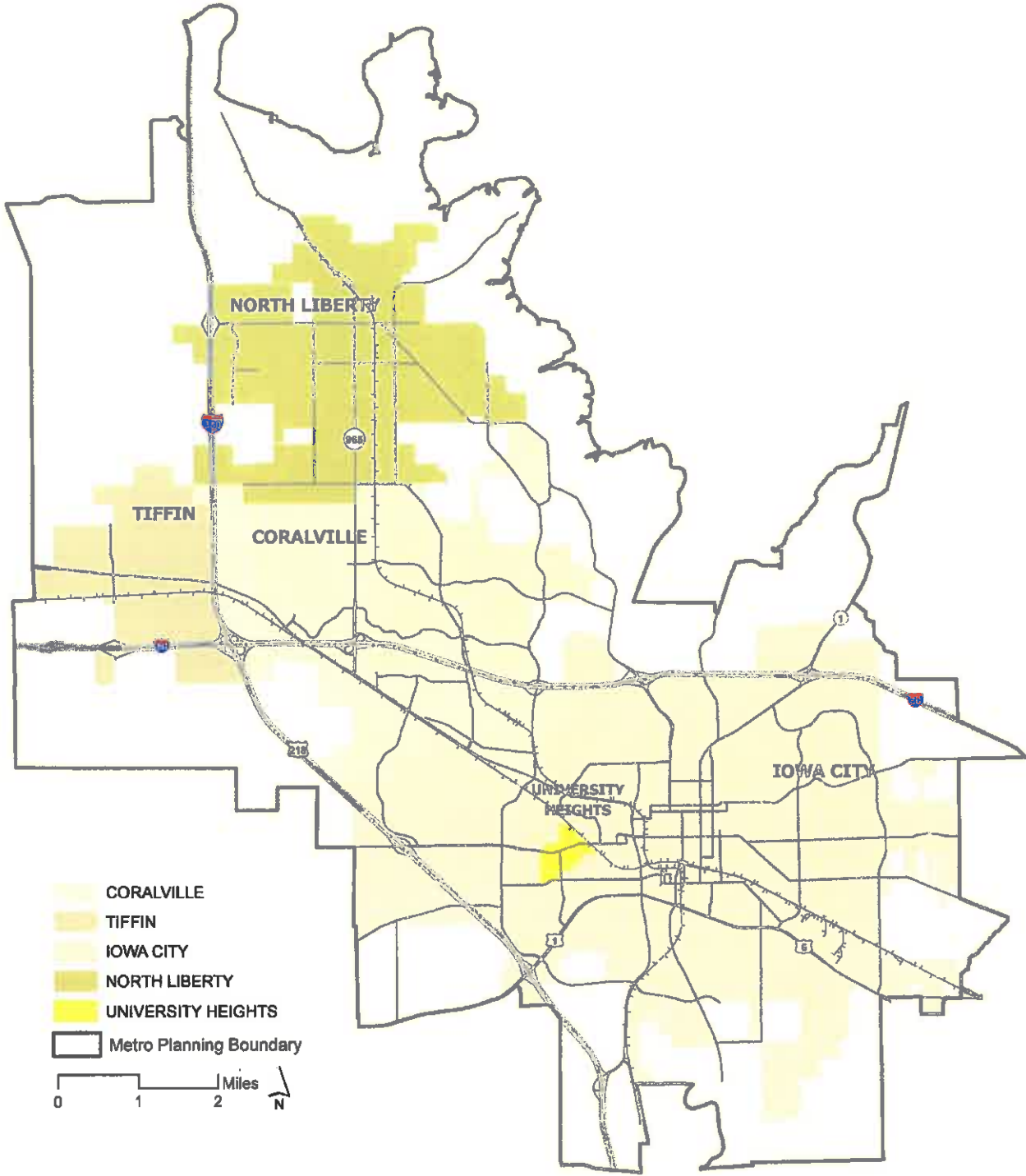
Susan Mims
Chairperson
MPOJC Urbanized Area Policy Board

