



MEETING NOTICE

**The Corridor MPO (Metropolitan Planning Organization)
TTAC (Transportation Technical Advisory Committee)
December 6, 2018 at 2:00 p.m.
City Hall Training Room – Cedar Rapids City Hall, Lower Level
101 First Street SE, Cedar Rapids**

Chair: Nate Kampman – Cedar Rapids

Vice Chair: Seth Gunnerson – Cedar Rapids

TTAC Voting Members: Steve Gannon & Randy Burke - Linn County; Dick Ransom - Hiawatha; Shane Wicks – Fairfax; Kesha Billings & Mike Barkalow - Marion; Scott Pottorff - Ely; Jon Bogert – Palo; Kelli Scott - Robins; Ron Griffith, Daniel Gibbins, Brenna Fall, Doug Wilson, Matt Myers, Steve Hershner, & Jason Middlekauff - Cedar Rapids; Tom Peffer - Linn County Trails Association.

TTAC Non-voting Members: Cathy Cutler - Iowa DOT; Darla Hugaboom- FHWA; Mark Bechtel - FTA

AGENDA - Amended

Roll Call

Public Comment Period

Action/Discussion Items

1. **Approve Minutes from September 20, 2018 – ATTACHED**
2. **Discussion and possible action on PM1 Targets (Safety) for the 2015-2019 Performance Period – (Bill Micheel) ATTACHED**

Informational Items

3. **Long Range Transportation Plan 2020 Update (Liz Darnall)**
4. **Call for Vision Projects (Brandon Whyte) ATTACHED**

Report Items/Member Updates

Next Scheduled Meeting

- **Next full TTAC meeting:** January 3rd, 2019 at 2:00 pm in Cedar Rapids City Hall, Lower Level, Training Room, 101 First Street SE



**TRANSPORTATION TECHNICAL ADVISORY COMMITTEE (TTAC)
 MEETING MINUTES
 Cedar Rapids City Hall, Training Room, Bottom Floor
 101 First Street SE, Cedar Rapids
 Thursday, September 20, 2018 at 2:00 p.m.**

Member	Present	Absent	Alternate
Nate Kampman	X		
Seth Gunnerson	X		
John Witt	X		
Ron Griffith	X		
Steve Hershner	X		Bruce Jacobs
Jason Middlekauff	X		
Matt Myers	X		
Brenna Fall	X		
Doug Wilson	X		
Scott Pottorff	X		
Shane Wicks	X		
Dick Ransom	X		
Randy Burke	X		
Kesha Billings	X		
Mike Barkalow	X		
Jon Bogert	X		
Kelli Scott	X		
Tom Peffer	X		
Cathy Cutler	X		
Darla Hugaboom		X	
Daniel Nguyen		X	
Steve Krug		X	
Brad Ketels	X		

Staff Present: Bill Micheel, Brandon Whyte, Hilary Hershner, Elizabeth Darnall, & Jillane Shultz

Nate Kampman called the meeting to order at 2:00 p.m.

Public Comment

One public comment was included in the agenda packet. There were no members of the public present.



AGENDA

Action/Discussion Items

1. TTAC Minutes from the August 2, 2018 meeting

Doug Wilson motioned to approve the minutes from the August 2, 2018 meeting. Ron Griffith seconded the motion. The motion passed unanimously.

2. Long Range Transportation Plan (LRTP) Amendments

Brandon Whyte shared a review and recommendation of the LRTP Amendments for the trail projects. Mr. Whyte stated that the Fiscally Constrained Plan (FCP) is generated based on new scores alone. Projects not expecting to request funding in Federal Fiscal Year (FFY) 23-24 do not need to be included in the FCP. Staff suggests moving projects from the FCP that are not expected to apply for FFY23-24 funding. The new LRTP and FCP process will begin this year. Mr. Whyte stated that staff recommend including the Fairfax to Cedar Rapids Trail Connection into the FCP based on score alone. Staff also recommend that TTAC make a recommendation to approve the proposed FCP, removing projects that are not expected to request funding in FFY23-24.

Matt Myers with the City of Cedar Rapids asked if projects are not being requested for FFY23-24 due to the cycle ending and beginning a new plan. Mr. Whyte stated that is correct. Mr. Myers asked if a project has a low score, financially, it means that there is an available spot where this project can fit in. Mr. Whyte stated that is correct. Mr. Myers asked if the books balance with the proposed amendments. Mr. Whyte stated that the budget is under by \$147K, so this will carry over as a surplus.

