



Smarter Transportation, Better Community

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

## **POLICY BOARD MEETING NOTICE AND AGENDA**

### **Corridor Metropolitan Planning Organization**

**July 19<sup>th</sup>, 2018 at 1:30 pm**

**Conference Room 1A/1B, Lower Level, Jean Oxley Linn County Public Services Center  
935 2<sup>nd</sup> Street SW, Cedar Rapids**

#### **Roll Call**

#### **Public Comment**

#### **Action Items**

- 1. Policy Board Minutes from the May 17, 2018 meeting.** ATTACHED.
- 2. Final FFY19-22 Transportation Improvement Program (Brandon Whyte) COVER SHEET AND TIP** ATTACHED.
  - *Recommended Action: Vote to approve the final draft of the FFY19-22 TIP*
- 3. Public Participation Plan Adoption (Hilary Hershner) COVER SHEET AND PPP ATTACHED.**
  - *Recommended Action: Direct Executive Committee to vote to adopt the PPP at their August 8<sup>th</sup> meeting*

#### **Informational Items**

- 4. Review FCP Amendment Requests (Brandon Whyte & Hilary Hershner) COVER SHEET** ATTACHED.
- 5. Tower Terrace Road Corridor Management Plan Update – Project Update (Hilary Hershner)**

#### **Report Items**

#### **Member Updates**

**Next Policy Board Meetings/Agendas (3<sup>rd</sup> Thursday of January, March, May, July & October @ 1:30)**

- October 18<sup>th</sup>, 2018 @ 1:30 pm – Conference Rooms 134/135, Marion City Hall, 1225 6<sup>th</sup> Avenue, Marion

**Upcoming Corridor MPO Subcommittee/Advisory/Task Force Meetings**

- **TTAC:** First Thursday of the month @ 2 pm – August 2<sup>nd</sup> – Basement Training Room, Cedar Rapids City Hall, 101 First Street SE, Cedar Rapids
- **Executive Committee:** Second Wednesday of the month @ 8:30 am – August 8<sup>th</sup> – Basement Conference Room, Ely City Hall, 1570 Rowley Street, Ely

*Anyone who requires an auxiliary aid or translation service for effective communication, or a modification of policies or procedures to participate in a MPO program, service, or activity, should contact the Hilary Hershner at (319) 286-5161 or email h.hershner@corridormpo.com as soon as possible, but no later than 48 hours before the event. This public announcement satisfies Section 5307 program of projects requirements for transit project public review and comment.*



Smarter Transportation, Better Community

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

**CORRIDOR MPO POLICY BOARD MEETING MINUTES**  
**Cedar Rapids City Hall, Training Room**  
**101 1<sup>st</sup> Street SE, Cedar Rapids**  
**Thursday, May 17, 2018 at 1:30 p.m.**

| Member          | Present | Not Present | Alternate     | Notes |
|-----------------|---------|-------------|---------------|-------|
| Nick AbouAssaly | X       |             |               |       |
| John Bender     | X       |             |               |       |
| Bill Bennett    | X       |             |               |       |
| Bernie Frieden  | X       |             |               |       |
| Sandi Fowler    | X       |             |               |       |
| Brad Hart       | X       |             |               |       |
| Roy Heseman     | X       |             | Tariq Baloch  |       |
| Chuck Hinz      |         | X           |               |       |
| Eldy Miller     |         | X           |               |       |
| René Gadelha    | X       |             |               |       |
| Brent Oleson    | X       |             |               |       |
| Scott Olson     | X       |             |               |       |
| Scott Overland  | X       |             |               |       |
| Jeff Pomeranz   | X       |             | Brad DeBrower |       |
| Kirsty Sanchez  | X       |             |               |       |
| Ryan Scheckel   |         | X           |               |       |
| Susie Weinacht  | X       |             |               |       |
| Jen Winter      | X       |             |               |       |

**MPO Staff Present:** Bill Micheel, Hilary Hershner, Brandon Whyte, Jillane Shultz, Fernando Oliveira, and Haley Sevensing

**Also Present:** Cathy Cutler, Nate Kampman, Kim Downs, and Kesha Billings

Chairperson Bender called the meeting to order at 1:30 p.m.

Roll Call was answered with fifteen (15) members present and three (3) absent.



## AGENDA

### Public Comment

Brandon Whyte shared three public comments gathered at the Transportation Improvement Plan Open House included in the agenda packet.

### Action Items

#### **1. Policy Board Minutes from the March 22, 2018 meeting.**

Brent Oleson motioned to approve the minutes from the March 22, 2018 meeting. Bill Bennett seconded the motion. The motion passed unanimously.

#### **2. FFY 19-22 Transportation Improvement Plan**

Bill Micheel shared that changes were made to the 2018 TIP process based on feedback from TTAC and the Policy Board. The changes implemented were in response to TTAC's concern that analysis was not focused enough on the design details of projects. The Policy Board requested additional information to clarify TTAC's recommendations and votes. Mr. Micheel stated that TTAC typically holds two meetings. In the first meeting, members broke down into small groups based on modal splits to allow for more detailed discussion (Roads 50%, Trails 30%, Transit 20%). The small groups met in a second meeting and resulted in a large group recommendation to implement design changes to certain projects. Mr. Micheel stated that reports have been created for each project that highlight major topics of conversation as well as outstanding items. Improvements made to the TIP process next year will include small group votes.

Hilary Hershner shared the project description, estimated cost, funding amount requested from the City of Cedar Rapids, project score, construction estimate, and percentage of MPO funding for 6<sup>th</sup> St NW from E Ave NW to B Ave NW in Cedar Rapids. Ms. Hershner highlighted the major points of discussion:

- Center turn lanes
- Transit concerns
- D Ave NW
- E Ave NW Intersection
- Railroad Crossings
- Bike Lanes
- Mini Roundabout/Intersection at E Ave/Ellis Blvd

Brad DeBrower stated that the Engineering Department held an informational meeting on Wednesday, May 16<sup>th</sup>, 2018. The biggest concern expressed is the impact of the maintenance bays on the bus routes and not having the capability to back the buses into the facility. Mr. DeBrower acknowledged that there are still negotiations that need to be made with the railroad and the desire to cross at as much of a right angle as possible. An impact of the proposed road project includes closing additional crossings throughout town to get this crossing in place. Mr. DeBrower stated that Cedar Rapids Transit would lose a storage facility with this alignment therefore increasing the need for access to the southwest quadrant of the Mid-American property. Mr. DeBrower shared that Cedar Rapids Transit will work with the designers as much as possible on the functionality of the bus routes.



Ms. Hershner shared the project description, estimated cost, funding amount requested from the City of Hiawatha in conjunction with northern jurisdictions, project score, construction estimate, and percentage of MPO funding for the Tower Terrace Road Interchange at I-380. Ms. Hershner highlighted the major points of discussion:

- TTAC Recommendations
- Interchange Design
- Bike Lanes Through Interchange
- Pedestrian and Cyclist East/West Movement Across Interchange and Loop Ramps
- Trails on Bridge Deck and Through Interchange
- Connection to Cedar Valley Nature Trail

Mr. Bender asked if TTAC made recommendations on both road projects. Ms. Hershner stated that TTAC made recommendations to fund both projects at the full amount. Mr. Whyte shared that TTAC made a motion stating that they will support the intersection design that will come out of the 2018 Tower Terrace Road Corridor Management Plan Update.

Scott Olson motioned to approve the recommendation at 6<sup>th</sup> Street NW from E Ave NW to B Ave NW with modifications being considered. Mr. Oleson seconded the motion with unanimous consent.

Mr. Olson motioned to approve the recommendation for Tower Terrace Road Interchange at I-380 as presented. Mr. Oleson seconded the motion with unanimous consent.

Mr. Whyte presented a trails slide that highlights a portion of the drafted approval composed of defunding Boyson Road Trail for \$566,000 in Service Transportation Block Grant funds. The public comment period was already opened on this item. Once TIP is approved that money will be defunded at the same time to avoid amending the TIP in the future.

Mr. Whyte shared a summary of the Edgewood Road Trail from Ellis Road NW to Glass Road NE, which is an additional funding project. The additional \$206K would allow for trail components north and south of the bridge to be constructed. The \$459K funding amount recommended in FFY22 would allow for the widening of the bridge over Edgewood Road. Roadwork will also be occurring at the same time as the widening. Mr. DeBrower asked about the consultant's opinion on the bridge weight restrictions. Mr. Whyte stated that the bridge cannot support any more weight past 8 feet per the consultant's findings.

Mr. Whyte shared the project description of the Wiley Boulevard Sidepath Phase I project. The previous recommendation from TTAC was to fully fund all requests for this project. The current TTAC recommendation is to fund the remainder of the available funding for trails. This would place 48% of the possible 80% into the project. Mr. Whyte shared transit concerns, which included ADA ramps and signal improvements.



Mr. Whyte shared the project description, cost, funding amount requested from the City of Cedar Rapids, project score, and construction completion date for the Lindale Trail Extension project. This would be a Rails With Trails project and the City of Cedar Rapids will discuss Right of Way acquisition with the railroad. No change to the project costs resulted from the request for seeded shoulders, counters, or mile marker signs.

Mr. Whyte shared the project description, cost, funding amount requested from the City of Marion, project score, and construction completion date for the 10<sup>th</sup> Avenue Side paths in Marion. TTAC is suggesting to make the recommendation to reallocate TAP funds to FFY20, if approved by the Policy Board.

Mr. Olson motioned to approve the recommendations for each trail project. Mr. Oleson seconded the motion with unanimous consent.

Mr. Whyte shared the project description, cost, funding amount requested from Cedar Rapids Transit, and score for the purchase of two heavy-duty, ADA accessible buses for fixed-route service.

Mr. Whyte shared the project description, cost, funding, amount requested from Cedar Rapids Transit, and score for the purchase of one medium-duty replacement bus for the ADA paratransit service.

Mr. Whyte shared that the City of Cedar Rapids withdrew the Edgewood Road Multi-Use Walkway from 16<sup>th</sup> Ave SW to O Ave SW. The TTAC recommendation is to reallocate the remaining \$85K to the Wiley Trail project.

Susie Weinacht motioned to approve the recommendations for each transit project and reallocate the remaining \$85K to the Wiley Trail project. Bill Bennett seconded the motion with unanimous consent.

Bernie Frieden motioned to approve the draft TIP for FFY19-22 and open the public comment period. Nick AbouAssaly seconded the motion with unanimous consent.



### 3. Fiscal Year 2019 Transportation Planning Work Program

Mr. Micheel shared the annual work program and operating budget. It establishes the framework for continuing area-wide planning within the MPO region. TPWP Text Amendments included updates to TTAC, Policy Board, and Executive Committee. Specific major planning priorities and challenges included continuation of the RTA Study, LRTP Update (Traffic Demand Model), and continuation of the Tower Terrace Road Corridor Management Plan update.

| Activity                                     | Local Funding (Member Dues) | Federal Funding     |                 |                   |             | Budget Total     | Approx. Staff Hrs. |
|--|-----------------------------|---------------------|-----------------|-------------------|-------------|------------------|--------------------|
|  |                             | FTA 5305d Carryover | FTA 5305d New   | FHWA PL Carryover | FHWA PL New |                  |                    |
| Transportation Planning Work Program         | \$43,542                    | \$0                 | \$0             | \$174,171         | \$0         | \$217,713        | 3,725              |
| Long Range Transportation Plan               | \$37,022                    | \$0                 | \$0             | \$148,085         | \$0         | \$185,107        | 3,403              |
| Transportation Improvement Program           | \$2,143                     | \$0                 | \$0             | \$8,572           | \$0         | \$10,715         | 165                |
| Public Participation Plan                    | \$1,113                     | \$0                 | \$0             | \$4,452           | \$0         | \$5,565          | 105                |
| Tower Terrace Road Corridor Management Plan* | \$2,500                     | \$0                 | \$0             | \$10,000          | \$0         | \$12,500         | Consultant Only    |
| Travel Demand Model Update*                  | \$10,000                    | \$0                 | \$0             | \$40,000          | \$0         | \$50,000         | Consultant Only    |
| LRTP Update*                                 | \$36,000                    | \$123,007           | \$20,993        | \$0               | \$0         | \$180,000        | Consultant Only    |
| Grant Wood Trails Website/CMPO Website*      | \$1,000                     | \$0                 | \$3,783         | \$217             | \$0         | \$5000           | Consultant Only    |
| RTA Feasibility Study*                       | \$11,147                    | \$0                 | \$0             | \$44,588          | \$0         | \$55,735         | Consultant Only    |
| <b>Total Budget</b>                          | <b>\$144,467</b>            | <b>\$123,007</b>    | <b>\$24,776</b> | <b>\$430,085</b>  | <b>\$0</b>  | <b>\$717,335</b> | <b>7,398</b>       |

\* Funding for this activity is for consultant services only. Staff hours required for this activity are included in the Long Range Transportation Plan Activity.



Mr. Bender asked if funds remained in the FTA 530D and new PL funds. Mr. Micheel stated that funds remained in 2018 and bumped up against the local match as expected by the Corridor MPO staff. It is a multi-year process and allows for more work to be completed to demonstrate to Federal Highway and IADOT that progress is being made.

Mr. Oleson motioned to approve the Fiscal Year 2019 Transportation Planning Work Program. Sandi Fowler seconded the motion with unanimous consent.

#### **4. Public Participation Plan**

Ms. Hershner provided background, timeline and adoption of the PPP:

- Friday, May 18<sup>th</sup>: MPO staff start review
  - Two weeks for review and changes
  - Internal deadline
  
- Thurs., May 17<sup>th</sup> Policy Board meeting
  - Direct Executive Committee to open 45-day public comment period on June 13<sup>th</sup>
  
- Wed., June 13<sup>th</sup> Executive Committee
  - Committee review document and provide comments
  - Open required 45-day public comment period with expiration date (July 28<sup>th</sup>, 2018)
  
- Thurs., July 19<sup>th</sup> Policy Board meeting
  - Review document and provide comments
  - Direct Executive Committee to take action on PPP at August 8<sup>th</sup> meeting
  
- Wed., August 8<sup>th</sup> Executive Committee meeting
  - Make a motion and consider approval of the Public Participation Plan

Mr. AbouAssaly motioned to approve to direct the Executive Committee to open 45-day public comment period at the June 13, 2018 meeting. Mr. Oleson seconded the motion with unanimous consent.



### **Report Items**

Mr. Whyte shared information on the Bike to Work Week Grant. The Corridor MPO, City of Cedar Rapids, and Linn County Trails Association partnered together on this. Several outreach events were held at Willis Dady, GTC, Cedar Rapids Public Library, and Green Square Meals. Bike lights and helmets were provided to those who were unable to afford them. Bike lights were set aside for the Cedar Rapids Police Department so Officers could provide them to cyclists riding without a light in the dark opposed to issuing tickets.

Mr. Whyte shared a summary of the Safe Routes to School Plan for the City of Marion with support from the Corridor MPO. It took a total of 1.5 years to complete the plan and a list of actions were developed. The objective was to construct a trail to connect various schools in the Marion independent school district system. Linn County Public Health and the City of Marion worked together to submit and win a \$100K grant from Wellmark. The total cost of the project was \$200K for trail construction costs.

### **Member Updates**

Kesha Billings shared that the City of Marion is seeking public input on the Corridor MPO funded C-Mar Trail, which is estimated to cost 6.7 million for the trail and two bridges. One bridge will be constructed over Indian Creek and the other over Marion Blvd. Votes can be cast on the four different design proposals via the City of Marion's website for the gateway bridge over Marion Boulevard.

Mr. Whyte shared that if there are any updates or amendments for the LRTP Vision Plan, or Fiscally Constrained Plan, those need to be submitted by July 1<sup>st</sup>, 2018 so the Corridor MPO staff have ample time to respond. Mr. Micheel shared that TTAC members are also aware of this deadline.

Mr. Olson motioned to adjourn the meeting at 2:36 p.m. Ms. Weinacht seconded the motion with unanimous consent.

Respectfully Submitted,  
Jillane Shultz, Administrative Assistant II



## Item 2. Final Transportation Improvement Plan

Attached you will find the final version of the Transportation Improvement Program (TIP) for federal fiscal years (FFY) 2019 to 2022. The TIP reflects the addition of projects approved for funding by the Policy Board at the May meeting. These projects include:

- **Roads**

|  |             |        |
|--|-------------|--------|
| 6 <sup>th</sup> St connection to Ellis Blvd at E Ave | \$1,808,000 | FFY 22 |
| Tower Terrace Road Interchange                       | \$1,000,000 | FFY 22 |

- **Trails**

|   |           |        |
|---|-----------|--------|
| Edgewood Road Trail: Ellis Road NW to Glass Road NE | \$206,000 | FFY 19 |
|   | \$459,000 | FFY 22 |
| Lindale Trail Ext – Council St to CRT               | \$167,000 | FFY 21 |
|   | \$261,000 | FFY 22 |
| 10 <sup>th</sup> Ave Sidepaths in Marion            | \$247,000 | FFY 21 |
| Wiley Blvd Sidepath – Phase 1                       | \$818,000 | FFY 22 |
| Wiley Blvd Sidepath – Transit Allocation            | \$85,000  | FFY 22 |

- **Transit**

|   |           |        |
|---|-----------|--------|
| Fixed-Route Replacement Bus – 2 Heavy-Duty Buses FFY 22 | \$866,000 | FFY 22 |
| Paratransit Bus Replacement – FFY 22                    | \$172,000 | FFY 22 |

The TIP also reports on the status of projects scheduled for completion last year. Please refer to page 17 of the attached TIP document for details.

All eligible road projects are utilizing the Iowa DOT's new swap process, allocating state funding rather than federal funds. All projects are listed as "SWAP" in the Project Number or PN section of the TIP.



