

Agency Questionnaire Report

Iowa DOT Office of Systems Planning

MPO/RPA Quarterly Meeting

December 3, 2014

Agency Questionnaire

- Questionnaire distributed to all planning agencies earlier this year
- Questions divided into four sections
 - Basic Information
 - Training, Peer Exchanges, and Resource Documents
 - Equipment and Technology Information
 - Planning Activities

Results

- All agencies responded
- Provides information for planning agencies and Iowa DOT
 - Direction for Iowa DOT in terms of resources that would be helpful
 - Provides planning agencies with a picture of how activities are conducted throughout the state

Report Format

- Information summarized for each question and not specific by agency
 - Examples are provided for a couple questions from agencies that agreed to share their forms/documents
 - Some questions are summarized by all 27 planning entities (MPO and RPA separated), some by the 21 planning agencies

Basic Information

- Policy Board and Technical Committee meeting structure
 - RPAs – ten meet separately, two primarily meet separately, six meet jointly
 - MPOs – eight meet separately, one meets jointly
 - Number of meetings per year

	MPO	RPA
Policy Board Meetings		
Average	8.7	7.9
Low	4	3
High	12	12
Median	9	6.5
Technical Committee Meetings		
Average	9.4	6
Low	2	2
High	12	12
Median	12	5.5

Basic Information

- Orientation for new Policy Board or Technical Committee members
 - A few agencies stated that they do not provide this; the remaining use one or more of the following methods
 - Provide overview documents
 - Hold specific orientation meetings with new members
 - Have informal verbal orientation of new members
 - Hold individual orientation meetings with new members upon request
 - Examples

DMAMPO

Slides from annual representative orientation, held in February

Des Moines Area Metropolitan Planning Organization

New Representative Orientation
February 20, 2014

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Meeting Outline

- Overview of the MPO and transportation planning
- MPO activities, projects, and initiatives
- Question and answer session

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MPO Overview

- Transportation policy-making organization
- Consists of local government and transportation authority representatives
- Required for any urbanized area over 50,000 in population
- Federal transportation funding channeled through MPOs

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MPO Overview



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INRCOG

Portions of a four page handout describing both MPO and RPA duties

Funding and Programming

One way to think of the MPO and RTA is like a funnel. In essence, the MPO and RTA serve as liaisons for federal funding from the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Federal Department of Transportation (DOT) that goes to local entities, including cities, counties, and public transit systems.

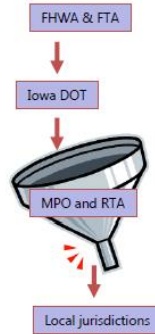
The MPO and RTA "funnel" several federal funding sources, and have the ability to program two specific sources. **Currently, the MPO receives approximately \$3,271,000 and the RTA receives approximately \$2,413,000 per year from the following programs to use for local projects:**

Surface Transportation Program (STP) Funds – primarily used for major new construction or reconstruction on federally functionally classified roads (see map below for example). Currently, the MPO receives approximately \$2,971,000 and the RTA receives approximately \$2,178,000 in STP funds per year to program for projects.

Transportation Alternative Program (TAP) Funds – used for projects such as trails, other bicycle and pedestrian accommodations, and historic transportation-related projects. Currently, the MPO receives approximately \$170,000 and the RTA receives approximately \$133,000 in TAP funds per year to program for projects.

The MPO and RTA also each receive a pool of flexible funding that can be used for either STP or TAP projects. Currently, the MPO receives \$130,000 and the RTA receives \$102,000 per year in this flexible funding to program for projects. The MPO and RTA also program several other funding sources that are allocated at the state level or through discretionary grant programs. Most federal funding sources are an 80/20 split, meaning federal funds can be used for up to 80% of the project cost, and the local entity must provide at least 20% of the project cost.

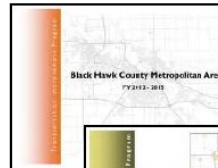
The MPO and RTA are primarily concerned with planning on the regional level, which means focusing on roads that are more heavily traveled. STP funds are used on roads that are federally functionally classified. A certain percentage of roads are classified in each city and county; the map to the right shows roads that are federally functionally classified in the metropolitan area. Local roads (such as residential streets) are the responsibility of the jurisdiction they are in.



