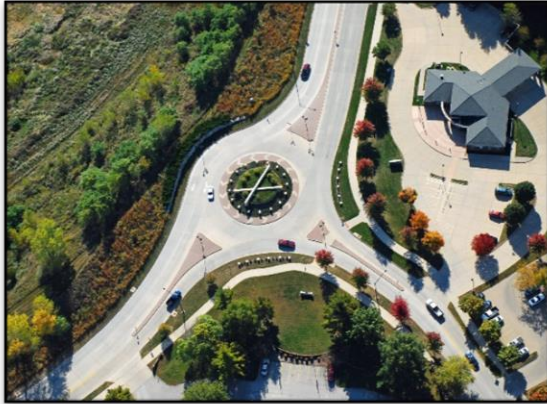

Transportation Improvement Program

Iowa City Urbanized Area



Metropolitan Planning Organization of Johnson County

Fiscal Year 2025-2028

Adopted July 10, 2024

Amended October 1, 2024

**Metropolitan Planning Organization of Johnson County
Fiscal Years 2025-2028**

**TRANSPORTATION IMPROVEMENT
PROGRAM**

For the Iowa City Urbanized Area

**Adopted by the MPO Urbanized Area Policy Board
July 10, 2024**

MPOJC Staff

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

Metropolitan Planning Organization of Johnson County

Urbanized Area Policy Board

Meghann Foster	Mayor, Coralville
Royce Peterson	Coralville City Council
Megan Alter	Iowa City City Council
Laura Bergus	Iowa City City Council
Andrew Dunn	Iowa City City Council
Shawn Harmsen	Iowa City City Council
Josh Moe	Iowa City City Council
Mazahir Salih	Iowa City City Council
Jon Green	Johnson County Board of Supervisors
Rod Sullivan, Vice-Chair	Johnson County Board of Supervisors
Chris Hoffman	Mayor, North Liberty
Brian Wayson	North Liberty City Council
Tim Kasperek	Mayor, Tiffin
Louise From, Chair	Mayor, University Heights
Greg Schmitt	University of Iowa
Molly Abraham (non-voting)	Iowa City School Board

Transportation Technical Advisory Committee

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

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

RESOLUTION NO. 2024- 02

RESOLUTION ADOPTING THE FY2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE IOWA CITY URBANIZED AREA AND AUTHORIZING THE MPO CHAIRPERSON TO SIGN ASSOCIATED DOCUMENTATION CONTAINED THEREIN

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

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

WHEREAS, the Metropolitan Planning Organization of Johnson County Transportation Planning Division has developed the FY2025-2028 Transportation Improvement Program (TIP) in conjunction with the 3-C transportation planning process; and

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

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

1. To adopt the FY2025-2028 MPO Transportation Improvement Program for the Iowa City Urbanized Area subject to review comments from the United States Department of Transportation (FHWA and FTA) and Iowa Department of Transportation.
2. To authorize the MPO Chairperson to sign all related documents contained within the TIP.

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

Considered on this 10th day of July 2024.

A handwritten signature in cursive script, appearing to read 'Laurie Cron', is written over a horizontal line.

Chairperson
MPOJC Urbanized Area Policy Board



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

RESOLUTION NO. 2024- 03

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

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

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

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

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

In compliance with 23-CFR 450.336(a), this resolution certifies that the planning process addressed the major issues facing the area and was conducted in accordance with all applicable requirements of: (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart; (2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93; (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21; (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity; (5) Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects; (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts; (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38; (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance; (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities

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

Considered on this 10th day of July 2024.

A handwritten signature in cursive script, appearing to read 'Louise Brown', is written over a horizontal line.

Chairperson
MPOJC Urbanized Area Policy Board



FTA Financial Capacity Analysis Statement

In accordance with the requirements of FTA Circular 7008.1, an assessment has been made of the financial capacity of Coralville Transit, Iowa City Transit, and University of Iowa Campus to undertake the projects programmed in the FY2025-2028 Transportation Improvement Program (TIP) for the Iowa City Urbanized Area. The above-mentioned transit systems share the financial capacity to undertake the projects listed in the TIP. The following summary establishes the financial capacity for these systems.

A handwritten signature in cursive script, appearing to read 'Louise A. From', is written over a horizontal line.

Chairperson
MPOJC Urbanized Area Policy Board

7-10-2024
Date



CERTIFICATE OF COMPLIANCE WITH PRIVATE ENTERPRISE REQUIREMENTS

1. The preparation of the FY2025-2028 Transportation Improvement Program (TIP) for the Iowa City Urbanized Area has been completed in compliance with the MPO Public Participation Policy for the Iowa City Urbanized Area.
2. No proposals were received from private business enterprises.
3. Private business enterprises have indicated no impediments to competitive bidding of any services contained in the FY2025-2028 TIP for the Iowa City Urbanized Area.
4. No complaints have been received from private business enterprises.



Chairperson
MPOJC Urbanized Area Policy Board

7-10-2024

Date

Introduction

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

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

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

Project Status Reports

Program	TPMS	Location	Awarded	Total	Status
DEMO	52836	Iowa City, New transit maintenance/bus storage facility	\$ 20,545,500	\$ 36,706,517	Rolled over to FY25
Earmark	54805	Coralville, Coralville and North Liberty on Forevergreen Road from 12th Avenue to N	\$ 2,500,000	\$ 18,000,000	Rolled over to FY25
STBG	36668	Iowa City, Benton St from Mormon Trek Blvd to Greenwood Dr	\$ 1,316,000	\$ 2,872,480	Completed in FY24
STBG	38309	University Heights, Melrose Ave from Sunset Street to City Limits	\$ 730,000	\$ 1,549,936	Rolled over to FY25
STBG	39151	Coralville, 5th Street from 12th Avenue to 20th Avenue	\$ 1,650,000	\$ 3,024,131	Construction
STBG	39152	Tiffin, North Park Road from Hwy 6 north 2000'	\$ 1,200,000	\$ 7,836,000	Rolled over to FY25
STBG	45232	Iowa City, Dodge Street from Burlington Street to Governor Street	\$ 3,750,000	\$ 14,181,200	Rolled over to FY25
TAP	39149	Iowa City, Hwy 6 Trail from Fairmeadows Blvd to Heinz Rd	\$ 438,000	\$ 569,920	Completed in FY24
TAP	39150	Coralville, Camp Cardinal Blvd Trail from Hwy 6 to Tom Harkin Trailhead	\$ 212,519	\$ 512,830	Completed in FY24
HBP	39434	Iowa City, Gilbert Street bridge over Ralston Creek	\$ 1,000,000	\$ 1,664,000	Construction
NHPP	38066	DOT, I-80/I-380 interchange project	\$ 110,204,000	\$ 137,756,000	Completed in FY24
NHPP	45303	DOT, I-80/1st Avenue interchange project	\$ 25,785,360	\$ 32,225,360	Construction
PL	39689	MPOJC, Metropolitan Planning Funds = Transportation Planning	\$ 467,000	\$ 579,130	Programmed

Sponsor	TPMS	TRANSIT Project Type	FTA/STA Request	Total	Status
Cambus	10607	General operations/maintenance/administration/planning	\$ 2,097,361	\$ 4,900,000	Completed in FY24.
Cambus	10608	In-ground hoist system	\$ 96,000	\$ 120,000	Rolled over to FY25
Cambus	10609	6 replacement passenger shelters	\$ 72,000	\$ 90,000	Rolled over to FY25
Cambus	10610	Forklift for maintenance	\$ 60,000	\$ 75,000	Rolled over to FY25
Cambus	10611	Modernize, expand, equip for battery electric buses, and upgrade (includes mechanical and hoists) of maintenance facility project in Iowa City, Iowa	\$ 10,400,000	\$ 13,000,000	Rolled over to FY25
Cambus	10612	Associated capital bus maintenance (spare parts)	\$ 160,000	\$ 200,000	Rolled over to FY25
Cambus	10614	Heavy Duty Bus (30-34 ft.)	\$ 514,654	\$ 605,475	Rolled over to FY25
Cambus	10615	Heavy Duty Bus (40-42 ft.)	\$ 511,480	\$ 601,742	Rolled over to FY25
Cambus	10617	Heavy Duty Bus (40-42 ft.)	\$ 511,480	\$ 601,742	Rolled over to FY25
Cambus	10619	Heavy Duty Bus (40-42 ft.)	\$ 511,480	\$ 601,742	Rolled over to FY25
Cambus	10620	Heavy Duty Bus (40-42 ft.)	\$ 511,480	\$ 601,742	Rolled over to FY25
Cambus	10621	Heavy Duty Bus (40-42 ft.)	\$ 511,480	\$ 601,742	Rolled over to FY25
Cambus	10622	Heavy Duty Bus (40-42 ft.)	\$ 511,480	\$ 601,742	Rolled over to FY25
Cambus	10623	Heavy Duty Bus (40-42 ft.)	\$ 511,480	\$ 601,742	Rolled over to FY25
Cambus	10624	Heavy Duty Bus (40-42 ft.)	\$ 511,480	\$ 601,742	Rolled over to FY25
Cambus	10625	Heavy Duty Bus (40-42 ft.)	\$ 511,480	\$ 601,742	Rolled over to FY25
Cambus	10626	Heavy Duty Bus (40-42 ft.)	\$ 511,480	\$ 601,742	Rolled over to FY25
Cambus	10627	Heavy Duty Bus (40-42 ft.)	\$ 511,480	\$ 601,742	Rolled over to FY25
Cambus	10628	Heavy Duty Bus (40-42 ft.)	\$ 511,480	\$ 601,742	Rolled over to FY25
Cambus	10630	Heavy Duty Replacement Bus (Unit #106)	\$ 511,480	\$ 601,741	Rolled over to FY25
Cambus	10632	Heavy Duty Replacement Bus (Unit #107)	\$ 511,480	\$ 601,742	Rolled over to FY25
Cambus	10634	Heavy Duty Replacement Bus (Unit #108)	\$ 511,480	\$ 601,741	Rolled over to FY25
Cambus	10636	Light Duty Replacement Bus (Unit #13)	\$ 148,328	\$ 174,503	Rolled over to FY25
Cambus	10903	Iowa DOT Shortfall Funding for University of Iowa Cambus Bus 13	\$ 32,393	\$ 38,109	Completed in FY24.