Mr. Kampman stated that the City of Cedar Rapids members of TTAC met to discuss removal of the Cedar Rapids trail projects from the FCP, and there was not a high probability that Cedar Rapids would be applying for funding. Therefore, they agreed that the projects can be removed from the FCP.

Kesha Billings with the City of Marion stated that she discussed the removal of the Highway 100 Sidepath from the FCP with Mr. Whyte. The Highway 100 Sidepath timeframe was not as prioritized as the 10th Street trail project. The City of Marion was willing to remove this project from the FCP, understanding that it would be available in future years.

Tom Peffer with the Linn County Trails Association stated that the Segment 4 trail project was a higher priority than the Prospect Meadow trail project at this time with the major connection to the Cherokee trail. The further this project is pushed out, the demand would be higher for bridge funding to make the connection over the Cedar River.



Brenna Fall motioned to approve the staff recommendations for the modifications to the trail Fiscally Constrained Plan. Kesha Billings seconded the motion. The motion passed unanimously.

Hilary Hershner shared a review and recommendation of LRTP Amendments for road projects. There are six projects total requesting an amendment.

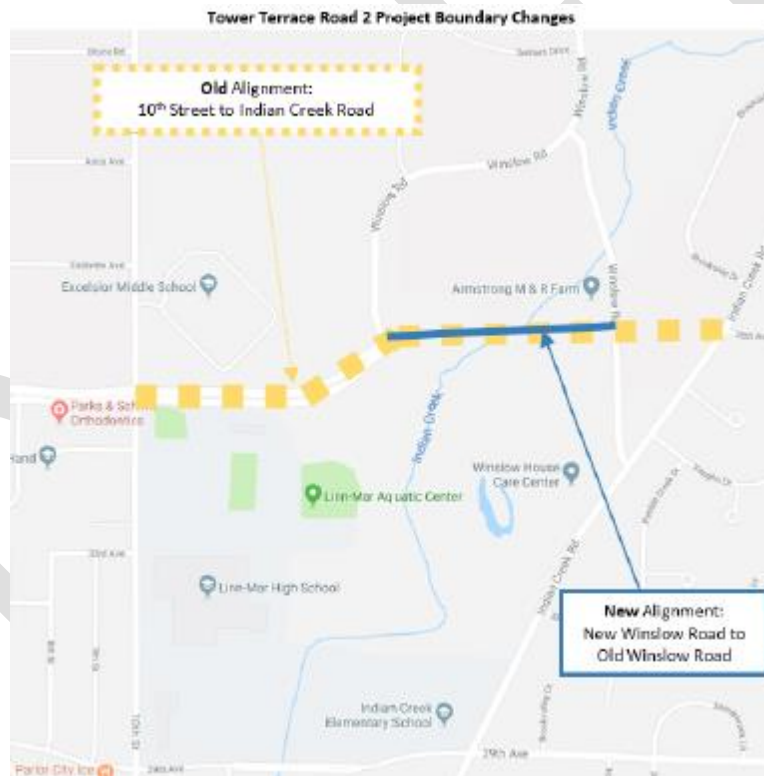
- **Changes to Cedar Rapids' Tower Terrace Road West of I-380 project:**
 - City staff separated original application into two different projects:
 1. Edgewood Road at Tower Terrace Road
 - Project ID #63
 - Seeking inclusion to Vision Plan ONLY
 2. Tower Terrace Road West of I-380 Interchange
 - Project ID #62
 - Seeking inclusion into FCP
 - Cost originally was \$9,100,000
 1. Edgewood Road: now \$7,700,000
 2. Tower Terrace Road: now \$2,700,000
 - Decreased in cost from \$9.1m to \$2.7m
 - **Decreased cost allows all four FCP amendment requests to fit into FCP**
 - Edgewood Road at Tower Terrace project NOT seeking inclusion into FCP

Mr. Kampman stated that the 9.1 million dollar project could not be funded on the given timeline with local funds. The City of Cedar Rapids felt it would be beneficial to build the legs of interchange at the same time the interchange is being built because the road will be closed. Mr. Kampman stated that the Edgewood Road piece will remain in the VP. When the interchange is built and development interest increases, there will be something in a regional plan that defines what road alignment is and will be able to pursue at that point in time.