Other Responsibilities

In addition to transportation planning and programming, the MPO and RTA are also involved in a number of activities through their Policy Boards and Technical Committees and through INRCOG staff. The Boards work with the Iowa DOT Commission to ensure continued support for the area. Staff members often represent the MPO and RTA in transportation studies, such as the U.S. 218 Corridor Study and the University Avenue Corridor Study. Staff members also interact regularly with Iowa DOT, Federal Highway Administration, and Federal Transit Administration staff. Additionally, INRCOG staff members frequently write grant applications for various transportation-related projects in the region.

The MPO and RTA are also responsible for the creation and updating of the five major documents shown below. Documents can be viewed at www.inrcog.org/pub.htm.



The Long Range Transportation Plan (LRTP) is the largest and most extensive document the MPO and RTA produce. This Plan has a minimum 20 year horizon and covers all pertinent modes of transportation as well as their relationships with development and land use. The LRTP focuses on a broad range of issues, including improving the area's economic vitality, safety, security, accessibility, and connectivity. The LRTP is updated every five years.



The Transportation Improvement Program (TIP) is a four year document that outlines: programmed projects, costs, federal aid, and priorities. The TIP details the Surface Transportation & Transportation Alternatives Programs, as well as other federal aid funding programs. The TIP is updated annually.

The Transportation Planning Work Program (TPWP) outlines work elements for the transportation planning program for the coming year. Within each of the work elements, specific tasks are identified by the objective, previous work performed, a description of the task, and the desired outcome/measurement tools. The TPWP is updated annually.

The Passenger Transportation Plan (PTP) documents the coordination of local transit providers, policy makers, units of government, human service organizations, and the general public. This document is meant to provide a better understanding of the passenger transportation services provided in past years and currently, as well as to serve as a guidance mechanism for future decisions. This document is developed jointly for the MPO and RTA. The PTP is updated fully every five years, with annual status updates.



The Public Participation Plan (PPP) is a guide outlining public involvement in the transportation planning process. The PPP is designed to inform the public of the roles and responsibilities of the MPO and RTA and outline the ways public involvement is sought in the creation and updates of transportation planning documents. The PPP is updated as needed.



MPOJC

Portions of a ten page document outlining the MPO's history and organization

The MPOJC Policy Boards

MPOJC is coordinated under two policy boards, the Urbanized Area Policy Board and Rural Policy Board. A majority of the policy and funding-related programming decision-making rests with the Urbanized Area Policy Board; MPOJC is the designed transportation planning agency for the Iowa City urbanized area.

Urbanized Area Policy Board – 15 seats and 1 non-voting

City of Iowa City	6 seats
City of Coralville	2 seats
City of North Liberty	2 seats
Johnson County	2 seats
City of Tiffin	1 seat
City of University Heights	1 seat
University of Iowa*	1 seat
Iowa City School Board	1 seat (non-voting)

Rural Policy Board

Johnson County	2 seats
City of Hills	1 seat
City of Lone Tree	1 seat
City of Oxford	1 seat
City of Shueyville	1 seat
City of Solon	1 seat
City of Swisher	1 seat

*All representatives on the Urbanized Area and Rural Boards are elected officials, except for the University of Iowa representative, who is appointed by the University president.

MPOJC Organization

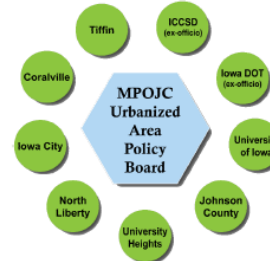
MPOJC was chartered in 1980 as a successor organization to the Johnson County Regional Planning Commission. The Iowa City community achieved urbanized area status with the 1980 census, and MPOJC was organized to accommodate federal transportation planning requirements for urbanized areas. In January of 1982 the Governor of the State of Iowa designated MPOJC as the Metropolitan Planning Organization for the Iowa City Urbanized Area.