INTRODUCTION

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

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

MPO PLANNING BOUNDARY



MPO PUBLIC INPUT PROCESS

Outreach Strategies

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

Public Comment Period

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

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

Urbanized Area Policy Board Public Meetings

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

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

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

Public Workshops/Open Houses

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

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

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

GETTING THE WORD OUT

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

1. Residents may sign-up to receive email notices of public input opportunities by visiting www.icgov.org/e-subscriptions and completing the subscription form.
2. Notices of public input opportunities are published in the Iowa City Press Citizen.
3. The MPOJC website (www.MPOJC.org) lists upcoming meeting information.
4. Posters are displayed Iowa City, Coralville, and University of Iowa Campus buses.
5. Notices are sent to the following MPOJC Public Input Organizations:
 - Access 2 Independence
 - Allen Lund Company
 - Bicyclists of Iowa City
 - Chamber of Commerce
 - Citizens for Sensible Development
 - Clear Creek Amana School District
 - Iowa City Area Assoc. of Realtors
 - Iowa City Area Development Group
 - Iowa City Historic Preservation Commission
 - Iowa City/Johnson County Senior Center
 - Iowa City Neighborhood Services Office
 - Iowa City Sierra Club
 - Iowa City School Board
 - Iowa Interstate Railroad
 - MPOJC Regional Trails and Bicycling Committee
 - Johnson County Historic Preservation Commission
 - Johnson Co. Historical Society
 - Coralville Parks & Recreation Commission
 - CRANDIC Railroad
 - Environmental Advocates
 - FAIR!
 - Friends of the Iowa River Scenic Trail
 - Friends of Historic Preservation
 - Goodwill of the Heartland
 - Iowa Bicycle Coalition
 - Johnson Co. Planning and Zoning Commission
 - Johnson Co. SEATS
 - League of Women Voters of Johnson County
 - North Liberty Parks & Recreation Commission
 - North Liberty Community Center
 - Project GREEN
 - Soil & Water Conservation Service
 - Systems Unlimited
 - Tiffin Planning and Zoning Commission

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

PROCEDURAL NOTICES AND PROCESSES

Public Participation Plan

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

Long Range Transportation Plan

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

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

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

Transportation Improvement Plan

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

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

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

The following criteria define the need for an amendment:

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

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

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

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

The following criteria define the need for an administrative modification:

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

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

Passenger Transportation Plan

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

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

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

Transportation Planning Work Program

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

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

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

Attachment D: Iowa City Transit Contract Language

TITLE VI CONTRACT LANGUAGE

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

1. Compliance with Regulation

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

2. Nondiscrimination

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

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

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

4. Information and Reports

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

5. Sanctions for Noncompliance

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

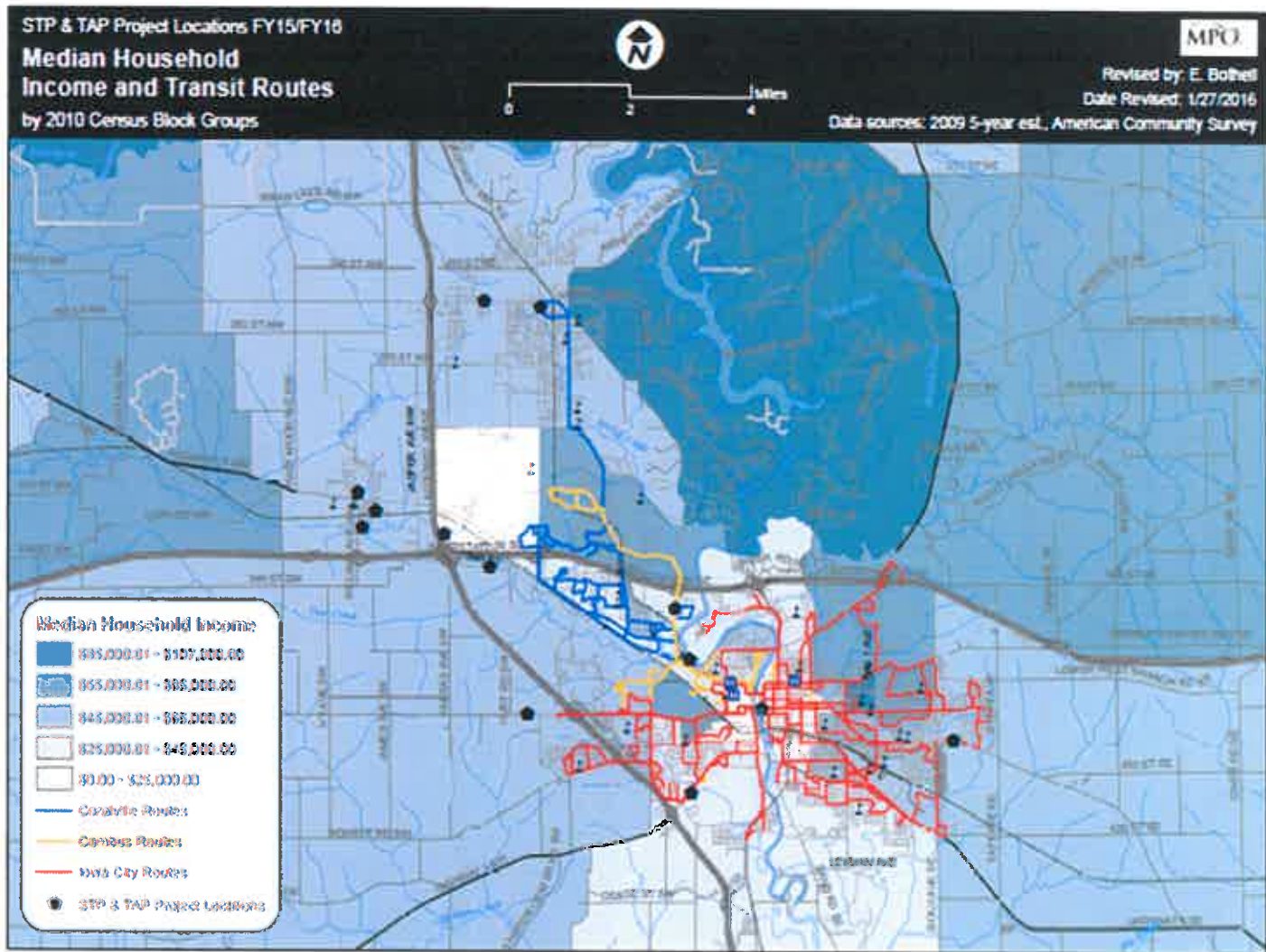
- Withholding of payments to the contractor under contract until the contractor complies, and/or
- Cancellation, termination, or suspension of the contract, in whole or in part.