Administrative Actions:

Sub-phasing of Edgewood Trail: In order expedite construction of the Edgewood Trail several sub-phases was completed to place early funding in more accomplish-able portions of the trail. Below each new sub-phase is listed. Each displaying total project cost, amount of funding allocated, percentage of funding applied, and the year funding becomes available.

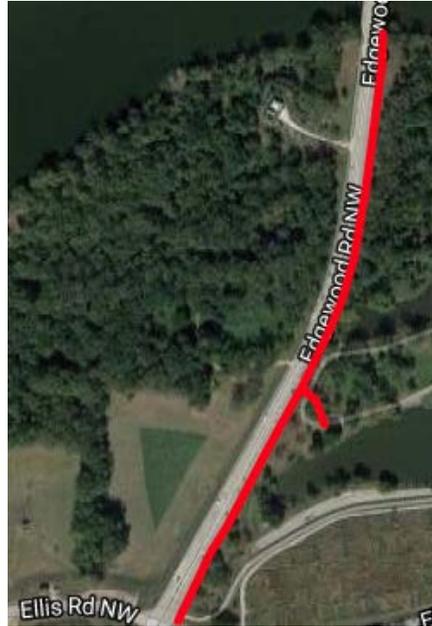
**Edgewood Trail Phase 2A**

**Total Cost:** \$1,363,000

**Federal Funding Allocated:** \$1,090,000

**Percent Federal Aid:** 80%

**Funding Available:** FFY19



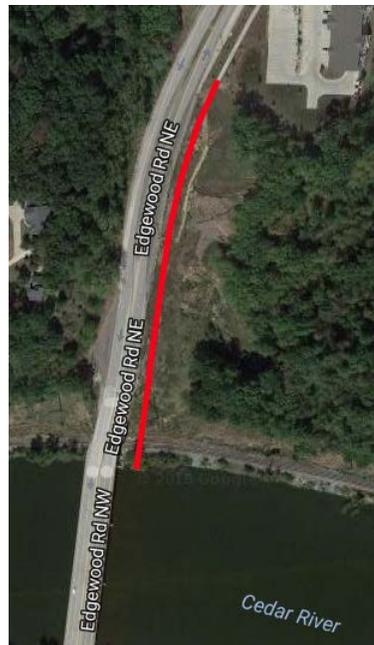
**Edgewood Trail Phase 2C**

**Total Cost:** \$200,000

**Federal Funding Allocated:** \$160,000

**Percent Federal Aid:** 80%

**Funding Available:** FFY20





**CORRIDOR MPO** *Smarter Transportation, Better Community*

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

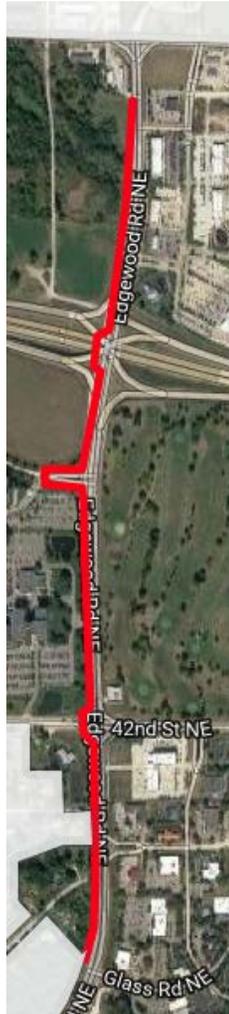
**Edgewood Trail Phase 3A**

**Total Cost:** \$2,361,000

**Federal Funding Allocated:** \$1,176,000

**Percent Federal Aid:** 50%

**Funding Available:** FFY20



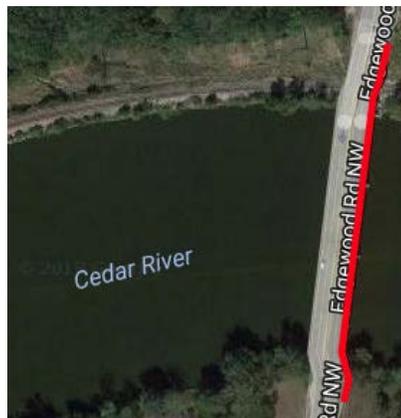
**Edgewood Trail Phase 2B**

**Total Cost:** \$500,000

**Federal Funding Allocated:** \$400,000

**Percent Federal Aid:** 80%

**Funding Available:** FFY22





*Smarter Transportation, Better Community*

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

**Edgewood Trail Phase 3B**

**Total Cost:** \$3,888,000

**Federal Funding Allocated:** \$584,000

**Percent Federal Aid:** 15%

**Funding Available:** FFY22



**Recommended Action:** Approve the final draft of the FFY19-22 TIP.

**CORRIDOR MPO**

*Smarter Transportation, Better Community*



# **FFY19 – FFY22 Transportation Improvement Program**

Final – July 19, 2018

CREATING SUSTAINABLE COMMUNITIES  
THROUGH REGIONAL PLANNING & CIVIC ENGAGEMENT





*Smarter Transportation, Better Community*

---

# **FFY19 – FFY22 Transportation Improvement Program For the Cedar Rapids Metropolitan Area**

**Prepared by  
The Corridor Metropolitan Planning Organization**

The preparation of this report was financed through funding from the U.S. Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), and in part through local matching funds of the Corridor Metropolitan Planning Organization (MPO) member governments. These contents are the responsibility of the Corridor MPO. The U.S. government and its agencies assume no liability for the contents of this report or the use of its contents.



*Smarter Transportation, Better Community*

---

## **Placeholder for Adopting Resolution**



*Smarter Transportation, Better Community*

---

## **Placeholder for Self-Certification Resolution**



## **Table of Contents**

|   |    |
|---|----|
| Introduction .....                                      | 6  |
| Corridor MPO Organization Structure .....               | 7  |
| TIP Financial Information .....                         | 13 |
| Status Report of FFY18 Projects .....                   | 17 |
| FFY19 – FFY22 Program of Projects .....                 | 18 |
| Transit Program of Projects .....                       | 42 |
| Public Participation Efforts .....                      | 43 |
| Project Review & Selection Process .....                | 60 |
| Performance Based Planning .....                        | 64 |
| Changes to the Transportation Improvement Program ..... | 66 |
| Transit Financial Forecasting .....                     | 68 |
| Appendix .....  | 69 |



## **Introduction**

The Corridor Metropolitan Planning Organization (MPO), the metropolitan planning organization (MPO) for the Cedar Rapids metropolitan area, is responsible for the development of the Transportation Improvement Program (TIP). The Federal Fiscal Year (FFY) 2019 – FFY2022 TIP is a four-year program of transportation-related improvements within the metropolitan area. The TIP is a programming document that includes transportation projects for all modes of surface transportation including street and highway, transit, bicycle and pedestrian.

Agencies contributing to the preparation of the TIP include the cities of Cedar Rapids, Ely, Fairfax, Hiawatha, Linn County, Marion, Palo, Robins, and the Iowa DOT. The Corridor MPO must approve any requests for federal transportation funding received from these agencies. However, inclusion of a project in the TIP does not guarantee federal-aid eligibility. Eligibility is determined on a case-by-case basis when project authorization is requested from the Federal Highway Administration or Federal Transit Administration.



## **Corridor Metropolitan Planning Organization Structure**

The Corridor Metropolitan Planning Organization (MPO) is an organization made up of the elected officials of governments within the Transportation Planning Area and their appointed representatives. Representation on the Corridor MPO is on a per capita basis for participating cities and the county, and includes at least one elected official from each governing body. Each city or county may have one member for each 10% of the Planning Area population based on the latest official Federal Census. Any jurisdiction with over 50% of that population is limited to 50% of the voting representation. The local cost of each program component of the Transportation Planning Work Program is shared by each benefiting city and the county based on their population.

| Jurisdiction  | 2010 Population** | Members Authorized by Bylaws |
|---------------|-------------------|------------------------------|
| Cedar Rapids  | 126,323           | 9                            |
| Ely           | 1,776             | 1                            |
| Fairfax       | 2,123             | 1                            |
| Hiawatha      | 7,024             | 1                            |
| Linn County*  | 10,024            | 1                            |
| Marion        | 38,023            | 3                            |
| Palo          | 1,026             | 1                            |
| Robins        | 3,442             | 1                            |
| <b>TOTALS</b> | <b>189,764</b>    | <b>18</b>                    |

\* Unincorporated Area within Planning Boundary

\*\* Or special census (Marion and Robins)

The Corridor MPO has a foundation of more than fifty years of planning cooperation and coordination. Prior to the formal organization of the Corridor MPO, Linn County and Cedar Rapids were jointly involved in comprehensive planning - using the city-county Planning Director to coordinate planning activities. In 1962 Cedar Rapids, Linn County, and Marion officials met informally as a group called "Metro" to discuss multi-jurisdictional problems. In late 1964, following enabling legislation passed by the 60th Session of the Iowa General Assembly, the Linn County Regional Planning Commission was formed, comprised of representatives from Linn County, Cedar Rapids, Marion, Hiawatha, and Robins. In an effort to remove confusion in the public over the relationship between the MPO and Linn County government and to allow the name to grow with the MPO (it had already expanded south into Johnson County), the Linn



County Regional Planning Commission changed its name to the Corridor Metropolitan Planning Organization or Corridor MPO in 2007.

In 1965, the Corridor MPO formally assigned staff activities and responsibilities to the Cedar Rapids Department of Planning and Redevelopment staff. In 1997, that office was reorganized into the Department of Development and again in 2005 into the Community Development Department. The Director of the Community Development Department is responsible for the planning programs carried out by the Department while a long-range planning coordinator administers the day-to-day activities of the Corridor MPO. Community Development Department staff members keep daily work and time logs so that personnel costs may be charged to the appropriate accounts for City and for the Corridor MPO projects. Major costs such as office space and vehicles are not charged out to the Corridor MPO, economizing operations. This staff operation has been in effect for over forty years, providing coordinated planning and development services in an effective, economical fashion.

In Fiscal Year 2002, the Corridor MPO voted to amend its bylaws and to expand its planning area to reflect the growth experienced in the metropolitan area, and invitations to join the Corridor MPO were extended to several new jurisdictions within that modified planning area. Of those jurisdictions Fairfax, Ely and Shueyville have elected to become full voting members of the Corridor MPO (Shueyville withdrew in 2010).

Since its inception, the major activity of the Corridor MPO has been the preparation of area-wide plans to help guide orderly growth and development within the region. Such plans include Land Use; Open Space and Outdoor Recreation; Transportation; Air Quality; Water and Sewer Systems; Solid Waste Management; and Housing and Community Development. Joint zoning ordinance studies have also been undertaken in order to encourage modern, uniform public regulations of private land development within the county. In recent years preparation of the Transportation Improvement Program (TIP), the annual prioritization and programming of Surface Transportation Block Grant (STBG) in the metropolitan area, has become a major activity of the Corridor MPO.

Additionally the Corridor MPO also allocates Federal Transportation Administration (FTA) grants including 5307 Urbanized Area Formula Grants. These funds come to the state on the basis of population and population densities in urbanized areas with populations between 50,000 and 200,000 to support public transit activities. They go directly to areas with a population exceeding 200,000. Public transit systems may use up to 10 percent of these funds to pay for some of their Americans with Disabilities Act paratransit costs on an 80 percent federal and 20 percent nonfederal basis. In areas with populations less than 200,000, the funding can be used to support operating deficit. Funds used in this manner must be matched by nonfederal funds (other than passenger revenues) on a dollar-for-dollar basis. The remainder can be used to fund capital improvements (including preventative maintenance



activities) or planning activities on an 80 percent federal, 20 percent nonfederal basis. (Purchase of vehicles equipped for access by persons with disabilities can be funded at 85 percent federal participation, and purchase of special equipment required under the Clean Air Act Amendments can be funded at 90 percent federal participation.) CR Transit uses its \$2,650,000 in 5307 funds to cover its operations deficit.

The Corridor MPO and CR Transit provide for public comment opportunity on the use of these 5307 funds through two Corridor MPO TIP open houses, held at the NewBo City Market during the evening and through the first Transportation Advisory Group (TAG) meeting of the year held at the Cedar Rapids public library, free lunch is provided to attendees. The TAG is designed to collect public input from all transit interested parties, including private transportation providers and human services organizations, representing the employment–related transportation needs of welfare recipients and low-income individuals. Also all MPO public meetings (TTAC, Executive Committee, and Policy Board) have an open public comment period for comments on the TIP through all stages of its development. This public input process satisfies the Section 5307 POP requirements of the FTA.

Finally, a complete and detailed accounting of all transit funding is available in the transit program of projects found in this document.



Functional advisory committees are established as needed for both policy and technical review purposes. Advisory committees include representatives of the Corridor MPO, area-wide citizen interests, and technical personnel where applicable.

## Corridor Metropolitan Planning Organization

### Policy Board

| <u>Members</u>                 | <u>Representation</u>      |
|--------------------------------|----------------------------|
| Chuck Hinz (Chair) .....       | Robins Mayor               |
| John Bender (Vice Chair) ..... | Marion Citizen             |
| Brad Hart.....                 | Cedar Rapids Mayor         |
| Scott Olson.....               | Cedar Rapids Councilmember |
| Susie Weinacht .....           | Cedar Rapids Councilmember |
| Scott Overland .....           | Cedar Rapids Councilmember |
| Jeff Pomeranz .....            | Cedar Rapids Staff         |
| Sandi Fowler .....             | Cedar Rapids Staff         |
| Jen Winter .....               | Cedar Rapids Staff         |
| Roy Heseman .....              | Cedar Rapids Staff         |
| Kirsty Sanchez .....           | Cedar Rapids Staff         |
| Denise Hoy.....                | Ely Staff                  |
| Bernie Frieden.....            | Fairfax Mayor              |
| Bill Bennett.....              | Hiawatha Mayor             |
| Brent Oleson .....             | Linn County Supervisor     |
| Nick AbouAssaly .....          | Marion Mayor               |
| Rene Gadelha .....             | Marion Councilmember       |
| Ryan Scheckel .....            | Palo Mayor                 |

### Executive Committee

| <u>Members</u>                 | <u>Representation</u> |
|--------------------------------|-----------------------|
| Chuck Hinz (Chair) .....       | Robins                |
| John Bender (Vice Chair) ..... | Marion                |
| Brad Hart.....                 | Cedar Rapids          |
| Denise Hoy.....                | Ely                   |
| Bernie Frieden.....            | Fairfax               |
| Bill Bennett.....              | Hiawatha              |
| Brent Oleson .....             | Linn County           |
| Ryan Scheckel .....            | Palo                  |



## Transportation Technical Advisory Committee (TTAC)

| <b><u>Members</u></b>             | <b><u>Representation</u></b>   |
|-----------------------------------|--------------------------------|
| Nate Kampman (Chair) .....        | Cedar Rapids                   |
| Seth Gunnerson (Vice Chair) ..... | Cedar Rapids                   |
| Daniel Gibbins .....              | Cedar Rapids                   |
| Doug Wilson .....                 | Cedar Rapids                   |
| Brenna Fall .....                 | Cedar Rapids                   |
| Matt Meyers .....                 | Cedar Rapids                   |
| Ron Griffith .....                | Cedar Rapids                   |
| Steve Hershner .....              | Cedar Rapids                   |
| Jason Middlekauff .....           | CR Transit                     |
| Scott Porttorff .....             | Ely                            |
| Shane Wicks .....                 | Fairfax                        |
| Dick Ransom .....                 | Hiawatha                       |
| Randy Burke .....                 | Linn County Conservation       |
| Brad Ketels .....                 | Linn County                    |
| Kesha Billings .....              | Marion                         |
| Mike Barkalow .....               | Marion                         |
| Kelli Scott .....                 | Robins                         |
| Jon Bogert .....                  | Palo                           |
| Tom Peffer .....                  | Linn County Trails Association |
| Cathy Cutler (non-voting) .....   | Iowa DOT District Planner      |
| Darla Hugaboom (non-voting) ..... | Federal Highway Administration |
| Mark Bechtel (non-voting) .....   | Federal Transit Administration |