Sponsor	TPMS	TRANSIT Project Type	FTA/STA Request	Total	Status
Coralville	10637	Operating Assistance	\$ 1,117,960	\$ 2,442,335	Completed in FY24
Coralville	10638	Contracted services for persons with special needs (5310)	\$ 48,651	\$ 423,600	Completed in FY24
Coralville	10639	Associated capital bus maintenance (spare parts)	\$ 80,000	\$ 100,000	Rolled over to FY25
Coralville	10640	Design and construction of Intermodal Transportation Center/Phase II	\$ 11,340,000	\$ 14,175,000	Rolled over to FY25
Coralville	10641	Construct new Transit Facility/Phase II	\$ 1,620,000	\$ 2,025,000	Rolled over to FY25
Coralville	10642	Two passenger shelters and associated improvements	\$ 28,512	\$ 35,640	Rolled over to FY25
Coralville	10643	Purchase 6 passenger shelters and associated improvements	\$ 85,536	\$ 106,920	Rolled over to FY25
Coralville	10644	Shop equipment for transit maintenance (armature lathe, misc)	\$ 68,000	\$ 85,000	Rolled over to FY25
Coralville	10645	Heavy Duty Bus (40-42 ft.)	\$ 511,480	\$ 601,742	Rolled over to FY25
Coralville	10647	Heavy Duty Bus (40-42 ft.)	\$ 511,480	\$ 601,742	Rolled over to FY25
Coralville	10648	Heavy Duty Bus (40-42 ft.)	\$ 511,480	\$ 601,742	Rolled over to FY25
Coralville	10649	Heavy Duty Bus (40-42 ft.)	\$ 511,480	\$ 601,742	Rolled over to FY25
Coralville	10650	Heavy Duty Bus (40-42 ft.)	\$ 511,480	\$ 601,742	Rolled over to FY25
Coralville	10653	Heavy Duty Bus (40-42 ft.)	\$ 511,480	\$ 601,741	Rolled over to FY25
Coralville	10655	Heavy Duty Bus (40-42 ft.)	\$ 511,480	\$ 601,741	Rolled over to FY25
Coralville	10657	Heavy Duty Bus (40-42 ft.)	\$ 511,480	\$ 601,741	Rolled over to FY25
Coralville	10658	Light Duty Bus (176" wb)	\$ 126,003	\$ 148,239	Rolled over to FY25
Coralville	10659	Light Duty Bus (176" wb)	\$ 126,003	\$ 148,239	Rolled over to FY25
Coralville	10660	Light Duty Bus (176" wb)	\$ 126,003	\$ 148,239	Rolled over to FY25
Coralville	10661	Light Duty Bus (176" wb)	\$ 126,003	\$ 148,239	Rolled over to FY25
Coralville	10663	Light Duty Electric Bus (176" wb)	\$ 271,137	\$ 318,985	Rolled over to FY25
Coralville	10665	Light Duty Electric Bus (176" wb)	\$ 271,137	\$ 318,985	Rolled over to FY25
Coralville	10666	Light Duty Bus (176" wb)	\$ 126,003	\$ 148,239	Rolled over to FY25
Coralville	10667	Light Duty Bus (176" wb)	\$ 148,239	\$ 126,003	Rolled over to FY25
Coralville	10904	Iowa DOT Shortfall Funding	\$ 45,421	\$ 53,437	Funds are obligated

Sponsor	TPMS	TRANSIT Project Type	FTA/STA Request	Total	Status
Iowa City	10668	Operating Assistance	\$ 3,642,290	\$ 10,940,000	Completed in FY24
Iowa City	10669	Contracted services for persons with special needs (5310)	\$ 177,523	\$ 1,800,000	Completed in FY24
Iowa City	10670	Passenger shelters and associated improvements	\$ 40,000	\$ 50,000	Rolled over to FY25
Iowa City	10671	Associated capital bus maintenance (spare parts)	\$ 360,000	\$ 450,000	Rolled over to FY25
Iowa City	10672	New transit maintenance/bus storage facility	\$ 19,000,000	\$ 27,000,000	Rolled over to FY25
Iowa City	10673	New transit maintenance/bus storage facility	\$ 750,000	\$ 750,000	Rolled over to FY25
Iowa City	10675	Purchase 40' heavy-duty electric bus for replacement (Unit #656)	\$ 908,722	\$ 1,069,084	Rolled over to FY25
Iowa City	10677	Purchase 40' heavy-duty electric bus for replacement (Unit #658)	\$ 908,722	\$ 1,069,084	Rolled over to FY25
Iowa City	10679	Purchase 40' heavy-duty electric bus for replacement (Unit #660)	\$ 908,722	\$ 1,069,084	Rolled over to FY25
Iowa City	10681	Purchase 40' heavy-duty electric bus for replacement (Unit #661)	\$ 908,722	\$ 1,069,084	Rolled over to FY25
Iowa City	10683	Purchase 40' heavy-duty electric bus for replacement (Unit #667) and charging equipment	\$ 979,556	\$ 1,152,418	Rolled over to FY25
Iowa City	10685	Purchase 40' heavy-duty electric bus for replacement (Unit #668) and charging equipment	\$ 979,556	\$ 1,152,418	Rolled over to FY25
Iowa City	10687	Purchase 40' heavy-duty electric bus for replacement (Unit #669) and charging equipment	\$ 979,556	\$ 1,152,418	Rolled over to FY25
Iowa City	10689	Purchase 40' heavy-duty electric bus for replacement (Unit #670) and charging equipment	\$ 979,556	\$ 1,152,418	Rolled over to FY25
Iowa City	10691	Purchase 40' heavy-duty electric bus for replacement (Unit #671) and charging equipment	\$ 979,556	\$ 1,152,418	Rolled over to FY25
Iowa City	10693	Purchase 40' heavy-duty electric bus for replacement (Unit #672) and charging equipment	\$ 979,556	\$ 1,152,418	Rolled over to FY25
Iowa City	10694	Light Duty Bus (176" wb)	\$ 153,638	\$ 180,751	Rolled over to FY25
Iowa City	10695	Light Duty Bus (176" wb)	\$ 153,638	\$ 180,751	Rolled over to FY25
Iowa City	10696	Light Duty Bus (176" wb)	\$ 153,638	\$ 180,751	Rolled over to FY25
Iowa City	10697	Light Duty Bus (176" wb)	\$ 153,638	\$ 180,751	Rolled over to FY25
Iowa City	10698	Light Duty Bus (176" wb)	\$ 153,638	\$ 180,751	Rolled over to FY25
Iowa City	10699	Light Duty Bus (176" wb)	\$ 153,638	\$ 180,751	Rolled over to FY25
Iowa City	10700	Light Duty Bus (176" wb)	\$ 153,638	\$ 180,751	Rolled over to FY25
Iowa City	10701	Light Duty Bus (176" wb)	\$ 153,638	\$ 180,751	Rolled over to FY25
Iowa City	10702	Light Duty Bus (176" wb)	\$ 153,638	\$ 180,751	Rolled over to FY25
Iowa City	10703	Light Duty Bus (176" wb)	\$ 153,638	\$ 180,751	Rolled over to FY25

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

Regionally Significant Projects

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

Coralville

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

Iowa City

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

Tiffin

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

North Liberty

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

Iowa DOT

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

University Heights

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

MPO 28 / MPOJC

Project ID	Project Number	Approval Level		2025	2026	2027	2028	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

Earmark

52836	EDP-3715()--7Y-52	TIP Approved	Total	\$36,706,517				\$36,706,517
Iowa City	In the city of Iowa City, New transit maintenance/bus storage facility.		Federal Aid	\$750,000				\$750,000
	Building - New		Regional					
			Swap					
DOT Note: Project includes 2022 congressionally designated spending of \$750,000 and \$19,000,000 in FTA 5339 funding								
54805	HDP-1557()--71-52	TIP Approved	Total	\$18,000,000				\$18,000,000
Coralville	In the city of Coralville, and North Liberty, on FOREVERGREEN RD from 12th Avenue to North Liberty Road (1st Avenue)		Federal Aid	\$2,500,000				\$2,500,000
	PCC Pavement - New		Regional					
			Swap					
PA Note: Community Project Funding through the Highway Infrastructure Program (HIP). Demo ID IA259.								