The steering committee which established MPOJC attempted to address certain shortcomings of the preceding regional planning commission. The most significant changes were (1) the establishment of two policy boards to deal separately with urban and rural issues, (2) the representation of only elected officials on the policy boards (except for the University), and (3) the incorporation of MPOJC staff within the organization of the City of Iowa City. MPOJC was known as the Johnson County Council of Governments until January 2011, when the name changed to MPOJC.

Separate Policy Boards

The separation of urban and rural policy boards was done in an attempt to acknowledge the varying interests and concerns of the urban and rural portions of Johnson County. This separation of urban and rural concerns is reflected in the MPOJC Work Program. The Johnson County Board of Supervisors is represented on both the urban and rural policy boards since they represent the entire population of Johnson County. All MPOJC services are available to both policy boards.

Urbanized Area Policy Board



The Urbanized Area Policy Board includes representatives from governmental units included in the Iowa City Urbanized Area as defined by the U.S. Census. Also included are representatives from the City of North Liberty and the City of Tiffin. The number of representatives is roughly proportional to population. All representatives are elected officials, except for the University of Iowa representative, who is appointed by the president of the University. Federal transportation regulations mandate the Iowa Department of Transportation be included as an ex-officio member. The Iowa City Community School District is also included as a non-voting member.

RPA 10

Part of a brochure highlighting the RPA's duties and important information on STP and TAP funding

What Is The Region 10 Regional Planning Affiliation?

In 1994, the Iowa Department of Transportation created the Regional Planning Affiliations (RPAs) to implement the provisions of the Intermodal Surface Transportation Efficiency Act (ISTEA). RPAs were established to allow for local participation in the transportation planning and programming process.

The RPAs role was renewed in future reauthorizations of the federal transportation program, including the current program, known as the Moving Ahead for Progress in the 21st Century (MAP-21).

The Region 10 RPA, which is staffed by the East Central Iowa Council of Governments, was founded to serve the local governments of Benton, Cedar, Iowa, Johnson, Jones, Linn, and Washington Counties.

Region 10 RPA's Planning Process

MAP-21 stresses the importance of a 3-C Planning Process, whereby the process shall remain comprehensive, collaborative, and continuing.

Accordingly, the Region 10 RPA process:

- Incorporates all modes of transportation (freight and passenger) including highways, transit, trails, rail, waterways, and pipelines
- Includes representatives of the various transportation modes, and opportunities for input from non-traditional partners and the public
- Provides a mechanism to update transportation planning efforts, if locally necessitated

Since the 3-C planning elements are reiterated in MAP-21, they remain the emphasis of the planning process in Region 10.

Formation of the RPA

The Regional Planning Affiliation (RPA) is governed by a fourteen-member Policy Committee made up of elected officials appointed by the Board of Supervisors in the seven affiliated counties. Some Policy Committee responsibilities include:

- Development and implementation of a public involvement plan to offer citizens the opportunity to help identify transportation issues, needs, and priorities
- Preparation of short- and long-term planning documents which describe the existing transportation system, identify issues, discuss needs, provide policy direction, and define the direction for planning and project development during the designated term
- Development of a program of projects to show the transportation improvements proposed in the region during the next three years, using state and federal funds



ECICOG Transportation Planning Area in white

Region 10 Application Information

Important Dates

Applications are distributed to affiliated cities and counties annually in early October.

The deadline for application submittals is December 15.

Qualifications for Funding

- Incorporated cities and counties are eligible for funding. *Private sponsorship will require a public agency co-sponsor.*
- Minimum of 20% non-federal match is required.
- Federal funds are available on a reimbursement basis.
- Project contracts must be led by Iowa DOT.
- Right-of-way activities must comply with applicable federal and state laws.
- If federal-aid dollars are used for a consulting engineer, the "Federal-Aid Consultant Selection Process" must be used.
- Plans and specifications require Iowa DOT approval.
- Compliance with regulations regarding the following is required:
 - Federal Equal Employment Opportunity
 - Disadvantaged Business Enterprise
 - Occupational Safety and Health Administration
 - Federal (Davis-Bacon) Wage Rates
 - Title VI

Contact Information

If you would like more information on applications, please contact Mary Rump 319-365-9941 ext. 128 or mary.rump@ecicog.org.