Ms. Hershner shared information about two requests to move projects from the VP to the FCP. A request has been made by Linn County to revise the cost estimate and project description for the County Home Road project. This project is already included in the FCP. The revised application scales down the project boundaries. The project is smaller in scope, as it just includes a roundabout instead of linear roadway improvements. The project will extend paving to match recent paving limits of C Ave Ext. and County Home Road to the north, east, and south. The project will extend 500' to the west of C Ave Ext.

The project cost went from \$2,800,000 to \$1,000,000 and construction is expected between 2020 and 2024.

Ms. Hershner shared that The City of Marion has made a request to amend the FCP to include the Tower Terrace Road 2, therefore, moving the project from the Vision Plan to the FCP. This project’s boundaries are currently from 10th Street to Indian Creek Road – the new project boundaries will be from old Winslow Road to new Winslow Road. The project includes construction of a new multi-modal regional corridor, with a two-lane divided highway with dedicated left-turns and large median. This segment of Tower Terrace Road also includes a bridge over Indian Creek at the project’s eastern boundary. The project’s cost was changed from \$9,750,000 to \$11,287,000. Marion is seeking to include this project into the Roadway FCP to allow them to apply for funding on a significant segment of Tower Terrace Road.



Ms. Hershner shared that The City of Hiawatha has made a request to move the Tower Terrace Road project east of I-380 from the Vision Plan into the FCP. The project includes reconstructing the existing two-lane rural pavement to an urban five-lane



section, including pavement, medians, storm sewers, water main relocation, sidewalk, trail, and a traffic signal. The project’s boundaries are from I-380 to 700 feet east of North Center Point Road. The project costs \$3,450,000.

Ms. Hershner shared that The City of Marion has requested to move their Tower Terrace Road project, from Indian Creek Road to 35th Street, from the FCP into the Vision Plan. This project is for the increased capacity of the previously partially constructed portion of the multi-modal regional corridor. From Indian Creek Road to Lennon Lane the initial corridor improvement will include a two-lane divided roadway with dedicated left turn-lanes, transitioning to the 5-lane condition at the same time as Lennon Lane to 35th Street. The current roadway includes trails and sidewalks on both sides of the roadway. The project costs \$2,000,000.

- Eight jurisdiction-approved projects to remove from FCP to make room for LRTP requests:

<u>Project ID</u>	<u>Project Name</u>	<u>Jurisdiction Applying for Funding</u>	<u>Total Cost</u>	<u>Year of Construction Cost</u>	<u>Year of Construction</u>	<u>Score</u>
12	C Avenue NE Improvements from Greenfield St to Broderick Dr	Cedar Rapids	\$ 1,000,000	\$ 1,299,200	2020-2024	232.75
4	E Avenue NW at Wiley Blvd Traffic Signal	Cedar Rapids	\$ 250,000	\$ 324,800	2020-2024	174.65
3	F Avenue NW at Wiley Blvd Traffic Signal	Cedar Rapids	\$ 1,750,000	\$ 2,273,600	2020-2024	158.65
16	Center Point Road NE Improvements from 29th St to 32nd St	Cedar Rapids	\$ 2,000,000	\$ 2,598,400	2020-2024	248.45
34	Blairs Ferry Rd & 12th Ave Traffic Signalization	Hiawatha	\$ 250,000	\$ 324,800	2020-2024	160.5
37	Boyson Road between Hawkeye Drive and Robins Road	Hiawatha	\$ 1,289,000	\$ 1,674,669	2020-2024	265.55
36	Boyson Road between Robins Road & East City Limits	Hiawatha	\$ 950,000	\$ 1,234,240	2020-2024	228.9
52	North 10th Street	Marion	\$ 8,400,000	\$ 10,913,281	2020-2024	218.35
50	Tower Terrace Road 3 (Indian Creek Road to 35th St)	Marion	\$ 2,200,000	\$ 2,858,240	2020-2024	127.5

- Not expecting to apply for funds in FY23 or FY24
- No action yet by TTAC or Executive Committee to remove from FCP and place into Vision Plan

➤ **Staff recommendations:**

1. Recommend approval to remove eight (8) projects from FCP and place into VP
2. Recommend approval to move Cedar Rapids’ new Edgewood Road project into VP
3. Recommend Policy Board approve all four roadway FCP amendment requests
 - Or wait until October to make recommendation



Randy Burke made a motion to recommend approval to remove eight projects from the FCP and place into the VP, recommend approval to move Cedar Rapids’ new Edgewood Road project into VP, and recommend Policy Board approve all four roadway FCP amendment requests. Mr. Wilson seconded the motion. The motion passed unanimously.