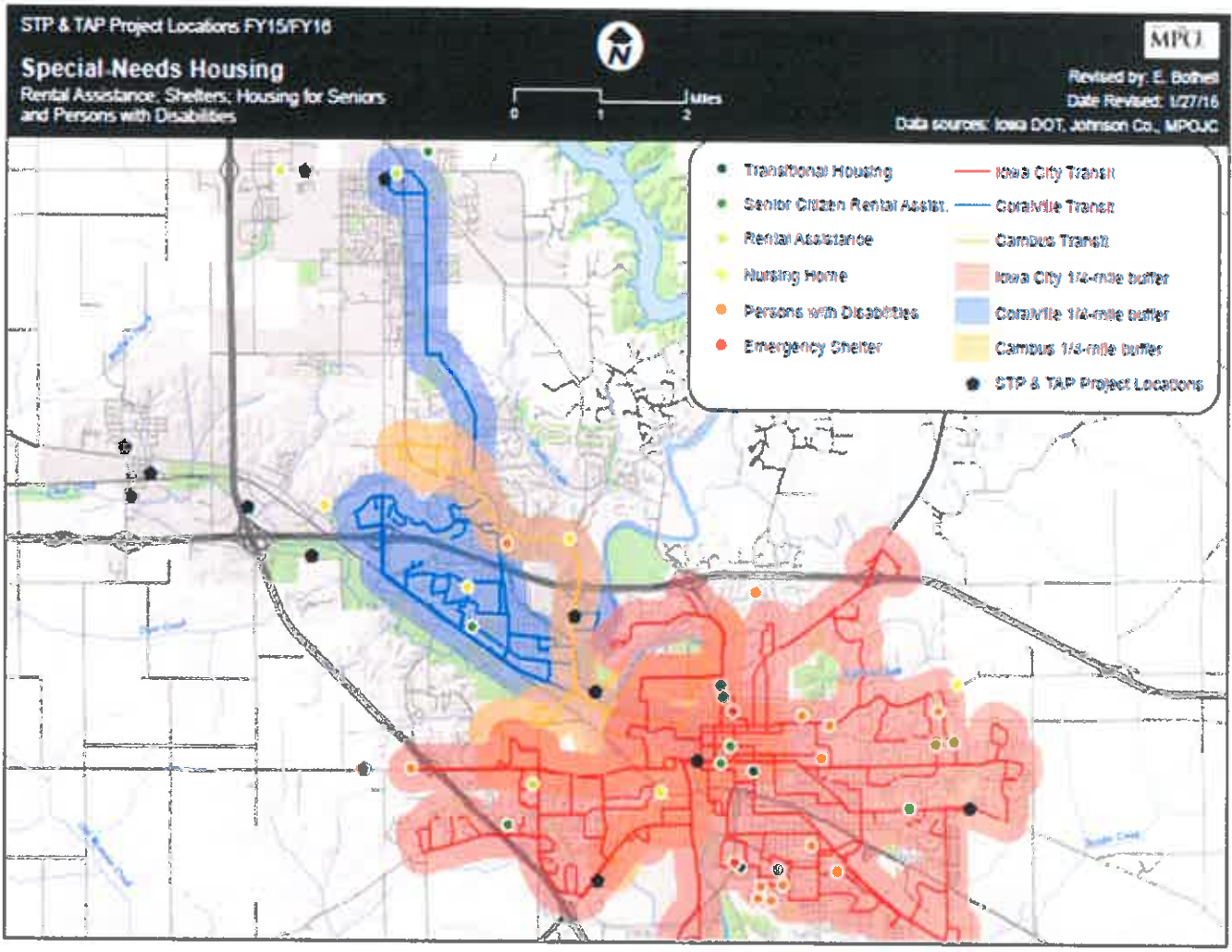
6. Incorporations of Provisions

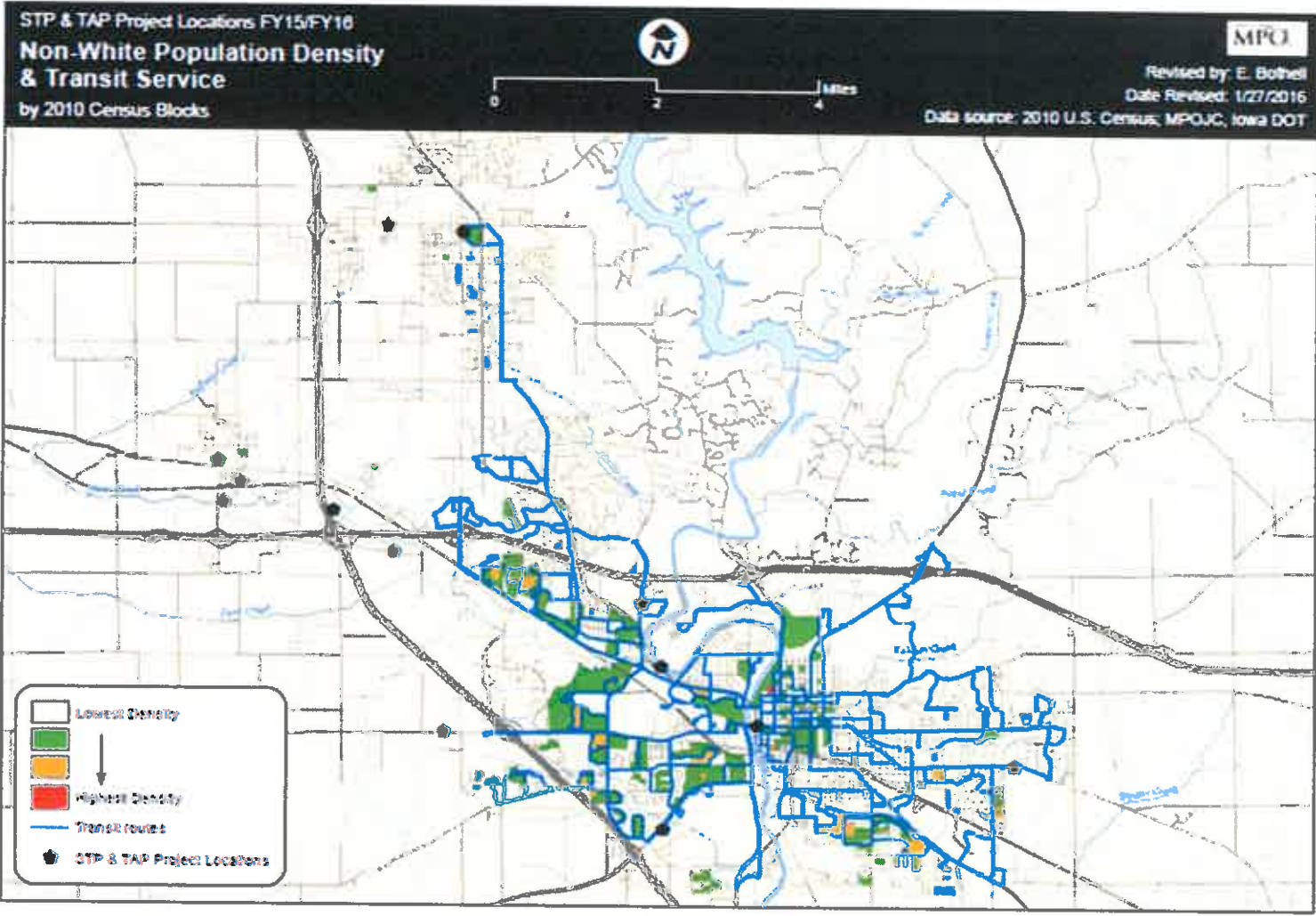
The contractor shall include the provisions of paragraphs (1) through (5) in every subcontract, including procurement of materials and leases of equipment, unless exempt by Regulations or directives issued pursuant thereto. The contractor shall take such action with respect to any subcontractor or procurement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