Training, Peer Exchanges, and Resource Documents

- Quarterly meetings – almost all agencies said they generally work well
- Structure suggestions
 - More discussion, perhaps via small groups discussing specific topics
 - Consider Iowa DOT staff traveling to different agencies to hold regional meetings
 - Meetings can be repetitive for agencies that function as both an MPO and RPA
 - Senior staff should be encouraged to attend
 - Keep web-based meetings during winter

Training, Peer Exchanges, and Resource Documents

- Quarterly meetings – topic suggestions
 - Continuing state and federal funding and legislative updates
 - Peer project presentations
 - Best practices for various planning documents
 - In-depth focus on particular documents, such as PTP workshop
 - Suggestions for transportation projects and activities outside of main planning documents

Training, Peer Exchanges, and Resource Documents

- Areas where additional guidance would be helpful
 - Guidance on performance-based planning requirements of MAP-21, including for multi-state MPOs and how to apply to RPAs
 - Translating federal requirements into simpler terms for planning agencies
 - Title VI requirements
 - TPWP best practices
 - LRTP fiscal constraint
 - Iowa case studies on interesting transportation topics, such as complete streets and roundabouts
 - Scenario planning
 - Travel demand modeling, including multi-modal modeling

Equipment & Technology

- Agency equipment inventory
 - Traffic counters
 - Traffic analyzers (collect vehicle speed and volume data)
 - Traffic data collectors (intersection counters for vehicles/bicycles/pedestrians)
 - Trail counters
 - Traffic speed shields
 - Retroreflectometers
 - GPS units
 - iPad minis
- Agencies encouraged to contact Iowa DOT if they are considering purchasing these items; can put you in touch with a peer agency that has them for feedback and potential borrowing of equipment

Equipment & Technology

- All but one agency have GIS in-house
- All using ESRI products; only four specifically mentioned using a higher license level than basic
- Extensions in use
 - Six agencies use Spatial Analyst
 - Four agencies use 3D Analyst
 - Two agencies use Network Analyst
 - One agency uses MapLogic

Planning Activities

- Transportation Planning Work Program
 - Need to solicit activities from Technical Committee and Policy Board prior to developing draft
 - Share planning targets with TAC and Policy

Planning Activities

- Public Participation
 - Methods suggested other than typical public meetings
 - Asset mapping workshops with communities
 - One on one interviews during LRTP update
 - Online surveys
 - Press releases for LRTP requesting feedback
 - Public events like farmers market, community festivals, school registration
 - Regional forums
 - Transportation Stakeholder Committees at county or city level
 - Utilizing other agencies such as United Way for outreach
 - Web updates through local economic development organizations

Planning Activities

- Passenger Transportation Plan
 - Challenges
 - TAG participation
 - Public input
 - Response from human service agencies and private providers on surveys or requests for data
 - Maintaining interest and pursuing projects with limited funding
 - Data collection and improving coordination with human service agencies were noted as areas most in need of additional assistance/guidance

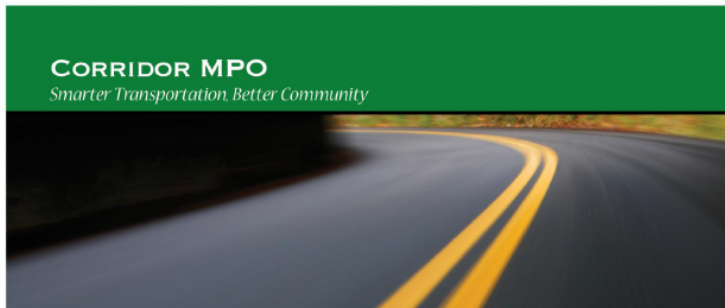
Planning Activities

- Transportation Improvement Program
 - Use of federal funds for preliminary or construction engineering
 - All MPOs allow
 - 12 RPAs allow, six do not
 - Most agencies have some type of time constraint on TIP projects, though enforcement varies
 - Project must make progress within a certain amount of time from programmed year
 - Limit the automatic carryover of projects – those in the first year of the TIP should be realistically on schedule for letting