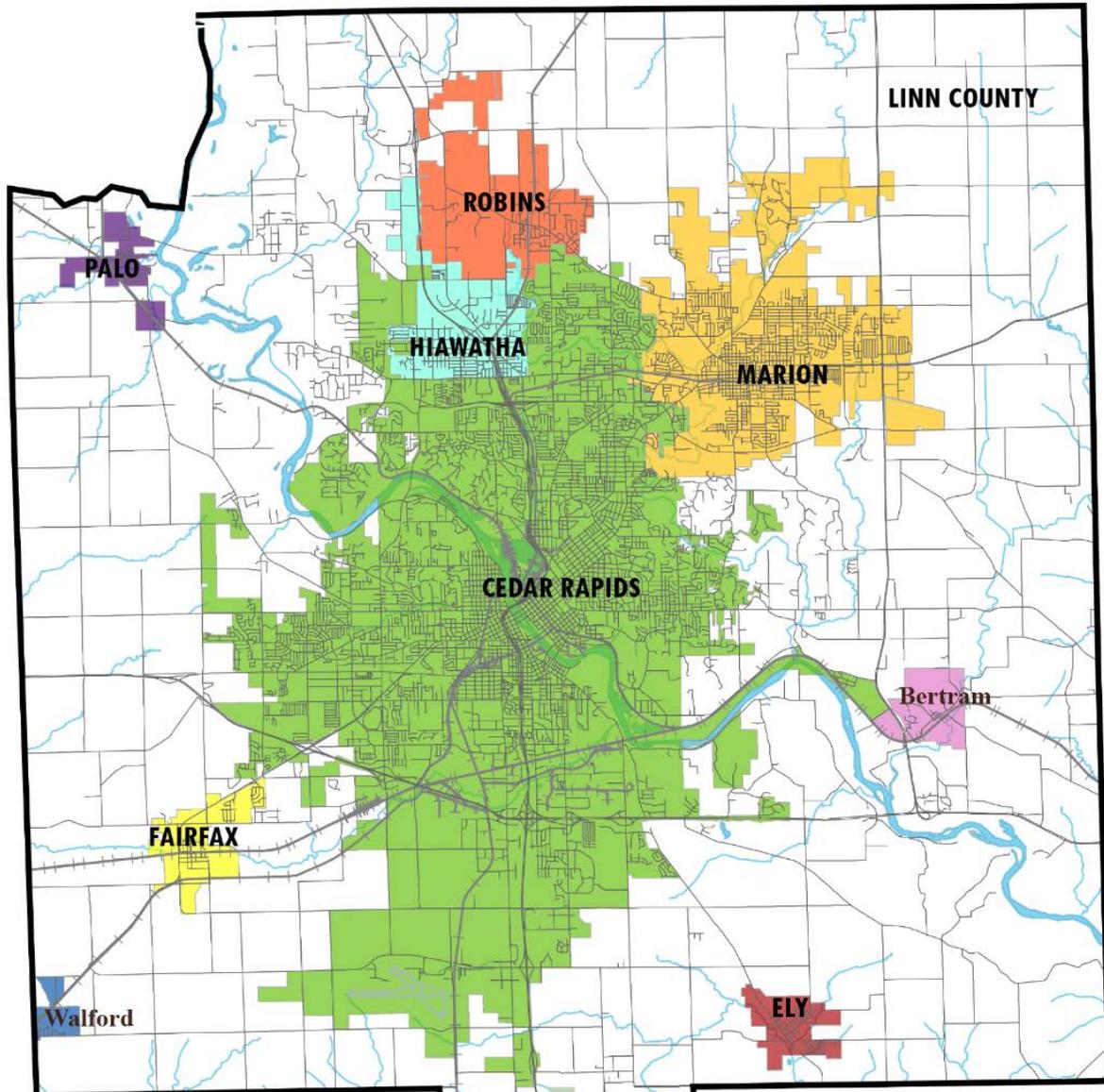
## Corridor MPO Staff

|                         |                                   |
|-------------------------|-----------------------------------|
| Jennifer Pratt .....    | Executive Director                |
| Bill Micheel .....      | MPO Manager                       |
| Brandon Whyte .....     | Multimodal Transportation Planner |
| Hilary Hershner .....   | Regional Transportation Planner   |
| Fernando Oliveira ..... | Transportation Planning Intern    |
| Haley Sevening .....    | Transportation Planning Intern    |
| Jillane Shultz .....    | Administrative Assistant          |



Smarter Transportation, Better Community

## Corridor MPO Member Jurisdictions



0 1.25 2.5 5 Miles

Non-Corridor MPO Members within boundary

- Bertram
- Shueyville
- Swisher
- Walford

May 4, 2016 - Corridor MPO  
Created by Hilary Hershner

Corridor MPO Member Jurisdictions

- Cedar Rapids
- Ely
- Fairfax
- Hiawatha
- Linn County
- Marion
- Palo
- Robins



## **TIP Financial Information**

The Iowa Department of Transportation Office (DOT) of Program Management provides each MPO with estimated Surface Transportation Block Grant (STBG), Iowa's Transportation Alternative Program (TAP), and STBG-TAP-Flex funding targets for each of the four years in the TIP. In addition, Program Management will provide city and county non-federal aid revenue information on an annual basis. This non-federal aid revenue information should be retained over time and can be used to produce estimates of available funding for the four-year TIP period. Program Management will also provide DOT statewide revenue estimates that are included as part of each MPO's fiscal constraint documentation that follows.

Further, each year prior to development of the Iowa DOT's Five-Year Program and the Statewide Transportation Improvement Program (STIP) 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.

Iowa targets STBG funding to each of its 27 MPOs and RPAs on an annual basis for programming. Iowa has implemented a Swap program that allows MPOs and RPAs, at their discretion, to swap targeted federal funds including STBG funding for state Primary Road Funds. The Corridor MPO has opted into the Swap program for all eligible projects.

The following revenue information is used to demonstrate constraint of DOT projects programmed in MPO TIPs. additional insight into the DOT's programming process and can be found at:



[https://iowadot.gov/program\\_management/five-year-program](https://iowadot.gov/program_management/five-year-program).

Finally, all project costs are calculated out to the “year of expenditure” (YOE), using a 5% annual rate of construction inflation. This YOE is applied by local project sponsors and verified by MPO planning agency staff.

| <b>FFY19 - FFY22 TIP Fiscal Constraint Summary</b> |                     |                    |                    |                    |
|--|---------------------|--------------------|--------------------|--------------------|
| Surface Transportation Block Grant (STBG) Funds    |                     |                    |                    |                    |
|  | FFY19               | FFY20              | FFY21              | FFY22              |
| Unobligated Balance (Carryover)                    | \$29,622,646        | \$18,687,101       | \$5,420,101        | \$2,384,101        |
| STBG Target  | \$5,264,061         | \$5,082,000        | \$5,203,000        | \$5,203,000        |
| TAP Flex Target                                    | \$205,394           | \$205,000          | \$205,000          | \$205,000          |
| Subtotal   | \$35,092,101        | \$23,974,101       | \$10,828,101       | \$7,792,101        |
| Transfer to STBG TAP (Flex)                        | \$0                 | \$0                | \$0                | \$205,000          |
| Subtotal   | \$35,092,101        | \$23,974,101       | \$10,828,101       | \$7,587,101        |
| Programmed STBG                                    | \$16,405,000        | \$18,554,000       | \$8,444,000        | \$6,506,000        |
| <b>Balance (Carryover)</b>                         | <b>\$18,687,101</b> | <b>\$5,420,101</b> | <b>\$2,384,101</b> | <b>\$1,081,101</b> |
| Transportation Alternatives Program (TAP) Funds    |                     |                    |                    |                    |
|  | FFY19               | FFY20              | FFY21              | FFY22              |
| Unobligated Balance (Carryover)                    | \$2,504,557         | \$238,833          | -\$197,167         | \$13,833           |
| TAP Target   | \$267,276           | \$267,000          | \$267,000          | \$267,000          |
| STBG TAP Flex Transfer Credit                      | \$0                 | \$0                | \$0                | \$205,000          |
| Subtotal   | \$2,771,833         | \$505,833          | \$69,833           | \$485,833          |
| Programmed TAP                                     | \$2,533,000         | \$703,000          | \$56,000           | \$227,000          |
| <b>Balance (Carryover)</b>                         | <b>\$238,833</b>    | <b>-\$197,167</b>  | <b>\$13,833</b>    | <b>\$258,833</b>   |



**Iowa DOT Five Year Program Funding  
(\$ millions)**

| <b>Revenues</b>                             | <b>2019</b>       | <b>2020</b>       | <b>2021</b>       | <b>2022</b>       |
|---|-------------------|-------------------|-------------------|-------------------|
| Primary Road Fund                           | \$671.50          | \$665.30          | \$671.00          | \$673.40          |
| TIME-21                                     | \$132.70          | \$135.00          | \$135.00          | \$135.00          |
| Miscellaneous                               | \$25.00           | \$25.00           | \$25.00           | \$25.00           |
| Federal Aid                                 | \$357.20          | \$365.70          | \$365.70          | \$365.70          |
| <b>Total</b>                                | <b>\$1,186.40</b> | <b>\$1,191.00</b> | <b>\$1,196.70</b> | <b>\$1,199.10</b> |
| <b>Statewide Allocations</b>                |                   |                   |                   |                   |
| Operations & Maintenance                    | \$339.70          | \$355.50          | \$367.30          | \$379.20          |
| Consultant Services                         | \$80.00           | \$80.00           | \$80.00           | \$80.00           |
| Contract Maintenance                        | \$31.40           | \$31.40           | \$31.40           | \$31.40           |
| Railroad Crossing Protection                | \$5.00            | \$5.00            | \$5.00            | \$5.00            |
| Miscellaneous Programs                      | \$34.80           | \$34.80           | \$34.80           | \$34.80           |
| <b>Total</b>                                | <b>\$490.90</b>   | <b>\$506.70</b>   | <b>\$518.50</b>   | <b>\$530.40</b>   |
| <b>Funds Available For ROW/Construction</b> | <b>\$695.50</b>   | <b>\$684.30</b>   | <b>\$678.20</b>   | <b>\$668.70</b>   |

| <b>FY19 - FY22 TIP Period Revenue and O &amp; M - Corridor MPO</b> |           |      |           |      |           |      |           |
|--|-----------|------|-----------|------|-----------|------|-----------|
| 2019   |           | 2020 |           | 2021 |           | 2022 |           |
| \$   | 2,969,133 | \$   | 3,107,232 | \$   | 3,210,370 | \$   | 3,314,381 |



FFY19 - FFY22 TIP Program Costs and Federal Aid Summary (All Figures are in 1,000s)

| Program            | FFY19           |                 |                      |                | FFY20           |                 |                      |                | FFY21           |                 |                      |                | FFY22           |                 |                      |                |
|--------------------|-----------------|-----------------|----------------------|----------------|-----------------|-----------------|----------------------|----------------|-----------------|-----------------|----------------------|----------------|-----------------|-----------------|----------------------|----------------|
|                    | Project Costs   | Federal Aid     | Regional Federal Aid | Swap           | Project Costs   | Federal Aid     | Regional Federal Aid | Swap           | Project Costs   | Federal Aid     | Regional Federal Aid | Swap           | Project Costs   | Federal Aid     | Regional Federal Aid | Swap           |
| CMAQ               | \$ 197          | \$ 157          | \$ -                 | \$ -           | \$ -            | \$ -            | \$ -                 | \$ -           | \$ -            | \$ -            | \$ -                 | \$ -           | \$ -            | \$ -            | \$ -                 | \$ -           |
| DEMO               | \$ -            | \$ -            | \$ -                 | \$ -           | \$ -            | \$ -            | \$ -                 | \$ -           | \$ -            | \$ -            | \$ -                 | \$ -           | \$ -            | \$ -            | \$ -                 | \$ -           |
| NHPP               | \$24,617        | \$19,416        | \$ -                 | \$ -           | \$12,013        | \$ 9,610        | \$ -                 | \$ -           | \$ 8,947        | \$ 7,158        | \$ -                 | \$ -           | \$16,585        | \$14,927        | \$ -                 | \$ -           |
| PL                 | \$ 358          | \$ 286          | \$ -                 | \$ -           | \$ 358          | \$ 286          | \$ -                 | \$ -           | \$ 358          | \$ 286          | \$ -                 | \$ -           | \$ 358          | \$ 286          | \$ -                 | \$ -           |
| PRE                | \$ 4,994        | \$ -            | \$ -                 | \$ -           | \$ 6,771        | \$ -            | \$ -                 | \$ -           | \$ -            | \$ -            | \$ -                 | \$ -           | \$ 500          | \$ -            | \$ -                 | \$ -           |
| SWAP-STBG          | \$ 1,394        | \$ -            | \$ 1,116             | \$1,116        | \$11,562        | \$ -            | \$ 7,170             | \$7,170        | \$ 7,775        | \$ -            | \$ 4,577             | \$4,577        | \$ 4,690        | \$ -            | \$ 1,808             | \$1,808        |
| SIBG               | \$22,212        | \$13,883        | \$ 13,883            | \$ -           | \$16,066        | \$12,087        | \$ 12,087            | \$ -           | \$ 6,686        | \$ 3,123        | \$ 2,123             | \$ -           | \$39,913        | \$ 4,022        | \$ 4,022             | \$ -           |
| SIBG-TAP           | \$ 4,928        | \$ 3,939        | \$ 3,939             | \$ -           | \$ -            | \$ -            | \$ -                 | \$ -           | \$ 2,262        | \$ 1,800        | \$ 1,800             | \$ -           | \$ 1,715        | \$ 903          | \$ 903               | \$ -           |
| <b>Grand Total</b> | <b>\$58,700</b> | <b>\$37,681</b> | <b>\$ 18,938</b>     | <b>\$1,116</b> | <b>\$46,770</b> | <b>\$21,983</b> | <b>\$ 19,257</b>     | <b>\$7,170</b> | <b>\$26,028</b> | <b>\$12,367</b> | <b>\$ 8,500</b>      | <b>\$4,577</b> | <b>\$65,761</b> | <b>\$20,138</b> | <b>\$ 6,733</b>      | <b>\$1,808</b> |



## Status Report of FFY18 Projects

| Program   | TPMS Number | Project   | Sponsor                  | Total Cost   | Fed Aid      | Status   |
|---|-------------|---|--------------------------|--------------|--------------|--|
| Surface Transportation Block Grant Program (STBG) | 22208       | CEMAR Trail: Marion/Cedar Rapids city limits near 33rd St SE to 7th St in Marion. Include bridges over Indian Creek and Marion Blvd                 | Marion                   | \$6,494,000  | \$5,155,000  | Not let or authorized. Rollover to FFY19. To be let 12.18.2018.  |
|   | 29791       | 10TH ST, Over Indian Creek, from the to be built Tower Terrace Rd South 2.1 M to Boyson Trail north of 8th Ave.                                     | Marion                   | \$2,867,000  | \$2,294,000  | Not let or authorized. Rollover to FFY19. To be let 12.18.2018.  |
|   | 32099       | CEMAR Trail: Phase 1C Sidewalk widening and new construction  | Cedar Rapids             | \$342,000    | \$274,000    | Authorized and awarded. Expect construction in Summer 2018.  |
|   | 34209       | 1st Ave aprx325' S of 34th St-40th St;40th aprx300' W of 1st-aprx350' E of 1st;38th 150' W of 1st to aprx300' E of 1st                              | Cedar Rapids             | \$1,547,000  | \$1,237,000  | Authorized. Expect construction in Summer 2018.  |
|   | 35048       | Edgewood Rd. Trail - From O Ave. NW to Ellis Blvd. NW - Paving  | Cedar Rapids             | \$850,000    | \$760,000    | Authorized and awarded. Expect construction in Spring 2018.  |
|   | 35690       | Hwy100/Hwy30 Interchange - ramps and bridges connecting 80th Street NW  | Cedar Rapids             | \$6,000,000  | \$943,000    | The DOT is administering this project. Construction is under contract and should be complete November 15th, 2018.                                |
|   | 36687       | Marion CeMar Trail - Rail bridge removal in advance of CeMar Trail  | Marion                   | \$303,000    | \$242,000    | Not authorized. To be let 12.18.2018. Rollover to FFY19. Completion expected in 2019.  |
|   | 36938       | Hwy 100 Trail: 42nd ST N along Preserve Ln to Rock Island Preserve along abandoned rail aprox 250' E of Cedar River                                 | Linn County Conservation | \$908,000    | \$726,000    | Letting date planned for November of 2018. Design underway outside of the federal process. Expected construction Spring 2019. Rollover to FFY19. |
| Transportation Alternatives Program (TAP)         | 15720       | Sac and Fox Trail Ext - West side of E Post Rd from Indian Creek to Trailridge Rd W to ext. sidewalk(SW) at Ashland Ct & E to ext. SW on Trailridge | Cedar Rapids             | \$205,000    | \$164,000    | Authorized and awarded. Expect construction in Summer 2018.  |
|   | 15721       | Grant Wood Trail - 35th St. to Hwy. 13  | Marion                   | \$655,961    | \$524,769    | Authorized and awarded. Expect construction in Summer 2018.  |
|   | 17045       | Boyson Road Trail   | Hiawatha                 | \$706,673    | \$565,338    | Project defunded.  |
|   | 32097       | CEMAR Trail: Phase 1A H Ave from Shaver Rd to Oakland Rd  | Cedar Rapids             | \$1,295,000  | \$1,036,000  | Right of Way acquisition underway. Construction not authorized. To be let 10.16.2018. Rollover to FFY19. Completion expected in 2019.            |
|   | 34196       | Cherokee Trail Phase 1: From STONEY POINT RD NW, through Cherry Hill Pk, to Sharon Ln at Eastview Dr NW   | Cedar Rapids             | \$1,050,000  | \$840,000    | Authorized. Expect construction in Spring 2019.  |
| Iowa Clean Air Attainment Program (ICAAP)         | 6695        | Collins Rd. & C Ave. NE Intersection Improvements   | Cedar Rapids             | \$1,751,600  | \$587,000    | City of Cedar Rapids will continue to use for ROW acquisition in project area until funds are expended. To be let 05.19.2020. Rollover to FFY19. |
|   | 18735       | C Ave. NE: Blairs Ferry Rd to Old Marion Rd NE  | Cedar Rapids             | \$330,000    | \$264,000    | Project complete.  |
| Demonstration Project                             | 20993       | IA100: E of Northland Ave. NE to E of Twixt Town Rd. NE and Lindale Dr.   | Cedar Rapids             | \$9,362,000  | \$5,309,000  | Authorized. Expect construction in Summer 2018.  |
| Planning  | 36953       | CR Transit Route 5 Heavy-Duty Bus Replacement   | CR Transit               | \$445,000    | \$227,000    | Authorized. Bus purchased. Expect delivery Fall 2018.  |
| Primary Road Funds                                | 22059       | IA 100: E OF NORTHLAND AVE TO E OF TWIXT TOWN RD IN CEDAR RAPIDS (STATE SHARE)  | DOT                      | \$900,000    | \$0          | Authorized. Expect construction in Summer 2018.  |
|   | 29628       | US 30: CIC RR 0.8 MI W OF I-380 IN CEDAR RAPIDS (WB)  | DOT                      | \$738,000    | \$0          | Authorized. Expect construction in Summer 2018.  |
|   | 29629       | I-380: 15TH AND 16TH AVE SW 2.5 MI N OF US 30 (SB)  | DOT                      | \$1,580,000  | \$0          | Authorized. Expect construction in Summer 2018.  |
|   | 36834       | US 151: W JCT US 30   | DOT                      | \$600,000    | \$0          | Authorized. Expect construction in Summer 2018.  |
|   | 36837       | I-380: BOYSON RD INTERCHANGE IN HIAWATHA NB OFF RAMP  | DOT                      | \$800,000    | \$0          | Project complete.  |
|   | 36838       | IA 922: US 30 TO WCL OF CEDAR RAPIDS  | DOT                      | \$900,000    | \$0          | Authorized. Expect construction in Summer 2018.  |
| National Highway Performance Program (NHPP)       | 36704       | IA 100: US 30 TO COVINGTON RD IN CEDAR RAPIDS (STATE SHARE)   | DOT                      | \$16,883,000 | \$13,360,000 | Awarded. Under construction.   |