Grant

55815	EDP-3715()--7Y-52	TIP Approved	Total	\$600,000				\$600,000
Iowa City	In the city of Iowa City, Burlington Street/Highway 1 Bridge Improvements Planning Study		Federal Aid	\$300,000				\$300,000
	Planning Study - Feasibility		Regional					
			Swap					

NHPP

38151	IM-NHS-080()--03-52	TIP Approved	Total	\$37,445,000		\$477,000		\$37,922,000
Iowa Department of Transportation	I 80: 1.5 mi E of IA 1 to 0.9 mi E of Co Rd X30		Federal Aid	\$31,828,250		\$405,450		\$32,233,700
	Grade and Pave, Bridge Replacement, Culvert Extension		Regional					
			Swap					
48578	IM-NHS-380()--03-52	TIP Approved	Total	\$35,288,000	\$17,463,000	\$119,000		\$52,870,000
Iowa Department of Transportation	I 380: N of I-80 to N of Swan Lake Rd		Federal Aid	\$29,994,800	\$14,843,550	\$101,150		\$44,939,500
	Grade and Pave, Bridge Replacement, Traffic Signs		Regional					
			Swap					

PL

39689	RGPL-PA28)--PL-52	TIP Approved	Total	\$250,327	\$286,500	\$295,096	\$295,096	\$1,127,019
MPO 28 / MPOJC	JCCOG: METROPOLITAN PLANNING PL FUNDS		Federal Aid	\$208,606	\$238,750	\$245,913	\$245,913	\$939,182
	Trans Planning		Regional Swap					

PRF

39272	IMN-080)--0E-52	TIP Approved	Total	\$348,000				\$348,000
Iowa Department of Transportation	I 80: Prairie du Chien Rd NE 1.3 mi W of IA 1 Bridge Deck Overlay		Federal Aid					
			Regional Swap					
52649	IMN-080)--0E-52	TIP Approved	Total		\$2,433,000			\$2,433,000
Iowa Department of Transportation	I 80: CIC Railway 3.0 mi E of I-380 (EB/WB) Bridge Deck Overlay		Federal Aid					
			Regional Swap					
38068	IMN-080)--0E-52	TIP Approved	Total		\$328,000			\$328,000
Iowa Department of Transportation	I 80: I-380/US 218 Interchange near Iowa City (State Share) Landscaping		Federal Aid					
			Regional Swap					
39270	NHSN-001)--2R-52	TIP Approved	Total		\$5,748,000			\$5,748,000
Iowa Department of Transportation	IA 1: E Burlington St to N Governor St (SB) (State Share) Grade and Pave		Federal Aid					
			Regional Swap					

STBG

48400	STP-U-1557()--70-52	TIP Approved	Total	\$6,000,000				\$6,000,000
Coralville	In the city of Coralville, On US 6 E, Over from Just west of Lowes W to I-80 bridge		Federal Aid	\$864,560				\$864,560
	Pavement Rehab/Widen, Lighting, Traffic Signals		Regional Swap	\$864,560				\$864,560
45232	STP-U-3715()--70-52	TIP Approved	Total	\$14,181,200				\$14,181,200
Iowa City	In the city of Iowa City, on Dodge Street, from Burlington Street north to Governor Street.		Federal Aid	\$3,750,000				\$3,750,000
	Pavement Rehab		Regional Swap	\$3,750,000				\$3,750,000
48401	STP-U-3715(672)--70-52	TIP Approved	Total	\$11,000,000				\$11,000,000
Iowa City	In the city of Iowa City, On Taft Avenue, from Lower West Branch Road S to American Legion Road	11/18/2025	Federal Aid	\$3,500,000				\$3,500,000
	Grade and Pave, Ped/Bike Development		Regional Swap	\$3,500,000				\$3,500,000
39152	STP-U-7662(615)--70-52	TIP Approved	Total	\$7,836,000				\$7,836,000
Tiffin	In the city of Tiffin, On North Park Road, from Highway 6, north to Aster Drive	12/17/2024	Federal Aid	\$1,200,000				\$1,200,000
	PCC Pavement - Grade and New, PCC Sidewalk/Trail, Ped/Bike Miscellaneous		Regional Swap	\$1,200,000				\$1,200,000
48399	STP-U-7855()--70-52	TIP Approved	Total	\$481,000				\$481,000
University Heights	In the city of University Heights, On Sunset Street, from Melrose Ave S to Benton Street		Federal Aid	\$115,440				\$115,440
	Pavement Rehab, Ped/Bike Development		Regional Swap	\$115,440				\$115,440
38309	STP-U-7855(608)--70-52	TIP Approved	Total	\$1,549,936				\$1,549,936
University Heights	In the city of University Heights, On Melrose Avenue, from Sunset Street east to east city limits	12/16/2025	Federal Aid	\$730,000				\$730,000
	Pavement Rehab, Lightings, Pavement Markings		Regional Swap	\$730,000				\$730,000
52475	STP-U-5557()--70-52	TIP Approved	Total		\$5,800,000			\$5,800,000
North Liberty	In the city of North Liberty, reconstruct Ranshaw Way (Hwy 965) from Hawkeye Dr south to Forevergreen Rd		Federal Aid		\$2,900,000			\$2,900,000
	Pavement Rehab/Widen, Landscaping, Ped/Bike Structures		Regional Swap		\$2,900,000			\$2,900,000

STBG

55713	STP-006()--2C-52	TIP Approved	Total			\$3,195,000		\$3,195,000
Iowa Department of Transportation	US 6: In Tiffin, Grant St to Park Rd		Federal Aid			\$2,556,000		\$2,556,000
	Pave		Regional					
			Swap					
53520	STP-U-1557()--70-52	TIP Approved	Total			\$2,645,000		\$2,645,000
Coralville	In the city of Coralville, Construct a roundabout at Dubuque St NE, Rustic Ridge Rd NE & Forevergreen Rd.		Federal Aid			\$675,000		\$675,000
	Miscellaneous		Regional			\$675,000		\$675,000
			Swap					
54730	STP-U-5557()--70-52	TIP Approved	Total			\$4,480,000		\$4,480,000
North Liberty	In the city of North Liberty, Reconstruct/rehab S Dubuque St from south of E Zeller St to roundabout at North Liberty Rd		Federal Aid			\$1,100,000		\$1,100,000
	Pavement Rehab		Regional			\$1,100,000		\$1,100,000
			Swap					
54738	STP-U-7855()--70-52	TIP Approved	Total			\$470,000		\$470,000
University Heights	In the city of University Heights, continuing preventative maintenance on Melrose Ave and Sunset St		Federal Aid			\$225,000		\$225,000
	Miscellaneous		Regional			\$225,000		\$225,000
			Swap					
55774	BRF-006()--38-52	TIP Approved	Total				\$9,258,000	\$9,258,000
Iowa Department of Transportation	US 6: Iowa River 0.2 mi E of E Jct IA 1 in Iowa City		Federal Aid				\$7,406,400	\$7,406,400
	Bridge New, Right of Way		Regional					
			Swap					
55805	STP-U-3715()--27-52	TIP Approved	Total				\$29,400,000	\$29,400,000
Iowa City	In the city of Iowa City, on BURLINGTON ST/Hwy 1, replace bridges, reconstruct roadways & rehab/replace ped overpass		Federal Aid				\$7,300,000	\$7,300,000
	Bridge-Unspecified, Bridge Replacement		Regional				\$7,300,000	\$7,300,000
			Swap					

TAP

45234	TAP-U-5557(623)--8I-52	FHWA Approved	Total	\$1,252,000				\$1,252,000
North Liberty	In the city of North Liberty, on N Liberty Rd Trail from E of Hodge St to N of Osage Ln and crossing to dog park	2/18/2025	Federal Aid	\$648,118				\$648,118
25654	Pave		Regional Swap	\$648,118				\$648,118
52476	TAP-U-3715()--8I-52	FHWA Approved	Total		\$1,040,000			\$1,040,000
Iowa City	In the city of Iowa City, On HWY 6, from Broadway Street to Fairmeadows Boulevard		Federal Aid		\$520,000			\$520,000
	Ped/Bike Grade & Pave		Regional Swap		\$520,000			\$520,000

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

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2025	2026	2027	2028	Totals
11248 Coralville Transit System	5307, STA TIP Approved	Operations	Operating Assistance	Total	\$2,682,033				\$2,682,033
				FA	\$875,000				\$875,000
				DOT	\$337,138				\$337,138
11249 Coralville Transit System	5310 TIP Approved	Operations	Contracted services for persons with special needs (5310)	Total	\$447,600				\$447,600
				FA	\$58,318				\$58,318
				DOT					
11250 Coralville Transit System	5339 TIP Approved	Capital	Associated capital bus maintenance (spare parts)	Total	\$100,000				\$100,000
				FA	\$80,000				\$80,000
				DOT					
11251 Coralville Transit System	5339 TIP Approved	Capital	Design and construction of Intermodal Transportation Center - Phase II	Total	\$14,883,750				\$14,883,750
				FA	\$11,907,000				\$11,907,000
				DOT					
11252 Coralville Transit System	5339 TIP Approved	Capital	Purchase 40' heavy-duty bus w/ cameras (8) and fixed route configuration for service expansion UFRC,VSS	Total	\$650,200				\$650,200
				FA	\$552,670				\$552,670
				DOT					
11253 Coralville Transit System	5339 TIP Approved	Capital	Purchase 40' heavy-duty bus w/ cameras (8) and fixed route configuration for service expansion UFRC,VSS	Total	\$650,200				\$650,200
				FA	\$552,670				\$552,670
				DOT					
11254 Coralville Transit System	5339 TIP Approved	Capital	Purchase 40' heavy-duty bus w/ cameras (8) and fixed route configuration for service expansion UFRC,VSS	Total	\$650,200				\$650,200
				FA	\$552,670				\$552,670
				DOT					
11255 Coralville Transit System	5339 TIP Approved	Capital	Purchase 40' heavy-duty bus (Unit # 108) w/ cameras (8) and fixed route configuration for replacement UFRC,VSS Unit # 108	Total	\$650,200				\$650,200
				FA	\$552,670				\$552,670
				DOT					
11256 Coralville Transit System	5339 TIP Approved	Capital	Purchase 40' heavy-duty bus (Unit # 109) w/ cameras (8) and fixed route configuration for replacement UFRC,VSS Unit # 109	Total	\$650,200				\$650,200
				FA	\$552,670				\$552,670
				DOT					
11257 Coralville Transit System	5339 TIP Approved	Capital	Purchase 40' heavy-duty bus (Unit # 110) w/ cameras (8) and fixed route configuration for replacement UFRC,VSS Unit # 110	Total	\$650,200				\$650,200
				FA	\$552,670				\$552,670
				DOT					