Planning Activities

- Transportation Improvement Program
 - Several agencies utilize STP/TAP award letter or agreement
 - Provides documentation to project sponsor of the project being in the TIP
 - Opportunity to verify project information in TPMS
 - Identify Iowa DOT staff the project sponsor should contact
 - Provide overview/reminder of federal regulations and that work to be reimbursed cannot begin until FHWA authorization is granted
 - Examples

Corridor MPO



Notice of Award for Receipt of Surface Transportation Program (STP) and/or Transportation Alternatives Program (TAP) Funding

April 25th, 2013 – Adopted
July 14th, 2014 – Revised

MEMBERS:

Cedar Rapids
Marion
Robins
Hiawatha
Fairfax
Ely
Linn County

CREATING SUSTAINABLE COMMUNITIES
THROUGH REGIONAL PLANNING & CIVIC ENGAGEMENT



Smarter Transportation, Better Community

Congratulations, you have received funding from the Corridor Metropolitan Planning Organization (MPO) for the following project:

_____ in the amount of \$ _____ in _____ funds, which will become available on October 1st of _____.

As a funding recipient, you will agree to the following:

- Provide the Corridor MPO a status report on the progress of the project.
- Show progress on the project within three years of funding program year or risk revoking of funds.
- Include the Corridor MPO on correspondence with the Iowa DOT
- Notify the Corridor MPO of any changes to the scope of the project, which will require approval by the Corridor MPO Policy Board.

Status Report

The purpose of the status report is to provide updates on the progress of a project to Policy Board members, MPO Staff, and the public. This becomes especially important when the funding for the project becomes eligible. The Corridor MPO is required to report on the progress of past year's Accomplishment Year (first year of the TIP) projects. For example, the status of FY13 projects will be reported on in the FY14 – FY17 Transportation Improvement Program (TIP). The Status Report consists of the following information (Attachment A and provided electronically):

- Projected total cost when funded
- Estimated final total cost (or cost as submitted to Iowa DOT)
- Design Phase Start Date
- ROW Acquisition Phase Start Date
- Environmental Phase Start Date
- Project Letting Date
- Project Start Date (groundbreaking)
- Project Completion Date
- Progress of project – Is it on track?
 - If not, why and what is solution to get it back on track?
- Identification of foreseeable delays
 - If yes, what are they and what are the solutions?
- Identification of planned public engagement activities

The Status Report will be required biannually or when significant changes occur. The first report will be due by the end of April so the information can be included in the draft TIP, which is due on June 15th and will be

DMAMPO



460 Watson Powell Jr. Parkway, Suite 200
Des Moines, Iowa 50300
Phone: 515.334.0075
www.dmampo.org

April 29, 2014

Mr. Paul Moritz
Public Works Director
City of Ankeny
220 West First Street
Ankeny, IA 50023

Dear Mr. Moritz:

SUBJECT: MPO FEDERAL FISCAL YEAR 2018 SURFACE TRANSPORTATION PROGRAM FUNDING AWARDS

This correspondence is to inform the City of Ankeny that the Des Moines Area Metropolitan Planning Organization (MPO) approved the Northeast 36th Street reconstruction – US 69 east to Northeast Delaware Avenue application for Federal Fiscal Year (FFY) 2018 Surface Transportation Program (STP) funds on April 17, 2014. The approved Federal funding is \$750,000. The MPO included this updated surface transportation improvements funding amount in the *Federal Fiscal Years 2015-2018 Transportation Improvement Program*.

Please note the MPO requires all recipients to provide the MPO with a semi-annual report on the status and progress of the improvement, as outlined in the MPO's *Guidelines for Surface Transportation Program and Transportation Alternatives Program Funding*. Also, please be aware that you must notify the MPO if the information submitted in the application changes, such as the project scope, design, or cost, before you receive authorization from the Federal Highway Administration (FHWA).