## **FFY19 – FFY22 Program of Projects**

Provided as PDFs from TPMS on the following pages

## MPO-23 / CMPO 2019 - 2022 Transportation Improvement Program

| TPMS<br>Sponsor<br>Appr. Status   | Project #<br>Location<br>Funding Program  | Length<br>FHWA#<br>S.T.R |   | Pgm'd Amounts in 1000's      |                              |                  |                  | Total                        | STIP# |
|---|---|--------------------------|---|------------------------------|------------------------------|------------------|------------------|------------------------------|-------|
|   |   |                          |   | FY19                         | FY20                         | FY21             | FY22             |                              |       |
| <b>STBG - Surface Transportation Block Grant Program</b>                    |   |                          |   |                              |                              |                  |                  |                              |       |
| Linn - 57   |   |                          |   |                              |                              |                  |                  |                              |       |
| 34210<br>Cedar Rapids<br><br>Draft TIP Approved                             | <b>NHSX-U-922-0(30)--8S-57 DOT Letting: 11/19/2019</b><br>IA922 FROM aprx 300'S of 27th TO 34th; 27th From A Ave NE TO aprx 250'E of IA922; 29th From Franklin Ave TO aprx 200'E of IA922<br>Pavement Rehab/Widen, Ped/Bike Grade & Pave, Ped/Bike Structures | 1.046<br>--<br>0:0:00    | Project Total<br>Federal Aid<br><br>Regional FA<br><br>SWAP | 531<br>425<br>425<br>0       | 3,139<br>2,505<br>2,505<br>0 | 0<br>0<br>0<br>0 | 0<br>0<br>0<br>0 | 3,670<br>2,930<br>2,930<br>0 | 90036 |
| <b>PA NOTE:</b> \$425,000 in STBG is for advanced Right-of-way acquisition. |   |                          |   |                              |                              |                  |                  |                              |       |
| 35690<br>Cedar Rapids<br><br>Draft TIP Approved                             | <b>STP-U-1187(0)--70-57</b><br>Construction of ramps and bridge modifications to connect 80th St to Hwy 100 at the Hwy 100/Hwy 30 interchange<br>Grade and Pave, Bridge New   | 0<br>--<br>34:83:08      | Project Total<br>Federal Aid<br><br>Regional FA<br>SWAP     | 6,000<br>943<br>943<br>0     | 0<br>0<br>0<br>0             | 0<br>0<br>0<br>0 | 0<br>0<br>0<br>0 | 6,000<br>943<br>943<br>0     | --    |
| 36995<br>Cedar Rapids<br><br>Draft TIP Approved                             | <b>STP-U-1187(796)--70-57 DOT Letting: 10/15/2019</b><br>Lindale Trail Ext ph2 from Council St NE along abandoned railway to 51st St & the CVNT Trail near Hwy 100<br>Ped/Bike ROW, Ped/Bike Grade & Pave, Ped/Bike Miscellaneous                             | 0.927<br>--<br>0:0:00    | Project Total<br>Federal Aid<br><br>Regional FA<br>SWAP     | 500<br>400<br>400<br>0       | 690<br>550<br>550<br>0       | 0<br>0<br>0<br>0 | 0<br>0<br>0<br>0 | 1,190<br>950<br>950<br>0     | --    |
| <b>PA NOTE:</b> \$400,000 in FFY19 is for advanced right-of-way acquisition |   |                          |   |                              |                              |                  |                  |                              |       |
| 29789<br>Cedar Rapids<br><br>Draft TIP Approved                             | <b>TAP-U-1187(797)--81-57 DOT Letting: 02/19/2019</b><br>In the city of Cedar Rapids, on EDGEWOOD RD NW, from Ellis Rd North to Edgewood Rd Bridge<br>Ped/Bike Grade & Pave, Ped/Bike Structures, Ped/Bike Development  | 0.347<br>--<br>0:0:00    | Project Total<br>Federal Aid<br><br>Regional FA<br>SWAP     | 1,363<br>1,090<br>1,090<br>0 | 0<br>0<br>0<br>0             | 0<br>0<br>0<br>0 | 0<br>0<br>0<br>0 | 1,363<br>1,090<br>1,090<br>0 | --    |
| <b>PA NOTE:</b> Project has \$825,000 in STBG and \$265,000 in TAP.         |   |                          |   |                              |                              |                  |                  |                              |       |

| TPMS<br>Sponsor<br>Appr. Status   | Project #<br>Location<br>Funding Program   | Length<br>FHWA#<br>S.T.R |                              | Pgm'd Amounts in 1000's |                |        |        | Total          | STIP# |
|---|--|--------------------------|------------------------------|-------------------------|----------------|--------|--------|----------------|-------|
|   |  |                          |                              | FY19                    | FY20           | FY21   | FY22   |                |       |
| Linn - 57 (continued)   |  |                          |                              |                         |                |        |        |                |       |
| 30992<br>Cedar Rapids   | <b>TAP-U-1187(786)--8I-57 DOT Letting: 11/19/2019</b><br>CeMar Cedar Rapids Phase 4-Lindale<br>Connector,Marion City Limit N to Hwy100 and Lindale<br>Mall Shopping Centers    | 0.155<br>--              | Project Total<br>Federal Aid | 453<br>363              | 1,374<br>1,094 | 0<br>0 | 0<br>0 | 1,827<br>1,457 |       |
| Draft TIP Approved  | Ped/Bike ROW, Ped/Bike Grade & Pave, Ped/Bike<br>Structures  | 0:0:00                   | Regional FA<br>SWAP          | 363<br>0                | 1,094<br>0     | 0<br>0 | 0<br>0 | 1,457<br>0     | --    |
| <b>PA NOTE:</b> \$363,000 in FFY 19 is for advanced right-of-way acquisition. |  |                          |                              |                         |                |        |        |                |       |
| 36965<br>Cedar Rapids   | <b>TAP-U-1187(801)--8I-57 DOT Letting: 10/15/2019</b><br>From Midway Dr along Vinton Ditch to E Ave along E<br>Ave to Vinton Ditch, to & along F Ave until 13th Street         | 1.566<br>--              | Project Total<br>Federal Aid | 88<br>70                | 1,964<br>1,564 | 0<br>0 | 0<br>0 | 2,052<br>1,634 |       |
| Draft TIP Approved  | Ped/Bike Grade & Pave, Ped/Bike Structures   | 0:0:00                   | Regional FA<br>SWAP          | 70<br>0                 | 1,564<br>0     | 0<br>0 | 0<br>0 | 1,634<br>0     | --    |
| <b>PA NOTE:</b> \$70,000 in STBG is for advanced right-of-way acquisition.    |  |                          |                              |                         |                |        |        |                |       |
| 37075<br>Cedar Rapids   | <b>TAP-U-1187(799)--8I-57 DOT Letting: 12/18/2018</b><br>From Morgan Crk Pk, E Ave, Stoney Point, to Cherry<br>Hill Pk, Eastview along Gordon Ave, Cherokee Pk to<br>Midway Dr | 2.595<br>--              | Project Total<br>Federal Aid | 2,286<br>1,840          | 0<br>0         | 0<br>0 | 0<br>0 | 2,286<br>1,840 |       |
| Draft TIP Approved  | Ped/Bike Grade & Pave, Ped/Bike Structures   | 0:0:00                   | Regional FA<br>SWAP          | 1,840<br>0              | 0<br>0         | 0<br>0 | 0<br>0 | 1,840<br>0     | --    |
| <b>PA NOTE:</b> Project has TAP \$565K and STBG \$1275K                       |  |                          |                              |                         |                |        |        |                |       |
| 36938<br>Linn CCB   | <b>TAP-U-C057)--8I-57</b><br>42nd ST N along Preserve Ln to Rock Island Preserve<br>along abandoned rail approx 250' E of Cedar River  | 0.92<br>--               | Project Total<br>Federal Aid | 908<br>726              | 0<br>0         | 0<br>0 | 0<br>0 | 908<br>726     |       |
| Draft TIP Approved  | Ped/Bike ROW, Ped/Bike Grade & Pave, Ped/Bike<br>Structures  | 0:0:00                   | Regional FA<br>SWAP          | 726<br>0                | 0<br>0         | 0<br>0 | 0<br>0 | 726<br>0       | --    |
| 29791<br>Marion   | <b>STP-U-4775(631)--70-57 DOT Letting: 12/18/2018</b><br>10TH ST, Over Indian Creek, from the to be built<br>Tower Terrace Rd South 2.1 M to Boyson Trail north<br>of 8th Ave. | 2.164<br>--              | Project Total<br>Federal Aid | 2,867<br>2,294          | 0<br>0         | 0<br>0 | 0<br>0 | 2,867<br>2,294 |       |
| Draft TIP Approved  | Ped/Bike Grade & Pave, Ped/Bike Structures, Ped/Bike<br>Development  | 0:0:00                   | Regional FA<br>SWAP          | 2,294<br>0              | 0<br>0         | 0<br>0 | 0<br>0 | 2,294<br>0     | --    |

| TPMS<br>Sponsor<br>Appr. Status                        | Project #<br>Location<br>Funding Program  | Length<br>FHWA#<br>S:T:R |   | Pgm'd Amounts in 1000's      |                              |                  |                  | Total                        | STIP# |
|--|---|--------------------------|---|------------------------------|------------------------------|------------------|------------------|------------------------------|-------|
|  |   |                          |   | FY19                         | FY20                         | FY21             | FY22             |                              |       |
| Linn - 57 (continued)                                  |   |                          |   |                              |                              |                  |                  |                              |       |
| 36687<br>Marion<br>Draft TIP Approved                  | <b>STP-U-4775(632)--70-57 DOT Letting: 02/19/2019</b><br>Removal of railroad bridge over Marion Blvd in advance of CeMar Trail.<br>Ped/Bike Structures  | 0<br>33530<br>0:0:00     | Project Total<br>Federal Aid<br>Regional FA<br>SWAP | 303<br>242<br>242<br>0       | 0<br>0<br>0<br>0             | 0<br>0<br>0<br>0 | 0<br>0<br>0<br>0 | 303<br>242<br>242<br>0       | --    |
| 22208<br>Marion<br>Draft TIP Approved                  | <b>TAP-U-4775(630)--81-57 DOT Letting: 12/18/2018</b><br>CeMar Trail from Cedar Rapids CL near 33rd St SE to 7th St in Marion. Include bridges over Indian Creek and Marion Blvd<br>Ped/Bike Grade & Pave,Ped/Bike Structures | 3.789 MI<br>--<br>0:0:00 | Project Total<br>Federal Aid<br>Regional FA<br>SWAP | 6,494<br>5,155<br>5,155<br>0 | 0<br>0<br>0<br>0             | 0<br>0<br>0<br>0 | 0<br>0<br>0<br>0 | 6,494<br>5,155<br>5,155<br>0 | --    |
| 25525<br>Cedar Rapids<br>Draft TIP Approved            | <b>TAP-U-1187(793)--81-57 DOT Letting: 09/15/2020</b><br>In the city of Cedar Rapids, On EDGEWOOD RD NE, from Glass Rd NE to approx 350' S of Blairs Ferry Rd NE<br>Ped/Bike Grade & Pave,Ped/Bike Structures                 | 1.242<br>--<br>--        | Project Total<br>Federal Aid<br>Regional FA<br>SWAP | 0<br>0<br>0<br>0             | 2,361<br>1,176<br>1,176<br>0 | 0<br>0<br>0<br>0 | 0<br>0<br>0<br>0 | 2,361<br>1,176<br>1,176<br>0 | --    |
| 29793<br>Cedar Rapids<br>Draft TIP Approved            | <b>TAP-U-1187(0)--81-57</b><br>Bowling St from 33rd Ave N to 21st Ave a 10' Trail. From 21 st Ave to A Ave on Bowling ST &21st Ave 6' sidewalk &on-st.<br>Ped/Bike Grade & Pave,Ped/Bike Development                          | 1.347<br>--<br>0:0:00    | Project Total<br>Federal Aid<br>Regional FA<br>SWAP | 0<br>0<br>0<br>0             | 760<br>608<br>608<br>0       | 0<br>0<br>0<br>0 | 0<br>0<br>0<br>0 | 760<br>608<br>608<br>0       | --    |
| <b>PA NOTE:</b> \$152,000 STP and \$456,000 TAP.       |   |                          |   |                              |                              |                  |                  |                              |       |
| <b>DOT NOTE:</b> Project eligible for FHWA TAP funding |   |                          |   |                              |                              |                  |                  |                              |       |
| 38368<br>Cedar Rapids<br>Draft TIP Approved            | <b>TAP-U-1187(0)--81-57</b><br>On EDGEWOOD RD NE,from the north side of the Edgewood Rd Bridge to the ext.trail aprox 1K' north.<br>Ped/Bike Grade & Pave   | 0.182<br>--<br>0:0:00    | Project Total<br>Federal Aid<br>Regional FA<br>SWAP | 0<br>0<br>0<br>0             | 200<br>160<br>160<br>0       | 0<br>0<br>0<br>0 | 0<br>0<br>0<br>0 | 200<br>160<br>160<br>0       | --    |
| 36955<br>MPO-23 / CMPO<br>Draft TIP Approved           | <b>RGTR-PA23(0)--ST-57</b><br>Purchase 1 medium-duty 33' replacement ADA paratransit service bus.<br>Transit Investments  | 0<br>--<br>--            | Project Total<br>Federal Aid<br>Regional FA<br>SWAP | 0<br>0<br>0<br>0             | 196<br>126<br>126<br>0       | 0<br>0<br>0<br>0 | 0<br>0<br>0<br>0 | 196<br>126<br>126<br>0       | --    |

| TPMS<br>Sponsor<br>Appr. Status                                       | Project #<br>Location<br>Funding Program   | Length<br>FHWA#<br>S.T.R |                              | Pgm'd Amounts in 1000's |                |                |              | Total          | STIP# |
|---|--|--------------------------|------------------------------|-------------------------|----------------|----------------|--------------|----------------|-------|
|   |  |                          |                              | FY19                    | FY20           | FY21           | FY22         |                |       |
| Linn - 57 (continued)   |  |                          |                              |                         |                |                |              |                |       |
| 35692<br>Marion   | <b>TAP-U-4775()</b> -- <b>81-57</b><br>In the city of Marion, 10TH AVE,Construct 10' side paths in ROW on N&S sides of street from 35th St to Eagleview Dr | 2.195<br>--              | Project Total<br>Federal Aid | 0<br>0                  | 3,537<br>2,830 | 0<br>0         | 0<br>0       | 3,537<br>2,830 |       |
| Draft TIP Approved  | Ped/Bike Grade & Pave  | 0:0:00                   | Regional FA<br>SWAP          | 0<br>0                  | 2,830<br>0     | 0<br>0         | 0<br>0       | 2,830<br>0     | --    |
| <b>PA NOTE:</b> Project has \$2,583,000 in STBG and \$247,000 in TAP. |  |                          |                              |                         |                |                |              |                |       |
| 34204<br>Hiawatha   | <b>STP-U-3432()</b> -- <b>70-57</b><br>In the city of Hiawatha, On BOYSON RD bridge reconstruction to 6 lanes (Center Point to 12th), DDI interchange      | 0.589<br>--              | Project Total<br>Federal Aid | 0<br>0                  | 0<br>0         | 5,055<br>2,000 | 0<br>0       | 5,055<br>2,000 |       |
| Draft TIP Approved  | Grade and Pave,Bridge Replacement,Traffic Signals  | 0:0:00                   | Regional FA<br>SWAP          | 0<br>0                  | 0<br>0         | 1,000<br>0     | 0<br>0       | 1,000<br>0     | --    |
| <b>PA NOTE:</b> Project has CMAQ:\$1,000K and STBG:\$1,000K           |  |                          |                              |                         |                |                |              |                |       |
| 36956<br>MPO-23 / CMPO  | <b>RGTR-PA23()</b> -- <b>ST-57</b><br>CR Transit Route 5 two Heavy-Duty (35' diesel) Bus Replacements  | 0<br>--                  | Project Total<br>Federal Aid | 0<br>0                  | 0<br>0         | 1,032<br>825   | 0<br>0       | 1,032<br>825   |       |
| Draft TIP Approved  | Transit Investments  | --                       | Regional FA<br>SWAP          | 0<br>0                  | 0<br>0         | 825<br>0       | 0<br>0       | 825<br>0       | --    |
| 36957<br>MPO-23 / CMPO  | <b>RGTR-PA23()</b> -- <b>ST-57</b><br>Purchase 1 medium-duty 33' replacement ADA paratransit service bus.  | 0<br>--                  | Project Total<br>Federal Aid | 0<br>0                  | 0<br>0         | 205<br>164     | 0<br>0       | 205<br>164     |       |
| Draft TIP Approved  | Transit Investments  | --                       | Regional FA<br>SWAP          | 0<br>0                  | 0<br>0         | 164<br>0       | 0<br>0       | 164<br>0       | --    |
| 36958<br>MPO-23 / CMPO  | <b>RGTR-PA23()</b> -- <b>ST-57</b><br>In the City of Marion bus stop improvements located on non-local roads.  | 0<br>--                  | Project Total<br>Federal Aid | 0<br>0                  | 0<br>0         | 394<br>134     | 0<br>0       | 394<br>134     |       |
| Draft TIP Approved  | Transit Investments  | --                       | Regional FA<br>SWAP          | 0<br>0                  | 0<br>0         | 134<br>0       | 0<br>0       | 134<br>0       | --    |
| 38385<br>Cedar Rapids   | <b>TAP-U-1187()</b> -- <b>81-57</b><br>Edgewood Rd Trail Bridge over Hwy100 connecting to N RiverBlvd and trail along Edgewood Rd                          | 0.5<br>--                | Project Total<br>Federal Aid | 0<br>0                  | 0<br>0         | 0<br>0         | 3,888<br>584 | 3,888<br>584   |       |
| Draft TIP Approved  | Ped/Bike ROW,Ped/Bike Grade & Pave,Ped/Bike Structures   | 0:0:00                   | Regional FA<br>SWAP          | 0<br>0                  | 0<br>0         | 0<br>0         | 584<br>0     | 584<br>0       | --    |