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2025	2026	2027	2028	Totals
11258 Coralville Transit System	5339 TIP Approved	Capital	Purchase 40' heavy-duty bus (Unit # 111) w/ cameras (8) and fixed route configuration for replacement UFRC,VSS Unit # 111	Total	\$650,200				\$650,200
				FA	\$552,670				\$552,670
				DOT					
11259 Coralville Transit System	5339 TIP Approved	Capital	Purchase 40' heavy-duty bus (Unit # 112) w/ cameras (8) and fixed route configuration for replacement UFRC,VSS Unit # 112	Total	\$650,200				\$650,200
				FA	\$552,670				\$552,670
				DOT					
11260 Coralville Transit System	5339 TIP Approved	Capital	Purchase 176" light-duty expansion bus w/ cameras (6) VSS	Total	\$168,900				\$168,900
				FA	\$143,565				\$143,565
				DOT					
11261 Coralville Transit System	5339 TIP Approved	Capital	Purchase 176" light-duty expansion bus w/ cameras (6) VSS	Total	\$168,900				\$168,900
				FA	\$143,565				\$143,565
				DOT					
11262 Coralville Transit System	5339 TIP Approved	Capital	Purchase 176" light-duty expansion bus w/ cameras (6) VSS	Total	\$168,900				\$168,900
				FA	\$143,565				\$143,565
				DOT					
11263 Coralville Transit System	5339 TIP Approved	Capital	Purchase 176" light-duty expansion bus w/ cameras (6) VSS	Total	\$168,900				\$168,900
				FA	\$143,565				\$143,565
				DOT					
11265 Coralville Transit System	5339 TIP Approved	Capital	Purchase 176" light-duty expansion electric bus w/ cameras (6) VSS,Electric	Total	\$600,000				\$600,000
				FA	\$510,000				\$510,000
				DOT					
11267 Coralville Transit System	5339 TIP Approved	Capital	Purchase 176" light-duty expansion electric bus w/ cameras (6) UFRC,Electric	Total	\$600,000				\$600,000
				FA	\$510,000				\$510,000
				DOT					
11268 Coralville Transit System	5339 TIP Approved	Capital	Purchase 176" light-duty replacement bus (Unit #344) w/ cameras (6) VSS	Total	\$168,900				\$168,900
				FA	\$143,565				\$143,565
				DOT					
11269 Coralville Transit System	5339 TIP Approved	Capital	Purchase 176" light-duty replacement bus (Unit #366) w/ cameras (6) VSS Unit # 366	Total	\$168,900				\$168,900
				FA	\$143,565				\$143,565
				DOT					

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2025	2026	2027	2028	Totals
11270 Coralville Transit System	5339 TIP Approved	Capital	Construct New Transit Facility - Phase II	Total	\$2,126,250				\$2,126,250
				FA	\$1,701,000				\$1,701,000
				DOT					
11271 Coralville Transit System	5339 TIP Approved	Capital	Replace 2 passenger shelters and associated improvements	Total	\$37,422				\$37,422
				FA	\$29,938				\$29,938
				DOT					
11272 Coralville Transit System	5339 TIP Approved	Capital	Purchase 6 passenger shelters and associated improvements	Total	\$112,266				\$112,266
				FA	\$89,813				\$89,813
				DOT					
11273 Coralville Transit System	5339 TIP Approved	Capital	Purchase shop equipment (armature, lathe, misc.)	Total	\$89,250				\$89,250
				FA	\$71,400				\$71,400
				DOT					
11274 Coralville Transit System	5339 TIP Approved	Capital	Purchase replacement fare collection system	Total	\$400,000				\$400,000
				FA	\$320,000				\$320,000
				DOT					
11275 Iowa City Transit	5307, STA TIP Approved	Operations	Operating Assistance (5307)	Total	\$14,911,050				\$14,911,050
				FA	\$3,100,000				\$3,100,000
				DOT	\$694,847				\$694,847
11276 Iowa City Transit	5310 TIP Approved	Operations	Contracted services for persons with special needs (5310)	Total	\$2,000,000				\$2,000,000
				FA	\$201,510				\$201,510
				DOT					
11278 Iowa City Transit	5339 TIP Approved	Capital	Purchase bus shelters	Total	\$50,000				\$50,000
				FA	\$42,500				\$42,500
				DOT					
11279 Iowa City Transit	5339 TIP Approved	Capital	Associated capital bus maintenance (spare parts)	Total	\$500,000				\$500,000
				FA	\$425,000				\$425,000
				DOT					
11280 Iowa City Transit	5339 TIP Approved	Capital	Transit Storage and Maintenance Facility	Total	\$36,706,517				\$36,706,517
				FA	\$19,733,293				\$19,733,293
				DOT					

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2025	2026	2027	2028	Totals
11282 Iowa City Transit	5339 TIP Approved	Capital	Purchase 40' heavy-duty battery-electric replacement bus (Unit #660) w/ cameras (7), low floor, fixed route configuration, and charging equipment UFRC,VSS,Low Floor,Electric Unit # 660	Total	\$1,686,000				\$1,686,000
				FA	\$1,288,600				\$1,288,600
				DOT					
11284 Iowa City Transit	5339 TIP Approved	Capital	Purchase 40' heavy-duty battery-electric replacement bus (Unit #656) w/ cameras (7), low floor, fixed route configuration, and charging equipment UFRC,VSS,Low Floor,Electric Unit # 656	Total	\$1,686,000				\$1,686,000
				FA	\$1,288,600				\$1,288,600
				DOT					
11286 Iowa City Transit	5339 TIP Approved	Capital	Purchase 40' heavy-duty battery-electric replacement bus (Unit #661) w/ cameras (7), low floor, fixed route configuration, and charging equipment UFRC,VSS,Low Floor,Electric Unit # 661	Total	\$1,686,000				\$1,686,000
				FA	\$1,288,600				\$1,288,600
				DOT					
11288 Iowa City Transit	5339 TIP Approved	Capital	Purchase 40' heavy-duty battery-electric replacement bus (Unit #658) w/ cameras (7), low floor, fixed route configuration, and charging equipment UFRC,VSS,Low Floor,Electric Unit # 658	Total	\$1,686,000				\$1,686,000
				FA	\$1,288,600				\$1,288,600
				DOT					
11290 Iowa City Transit	5339 TIP Approved	Capital	Purchase 40' heavy-duty battery-electric replacement bus (Unit #671) w/ cameras (7), low floor, fixed route configuration, and charging equipment UFRC,VSS,Low Floor,Electric Unit # 671	Total	\$1,686,000				\$1,686,000
				FA	\$1,288,600				\$1,288,600
				DOT					
11292 Iowa City Transit	5339 TIP Approved	Capital	Purchase 40' heavy-duty battery-electric replacement bus (Unit #667) w/ cameras (7), low floor, fixed route configuration, and charging equipment UFRC,VSS,Low Floor,Electric Unit # 667	Total	\$1,686,000				\$1,686,000
				FA	\$1,288,600				\$1,288,600
				DOT					
11294 Iowa City Transit	5339 TIP Approved	Capital	Purchase 40' heavy-duty battery-electric replacement bus (Unit #669) w/ cameras (7), low floor, fixed route configuration, and charging equipment UFRC,VSS,Low Floor,Electric Unit # 669	Total	\$1,686,000				\$1,686,000
				FA	\$1,288,600				\$1,288,600
				DOT					
11296 Iowa City Transit	5339 TIP Approved	Capital	Purchase 40' heavy-duty battery-electric replacement bus (Unit #670) w/ cameras (7), low floor, fixed route configuration, and charging equipment UFRC,VSS,Low Floor,Electric Unit # 670	Total	\$1,686,000				\$1,686,000
				FA	\$1,288,600				\$1,288,600
				DOT					
11298 Iowa City Transit	5339 TIP Approved	Capital	Purchase 40' heavy-duty battery-electric replacement bus (Unit #668) w/ cameras (7), low floor, fixed route configuration, and charging equipment UFRC,VSS,Low Floor,Electric Unit # 668	Total	\$1,686,000				\$1,686,000
				FA	\$1,288,600				\$1,288,600
				DOT					
11300 Iowa City Transit	5339 TIP Approved	Capital	Purchase 40' heavy-duty battery-electric replacement bus (Unit #672) w/ cameras (7), low floor, fixed route configuration, and charging equipment UFRC,VSS,Low Floor,Electric	Total	\$1,686,000				\$1,686,000
				FA	\$1,288,600				\$1,288,600