Attachment E:

- Maps:**
- Median Household Income/Transit Routes/STP and TAP project locations**
 - Special Needs Housing/Transit Routes/STP and TAP project locations**
 - Non-White Population Density/Transit Routes/STP and TAP project locations**









Date: October 30, 2018
To: MPO Transportation Technical Advisory Committee
From: Emily Bothell, Sr. Transportation Engineering Planner
Re: Agenda item #6: Discussion regarding potential Federal Functional Classification (FFC) changes for MPOJC Urbanized Area roadways

At the September 12th Transportation Technical Advisory Committee meeting, MPO staff requested member entities submit any revisions to the FFC system by October 12th, 2018. As shown in **Table 1**, the MPO received revisions from North Liberty, Coralville, and Iowa City.

The functional classification system is a hierarchy of five roadway classes and identifies which roads are Federal Aid Routes. The functional classification system's significance to MPO activities is that federal funding can only be spent on roadways functionally classified as collector, or higher, in the classification system.

Table 1: Federal Functional Classification Amendment Request 2018

NO.	ENTITY	STREET / ROUTE DESCRIPTION	FEDERAL FUNCTIONAL CLASSIFICATION CHANGE		
			MILES	FROM	TO
1	North Liberty	Kansas Avenue - W Penn Street to Forevergreen Road	2.10	LOCAL	U-COL
2	North Liberty	Saint Andrews Drive - Kansas Avenue to Jones Boulevard	1.00	LOCAL	U-COL
3	Coralville	Forevergreen Road - I-380 to 12th Avenue	2.40	U-COL	U-MA
4	Coralville	Coral Ridge Avenue - US Hwy 6 to James Street	0.10	LOCAL	U-MA
5	Coralville	10th Street - 22nd Avenue to 25th Avenue	0.50	LOCAL	U-COL
6	Coralville	25th Avenue - 10th Street to US Hwy 6	0.60	LOCAL	U-COL
7	Coralville	James Street - Coral Ridge Avenue to Camp Cardinal Boulevard	0.90	LOCAL	U-COL
8	Iowa City	Kirkwood Avenue to S Capitol Street	0.2	LOCAL	U-MA
9	Iowa City	Taft Avenue - American Legion Road to Herbert Hoover Highway	1.80	LOCAL	U-MA

TOTAL* **7.20**
Classified Miles > 35% Limit **-11.97**

*Reflects the total mileage received minus Forevergreen Road as it is a change in functional classification and not mileage.

U-MA: Urban Minor Arterial
U-COL: Urban Collector

Please review the requests in **Table 1** and let staff know of any changes. MPO staff will begin working with the Iowa DOT to 'pre-approve' the roadways. Once 'pre-approved' by the Iowa DOT,

staff will bring a recommendation to the Transportation Technical Advisory Committee and Urbanized Area Policy Board for final approval.

I will be available at the November 6th meeting to answer any questions you may have.