| TPMS<br>Sponsor<br>Appr. Status  | Project #<br>Location<br>Funding Program   | Length<br>FHWA#<br>S.T.R |   | Pgm'd Amounts in 1000's  |                               |                              |                               | Total                         | STIP# |
|--|--|--------------------------|---|--------------------------|-------------------------------|------------------------------|-------------------------------|-------------------------------|-------|
|  |  |                          |   | FY19                     | FY20                          | FY21                         | FY22                          |                               |       |
| Linn - 57 (continued)  |  |                          |   |                          |                               |                              |                               |                               |       |
| 38370<br>Cedar Rapids<br>Draft TIP Approved                                    | <b>TAP-U-1187)--81-57</b><br>In the city of Cedar Rapids, On EDGEWOOD RD Bridge NE, widen existing ped bridge to 8' for trail development.<br>Ped/Bike Structures                                    | 0.138<br>--<br>0:0:00    | Project Total<br>Federal Aid<br>Regional FA<br>SWAP | 0<br>0<br>0<br>0         | 0<br>0<br>0<br>0              | 0<br>0<br>0<br>0             | 500<br>400<br>400<br>0        | 500<br>400<br>400<br>0        | --    |
| 36940 [NBIS: 605040]<br>Hiawatha<br>Draft TIP Approved                         | <b>STP-U-3432)--27-57</b><br>I-380: TOWER TERRACE INTERCHANGE IN HIAWATHA<br>Grade and Pave,Bridge Replacement,Ped/Bike Structures   | 0<br>605040<br>30:84:07  | Project Total<br>Federal Aid<br>Regional FA<br>SWAP | 0<br>0<br>0<br>0         | 0<br>0<br>0<br>0              | 0<br>0<br>0<br>0             | 18,230<br>2,000<br>2,000<br>0 | 18,230<br>2,000<br>2,000<br>0 | --    |
| 38373<br>MPO-23 / CMPO<br>Draft TIP Approved                                   | <b>RGTR-PA23)--ST-57</b><br>Purchase 1 medium-duty 33' replacement ADA paratransit service bus.<br>Transit Investments   | 0<br>--<br>--            | Project Total<br>Federal Aid<br>Regional FA<br>SWAP | 0<br>0<br>0<br>0         | 0<br>0<br>0<br>0              | 0<br>0<br>0<br>0             | 216<br>172<br>172<br>0        | 216<br>172<br>172<br>0        | --    |
| 38374<br>MPO-23 / CMPO<br>Draft TIP Approved                                   | <b>RGTR-PA23)--ST-57</b><br>CR Transit Route 5 two Heavy-Duty (35' diesel) Bus Replacements<br>Transit Investments   | 0<br>--<br>--            | Project Total<br>Federal Aid<br>Regional FA<br>SWAP | 0<br>0<br>0<br>0         | 0<br>0<br>0<br>0              | 0<br>0<br>0<br>0             | 1,084<br>866<br>866<br>0      | 1,084<br>866<br>866<br>0      | --    |
| <b>SWAP-STBG - SWAP - STBG equivalent</b>                                      |  |                          |   |                          |                               |                              |                               |                               |       |
| Linn - 57  |  |                          |   |                          |                               |                              |                               |                               |       |
| 25544<br>Cedar Rapids<br>Draft TIP Approved                                    | <b>STBG-SWAP-1187(803)--SG-57 DOT Letting: 11/17/2020</b><br>In the City of Cedar Rapids On Tower Terrace Road NE, at C Avenue NE<br>Grade and Pave,Traffic Signals                                  | 0<br>--<br>--            | Project Total<br>Federal Aid<br>Regional FA<br>SWAP | 80<br>0<br>64<br>64      | 0<br>0<br>0<br>0              | 3,670<br>0<br>2,936<br>2,936 | 0<br>0<br>0<br>0              | 3,750<br>0<br>3,000<br>3,000  | --    |
| <b>PA NOTE:</b> \$64,000 in STBG funds for advanced right-of-way acquisition.  |  |                          |   |                          |                               |                              |                               |                               |       |
| 25545<br>Cedar Rapids<br>Draft TIP Approved                                    | <b>STBG-SWAP-1187(787)--SG-57 DOT Letting: 11/19/2019</b><br>In the City of Cedar Rapids On Tower Terrace Road, from C Avenue NE to Alburnett Road in Marion<br>Grade and Pave,Ped/Bike Grade & Pave | 0<br>--<br>--            | Project Total<br>Federal Aid<br>Regional FA<br>SWAP | 1,164<br>0<br>932<br>932 | 11,562<br>0<br>7,170<br>7,170 | 0<br>0<br>0<br>0             | 0<br>0<br>0<br>0              | 12,726<br>0<br>8,102<br>8,102 | 90031 |
| <b>PA NOTE:</b> \$932,000 in STBG funds for advanced right-of-way acquisition. |  |                          |   |                          |                               |                              |                               |                               |       |

| TPMS<br>Sponsor<br>Appr. Status  | Project #<br>Location<br>Funding Program  | Length<br>FHWA#<br>S:T:R |               | Pgm'd Amounts in 1000's |      |       |       | Total | STIP# |
|--|---|--------------------------|---------------|-------------------------|------|-------|-------|-------|-------|
|  |   |                          |               | FY19                    | FY20 | FY21  | FY22  |       |       |
| Linn - 57 (continued)  |   |                          |               |                         |      |       |       |       |       |
| 34199  | <b>STBG-SWAP-1187(785)--SG-57 DOT Letting:<br/>11/17/2020</b>   | 0.257                    | Project Total | 150                     | 0    | 2,153 | 0     | 2,303 |       |
| Cedar Rapids   | In the city of Cedar Rapids, On the proposed Tower Terrace rd, construct Tower Terrace from C Ave to Sumerset Ave | --                       | Federal Aid   | 0                       | 0    | 0     | 0     | 0     |       |
| Draft TIP Approved   | Grade and Pave,Sanitary Sewer,Ped/Bike Grade & Pave   | 0:0:0                    | Regional FA   | 120                     | 0    | 716   | 0     | 836   | --    |
|  |   |                          | SWAP          | 120                     | 0    | 716   | 0     | 836   |       |
| <b>PA NOTE:</b> \$120,000 in STBG funds for advanced right-of-way acquisition. |   |                          |               |                         |      |       |       |       |       |
| 34198  | <b>STBG-SWAP-1187)--SG-57</b>   | 0                        | Project Total | 0                       | 0    | 1,952 | 0     | 1,952 |       |
| Cedar Rapids   | In the city of Cedar Rapids, On EDGEWOOD RD NE, from Hwy 100 north to Blairs Ferry Rd                             | --                       | Federal Aid   | 0                       | 0    | 0     | 0     | 0     |       |
| Draft TIP Approved   | Pavement Rehab,Sanitary Sewer,Ped/Bike Paving   | 0:0:00                   | Regional FA   | 0                       | 0    | 925   | 0     | 925   | --    |
|  |   |                          | SWAP          | 0                       | 0    | 925   | 0     | 925   |       |
| 38366  | <b>STBG-SWAP-1187)--SG-57</b>   | 0.16                     | Project Total | 0                       | 0    | 0     | 4,690 | 4,690 |       |
| Cedar Rapids   | In the city of Cedar Rapids, Connect 6th ST at B Ave NW to Ellis Blvd and E Ave NW.                               | --                       | Federal Aid   | 0                       | 0    | 0     | 0     | 0     |       |
| Draft TIP Approved   | Grade and Pave,Ped/Bike Grade & Pave  | 0:0:00                   | Regional FA   | 0                       | 0    | 0     | 1,808 | 1,808 | --    |
|  |   |                          | SWAP          | 0                       | 0    | 0     | 1,808 | 1,808 |       |
| <b>NHPP - National Highway Performance Program</b>                             |   |                          |               |                         |      |       |       |       |       |
| Linn - 57  |   |                          |               |                         |      |       |       |       |       |
| 37861  | <b>BRF--151)--38-57</b>   | 0 MI                     | Project Total | 1,918                   | 0    | 0     | 0     | 1,918 |       |
| DOT-D06-MPO23  | US 151: UP RR IN FAIRFAX  | --                       | Federal Aid   | 1,535                   | 0    | 0     | 0     | 1,535 |       |
| Draft TIP Approved   | Bridge Replacement  | --                       | Regional FA   | 0                       | 0    | 0     | 0     | 0     | --    |
|  |   |                          | SWAP          | 0                       | 0    | 0     | 0     | 0     |       |
| 37862  | <b>BRF--151)--38-57</b>   | 0 MI                     | Project Total | 2,349                   | 0    | 0     | 0     | 2,349 |       |
| DOT-D06-MPO23  | US 151: PRAIRIE CREEK IN FAIRFAX  | --                       | Federal Aid   | 1,880                   | 0    | 0     | 0     | 1,880 |       |
| Draft TIP Approved   | Bridge Replacement  | --                       | Regional FA   | 0                       | 0    | 0     | 0     | 0     | --    |
|  |   |                          | SWAP          | 0                       | 0    | 0     | 0     | 0     |       |
| 37863  | <b>BRF--151)--38-57</b>   | 0 MI                     | Project Total | 1,781                   | 0    | 0     | 0     | 1,781 |       |
| DOT-D06-MPO23  | US 151: DITCH 2.5 MI S OF US 30 IN FAIRFAX  | --                       | Federal Aid   | 1,425                   | 0    | 0     | 0     | 1,425 |       |
| Draft TIP Approved   | Bridge Replacement  | --                       | Regional FA   | 0                       | 0    | 0     | 0     | 0     | --    |
|  |   |                          | SWAP          | 0                       | 0    | 0     | 0     | 0     |       |

| TPMS Sponsor<br>Appr. Status                                 | Project #<br>Location<br>Funding Program   | Length<br>FHWA#<br>S.T.R |   | Pgm'd Amounts in 1000's  |                              |                          |                            | Total                        | STIP# |
|--|--|--------------------------|---|--------------------------|------------------------------|--------------------------|----------------------------|------------------------------|-------|
|  |  |                          |   | FY19                     | FY20                         | FY21                     | FY22                       |                              |       |
| Linn - 57 (continued)  |  |                          |   |                          |                              |                          |                            |                              |       |
| 38235<br>DOT-D06-MPO23<br>Draft TIP Approved                 | <b>NHSX--130)--3H-57</b><br>IA 13: 1.0 MI N OF COUNTY HOME RD TO 2.0 MI S OF CENTRAL CITY (SB)<br>Grade and Pave,Culvert Replacement,Traffic Signs   | 0 MI<br>--<br>--         | Project Total<br>Federal Aid<br>Regional FA<br>SWAP | 350<br>0<br>0<br>0       | 12,012<br>9,610<br>0<br>0    | 0<br>0<br>0<br>0         | 0<br>0<br>0<br>0           | 12,362<br>9,610<br>0<br>0    | --    |
| 38236<br>DOT-D06-MPO23<br>Draft TIP Approved                 | <b>NHSX--300)--3H-57</b><br>US 30: KIRKWOOD BLVD IN CEDAR RAPIDS TO WILCOX RD<br>Pavement Rehab  | 0 MI<br>--<br>--         | Project Total<br>Federal Aid<br>Regional FA<br>SWAP | 5,260<br>4,208<br>0<br>0 | 0<br>0<br>0<br>0             | 0<br>0<br>0<br>0         | 0<br>0<br>0<br>0           | 5,260<br>4,208<br>0<br>0     | --    |
| 38238<br>DOT-D06-MPO23<br>Draft TIP Approved                 | <b>NHSX--1510)--3H-57</b><br>US 151: 0.2 MI S OF CHURCH ST IN FAIRFAX TO N OF DEAN RD<br>Grade and Pave  | 0 MI<br>--<br>--         | Project Total<br>Federal Aid<br>Regional FA<br>SWAP | 6,676<br>5,341<br>0<br>0 | 0<br>0<br>0<br>0             | 0<br>0<br>0<br>0         | 0<br>0<br>0<br>0           | 6,676<br>5,341<br>0<br>0     | --    |
| 38239<br>DOT-D06-MPO23<br>Draft TIP Approved                 | <b>NHSX--1510)--3H-57</b><br>US 151: DITCH 0.6 MILE S OF US 30<br>Bridge Replacement   | 0 MI<br>--<br>--         | Project Total<br>Federal Aid<br>Regional FA<br>SWAP | 6,283<br>5,027<br>0<br>0 | 0<br>0<br>0<br>0             | 0<br>0<br>0<br>0         | 0<br>0<br>0<br>0           | 6,283<br>5,027<br>0<br>0     | --    |
| 37860<br>DOT-D06-MPO23<br>Draft TIP Approved                 | <b>BRF--300)--38-57</b><br>US 30: CEDAR RIVER 0.5 MI W OF E JCT US 151 (EB)<br>Bridge Replacement,Right of Way   | 0 MI<br>--<br>--         | Project Total<br>Federal Aid<br>Regional FA<br>SWAP | 0<br>0<br>0<br>0         | 1<br>0<br>0<br>0             | 8,947<br>7,158<br>0<br>0 | 0<br>0<br>0<br>0           | 8,948<br>7,158<br>0<br>0     | --    |
| 38070<br>DOT-D06-MPO23<br>Draft TIP Approved                 | <b>IM--3800)--13-57</b><br>I-380: TOWER TERRACE INTERCHANGE IN HIAWATHA (STATE SHARE)<br>Grade and Pave,Bridge Replacement,Right of Way  | 0 MI<br>--<br>--         | Project Total<br>Federal Aid<br>Regional FA<br>SWAP | 0<br>0<br>0<br>0         | 0<br>0<br>0<br>0             | 0<br>0<br>0<br>0         | 16,585<br>14,927<br>0<br>0 | 16,585<br>14,927<br>0<br>0   | --    |
| <b>STBG - STP funded TAP projects - Pop. 5,000 - 200,000</b> |  |                          |   |                          |                              |                          |                            |                              |       |
| Linn - 57  |  |                          |   |                          |                              |                          |                            |                              |       |
| 34210<br>Cedar Rapids<br>Draft TIP Approved                  | <b>NHSX-U-922-0(30)--8S-57 DOT Letting: 11/19/2019</b><br>IA922 FROM aprx300'S of 27th TO 34th; 27th From A Ave NE TO aprx250'E of IA922; 29th From Franklin Ave TO aprx200'E of IA922<br>Pavement Rehab/Widen,Ped/Bike Grade & Pave,Ped/Bike Structures | 1.046<br>--<br>0:0:00    | Project Total<br>Federal Aid<br>Regional FA<br>SWAP | 531<br>425<br>425<br>0   | 3,139<br>2,505<br>2,505<br>0 | 0<br>0<br>0<br>0         | 0<br>0<br>0<br>0           | 3,670<br>2,930<br>2,930<br>0 | 90036 |