3. Performance Measures (PM) 2 and PM3 Targets for the 2018-2021 Performance Period

Bill Micheel shared a presentation on the PM2 and PM3 targets for the 2018-2021 Performance Period.

- Iowa DOT required by MAP-21 to establish 2 and 4 year targets (2020 and 2022) for:
 - Pavement Condition (Interstate and Non-Interstate National Highway System (NHS) - PM2
 - Bridge Condition (NHS) - PM2
 - System Performance and Freight - PM3
- Per 23 § 490.105, each MPO must establish 4-year targets for PM2 and PM3 performance measures within 180 days of when the State’s targets are set.
- For each performance measure, the MPO will need to choose one of two options by November 16, 2018:
 1. Support the State’s target by agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT safety target for that performance measure; or
 2. Set a quantifiable target for that performance measure for the MPO.

§ 490.311 Metric Thresholds in Final Rule

Rating	Good	Fair	Poor
IRI <i>(inches/mile)</i>	<95	95-170	>170
PSR* <i>(0.0-5.0 value)</i>	≥4.0	2.0-4.0	≤2.0
Cracking Percent <i>(%)</i>	<5	CRCP: 5-10 Jointed: 5-15 Asphalt: 5-20	>10 >15 >20
Rutting <i>(inches)</i>	<0.20	0.20-0.40	>0.40
Faulting <i>(inches)</i>	<0.10	0.10-0.15	>0.15

*PSR may be used only on routes with posted speed limit < 40mph.



§ 490.409 Metric Thresholds

NBI Rating Scale <i>(from 0 – 9)</i>	9	8	7	6	5	4	3	2	1	0
	Good			Fair		Poor				
Deck <i>(Item 58)</i>	≥ 7		5 or 6		≤ 4					
Superstructure <i>(Item 59)</i>	≥ 7		5 or 6		≤ 4					
Substructure <i>(Item 60)</i>	≥ 7		5 or 6		≤ 4					
Culvert <i>(Item 62)</i>	≥ 7		5 or 6		≤ 4					

Performance measure	2-year target	4-year target
Percentage of pavements of the Interstate System in Good condition*	N/A	49.4%
Percentage of pavements of the Interstate System in Poor condition*	N/A	2.7%
Percentage of pavements of the non-Interstate NHS in Good condition	48.8%	46.9%
Percentage of pavements of the non-Interstate NHS in Poor condition	13.2%	14.5%
Percentage of NHS bridges classified as in Good condition	45.7%	44.6%
Percentage of NHS bridges classified as in Poor condition	3.7%	3.2%
Percent of the person-miles traveled on the Interstate that are reliable	99.5%	99.5%
Percent of the person-miles traveled on the non-Interstate NHS that are reliable*	N/A	95.0%
Truck Travel Time Reliability (TTTR) Index	1.14	1.14

- What does this mean for MPO Member Jurisdictions?
 - Provide documentation in TIP and FCP
 - Describe how programs/processes support the state’s targets (language from IDOT)
 - LRTP’s include links to methodologies used to calculate performance measures, etc.

Mr. Micheel stated that the staff recommendation is to support the State’s targets by agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT pavement and bridge performance measures and freight measures.



Mr. Gunnerson asked if future planning and spending needs to be more maintenance-oriented. Mr. Micheel stated that particularly in the first four years, the MPO will not make changes to the way projects are programmed, however, it may become more apparent with time.

Mr. Wilson asked if this will affect the local system. Mr. Whyte stated that depending on how the MPO scores and future concept, more priority may be given to roads to get them in line to meet standards and could affect where funding goes.

Ms. Billings asked who measures. Mr. Micheel stated that the State or Federal Highway measures.