Project ID Sponsor	Funds Approval Level	Project Type	Unit # 672 Description	2025	2026	2027	2028	Totals
			Options Vehicle Unit Number					
				DOT				
11301 Iowa City Transit	5339 TIP Approved	Capital	Purchase 176" light-duty replacement bus w/ cameras (5) VSS	Total	\$158,100			\$158,100
				FA	\$134,385			\$134,385
				DOT				
11302 Iowa City Transit	5339 TIP Approved	Capital	Purchase 176" light-duty replacement bus w/ cameras (5) VSS	Total	\$158,100			\$158,100
				FA	\$134,385			\$134,385
				DOT				
11303 Iowa City Transit	5339 TIP Approved	Capital	Purchase 176" light-duty replacement bus w/ cameras (5) VSS	Total	\$158,100			\$158,100
				FA	\$134,385			\$134,385
				DOT				
11304 Iowa City Transit	5339 TIP Approved	Capital	Purchase 176" light-duty replacement bus w/ cameras (5) VSS	Total	\$158,100			\$158,100
				FA	\$134,385			\$134,385
				DOT				
11305 Iowa City Transit	5339 TIP Approved	Capital	Purchase 176" light-duty replacement bus w/ cameras (5) VSS	Total	\$158,100			\$158,100
				FA	\$134,385			\$134,385
				DOT				
11306 Iowa City Transit	5339 TIP Approved	Capital	Purchase 176" light-duty replacement bus w/ cameras (5) VSS	Total	\$158,100			\$158,100
				FA	\$134,385			\$134,385
				DOT				
11307 Iowa City Transit	5339 TIP Approved	Capital	Purchase 176" light-duty replacement bus w/ cameras (5) VSS	Total	\$158,100			\$158,100
				FA	\$134,385			\$134,385
				DOT				
11308 Iowa City Transit	5339 TIP Approved	Capital	Purchase 176" light-duty replacement bus w/ cameras (5) VSS	Total	\$158,100			\$158,100
				FA	\$134,385			\$134,385
				DOT				
11309 Iowa City Transit	5339 TIP Approved	Capital	Purchase 176" light-duty replacement bus w/ cameras (5) VSS	Total	\$158,100			\$158,100
				FA	\$134,385			\$134,385
				DOT				
11310 Iowa City Transit	5339 TIP Approved	Capital	Purchase 176" light-duty replacement bus w/ cameras (5) VSS	Total	\$158,100			\$158,100
				FA	\$134,385			\$134,385
				DOT				

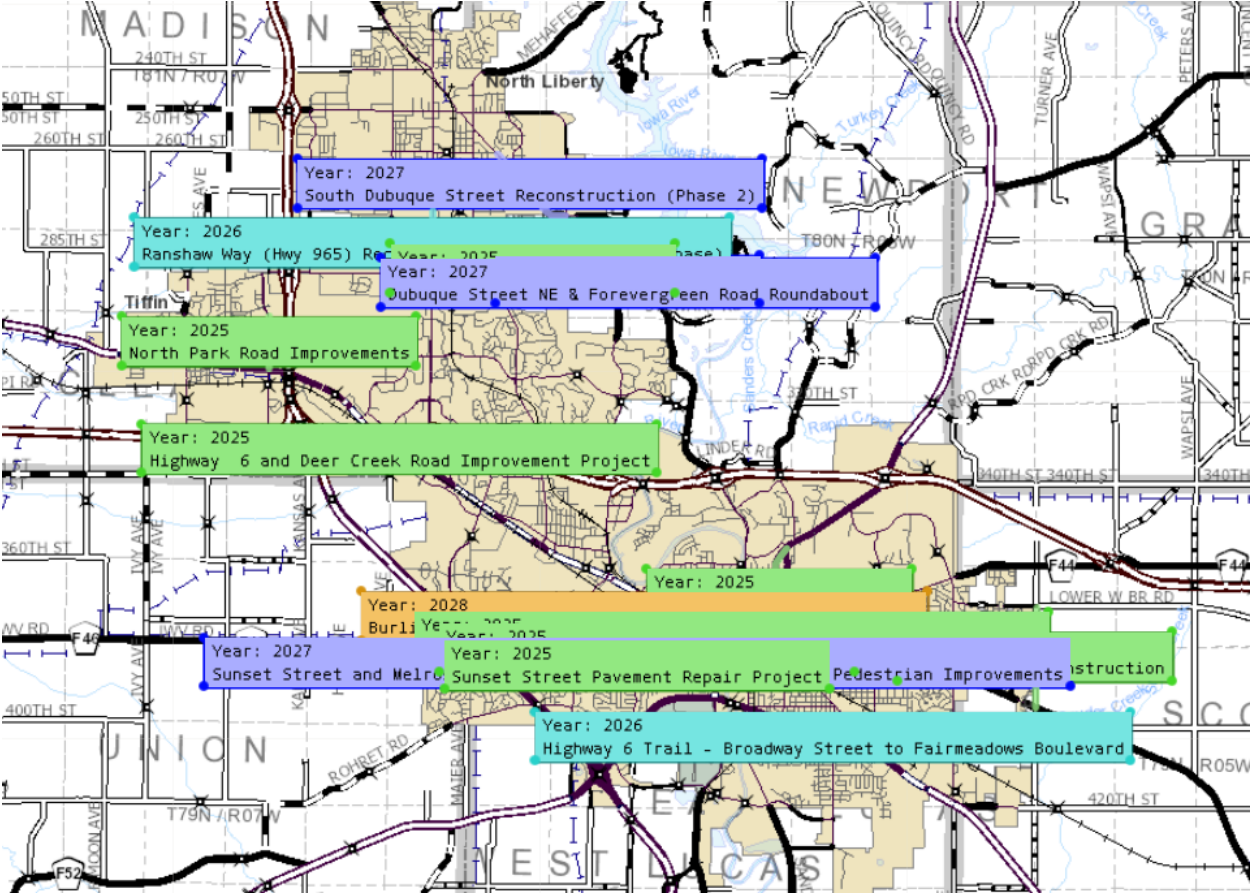
Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2025	2026	2027	2028	Totals
11311 University of Iowa (Cambus)	5307, STA TIP Approved	Operations	Operating Assistance	Total	\$5,230,000				\$5,230,000
				FA	\$1,200,000				\$1,200,000
				DOT	\$890,728				\$890,728
11312 University of Iowa (Cambus)	TIP Approved	Operations	Paratransit operating assistance (5310)	Total	\$250,000				\$250,000
				FA					
				DOT					
11313 University of Iowa (Cambus)	5339 TIP Approved	Capital	Purchase in-ground hoist system	Total	\$120,000				\$120,000
				FA	\$96,000				\$96,000
				DOT					
11314 University of Iowa (Cambus)	5339 TIP Approved	Capital	Associated capital bus maintenance (spare parts)	Total	\$200,000				\$200,000
				FA	\$160,000				\$160,000
				DOT					
11315 University of Iowa (Cambus)	5339 TIP Approved	Capital	Purchase 6 replacement passenger shelters	Total	\$90,000				\$90,000
				FA	\$72,000				\$72,000
				DOT					
11316 University of Iowa (Cambus)	5339 TIP Approved	Capital	Purchase replacement forklift for maintenance	Total	\$75,000				\$75,000
				FA	\$60,000				\$60,000
				DOT					
11317 University of Iowa (Cambus)	5339 TIP Approved	Capital	Expand and upgrade the maintenance facility and equip it for the conversion to electric buses	Total	\$13,500,000				\$13,500,000
				FA	\$10,800,000				\$10,800,000
				DOT					
11318 University of Iowa (Cambus)	5339 TIP Approved	Capital	Purchase 30' heavy-duty replacement bus (Unit #11) w/ cameras (8), low floors, and fixed route configuration UFRC,VSS,Low Floor Unit # 11	Total	\$608,500				\$608,500
				FA	\$517,225				\$517,225
				DOT					
11321 University of Iowa (Cambus)	5339 TIP Approved	Capital	Purchase 40' heavy-duty replacement electric bus (Unit #95) w/ cameras (8), low floors, and fixed route configuration UFRC,VSS,Low Floor,Electric Unit # 95	Total	\$1,345,000				\$1,345,000
				FA	\$1,143,250				\$1,143,250
				DOT					
11323 University of Iowa (Cambus)	5339 TIP Approved	Capital	Purchase 40' heavy-duty replacement electric bus (Unit #96) w/ cameras (8), low floors, and fixed route configuration UFRC,VSS,Low Floor,Electric Unit # 96	Total	\$1,345,000				\$1,345,000
				FA	\$1,143,250				\$1,143,250
				DOT					

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2025	2026	2027	2028	Totals
11325 University of Iowa (Cambus)	5339 TIP Approved	Capital	Purchase 40' heavy-duty replacement electric bus (Unit #97) w/ cameras (8), low floors, and fixed route configuration UFRC,VSS,Low Floor,Electric Unit # 97	Total	\$1,345,000				\$1,345,000
				FA	\$1,143,250				\$1,143,250
				DOT					
11327 University of Iowa (Cambus)	5339 TIP Approved	Capital	Purchase 40' heavy-duty replacement electric bus (Unit #99) w/ cameras (8), low floors, and fixed route configuration UFRC,VSS,Low Floor,Electric Unit # 99	Total	\$1,345,000				\$1,345,000
				FA	\$1,143,250				\$1,143,250
				DOT					
11329 University of Iowa (Cambus)	5339 TIP Approved	Capital	Purchase 40' heavy-duty replacement electric bus (Unit #103) w/ cameras (8), low floors, and fixed route configuration UFRC,VSS,Low Floor,Electric Unit # 103	Total	\$1,345,000				\$1,345,000
				FA	\$1,143,250				\$1,143,250
				DOT					
11331 University of Iowa (Cambus)	5339 TIP Approved	Capital	Purchase 40' heavy-duty replacement electric bus (Unit #105) w/ cameras (8), low floors, and fixed route configuration UFRC,VSS,Low Floor,Electric Unit # 105	Total	\$1,345,000				\$1,345,000
				FA	\$1,143,250				\$1,143,250
				DOT					
11332 University of Iowa (Cambus)	5339 TIP Approved	Capital	Purchase 40' heavy-duty replacement diesel bus (Unit #94) w/cameras (8), low floors, and fixed route configuration Diesel,UFRC,VSS,Low Floor Unit # 94	Total	\$650,200				\$650,200
				FA	\$552,670				\$552,670
				DOT					
11333 University of Iowa (Cambus)	5339 TIP Approved	Capital	Purchase 40' heavy-duty replacement diesel bus (Unit #98) w/cameras (8), low floors, and fixed route configuration Diesel,UFRC,VSS,Low Floor Unit # 98	Total	\$650,200				\$650,200
				FA	\$552,670				\$552,670
				DOT					
11334 University of Iowa (Cambus)	5339 TIP Approved	Capital	Purchase 40' heavy-duty replacement diesel bus (Unit #100) w/cameras (8), low floors, and fixed route configuration Diesel,UFRC,VSS,Low Floor Unit # 100	Total	\$650,200				\$650,200
				FA	\$552,670				\$552,670
				DOT					
11335 University of Iowa (Cambus)	5339 TIP Approved	Capital	Purchase 40' heavy-duty replacement diesel bus (Unit #101) w/cameras (8), low floors, and fixed route configuration Diesel,UFRC,VSS,Low Floor Unit # 101	Total	\$650,200				\$650,200
				FA	\$552,670				\$552,670
				DOT					
11336 University of Iowa (Cambus)	5339 TIP Approved	Capital	Purchase 40' heavy-duty replacement diesel bus (Unit #102) w/cameras (8), low floors, and fixed route configuration Diesel,UFRC,VSS,Low Floor Unit # 102	Total	\$650,200				\$650,200
				FA	\$552,670				\$552,670
				DOT					
11337 University of Iowa (Cambus)	5339 TIP Approved	Capital	Purchase 40' heavy-duty replacement diesel bus (Unit #104) w/cameras (8), low floors, and fixed route configuration Diesel,UFRC,VSS,Low Floor	Total	\$650,200				\$650,200
				FA	\$552,670				\$552,670