**PA NOTE:** \$425,000 in STBG is for advanced Right-of-way acquisition.

| TPMS<br>Sponsor<br>Appr. Status   | Project #<br>Location<br>Funding Program   | Length<br>FHWA#<br>S:T:R |                              | Pgm'd Amounts in 1000's |                |        |        | Total          | STIP# |
|---|--|--------------------------|------------------------------|-------------------------|----------------|--------|--------|----------------|-------|
|   |  |                          |                              | FY19                    | FY20           | FY21   | FY22   |                |       |
| Linn - 57 (continued)   |  |                          |                              |                         |                |        |        |                |       |
| 35690<br>Cedar Rapids   | <b>STP-U-1187()</b> --70-57<br>Construction of ramps and bridge modifications to connect 80th St to Hwy 100 at the Hwy 100/Hwy 30 interchange                          | 0<br>--                  | Project Total<br>Federal Aid | 6,000<br>943            | 0<br>0         | 0<br>0 | 0<br>0 | 6,000<br>943   |       |
| Draft TIP Approved  | Grade and Pave,Bridge New  | 34:83:08                 | Regional FA<br>SWAP          | 943<br>0                | 0<br>0         | 0<br>0 | 0<br>0 | 943<br>0       | --    |
| 36995<br>Cedar Rapids   | <b>STP-U-1187(796)</b> --70-57 DOT Letting: 10/15/2019<br>Lindale Trail Ext ph2 from Council St NE along abandoned railway to 51st St & the CVNT Trail near Hwy 100    | 0.927<br>--              | Project Total<br>Federal Aid | 500<br>400              | 690<br>550     | 0<br>0 | 0<br>0 | 1,190<br>950   |       |
| Draft TIP Approved  | Ped/Bike ROW,Ped/Bike Grade & Pave,Ped/Bike Miscellaneous  | 0:0:00                   | Regional FA<br>SWAP          | 400<br>0                | 550<br>0       | 0<br>0 | 0<br>0 | 950<br>0       | --    |
| <b>PA NOTE:</b> \$400,000 in FFY19 is for advanced right-of-way acquisition   |  |                          |                              |                         |                |        |        |                |       |
| 29789<br>Cedar Rapids   | <b>TAP-U-1187(797)</b> --81-57 DOT Letting: 02/19/2019<br>In the city of Cedar Rapids, on EDGEWOOD RD NW, from Ellis Rd North to Edgewood Rd Bridge                    | 0.347<br>--              | Project Total<br>Federal Aid | 1,363<br>1,090          | 0<br>0         | 0<br>0 | 0<br>0 | 1,363<br>1,090 |       |
| Draft TIP Approved  | Ped/Bike Grade & Pave,Ped/Bike Structures,Ped/Bike Development   | 0:0:00                   | Regional FA<br>SWAP          | 1,090<br>0              | 0<br>0         | 0<br>0 | 0<br>0 | 1,090<br>0     | --    |
| <b>PA NOTE:</b> Project has \$825,000 in STBG and \$265,000 in TAP.           |  |                          |                              |                         |                |        |        |                |       |
| 30992<br>Cedar Rapids   | <b>TAP-U-1187(786)</b> --81-57 DOT Letting: 11/19/2019<br>CeMar Cedar Rapids Phase 4-Lindale Connector,Marion City Limit N to Hwy100 and Lindale Mall Shopping Centers | 0.155<br>--              | Project Total<br>Federal Aid | 453<br>363              | 1,374<br>1,094 | 0<br>0 | 0<br>0 | 1,827<br>1,457 |       |
| Draft TIP Approved  | Ped/Bike ROW,Ped/Bike Grade & Pave,Ped/Bike Structures   | 0:0:00                   | Regional FA<br>SWAP          | 363<br>0                | 1,094<br>0     | 0<br>0 | 0<br>0 | 1,457<br>0     | --    |
| <b>PA NOTE:</b> \$363,000 in FFY 19 is for advanced right-of-way acquisition. |  |                          |                              |                         |                |        |        |                |       |
| 36965<br>Cedar Rapids   | <b>TAP-U-1187(801)</b> --81-57 DOT Letting: 10/15/2019<br>From Midway Dr along Vinton Ditch to E Ave along E Ave to Vinton Ditch, to & along F Ave until 13th Street   | 1.566<br>--              | Project Total<br>Federal Aid | 88<br>70                | 1,964<br>1,564 | 0<br>0 | 0<br>0 | 2,052<br>1,634 |       |
| Draft TIP Approved  | Ped/Bike Grade & Pave,Ped/Bike Structures  | 0:0:00                   | Regional FA<br>SWAP          | 70<br>0                 | 1,564<br>0     | 0<br>0 | 0<br>0 | 1,634<br>0     | --    |
| <b>PA NOTE:</b> \$70,000 in STBG is for advanced right-of-way acquisition.    |  |                          |                              |                         |                |        |        |                |       |

| TPMS<br>Sponsor<br>Appr. Status                         | Project #<br>Location<br>Funding Program   | Length<br>FHWA#<br>S:T:R |                              | Pgm'd Amounts in 1000's |                |        |        | Total          | STIP# |
|---|--|--------------------------|------------------------------|-------------------------|----------------|--------|--------|----------------|-------|
|   |  |                          |                              | FY19                    | FY20           | FY21   | FY22   |                |       |
| Linn - 57 (continued)                                   |  |                          |                              |                         |                |        |        |                |       |
| 37075<br>Cedar Rapids                                   | <b>TAP-U-1187(799)--8I-57 DOT Letting: 12/18/2018</b><br>From Morgan Crk Pk,E Ave,Stoney Point,to Cherry Hill Pk, Eastview along Gordon Ave,Cherokee Pk to Midway Dr             | 2.595<br>--              | Project Total<br>Federal Aid | 2,286<br>1,840          | 0<br>0         | 0<br>0 | 0<br>0 | 2,286<br>1,840 |       |
| Draft TIP Approved                                      | Ped/Bike Grade & Pave,Ped/Bike Structures  | 0:0:00                   | Regional FA<br>SWAP          | 1,840<br>0              | 0<br>0         | 0<br>0 | 0<br>0 | 1,840<br>0     | --    |
| <b>PA NOTE:</b> Project has TAP \$565K and STBG \$1275K |  |                          |                              |                         |                |        |        |                |       |
| 36938<br>Linn CCB                                       | <b>TAP-U-C057()--8I-57</b><br>42nd ST N along Preserve Ln to Rock Island Preserve along abandoned rail approx 250' E of Cedar River  | 0.92<br>--               | Project Total<br>Federal Aid | 908<br>726              | 0<br>0         | 0<br>0 | 0<br>0 | 908<br>726     |       |
| Draft TIP Approved                                      | Ped/Bike ROW,Ped/Bike Grade & Pave,Ped/Bike Structures   | 0:0:00                   | Regional FA<br>SWAP          | 726<br>0                | 0<br>0         | 0<br>0 | 0<br>0 | 726<br>0       | --    |
| 29791<br>Marion   | <b>STP-U-4775(631)--70-57 DOT Letting: 12/18/2018</b><br>10TH ST, Over Indian Creek, from the to be built Tower Terrace Rd South 2.1 M to Boyson Trail north of 8th Ave.         | 2.164<br>--              | Project Total<br>Federal Aid | 2,867<br>2,294          | 0<br>0         | 0<br>0 | 0<br>0 | 2,867<br>2,294 |       |
| Draft TIP Approved                                      | Ped/Bike Grade & Pave,Ped/Bike Structures,Ped/Bike Development   | 0:0:00                   | Regional FA<br>SWAP          | 2,294<br>0              | 0<br>0         | 0<br>0 | 0<br>0 | 2,294<br>0     | --    |
| 36687 [NBIS: 33530]<br>Marion                           | <b>STP-U-4775(632)--70-57 DOT Letting: 02/19/2019</b><br>Removal of railroad bridge over Marion Blvd in advance of CeMar Trail.  | 0<br>33530               | Project Total<br>Federal Aid | 303<br>242              | 0<br>0         | 0<br>0 | 0<br>0 | 303<br>242     |       |
| Draft TIP Approved                                      | Ped/Bike Structures  | 0:0:00                   | Regional FA<br>SWAP          | 242<br>0                | 0<br>0         | 0<br>0 | 0<br>0 | 242<br>0       | --    |
| 22208<br>Marion   | <b>TAP-U-4775(630)--8I-57 DOT Letting: 12/18/2018</b><br>CeMar Trail from Cedar Rapids CL near 33rd St SE to 7th St in Marion. Include bridges over Indian Creek and Marion Blvd | 3.789 MI<br>--           | Project Total<br>Federal Aid | 6,494<br>5,155          | 0<br>0         | 0<br>0 | 0<br>0 | 6,494<br>5,155 |       |
| Draft TIP Approved                                      | Ped/Bike Grade & Pave,Ped/Bike Structures  | 0:0:00                   | Regional FA<br>SWAP          | 5,155<br>0              | 0<br>0         | 0<br>0 | 0<br>0 | 5,155<br>0     | --    |
| 25525<br>Cedar Rapids                                   | <b>TAP-U-1187(793)--8I-57 DOT Letting: 09/15/2020</b><br>In the city of Cedar Rapids, On EDGEWOOD RD NE, from Glass Rd NE to approx 350' S of Blairs Ferry Rd NE                 | 1.242<br>--              | Project Total<br>Federal Aid | 0<br>0                  | 2,361<br>1,176 | 0<br>0 | 0<br>0 | 2,361<br>1,176 |       |
| Draft TIP Approved                                      | Ped/Bike Grade & Pave,Ped/Bike Structures  | --                       | Regional FA<br>SWAP          | 0<br>0                  | 1,176<br>0     | 0<br>0 | 0<br>0 | 1,176<br>0     | --    |

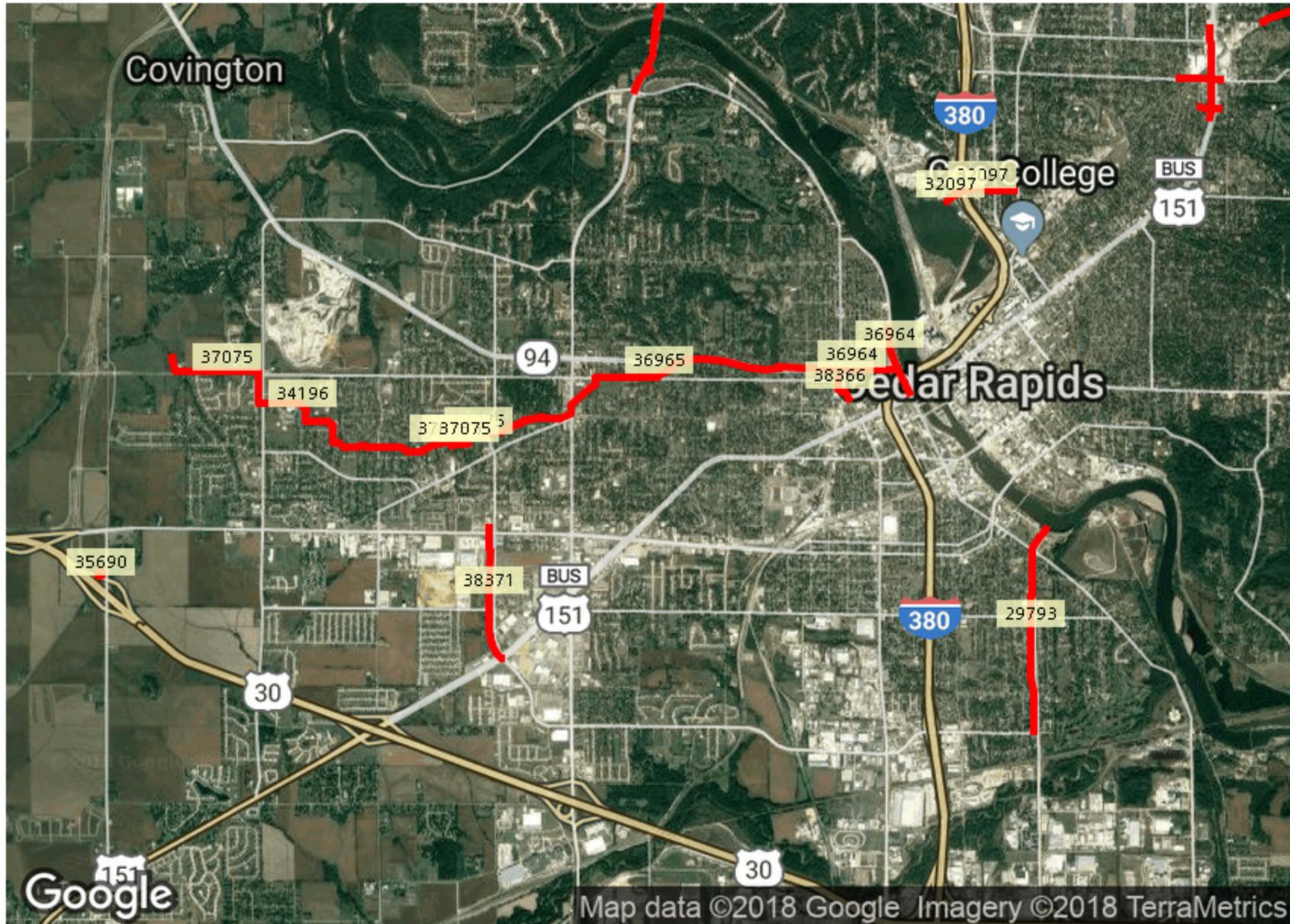
| TPMS Sponsor<br>Appr. Status  | Project #<br>Location<br>Funding Program   | Length<br>FHWA#<br>S:T:R |                              | Pgm'd Amounts in 1000's |                |                |        | Total          | STIP# |
|---|--|--------------------------|------------------------------|-------------------------|----------------|----------------|--------|----------------|-------|
|   |  |                          |                              | FY19                    | FY20           | FY21           | FY22   |                |       |
| Linn - 57 (continued)   |  |                          |                              |                         |                |                |        |                |       |
| 29793<br>Cedar Rapids   | <b>TAP-U-11870--8I-57</b><br>Bowling St from 33rd Ave N to 21st Ave a 10' Trail.<br>From 21 st Ave to A Ave on Bowling ST &21st Ave 6'<br>sidewalk &on-st. | 1.347<br>--              | Project Total<br>Federal Aid | 0<br>0                  | 760<br>608     | 0<br>0         | 0<br>0 | 760<br>608     |       |
| Draft TIP Approved  | Ped/Bike Grade & Pave,Ped/Bike Development   | 0:0:00                   | Regional FA<br>SWAP          | 0<br>0                  | 608<br>0       | 0<br>0         | 0<br>0 | 608<br>0       | --    |
| <b>PA NOTE:</b> \$152,000 STP and \$456,000 TAP.                      |  |                          |                              |                         |                |                |        |                |       |
| <b>DOT NOTE:</b> Project eligible for FHWA TAP funding                |  |                          |                              |                         |                |                |        |                |       |
| 38368<br>Cedar Rapids   | <b>TAP-U-11870--8I-57</b><br>On EDGEWOOD RD NE,from the north side of the<br>Edgewood Rd Bridge to the ext.trail approx 1K' north.                         | 0.182<br>--              | Project Total<br>Federal Aid | 0<br>0                  | 200<br>160     | 0<br>0         | 0<br>0 | 200<br>160     |       |
| Draft TIP Approved  | Ped/Bike Grade & Pave  | 0:0:00                   | Regional FA<br>SWAP          | 0<br>0                  | 160<br>0       | 0<br>0         | 0<br>0 | 160<br>0       | --    |
| 36955<br>MPO-23 / CMPO  | <b>RGTR-PA230--ST-57</b><br>Purchase 1 medium-duty 33' replacement ADA<br>paratransit service bus.   | 0<br>--                  | Project Total<br>Federal Aid | 0<br>0                  | 196<br>126     | 0<br>0         | 0<br>0 | 196<br>126     |       |
| Draft TIP Approved  | Transit Investments  | --                       | Regional FA<br>SWAP          | 0<br>0                  | 126<br>0       | 0<br>0         | 0<br>0 | 126<br>0       | --    |
| 35692<br>Marion   | <b>TAP-U-47750--8I-57</b><br>In the city of Marion, 10TH AVE,Construct 10' side<br>paths in ROW on N&S sides of street from 35th St to<br>Eagleview Dr     | 2.195<br>--              | Project Total<br>Federal Aid | 0<br>0                  | 3,537<br>2,830 | 0<br>0         | 0<br>0 | 3,537<br>2,830 |       |
| Draft TIP Approved  | Ped/Bike Grade & Pave  | 0:0:00                   | Regional FA<br>SWAP          | 0<br>0                  | 2,830<br>0     | 0<br>0         | 0<br>0 | 2,830<br>0     | --    |
| <b>PA NOTE:</b> Project has \$2,583,000 in STBG and \$247,000 in TAP. |  |                          |                              |                         |                |                |        |                |       |
| 34204<br>Hiawatha   | <b>STP-U-34320--70-57</b><br>In the city of Hiawatha, On BOYSON RD bridge<br>reconstruction to 6 lanes (Center Point to 12th), DDI<br>interchange          | 0.589<br>--              | Project Total<br>Federal Aid | 0<br>0                  | 0<br>0         | 5,055<br>2,000 | 0<br>0 | 5,055<br>2,000 |       |
| Draft TIP Approved  | Grade and Pave,Bridge Replacement,Traffic Signals  | 0:0:00                   | Regional FA<br>SWAP          | 0<br>0                  | 0<br>0         | 1,000<br>0     | 0<br>0 | 1,000<br>0     | --    |
| <b>PA NOTE:</b> Project has CMAQ:\$1,000K and STBG:\$1,000K           |  |                          |                              |                         |                |                |        |                |       |

| TPMS Sponsor<br>Appr. Status                           | Project #<br>Location<br>Funding Program   | Length<br>FHWA#<br>S.T.R |   | Pgm'd Amounts in 1000's |                  |                          |                               | Total                         | STIP# |
|--|--|--------------------------|---|-------------------------|------------------|--------------------------|-------------------------------|-------------------------------|-------|
|  |  |                          |   | FY19                    | FY20             | FY21                     | FY22                          |                               |       |
| Linn - 57 (continued)                                  |  |                          |   |                         |                  |                          |                               |                               |       |
| 36956<br>MPO-23 / CMPO<br>Draft TIP Approved           | <b>RGTR-PA23()--ST-57</b><br>CR Transit Route 5 two Heavy-Duty (35' diesel) Bus Replacements<br>Transit Investments  | 0<br>--<br>--            | Project Total<br>Federal Aid<br>Regional FA<br>SWAP | 0<br>0<br>0<br>0        | 0<br>0<br>0<br>0 | 1,032<br>825<br>825<br>0 | 0<br>0<br>0<br>0              | 1,032<br>825<br>825<br>0      | --    |
| 36957<br>MPO-23 / CMPO<br>Draft TIP Approved           | <b>RGTR-PA23()--ST-57</b><br>Purchase 1 medium-duty 33' replacement ADA paratransit service bus.<br>Transit Investments  | 0<br>--<br>--            | Project Total<br>Federal Aid<br>Regional FA<br>SWAP | 0<br>0<br>0<br>0        | 0<br>0<br>0<br>0 | 205<br>164<br>164<br>0   | 0<br>0<br>0<br>0              | 205<br>164<br>164<br>0        | --    |
| 36958<br>MPO-23 / CMPO<br>Draft TIP Approved           | <b>RGTR-PA23()--ST-57</b><br>In the City of Marion bus stop improvements located on non-local roads.<br>Transit Investments  | 0<br>--<br>--            | Project Total<br>Federal Aid<br>Regional FA<br>SWAP | 0<br>0<br>0<br>0        | 0<br>0<br>0<br>0 | 394<br>134<br>134<br>0   | 0<br>0<br>0<br>0              | 394<br>134<br>134<br>0        | --    |
| 38385<br>Cedar Rapids<br>Draft TIP Approved            | <b>TAP-U-1187()--8I-57</b><br>Edgewood Rd Trail Bridge over Hwy100 connecting to N RiverBlvd and trail along Edgewood Rd<br>Ped/Bike ROW,Ped/Bike Grade & Pave,Ped/Bike Structures | 0.5<br>--<br>0:0:00      | Project Total<br>Federal Aid<br>Regional FA<br>SWAP | 0<br>0<br>0<br>0        | 0<br>0<br>0<br>0 | 0<br>0<br>0<br>0         | 3,888<br>584<br>584<br>0      | 3,888<br>584<br>584<br>0      | --    |
| 38370<br>Cedar Rapids<br>Draft TIP Approved            | <b>TAP-U-1187()--8I-57</b><br>In the city of Cedar Rapids, On EDGEWOOD RD Bridge NE, widen existing ped bridge to 8' for trail development.<br>Ped/Bike Structures                 | 0.138<br>--<br>0:0:00    | Project Total<br>Federal Aid<br>Regional FA<br>SWAP | 0<br>0<br>0<br>0        | 0<br>0<br>0<br>0 | 0<br>0<br>0<br>0         | 500<br>400<br>400<br>0        | 500<br>400<br>400<br>0        | --    |
| 36940 [NBIS: 605040]<br>Hiawatha<br>Draft TIP Approved | <b>STP-U-3432()--27-57</b><br>I-380: TOWER TERRACE INTERCHANGE IN HIAWATHA<br>Grade and Pave,Bridge Replacement,Ped/Bike Structures  | 0<br>605040<br>30:84:07  | Project Total<br>Federal Aid<br>Regional FA<br>SWAP | 0<br>0<br>0<br>0        | 0<br>0<br>0<br>0 | 0<br>0<br>0<br>0         | 18,230<br>2,000<br>2,000<br>0 | 18,230<br>2,000<br>2,000<br>0 | --    |
| 38373<br>MPO-23 / CMPO<br>Draft TIP Approved           | <b>RGTR-PA23()--ST-57</b><br>Purchase 1 medium-duty 33' replacement ADA paratransit service bus.<br>Transit Investments  | 0<br>--<br>--            | Project Total<br>Federal Aid<br>Regional FA<br>SWAP | 0<br>0<br>0<br>0        | 0<br>0<br>0<br>0 | 0<br>0<br>0<br>0         | 216<br>172<br>172<br>0        | 216<br>172<br>172<br>0        | --    |