In order to receive your STP funds, the city will need to work with the Iowa Department of Transportation (DOT). To initiate that process, STP project sponsors should contact:

Mr. Gregg Durbin
Local Systems Engineer, District 1 Office
Iowa Department of Transportation
1020 South 4th Street
Ames, IA 50010
(515) 239-1421

Moritz/Young Letter
STP Funding Award
April 29, 2014
Page 2

The city does not yet have a funding commitment nor is it authorized to expend funds until the Iowa DOT receives FHWA approval. Expenditures incurred prior to FHWA approval are ineligible for reimbursement. If you have questions, comments, or concerns, please contact the MPO at (515) 334-0075, or by email at zyoung@dmampo.org.

Respectfully,

Zach Young
Senior Transportation Planner

cc: Gregg Durbin, Iowa Department of Transportation
Shawn Majors, Iowa Department of Transportation
Mike Clayton, Iowa Department of Transportation
Gary Lorenz, City of Ankeny
David Jones, City of Ankeny
Wade Steenhoek, City of Ankeny
John Peterson, City of Ankeny
Eric Jensen, City of Ankeny
Paul Moritz, City of Ankeny
Tom Hockensmith, MPO Chair
Todd Ashby, MPO Executive Director

RPA 14

January 20, 2014

City of Adair
City Hall
320 Audubon
Adair, IA 50002

Re: Regional STP Award for 5th Street Bridge Engineering

Gentlemen:

On behalf of the RPA 14 / ATURA Board, I would like to congratulate the City of Adair on being awarded \$89,600 in regional STP funding for construction engineering for your 5th Street bridge project.

Your project will be programmed into the RPA 14/ATURA FY2015 – FY2018 Transportation Improvement Program (TIP) in fiscal year 2015. Enclosed are two RPA 14/ATURA STP Grant Agreements for your project. Please review and sign both copies and mail one back to the SICOG offices, keeping the other for your records. If you have questions, please feel free to contact me.

Your DOT contact is Vince Ehlert, P.E., the DOT District 4 Local Systems Engineer in Atlantic. His phone number is 712-243-7638. Please contact him for guidance related to the required federal aid process to follow for consultant selection and other matters related to this project. No costs are to be incurred prior to the DOT authorizing the City of Adair to proceed.

Sincerely,

Becky Nardy
Transportation / Planner

cc: Vince Ehlert

ATURA Transportation Planning Affiliation

Serving the Counties of:

ADAIR – TAYLOR – UNION – RINGGOLD – ADAMS

State of Iowa
Department Of
Transportation
Region 14

GRANT AGREEMENT

BETWEEN RPA 14 / ATURA Transportation Planning Affiliation
P.O. Box 102
Creston, IA 50801-0102
(hereinafter "ATURA")

AND

City of Adair
320 Audubon
Adair, IA 50002
(hereinafter "RECIPIENT")

RECIPIENT Contact Person: Michelle King Phone: 641-742-3751
E-mail: adairiowa@iowatelecom.net

Upon acceptance of this grant, the grantee agrees to the following conditions of the grantor ATURA Transportation Planning Affiliation (ATURA):

1. CONTRACT PROJECT: As approved by the ATURA Policy Board the project includes:
Construction Engineering for the 5th Street Bridge project in Adair
2. CONTRACT AWARD AMOUNT: \$89,600
3. CONTRACT PERIOD: Project begin date: 10/01/2014 Project Completion Date: 09/30/2016
4. GENERAL PROVISIONS:

The RECIPIENT shall receive Federal STP funds for authorized and approved project costs of eligible items. This grant is to be used exclusively for the purposes specified in Section 1, which may represent all or any part of the project(s) specified in the grant application. Any portion of the grant funds not used for the purpose(s) specified in the STP Grant Application shall be forfeited by the RECIPIENT. ATURA may request the RECIPIENT to provide information to determine that the funds distribution satisfies the written criteria and procedures of the Iowa Department of Transportation and ATURA as well as any statutes or rules governing such distribution.