Project ID Sponsor	Funds Approval Level	Project Type	Unit # 104 Description		2025	2026	2027	2028	Totals
			Options Vehicle Unit Number						
				DOT					
11338 University of Iowa (Cambus)	5339 TIP Approved	Capital	Purchase 40' heavy-duty replacement diesel bus (Unit #106) w/cameras (8), low floors, and fixed route configuration Diesel,UFRC,VSS,Low Floor Unit # 106	Total	\$650,200				\$650,200
				FA	\$552,670				\$552,670
				DOT					
11339 University of Iowa (Cambus)	5339 TIP Approved	Capital	Purchase 40' heavy-duty replacement diesel bus (Unit #107) w/cameras (8), low floors, and fixed route configuration Diesel,UFRC,VSS,Low Floor Unit # 107	Total	\$650,200				\$650,200
				FA	\$552,670				\$552,670
				DOT					
11340 University of Iowa (Cambus)	5339 TIP Approved	Capital	Purchase 40' heavy-duty replacement diesel bus (Unit #108) w/cameras (8), low floors, and fixed route configuration Diesel,UFRC,VSS,Low Floor Unit # 108	Total	\$650,200				\$650,200
				FA	\$552,670				\$552,670
				DOT					
11341 University of Iowa (Cambus)	5310 TIP Approved	Capital	Purchase 176" light-duty low floor replacement bus (Unit #17) w/cameras (6) VSS,Low Floor Unit # 17	Total	\$188,600				\$188,600
				FA	\$160,310				\$160,310
				DOT					
11342 University of Iowa (Cambus)	5310,5339 TIP Approved	Capital	Purchase 176" light-duty low floor replacement bus (Unit #18) w/cameras (6) VSS,Low Floor Unit # 18	Total	\$188,600				\$188,600
				FA	\$160,310				\$160,310
				DOT					

TIP Project Locations

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



(Map produced by Iowa Department of Transportation/TPMS)

Revising the Approved TIP

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

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

The following criteria define the need for an amendment:

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

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

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

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

The following criteria define the need for an administrative modification:

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

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

MPO Public Input Process

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

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

Core Public Involvement Opportunities

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

Public Comment Period

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

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

Urbanized Area Policy Board Public Meetings

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

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

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

Public Workshops/Open Houses

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

Accommodations for Special Populations

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

Getting the Word Out About Upcoming Public Involvement Events

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

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

- ❖ Access 2 Independence
- ❖ Allen Lund Company
- ❖ Bicyclists of Iowa City
- ❖ Citizens for Sensible Development
- ❖ Clear Creek Amana School District
- ❖ Iowa City Area Assoc. of Realtors
- ❖ 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
- ❖ Greater Iowa City, Inc.
- ❖ Goodwill of the Heartland
- ❖ Iowa Bicycle Coalition
- ❖ Johnson County Planning and Zoning Commission
- ❖ Johnson County SEATS
- ❖ League of Women Voters of Johnson County
- ❖ North Liberty Parks & Recreation Commission
- ❖ North Liberty Community Center
- ❖ Project GREEN
- ❖ Soil & Water Conservation Service
- ❖ Systems Unlimited
- ❖ Tiffin Planning and Zoning Commission

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

Summary of Public Participation Procedures

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



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

RESOLUTION NO. 2022-04

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

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

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

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

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

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

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

Considered on this 13th day of July, 2022.



Chairperson
MPOJC Urbanized Area Policy Board

Official Publication
Iowa City Press-Citizen, June 11, 2024

NOTICE OF PUBLIC HEARING

The Metropolitan Planning Organization of Johnson County will be holding a public hearing on the “FY2025-2028 Transportation Improvement Program” (TIP) for the Iowa City Urbanized Area. The TIP is the programming document for all surface transportation and transit projects that receive state or federal funds, including street & highway, transit, rail, bicycle, and pedestrian projects in the Iowa City urbanized area. The notice of public participation activities and time established for public review of and comments on the TIP will satisfy the transit Section 5307 Program of Projects requirements.

The public hearing will be held on July 10th, 2024 at 4:30 pm at the City of Coralville City Council Chambers, 1512 7th Street, Coralville, IA 52241.

Information about the proposed TIP can be found at www.MPOJC.org. Interested persons are encouraged to attend the public hearing or forward written comments by 5:00 pm, July 9th, 2024 to Hannah Neel, Associate Transportation Planner, MPOJC, 410 E. Washington St., Iowa City IA 52240; or by email at hneel@iowa-city.org. For more information on the meeting, or if you require disability related accommodations, please contact staff at least 48 hours prior to the event.

MPOJC TIP
FY 2025-2028



PO Box 631851 Cincinnati, OH 45263-1851

AFFIDAVIT OF PUBLICATION

Ashley Platz
City Clerk's Office
City Of Iowa City
410 E Washington ST
Iowa City IA 52240-1825

STATE OF WISCONSIN, COUNTY OF BROWN

The Iowa City Press Citizen, a newspaper printed and published in the city of Iowa, Johnson County, State of Iowa, and personal knowledge of the facts herein state and that the notice hereto annexed was Published in said newspapers in the issue:

06/10/2024

and that the fees charged are legal.
Sworn to and subscribed before on 06/10/2024

Legal Clerk

Notary, State of WI, County of Brown
91928

My commission expires

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Tax Amount: \$0.00
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Please do not use this form for payment remittance.

VICKY FELTY
Notary Public
State of Wisconsin

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PUBLIC HEARING**

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ATTESTATION OF PUBLIC LEGAL NOTICE

On Behalf of:
Ad No 89427
Metropolitan Planning Organization of Johnson County
410 E Washington St
IOWA CITY, IA 52240
UNITED STATES

FY 25-28
TIP

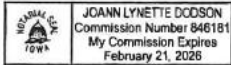
STATE OF IOWA COUNTIES OF LINN AND JOHNSON:
Before the undersigned authority personally appeared said legal clerk, who on oath says that he or she is a Legal Advertising Representative of the THE GAZETTE, a daily newspaper published in Linn and Johnson County, Iowa that the digital copy of advertisement,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

Legals - NPH -FY2025-2028 Transportation Improvement Program

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

6/11/2024

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



Publication Cost: \$24.61
Customer No: 127564

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MPO Project Selection Procedures

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

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

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

MPOJC Policy Board Approved November 16, 2022

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

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

Total Points Possible: 12 (13%)

Score: _____

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

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

Total Points Possible: 7 (8%)

Score: _____

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

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

Total Points Possible: 5 (5%)

Score: _____

4: System Preservation – Maintained in good and reliable condition

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

Total Points Possible: 5 (5%)

Score: _____

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

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

Total Points Possible: 14 (15%)

Score: _____

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

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

Total Points Possible: 9 (10%)

Score: _____

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

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

OR

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

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

OR

Total Points Possible for C: 7

Score: _____

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

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

Total Points Possible: 8 (9%)

Score: _____

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

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

Total Points Possible: 8 (9%)

Score: _____

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

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

Total Points Possible: 9 (10%)
Score: _____

Total Score: _____

¹Not used to score Transportation Alternatives Program or Carbon Reduction Program projects

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

Source: American Community Survey (2019)

Fiscal constraint of the TIP

Operations and Maintenance

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

STBG, TAP, and CRP Funds Allocated

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

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

While the final allocation of Regional STBG, TAP, and CRP typically differs from initial finding targets vs. funding targets, funds allocated by the MPO Policy Board are always less than the initial funding targets issued by Iowa DOT. In this way, the MPO TIP remains fiscally constrained.