| TPMS<br>Sponsor<br>Appr. Status                                    | Project #<br>Location<br>Funding Program  | Length<br>FHWA#<br>S:T:R |               | Pgm'd Amounts in 1000's |      |       |       | Total | STIP# |
|--|---|--------------------------|---------------|-------------------------|------|-------|-------|-------|-------|
|  |   |                          |               | FY19                    | FY20 | FY21  | FY22  |       |       |
| Linn - 57 (continued)  |   |                          |               |                         |      |       |       |       |       |
| 38374  | <b>RGTR-PA23()--ST-57</b>   | 0                        | Project Total | 0                       | 0    | 0     | 1,084 | 1,084 |       |
| MPO-23 / CMPO  | CR Transit Route 5 two Heavy-Duty (35' diesel) Bus Replacements   | --                       | Federal Aid   | 0                       | 0    | 0     | 866   | 866   |       |
| Draft TIP Approved   | Transit Investments   | --                       | Regional FA   | 0                       | 0    | 0     | 866   | 866   | --    |
|  |   |                          | SWAP          | 0                       | 0    | 0     | 0     | 0     |       |
| <b>STBG-TAP - Transportation Alternatives</b>                      |   |                          |               |                         |      |       |       |       |       |
| Linn - 57  |   |                          |               |                         |      |       |       |       |       |
| 36964  | <b>TAP-U-1187()--8I-57</b>  | 1.21                     | Project Total | 0                       | 0    | 2,262 | 0     | 2,262 |       |
| Cedar Rapids   | F Ave NW from 13th St NW to the Cedar River;Along the River N to I Ave NW & S to 1st Ave W              | --                       | Federal Aid   | 0                       | 0    | 1,800 | 0     | 1,800 |       |
| Draft TIP Approved   | Ped/Bike Grade & Pave   | 0:0:00                   | Regional FA   | 0                       | 0    | 1,800 | 0     | 1,800 | --    |
|  |   |                          | SWAP          | 0                       | 0    | 0     | 0     | 0     |       |
| <b>PA NOTE:</b> Project includes TAP \$56K and STBG \$1,744K       |   |                          |               |                         |      |       |       |       |       |
| <b>DOT NOTE:</b> Project eligible for FHWA TAP funding             |   |                          |               |                         |      |       |       |       |       |
| 38371  | <b>TAP-U-1187()--8I-57</b>  | 0.866                    | Project Total | 0                       | 0    | 0     | 1,715 | 1,715 |       |
| Cedar Rapids   | W side of WILEY BLVD SW,from 16th Ave to Williams Blvd SW incd all req intersection improvements.       | --                       | Federal Aid   | 0                       | 0    | 0     | 903   | 903   |       |
| Draft TIP Approved   | Traffic Signals,Ped/Bike Grade & Pave,Ped/Bike Miscellaneous  | 0:0:00                   | Regional FA   | 0                       | 0    | 0     | 903   | 903   | --    |
|  |   |                          | SWAP          | 0                       | 0    | 0     | 0     | 0     |       |
| <b>PA NOTE:</b> Project has \$227,000 in TAP and \$676,000 in STBG |   |                          |               |                         |      |       |       |       |       |
| <b>TAP - Transportation Alternatives</b>                           |   |                          |               |                         |      |       |       |       |       |
| Linn - 57  |   |                          |               |                         |      |       |       |       |       |
| 32097  | <b>TAP-U-1187(780)--8I-57 DOT Letting: 12/18/2018</b>   | 0.424                    | Project Total | 1,295                   | 0    | 0     | 0     | 1,295 |       |
| Cedar Rapids   | In the city of Cedar Rapids, from Cedar Lake Trl, along H Ave NE to Oakland Rd NE, CeMar Trail Phase 1A | --                       | Federal Aid   | 1,036                   | 0    | 0     | 0     | 1,036 |       |
| Draft TIP Approved   | Ped/Bike Grade & Pave,Ped/Bike Development  | 0:0:00                   | Regional FA   | 1,036                   | 0    | 0     | 0     | 1,036 | --    |
|  |   |                          | SWAP          | 0                       | 0    | 0     | 0     | 0     |       |
| <b>PA NOTE:</b> STBG award of \$434,000. TAP award of \$602,000    |   |                          |               |                         |      |       |       |       |       |
| <b>DOT NOTE:</b> Project eligible for FHWA TAP funding             |   |                          |               |                         |      |       |       |       |       |

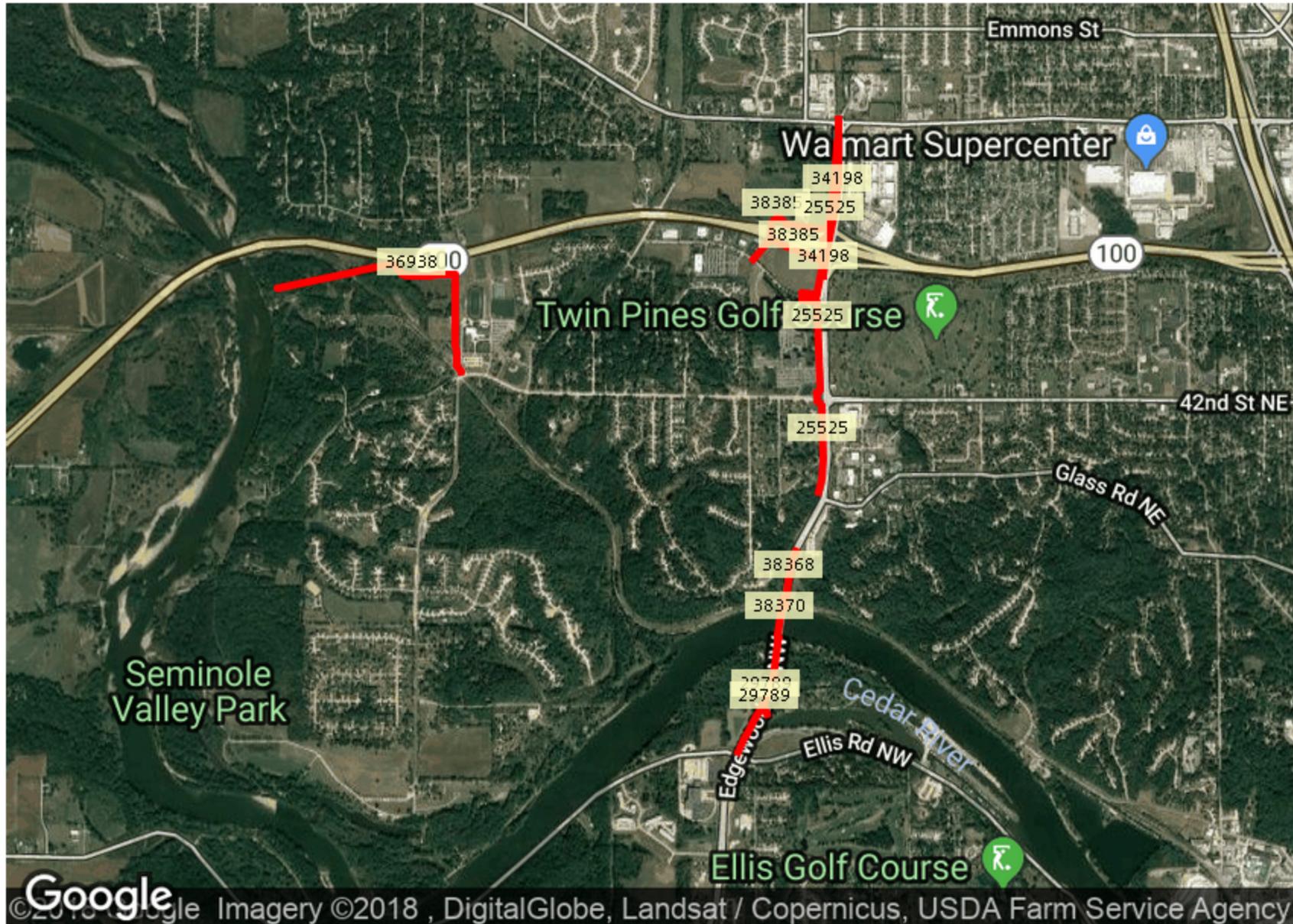
| TPMS<br>Sponsor<br>Appr. Status  | Project #<br>Location<br>Funding Program  | Length<br>FHWA#<br>S.T.R |                              | Pgm'd Amounts in 1000's |            |            |            | Total          | STIP# |
|--|---|--------------------------|------------------------------|-------------------------|------------|------------|------------|----------------|-------|
|  |   |                          |                              | FY19                    | FY20       | FY21       | FY22       |                |       |
| Linn - 57 (continued)  |   |                          |                              |                         |            |            |            |                |       |
| 34196<br>Cedar Rapids  | <b>TAP-U-1187(798)--8I-57 DOT Letting: 11/20/2018</b><br>In the city of Cedar Rapids, From STONEY POINT RD NW, through Cherry Hill Pk, to Sharon Ln at Eastview Dr NW | 0.59<br>--               | Project Total<br>Federal Aid | 1,050<br>840            | 0<br>0     | 0<br>0     | 0<br>0     | 1,050<br>840   |       |
| Draft TIP Approved   | Ped/Bike ROW, Ped/Bike Grade & Pave   | 0:0:00                   | Regional FA<br>SWAP          | 840<br>0                | 0<br>0     | 0<br>0     | 0<br>0     | 840<br>0       | --    |
| <b>PA NOTE:</b> PE authorized for \$4,285.12. Total STIP limit is \$840,000.           |   |                          |                              |                         |            |            |            |                |       |
| <b>DOT NOTE:</b> Project eligible for FHWA TAP funding                                 |   |                          |                              |                         |            |            |            |                |       |
| 35691<br>Cedar Rapids  | <b>TAP-U-1187(792)--8I-57 DOT Letting: 12/18/2018</b><br>Lindale Trl Ext from existing trail along & under Blairs Ferry Rd. Along abandoned Rail to Council Street NE | 1.258<br>--              | Project Total<br>Federal Aid | 2,583<br>2,063          | 0<br>0     | 0<br>0     | 0<br>0     | 2,583<br>2,063 |       |
| Draft TIP Approved   | Ped/Bike ROW, Ped/Bike Grade & Pave, Ped/Bike Structures  | 0:0:00                   | Regional FA<br>SWAP          | 2,063<br>0              | 0<br>0     | 0<br>0     | 0<br>0     | 2,063<br>0     | --    |
| <b>PA NOTE:</b> Project has both TAP: 261K and STBG: 1,802K                            |   |                          |                              |                         |            |            |            |                |       |
| <b>DOT NOTE:</b> Project eligible for FHWA TAP funding                                 |   |                          |                              |                         |            |            |            |                |       |
| <b>CMAQ - Congestion Mitigation Air Quality</b>  |   |                          |                              |                         |            |            |            |                |       |
| Linn - 57  |   |                          |                              |                         |            |            |            |                |       |
| 6695<br>Cedar Rapids   | <b>NHSX-100-1(55)--3H-57 DOT Letting: 05/19/2020</b><br>In the City of Cedar Rapids, COLLINS RD: C AVE INTERSECTION   | 0.027 MI<br>--           | Project Total<br>Federal Aid | 197<br>157              | 0<br>0     | 0<br>0     | 0<br>0     | 197<br>157     |       |
| Draft TIP Approved   | Pavement Widening   | --                       | Regional FA<br>SWAP          | 0<br>0                  | 0<br>0     | 0<br>0     | 0<br>0     | 0<br>0         | --    |
| <b>PA NOTE:</b> FA will be used for advanced right-of-way acquisition.                 |   |                          |                              |                         |            |            |            |                |       |
| <b>DOT NOTE:</b> Total grant amount of \$1,400,000. \$1,243,078.57 already authorized. |   |                          |                              |                         |            |            |            |                |       |
| <b>PL - Metropolitan Planning</b>  |   |                          |                              |                         |            |            |            |                |       |
| Region Wide - 00   |   |                          |                              |                         |            |            |            |                |       |
| 17107<br>MPO-23 / CMPO   | <b>RGPL-PA230)--PL-00</b><br>MPO: Planning Funds  | 0 MI<br>--               | Project Total<br>Federal Aid | 358<br>286              | 358<br>286 | 358<br>286 | 358<br>286 | 1,432<br>1,144 |       |
| Draft TIP Approved   | Trans Planning  | --                       | Regional FA<br>SWAP          | 0<br>0                  | 0<br>0     | 0<br>0     | 0<br>0     | 0<br>0         | --    |

| TPMS<br>Sponsor<br>Appr. Status  | Project #<br>Location<br>Funding Program  | Length<br>FHWA#<br>S:T:R |   | Pgm'd Amounts in 1000's |                      |                  |                    | Total                | STIP# |
|--|---|--------------------------|---|-------------------------|----------------------|------------------|--------------------|----------------------|-------|
|  |   |                          |   | FY19                    | FY20                 | FY21             | FY22               |                      |       |
| <b>PRF - Primary Road Funds</b>  |   |                          |   |                         |                      |                  |                    |                      |       |
| Johnson - 52   |   |                          |   |                         |                      |                  |                    |                      |       |
| 38101<br>DOT-D06-MPO23<br>Draft TIP Approved   | <b>IMN--380)--0E-52</b><br>I-380: CO RD F12 INTERCHANGE<br>Bridge Deck Overlay  | 0 MI<br>--<br>--         | Project Total<br>Federal Aid<br>Regional FA<br>SWAP | 0<br>0<br>0<br>0        | 0<br>0<br>0<br>0     | 0<br>0<br>0<br>0 | 500<br>0<br>0<br>0 | 500<br>0<br>0<br>0   | --    |
| Linn - 57  |   |                          |   |                         |                      |                  |                    |                      |       |
| 38107<br>DOT-D06-MPO23<br>Draft TIP Approved   | <b>IMN--380)--0E-57</b><br>I-380: 3RD AVE SW TO 8TH ST NE IN CEDAR<br>RAPIDS<br>Lighting  | 0 MI<br>--<br>--         | Project Total<br>Federal Aid<br>Regional FA<br>SWAP | 2,750<br>0<br>0<br>0    | 0<br>0<br>0<br>0     | 0<br>0<br>0<br>0 | 0<br>0<br>0<br>0   | 2,750<br>0<br>0<br>0 | --    |
| 38169<br>DOT-D06-MPO23<br>Draft TIP Approved   | <b>STPN--100)--2J-57</b><br>IA 100: US 30 TO COVINGTON RD IN CEDAR<br>RAPIDS (STATE SHARE)<br>Bridge Painting,Erosion Control,Traffic Signs | 0 MI<br>--<br>--         | Project Total<br>Federal Aid<br>Regional FA<br>SWAP | 1,473<br>0<br>0<br>0    | 0<br>0<br>0<br>0     | 0<br>0<br>0<br>0 | 0<br>0<br>0<br>0   | 1,473<br>0<br>0<br>0 | --    |
| <b>LIFETIME FUNDING NOTE:</b> Sum of funding from this program plus any spending prior to 2019 plus any anticipated future amounts after 2022: \$191,378,000 |   |                          |   |                         |                      |                  |                    |                      |       |
| 37970<br>DOT-D06-MPO23<br>Draft TIP Approved   | <b>BRFN--151)--39-57</b><br>US 151: EAST JCT US 30 IN CEDAR RAPIDS (NB)<br>Bridge Deck Overlay  | 0 MI<br>--<br>--         | Project Total<br>Federal Aid<br>Regional FA<br>SWAP | 402<br>0<br>0<br>0      | 0<br>0<br>0<br>0     | 0<br>0<br>0<br>0 | 0<br>0<br>0<br>0   | 402<br>0<br>0<br>0   | --    |
| 38102<br>DOT-D06-MPO23<br>Draft TIP Approved   | <b>IMN--380)--0E-57</b><br>I-380: N OF 29TH ST TO EMMONS ST IN CEDAR<br>RAPIDS<br>Culvert Replacement                                       | 0 MI<br>--<br>--         | Project Total<br>Federal Aid<br>Regional FA<br>SWAP | 144<br>0<br>0<br>0      | 0<br>0<br>0<br>0     | 0<br>0<br>0<br>0 | 0<br>0<br>0<br>0   | 144<br>0<br>0<br>0   | --    |
| 38103<br>DOT-D06-MPO23<br>Draft TIP Approved   | <b>IMN--380)--0E-57</b><br>I-380: 8TH ST NE OVER I-380 IN CEDAR RAPIDS<br>Bridge Deck Overlay   | 0 MI<br>--<br>--         | Project Total<br>Federal Aid<br>Regional FA<br>SWAP | 225<br>0<br>0<br>0      | 0<br>0<br>0<br>0     | 0<br>0<br>0<br>0 | 0<br>0<br>0<br>0   | 225<br>0<br>0<br>0   | --    |
| 38104<br>DOT-D06-MPO23<br>Draft TIP Approved   | <b>IMN--380)--0E-57</b><br>I-380: CC RR 2.5 MI S OF IA 100 (NB)<br>Bridge Deck Overlay  | 0 MI<br>--<br>--         | Project Total<br>Federal Aid<br>Regional FA<br>SWAP | 0<br>0<br>0<br>0        | 1,050<br>0<br>0<br>0 | 0<br>0<br>0<br>0 | 0<br>0<br>0<br>0   | 1,050<br>0<br>0<br>0 | --    |
| 38105<br>DOT-D06-MPO23<br>Draft TIP Approved   | <b>IMN--380)--0E-57</b><br>I-380: US 30 INTERCHANGE IN CEDAR RAPIDS<br>Pavement Rehab   | 0 MI<br>--<br>--         | Project Total<br>Federal Aid<br>Regional FA<br>SWAP | 0<br>0<br>0<br>0        | 4,913<br>0<br>0<br>0 | 0<br>0<br>0<br>0 | 0<br>0<br>0<br>0   | 4,913<br>0<br>0<br>0 | --    |
| 38106<br>DOT-D06-MPO23<br>Draft TIP Approved   | <b>IMN--380)--0E-57</b><br>I-380: GLASS RD 1.1 MI S OF IA 100 IN CEDAR<br>RAPIDS<br>Bridge Deck Overlay                                     | 0 MI<br>--<br>--         | Project Total<br>Federal Aid<br>Regional FA<br>SWAP | 0<br>0<br>0<br>0        | 808<br>0<br>0<br>0   | 0<br>0<br>0<br>0 | 0<br>0<br>0<br>0   | 808<br>0<br>0<br>0   | --    |