Dick Ransom made a motion to support the State's targets by agreeing to plan and program projects. Mr. Gunnerson seconded the motion. The motion passed unanimously.

Mr. Griffith made a motion to adjourn the meeting at 3:00 p.m. Mike Barkalow seconded the motion. The motion passed unanimously.

Respectfully Submitted,

Jillane Shultz
Administrative Assistant II



2. Iowa DOT Performance Measures

Background

The Iowa DOT submitted its Highway Safety Improvement Program (HSIP) annual report to the Federal Highway Administration (FHWA) on August 31 of this year. This report includes the State’s 2015-2019 safety targets for the performance measures established in 23 § 490.207. The 2015-2019 safety targets are an update to the 2014-2018 safety targets approved last year by the Policy Board.

Consistent with the process MPO’s within the state went through last year, per 23 § 490.209, each MPO must establish 2015-2019 safety targets for the five performance measures within 180 days of the State, by February 27, 2019. For each performance measure, the MPO will need to choose one of two options:

- 1) Support the State’s target by agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT safety target for that performance measure; or
- 2) Set a quantifiable target for that performance measure for the MPO.

MPO targets would be for all public roadways within the MPO’s planning area boundary, regardless of functional classification or ownership. MPO’s that establish their own targets for fatality rate or serious injury rate will need to report the VMT methodology and estimate used in developing the rate for the target.

Details

The Iowa DOT’s safety targets and performance measures are outlined in the table below. 2015-2019 Targets are in the far right column:

Performance Measures	Five Year Rolling Averages			
	2012-2016 Baseline	2014-2018 Target	2013-2017 Baseline	2015-2019 Target
Number of Fatalities	345.4	367.9	338.0	353.6
Fatality Rate*	1.063	1.080	1.027	1.047
Number of Serious Injuries	1529.0	1562.2	1498.8	1483.7
Serious Injury Rate*	4.707	4.587	4.568	4.391
Non-Motorized Fatalities and Serious Injuries	144.2	150.7	146.4	149.8

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

Staff Recommendation/Next Steps

Staff recommends adopting the Iowa DOT’s safety targets and performance measures.

If the Transportation Technical Advisory Committee (TTAC) makes a recommendation during the December meeting, the adoption process for safety targets and performance measures will follow the schedule below:



Smarter Transportation, Better Community

101 First Street SE
Cedar Rapids, Iowa 52401
319.286.5041
corridormpo@corridormpo.com
www.corridormpo.com

1. December 6th, 2018 – TTAC recommendation
2. January 9th, 2019 – Executive Committee recommendation
3. January 17th, 2019 – Policy Board adoption

LONG RANGE TRANSPORTATION PLAN 2045

PROJECT APPLICATION FAQ & FORM

WHY IS THIS APPLICATION IMPORTANT?

The Corridor MPO is beginning an update to the Long Range Transportation Plan (LRTP) with a horizon year of 2045. According to federal requirements, this plan is to be completed by July 2020. As a part of this effort, a new Vision Projects and Fiscally Constrained Projects list will be created. MPO jurisdictions should consider submitting an application for **all major** transportation projects (roads, trails, and transit) envisioned during the next 25 years, especially if a request for federal or state transportation funds is being contemplated. Many state grants require inclusion in the LRTP.

In order for the MPO to best utilize the MPO's transportation model and to score projects important to the region's transportation network, making them eligible to receive federal and some state funds, basic information about each project must be provided. Please utilize the ten federal planning factors, as listed on the next page, when considering project selection as projects should support those factors as much as possible.

WHAT DO I NEED TO SUBMIT?

Each project will be summarized on a one-page application form, provided on page 5. Instructions on the following pages provide guidance on completing this application.

IF I COMPLETE THIS APPLICATION, IS MY PROJECT GUARANTEED FUNDING?

Typically, there are not enough funds for every project submitted. To be eligible to receive funding each year through the Transportation Improvement Program, a project must make it into Fiscally Constrained Project (FCP) list from the Vision Projects list. Projects will be approved for inclusion in the FCP by the Policy Board with recommendations from the Executive and Transportation Technical Advisory Committees (TTAC). An objective scoring system to aid in project inclusion to the FCP will be developed by TTAC, and the Executive Committee, and approved by the Policy Board.

WHEN WILL FUNDING DECISIONS FROM THIS UPDATE GO INTO EFFECT?