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

Forecasts of Available Revenue

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

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

For more information regarding Iowa DOT projects programmed in the MPOJC FY2025-2028 TIP, please refer to the Iowa DOT's Office of Program Management's Five-Year Program webpage: https://iowadot.gov/program_management/Five-Year-Program

Summary of Operations and Maintenance Costs-MPOJC*



	2025	2026	2027	2028
City Operations				
CORALVILLE	\$2,507,688	\$2,607,996	\$2,712,315	\$2,820,808
IOWA CITY	\$9,099,897	\$9,463,893	\$9,842,449	\$10,236,147
NORTH LIBERTY	\$1,396,207	\$1,452,055	\$1,510,137	\$1,570,543
TIFFIN	\$2,851,450	\$2,965,508	\$3,084,128	\$3,207,493
UNIVERSITY HEIGHTS	\$130,627	\$135,852	\$141,286	\$146,938
<i>Subtotal</i>	\$15,985,869	\$16,625,304	\$17,290,316	\$17,981,929
City Maintenance				
CORALVILLE	\$186,577	\$194,040	\$201,802	\$209,874
IOWA CITY	\$1,198,273	\$1,246,204	\$1,296,052	\$1,347,894
NORTH LIBERTY	\$114,907	\$119,503	\$124,283	\$129,255
TIFFIN	\$24,036	\$24,997	\$25,997	\$27,037
UNIVERSITY HEIGHTS	\$9,188	\$9,556	\$9,938	\$10,335
<i>Subtotal</i>	\$1,532,981	\$1,594,300	\$1,658,072	\$1,724,395
Total Operations and Maintenance	\$17,518,850	\$18,219,604	\$18,948,388	\$19,706,324

Estimated Iowa DOT Operations and Maintenance Costs-MPOJC*

	2025	2026	2027	2028
MPOJC	\$2,085,293	\$2,118,442	\$2,210,748	\$2,244,406

Summary of Non-Federal-aid Revenues-MPOJC*

	2025	2026	2027	2028
CORALVILLE	\$6,872,282	\$7,147,173	\$7,433,060	\$7,730,383
IOWA CITY	\$33,757,258	\$35,107,548	\$36,511,850	\$37,972,324
NORTH LIBERTY	\$22,249,670	\$23,139,657	\$24,065,243	\$25,027,853
TIFFIN	\$1,848,025	\$1,921,946	\$1,998,824	\$2,078,777
UNIVERSITY HEIGHTS	\$1,684,102	\$1,751,466	\$1,821,525	\$1,894,386
Total	\$66,411,337	\$69,067,790	\$71,830,502	\$74,703,722

*Data source: Iowa DOT, 2023. Forecasts assume an annual rate of increase of 4%. These tables are estimated costs of operating and maintaining the federal aid system.

Iowa DOT Five Year Program Funding**

	2025	2026	2027	2028	Total
Revenues					
PRIMARY ROAD FUND	\$817.6	\$826.7	\$830.8	\$838.3	\$3,313.4
TIME-21	\$135.0	\$135.0	\$135.0	\$135.0	\$540.0
MISCELLANEOUS	\$25.0	\$25.0	\$25.0	\$25.0	\$100.0
FEDERAL AID	\$516.0	\$512.4	\$512.4	\$512.4	\$2,053.2
<i>Total</i>	<i>\$1,493.6</i>	<i>\$1,499.1</i>	<i>\$1,503.2</i>	<i>\$1,510.7</i>	<i>\$6,006.6</i>
Statewide Allocations					
OPERATIONS & MAINTENANCE (PRF)	\$408.9	\$415.4	\$433.5	\$440.1	\$1,697.9
BACK OF PROGRAM LINE ITEMS AND RAIL HWY	\$199.9	\$202.9	\$203.9	\$209.6	\$816.3
<i>Total</i>	<i>\$608.8</i>	<i>\$618.3</i>	<i>\$637.4</i>	<i>\$649.7</i>	<i>\$2,514.2</i>
Funds Available for ROW/Const.	\$884.8	\$880.8	\$865.8	\$861.0	\$3,492.4

**\$ are in millions.

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

	Federal Fiscal Year	FY25	FY26	FY27	FY28
	STBG Funding Target	\$3,932,000	\$4,006,000	\$4,006,000	\$3,854,709
	Carry-Over from prior year	\$9,812,218	\$3,584,218	\$4,690,218	\$6,696,218
	Sub-total	\$13,744,218	\$7,590,218	\$8,696,218	\$10,550,927
Projects					
#38309, University Heights, Melrose Avenue: Sunset Street east to east city limits	Project total	\$1,549,936			
	Regional STBG Aid	(\$730,000)			
#39152, Tiffin, North Park Road: Hwy 6 north to Aster Drive	Project total	\$7,836,000			
	Regional STBG Aid	(\$1,200,000)			
#45232, low a City, Dodge Street: Burlington Street north to Governor Street	Project total	\$14,181,200			
	Regional STBG Aid	(\$3,750,000)			
#48400, Coralville, US 6 E: Over from just west of Low es W to I-80 bridge	Project total	\$3,105,000			
	Regional STBG Aid	(\$864,560)			
#48401, low a City, Taft Avenue: Lower West Branch Road S to American Legion Road	Project total	\$11,000,000			
	Regional STBG Aid	(\$3,500,000)			
#48399, University Heights, Sunset Street: Melrose Avenue S to Benton Street	Project total	\$481,000			
	Regional STBG Aid	(\$115,440)			
#52475, North Liberty, Ranshaw Way: Hawkeye Drive south to Forevergreen Road	Project total		\$5,800,000		
	Regional STBG Aid		(\$2,900,000)		
#53520, Coralville, Construct a roundabout at Dubuque Street NE, Rustic Ridge Rd NE, and Forevergreen Rd	Project total			\$2,645,000	
	Regional STBG Aid			(\$675,000)	
#54730, North Liberty, Reconstruct/rehab S Dubuque St from S of E Zeller St to roundabout at North Liberty Rd	Project total			\$4,480,000	
	Regional STBG Aid			(\$1,100,000)	
#54738, University Heights, Continuing preventative maintenance on Melrose Ave and Sunset St	Project total			\$470,000	
	Regional STBG Aid			(\$225,000)	
#55805 low a City, Burlington Street/Highway 1 Bridge Improvements Project	Project total				\$30,000,000
	Regional STBG Aid				(\$7,300,000)
Running total per year regional STBG		\$3,584,218	\$4,690,218	\$6,696,218	\$3,250,927

**Transportation Alternatives Program
Summary of costs and federal aid**

	Federal Fiscal Year	FY25	FY26	FY27	FY28
	lowa TAP Funding Target	\$389,000	\$401,000	\$401,000	\$378,517
	Carry-Over from prior year	\$1,060,514	\$801,396	\$682,396	\$1,083,396
	Sub-total	\$1,449,514	\$1,202,396	\$1,083,396	\$1,461,913
Projects					
#45234, North Liberty, North Liberty Rd Trail: from east of Hodge St to north of Osage Ln	Project total	\$1,252,000			
	Regional TAP	(\$648,118)			
#52476, low a City, Hwy 6 Trail: from Broadway Street to Fairmeadows Boulevard	Project total		\$1,040,000		
	Regional TAP		(\$520,000)		
Running total per year regional TAP		\$801,396	\$682,396	\$1,083,396	\$1,461,913

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

	Federal Fiscal Year	FY25	FY26	FY27	FY28
	lowa CRP Funding Target	\$373,000	\$381,000	\$381,000	\$ 364,210
	Carry-Over from prior year	\$1,013,317	\$1,386,317	\$1,767,317	\$2,148,317
	Sub-total	\$1,386,317	\$1,767,317	\$2,148,317	\$ 2,512,527
Projects*					
	Project total				
	Regional CRP Aid				
Running total per year regional CRP		\$1,386,317	\$1,767,317	\$2,148,317	\$ 2,512,527

*Carbon Reduction Program funding has not been allocated.

Federal Funding By Program and Yea

PROGRAM	2025			2026			2027			2028			PROJECT TOTAL
	PROJECT TOTAL	FA	RGNL FA	PROJECT TOTAL	FA	RGNL FA	PROJECT TOTAL	FA	RGNL FA	PROJECT TOTAL	FA	RGNL FA	
CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NHPP	\$72,733	\$61,823	\$0	\$17,463	\$14,844	\$0	\$596	\$507	\$0	\$0	\$0	\$0	\$90,792
PL	\$250	\$209	\$0	\$287	\$239	\$0	\$295	\$246	\$0	\$295,096	\$245,913	\$0	\$295,928
PRF	\$348	\$0	\$0	\$8,509	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,857
STBG	\$41,048	\$10,160	\$10,160	\$5,800	\$2,900	\$2,900	\$10,790	\$4,556	\$2,000	\$38,658	\$14,706	\$7,300,000	\$96,296
HBP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TAP	\$1,252	\$648	\$0	\$1,040	\$520	\$520	\$0	\$0	\$0	\$0	\$0	\$0	\$2,292
CRP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Earmark	\$54,707	\$3,250	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$54,707
Grant	\$600	\$300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$170,938	\$76,390	\$10,160	\$33,099	\$18,502	\$3,420	\$11,681	\$5,309	\$2,000	\$333,754	\$260,619	\$7,300,000	\$548,872

**Program numbers are in 1,000s

TRANSIT REVENUE AND OPERATING COSTS (FY2025-2028)

Iowa City Transit

	2025	2026	2027	2028
State Transit Assistance	\$ 694,847	\$ 722,641	\$ 751,547	\$ 781,608
Urbanized Area Formula (5307)	\$ 2,826,803	\$ 2,939,875	\$ 3,057,470	\$ 3,179,769
Special Needs Formula (5310)	\$ 201,510	\$ 209,570	\$ 217,953	\$ 226,671
Local Tax/Transit Levy	\$ 4,660,509	\$ 4,846,930	\$ 5,040,807	\$ 5,242,439
Fare Revenue	\$ 1,275,467	\$ 1,326,486	\$ 1,379,545	\$ 1,434,727
Contracts/Other	\$ 1,272,881	\$ 1,323,796	\$ 1,376,748	\$ 1,431,818
Total Revenue	\$ 10,932,018	\$ 11,369,298	\$ 11,824,070	\$ 12,297,033
Total Operating	\$ 9,370,684	\$ 9,745,511	\$ 10,135,332	\$ 10,540,745