The portion of the eligible project costs covered by Federal STP funds shall be limited to a maximum of either the appropriate percentage of eligible costs or the amount stipulated in the current ATURA Transportation Improvement Program (TIP) and in the approved current Statewide Transportation Improvement Program (STIP), whichever is less.

RPA 16

December 3, 2014

Re: Surface Transportation (STP) and Transportation Alternative Program (TAP) Funding Awards

Dear Regional Partner:

This letter is to inform you that the Southeast Iowa Regional Planning Commission Policy Board voted at their meeting on July 16th, 2013 to approve the Final FFY2014 – FFY2017 Transportation Improvement Program (TIP). As part of approving the Final FFY2014 – FFY2017 TIP, the SEIRPC Policy Board approved projects for regional STP and TAP funding in FFY 2017. Please see the enclosed sheet for the regional STP and TAP project scores, rankings, and approved funding amounts.

If you have any questions relating to the regional programming of federal STP or TAP Funds, please contact me at your earliest convenience by e-mail at zjames@seirpc.com or by phone at 319-753-5107 ext. 213.

Regards,



Zach James
Planning Director

FFY 2017 City STP Scores, Rankings, and Anticipated Funding

Rank	Sponsor	Score	Request	Anticipated Funding
1	City of Burlington/West Burlington	554.71	\$1,362,852	\$1,272,676
2	City of Mount Pleasant	528.71	\$1,100,000	\$0
3	City of Wapello	517.29	\$199,000	\$0
4	City of West Point	512.57	\$564,963	\$0
5	City of Fort Madison	456.43	\$960,960	\$0

FFY 2017 County STP Scores, Rankings, and Anticipated Funding

Rank	Sponsor	Score	Request	Anticipated Funding
1	Louisa County	331.07	\$1,100,000	\$1,100,000

FFY 2017 TAP Scores, Rankings, and Anticipated Funding

Rank	Sponsor	Score	Request	Anticipated Funding
1	City of Houghton	29.57	\$146,629	\$146,629
2	Louisa County Conservation	29.14	\$196,056	\$119,371
3	City of Burlington	26.29	\$216,000	\$0
4	City of Fort Madison	14.43	\$72,257	\$0

Planning Activities

- Long Range Transportation Plan
 - Performance measures
 - Several agencies have added to their LRTP or are planning to add
 - Unclear how many agencies have been tracking measures
 - Will be providing additional guidance related to MAP-21

Planning Activities

- Long Range Transportation Plan
 - Population and employment forecasts – wide variety of methods and data used
 - Census data, including linear (numerical change) and geometric (percent change) trends
 - Census Transportation Planning Products data
 - CommunityViz GIS tool
 - Dun & Bradstreet data
 - Quarterly Census of Employment and Wages
 - Regional Economic Models, Inc. (REMI)
 - Review of jurisdictions' comprehensive and future land use plans
 - Woods & Poole data
 - Agencies encouraged to contact Iowa DOT when developing forecasts if they would like to discuss methodology

Planning Activities

- Non-motorized planning efforts
 - All agencies reported being involved in some manner, with a wide range of activities mentioned
 - Assist in development of complete street policies
 - Creating bicycle, pedestrian, and or trail plans
 - Cross-regional efforts with trail development
 - Facilitate or participate in bicycle/pedestrian roundtable or committee
 - Grant-related initiatives
 - Participate in local visioning, healthy community, or Blue Zones efforts
 - Safe Routes to School type initiatives and walkability efforts
 - Specialized efforts (air quality campaigns, bike to work day, bicycle racks)
 - Specialized groups (river-related, air quality-related, etc.)
 - Water trail planning

Planning Activities

- Freight-related efforts – eight agencies provided examples
 - Freight roundtable or user group
 - Freight-related study of particular facilities (such as transload facility, rail yard, etc.) or areas/corridors
 - Grant-related activities, including RISE, ICAAP, and RRLGP programs
- Multi-Disciplinary Safety Teams – ten agencies participate or host

Final Report

- Final report and examples will be added to Planning Resource Guide
- Agencies interested in learning more about items mentioned in the report are encouraged to contact Systems Planning – can provide more information and put you in touch with appropriate planning agencies