The new FCP adopted as part of the 2045 LRTP will be used by jurisdictions to select projects for funding beginning with TIP year Federal Fiscal Year (FFY) 2025 (October 2024).

WHEN IS THE APPLICATION DUE?

The due date for providing applications for road and trail projects is February 1, 2019.

THE TEN U.S. DOT PLANNING FACTORS (23. U.S.C. 134 (H)(1).)

1. Support the economic vitality of the United States, the States, nonmetropolitan areas, and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and nonmotorized users;
3. Increase the security of the transportation system for motorized and nonmotorized users;
4. Increase the accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism

APPLICATION GUIDELINES

PROJECT ELIGIBILITY

Future transportation infrastructure and facilities need to be regional in nature – major surface transportation projects that support or impact the operation of the federally supported transportation system, including, but not limited to, capacity changes, new accesses, and new roadways. Local roads, as defined by the Federal Functional Classification system, are not eligible unless they provide a benefit to regional infrastructure; eligible examples include local intersections and improvements adjacent to a freeway on and off ramp, or a parallel facility providing relief to a regional link.

1. PROJECT NAME AND TYPE

Select a simple name for your proposed candidate project so that it can be easily identified on a master list. The project might be a street or trail name followed by an action or physical boundary. (For example, “Main Avenue – Reconstruction” or “Eden Park Trail – from Apple Creek Park to 16th Street”.) Then please indicate if the project is a road, trail, or transit improvement.

2. PROJECT APPLICANT(S)

The jurisdiction responsible for the project should identify itself as the project sponsor. If a candidate project involves more than one jurisdiction, all jurisdictions supporting the project should be listed. Please also include a lead contact person for the project with a phone number and email address.

3. PROJECT DESCRIPTION

Provide a clear, but concise description of the proposed project and its major components. Any specifics about the project are helpful, such as major structures like bridges or tunnels, or major features of the project like roundabouts or multimodal components. Information such as the reason for the project, project readiness, or its importance to another project are also helpful.

4. LIMITS

Define the beginning and endpoint of the proposed improvement.

- If the project is an intersection or trail connection, specify the cross streets or trails connected.
- Provide a basic map of the project. Detailed project planning is not required.
- For an Intelligent Transportation System project, describe the geographic coverage area of the project.
- For transit service, define the facility, capital purchase; identify the route for future service and length of service in years. Request for transit support facilities, such as shelters, sidewalks, and benches, must be on non-local roadways and along a transit route.

Note, projects submitted for funding in the Transportation Improvement Plan need to match the project description limits described in this application. Any part of the project outside of the project limits will not be eligible for funding.

5. COSTS

List estimated project costs in 2019 dollars for the proposed improvement. Include all costs such as construction, acquisition, and engineering. A contingency ranging from zero to 20 percent can be included with the cost estimate, please state the amount of contingency calculated. However, there is no need to itemize any other costs.

6. ANTICIPATED PROJECT COMPLETION TIMEFRAME

Please list the expected year of construction. A specific year is not required but an anticipated construction date within three time bands of 2025 to 2029, 2030 to 2034, and 2035 until 2045 should be indicated.

Please fill out an application form for each regional road, trail, or transit project expected until 2045 and return electronically to Brandon Whyte (b.whyte@corridormpo.com) by Friday, February 1, 2019.

LONG RANGE TRANSPORTATION PLAN 2045

PROJECT APPLICATION FORM

PROJECT NAME: _____

PROJECT TYPE: ROAD, TRAIL, TRANSIT

(Please reference Application Guideline #1.)

PROJECT APPLICANT(S): _____

PROJECT LEAD CONTACT INFORMATION: _____

(Please reference Application Guideline #2.)

PROJECT DESCRIPTION: _____

(Please reference Application Guideline #3.)

LIMITS: _____

(Please reference Application Guideline #4. Please ensure a map is provided.)

PROJECT COST IN 2019 DOLLARS: _____

PROJECT CONTINGENCY PERCENTAGE: _____

PROJECT COST WITH CONTINGENCY: _____

(Please reference Application Guideline #5.)

ANTICIPATED PROJECT COMPLETION TIMEFRAME:

(Please reference Application Guideline #6.)

2025 TO 2029

2030 TO 2034

2035 TO 2045