Coralville Transit

	2025	2026	2027	2028
State Transit Assistance	\$ 337,138	\$ 350,624	\$ 364,648	\$ 379,234
Urbanized Area Formula (5307)	\$ 752,257	\$ 782,347	\$ 813,641	\$ 846,187
Special Needs Formula (5310)	\$ 58,318	\$ 60,651	\$ 63,077	\$ 65,600
Local Tax/Transit Levy	\$ 400,642	\$ 416,668	\$ 433,334	\$ 450,668
Fare Revenue	\$ 340,715	\$ 354,343	\$ 368,517	\$ 383,258
Contracts/Other	\$ 358,333	\$ 372,666	\$ 387,573	\$ 403,076
Total Revenue	\$ 2,247,403	\$ 2,337,299	\$ 2,430,791	\$ 2,528,022
Total Operating	\$ 2,408,965	\$ 2,505,324	\$ 2,605,537	\$ 2,709,759

University of Iowa Cambus

	2025	2026	2027	2028
State Transit Assistance	\$ 890,728	\$ 926,357	\$ 963,411	\$ 1,001,948
Urbanized Area Formula (5307)	\$ 1,093,342	\$ 1,137,076	\$ 1,182,559	\$ 1,229,861
Special Needs Formula (5310)	\$ 264,635	\$ 275,220	\$ 286,229	\$ 297,678
Local Tax/Transit Levy	\$ 2,885,438	\$ 3,000,856	\$ 3,120,890	\$ 3,245,726
Fare Revenue	\$ -	\$ -	\$ -	\$ -
Contracts/Other	\$ 3,035	\$ 3,156	\$ 3,283	\$ 3,414
Total Revenue	\$ 5,137,178	\$ 5,342,666	\$ 5,556,372	\$ 5,778,627
Total Operating	\$ 5,006,929	\$ 5,207,206	\$ 5,415,494	\$ 5,632,114

4% increase/year

FTA Financial Analysis

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

Indicators of current financial condition

1. Farebox revenue trends

Coralville Transit:

- The average passenger fare increased by 12.7% between FY2022 and FY2023 to \$0.92. The average fare is expected to increase during the period of FY2025-2028 as Coralville Transit recovers from the effects of COVID-19.
- Ridership increased by 18.2% between FY2022 and FY2023. Ridership had been declining steadily since peaking in FY2013 due to low fuel prices, area road construction detours, and alternative transportation options. Due to COVID-19, transit service was reduced in FY2021, but service has been restored, contributing to the drastic increase in ridership. Quarterly numbers in FY2024 indicate that ridership is stabilizing from the effects of COVID-19.

Iowa City Transit:

- The average passenger fare decreased by 7.1% between FY2022 to FY2023 to \$1.00. This decrease is due to Iowa City Transit implementing a fare-free system starting August 1, 2023. The average fare is expected to decrease during the period of FY2025-2028 as the Iowa City Transit fare-free system is fully realized.
- Ridership increased by 23.3% between FY2022 and FY2023. As with Coralville Transit; low fuel prices, area road construction detours, and alternative transportation options contributed to a steady decrease in ridership since FY2013. However, Iowa City Transit's ridership is expected to continue to increase, due to Iowa City Transit launching as a fare-free system on August 1, 2023. Quarterly numbers in FY2024 indicate that ridership is increasing.

University of Iowa Cambus:

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

- Ridership increased by 7.0% between FY2022 and FY2023. As with Coralville and Iowa City Transit; low fuel prices, area road construction detours, and alternative transportation options contributed to a steady decrease in ridership since FY2013. However, Cambus ridership is also expected to stabilize. Much of the ridership recovery depends on what the University does with online class and work options. Quarterly numbers in FY2024 indicate that ridership is increasing.

2. Non-farebox revenue trends

Coralville Transit:

- Coralville Transit saw an increase of 5.2% in FTA operating funding in FY2024. The apportionment of 5307 FTA funding is based on an approved MPOJC formula. The formula is a fixed-percentage-based allocation based on a historic average that considers operating/maintenance costs, locally-determined income, revenue miles, and fare revenue.
- State Transit Assistance increased by 2.9% from FY2024 to FY2025. Due to the reduced effect of COVID-19 on State revenues, funding levels are expected to increase for the period FY2025-2028. Local tax/transit levy revenue will continue to provide approximately 16.6% of Coralville Transit's operating funding during the period FY2025-2028, same as the period FY2024-2027.

Iowa City Transit:

- Iowa City Transit saw a 2.1% increase in FTA operating funding in FY2024. The apportionment of 5307 FTA funding is based on an approved MPOJC formula. The formula is a fixed-percentage-based allocation based on a historic average that considers operating/maintenance costs, locally-determined income, revenue miles, and fare revenue.
- State Transit Assistance saw the same 2.9% increase in funding from FY2024 to FY2025. Due to the reduced effect of COVID-19 on State revenues, funding levels are expected to increase for the period FY2025-2028. The local transit levy revenue will provide about 49.7% of Iowa City Transit's operating funding during the period FY2025-2028, same as the period FY2024-2027.

University of Iowa Cambus:

- University of Iowa Cambus experienced a 8.2% increase in FTA operating funding in FY2024. The apportionment of 5307 FTA funding is based on an approved MPOJC formula. The formula is a fixed-percentage-based allocation based on a historic average that considers operating/maintenance costs, locally-determined income, revenue miles, and fare revenue.
- State Transit Assistance increased by 2.9%, like Coralville and Iowa City from FY2024 to FY2025. Due to the reduced effect of COVID-19 on State revenues,

funding levels are expected to increase for the period FY2025-2028. For period FY2025-2028, 57.6% of Cambus funding comes from student fees that are paid each semester by University of Iowa students and from transfers from the university parking fund and other university departments.

3. Cost trends

When looking at operating costs from FY2022 to FY2023, Coralville Transit experienced a 9.3% increase, Iowa City Transit experienced a 0.5% decrease, and University of Iowa Cambus experienced a 10.7% increase. The increases are attributed to rising wages and benefits during pre-COVID-19 operations. With the extreme reduction in transit service in FY21 and the subsequent recovery from COVID-19, operating costs will be difficult to predict for all three systems during the FY2025-2028 period.

4. Cost effectiveness trends

Coralville Transit, Iowa City Transit, University of Iowa Cambus: Between FY2022 and FY2023 as measured by cost per mile, Coralville Transit increased 9.6% from \$8.05 to \$8.82; Iowa City Transit cost per mile decreased by 3.6% from \$9.78 to \$9.43; and University of Iowa Cambus increased by 20.8% from \$6.41 to \$7.74.

The cost per hour for Coralville Transit increased from \$96.27 to \$105.38; Iowa City Transit's cost per hour decreased from \$130.36 to \$124.27; and University of Iowa Cambus cost per hour increased from \$61.73 to \$75.20.

The cost per ride on Coralville Transit decreased from \$5.92 in FY2022 to \$5.47 in FY2023. Iowa City Transit decreased from \$7.80 to \$6.29, and University of Iowa Cambus increased slightly from \$1.71 to \$1.77.

All of the above trends normally vary from year to year depending on fluctuations in ridership and operating costs. However, the COVID-19 pandemic has changed how transit operates and creates uncertainty for the FY2025-2028 TIP period. That said, Coralville Transit, Iowa City Transit, and UI Cambus remain three of the most efficient transit systems in the state.

5. Likelihood of trends continuing

Based on the examination of each system's revenue forecast and projected operating expenses, Coralville Transit, Iowa City Transit, and University of Iowa Cambus will have the financial capacity to maintain adequate levels of funding for the period covered by the FY2025-2028 MPOJC Transportation Improvement Program. In addition to local, state, and federal funding support, Iowa City Transit, Coralville Transit, and Cambus will have received federal support through three additional sources of enhancement funding.

CARES Act funding

The Coronavirus Aid, Relief, and Economic Security (CARES) Act was signed into law on March 27, 2020. As part of the CARES Act, the Federal Transit Administration (FTA) allocated

\$25 billion to recipients of urbanized area (Section 5307 funding) and rural area formula funds, with \$22.7 billion for large and small urban areas. The State of Iowa received \$35,898,003 in CARES Act funding which included \$8,331,763 for the Iowa City Urbanized Area to be apportioned to Iowa City Transit, Coralville Transit, and University of Iowa Cambus for operating expenses incurred beginning on January 20, 2020.

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

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

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

Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funding

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

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

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

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

American Rescue Plan Act funding

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

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

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

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

Performance Based Planning

Highway Safety Improvement Program (PM I)

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

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

Pavement and Bridge (PM II)

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

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

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

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

System and Freight Reliability (PM III)

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

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

Transit Asset Management Performance Based Planning

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

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

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

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

Transit Safety Performance Based Planning

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

MPOJC Performance Measures

The MPOJC's investment priorities (projects) included in the TIP were evaluated for eligibility and ranked by MPO staff using scoring criteria approved by the Urbanized Area Policy Board. The scoring criteria are based on the MPO's 9 Guiding Principles and corresponding performance measures outlined in the Long-Range Transportation Plan. Furthermore, MPOJC has aligned the Long-Range Transportation Plan with the State of Iowa's targets and performance measures, ensuring that the plans and projects in the TIP contribute to achieving the State's targets for each performance measure.