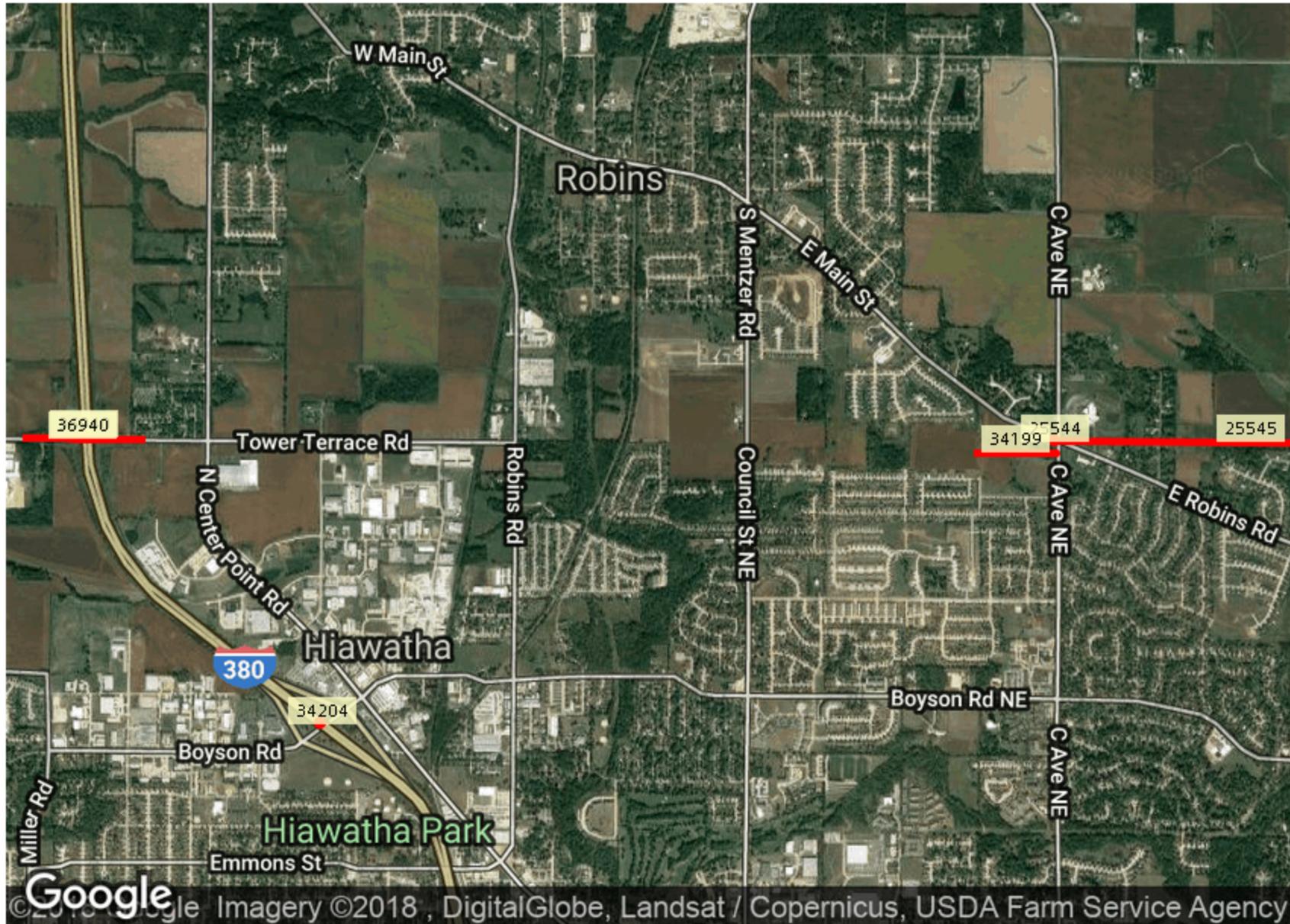


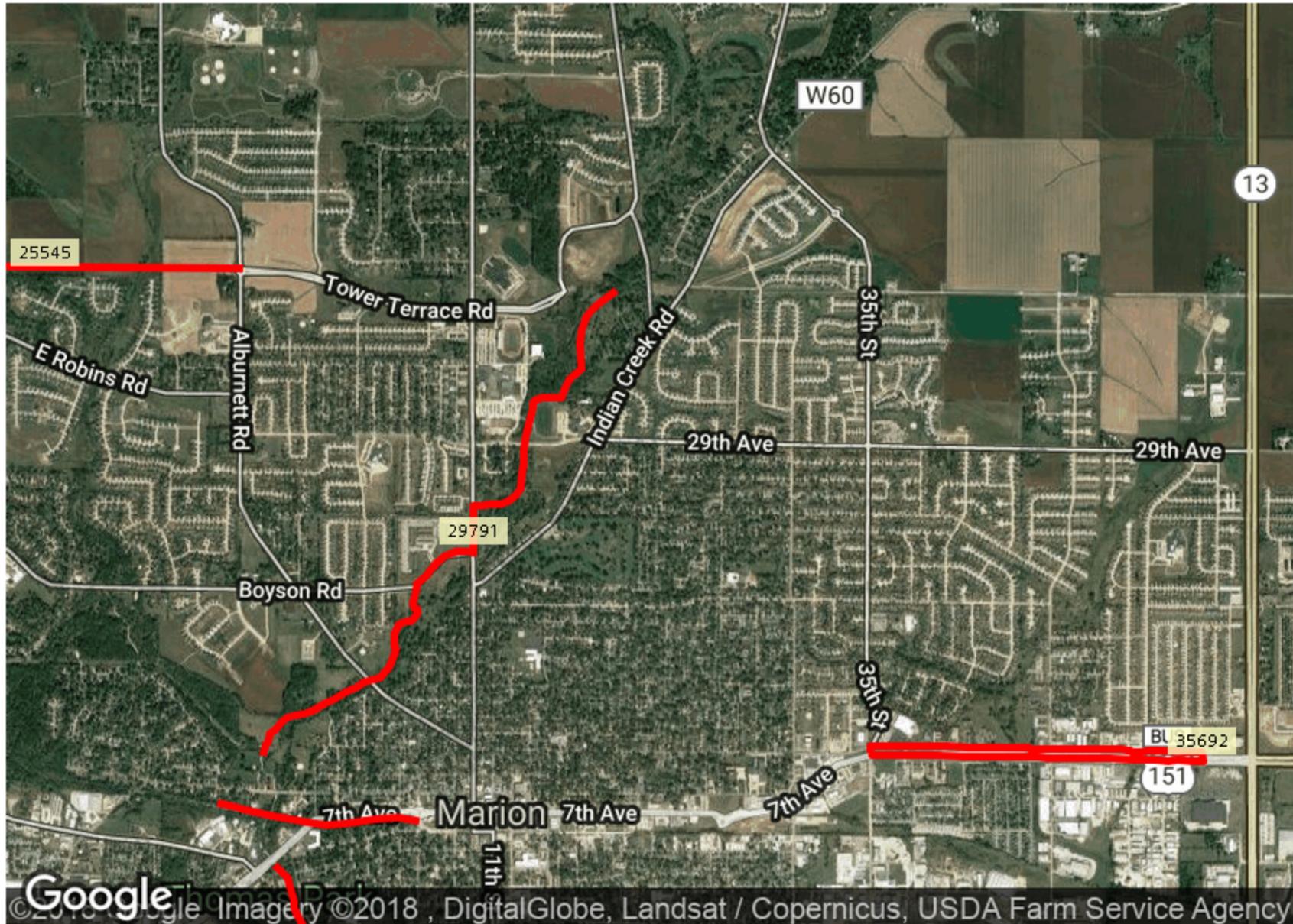
Map data ©2018 Google Imagery ©2018 TerraMetrics

Generated by ICEASB Map Server (96 dpi)

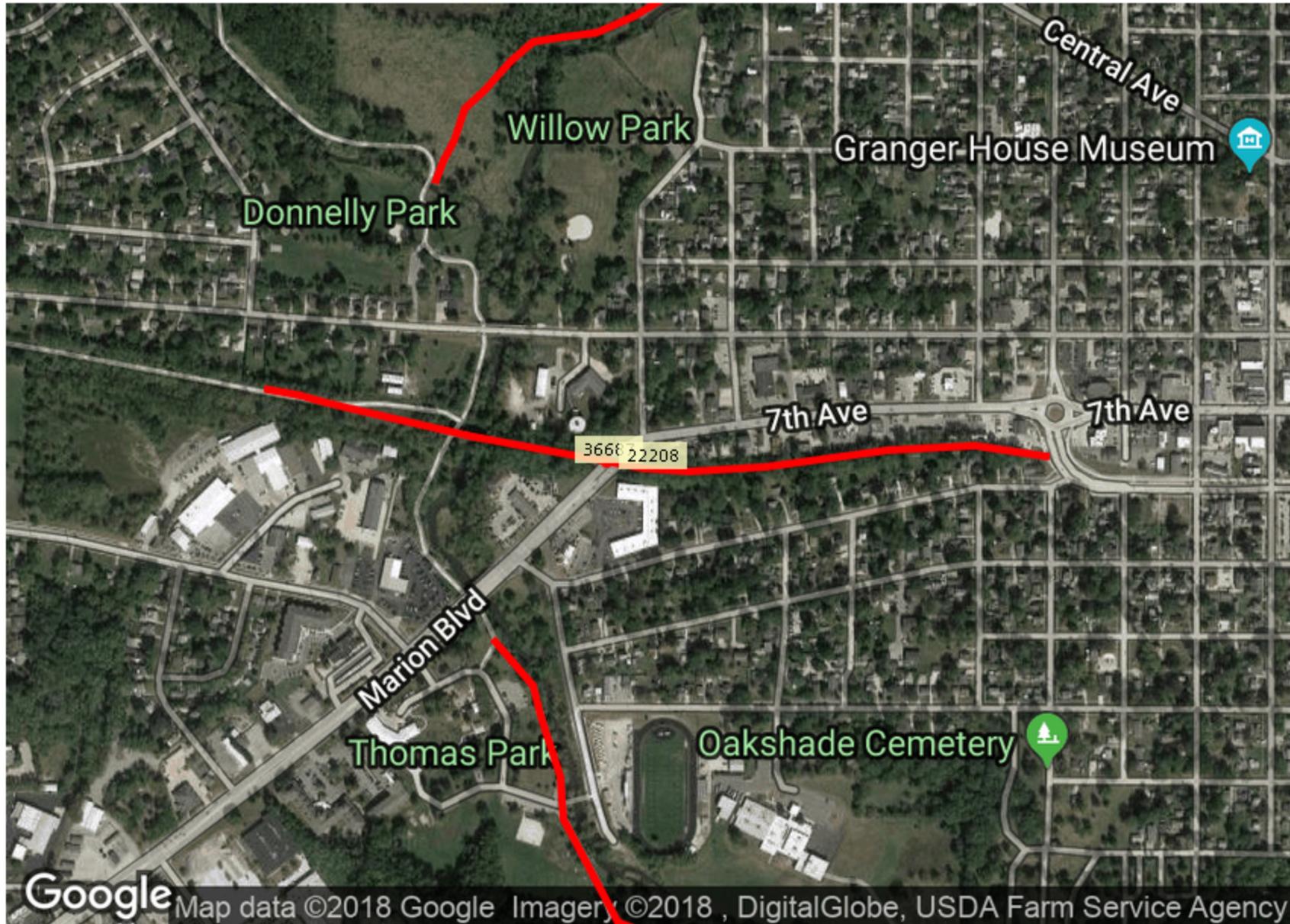


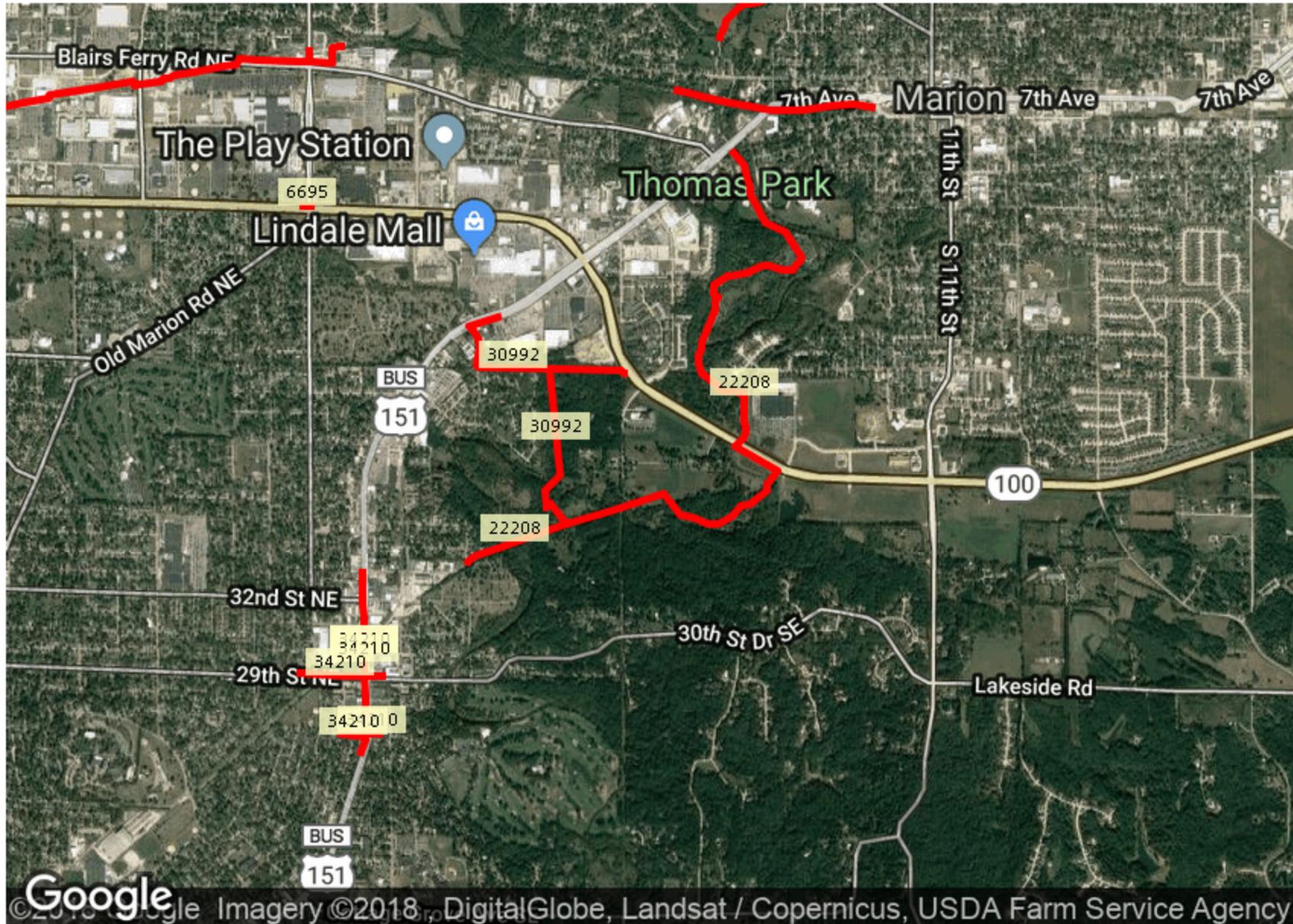
©2018 Google Imagery ©2018, DigitalGlobe, Landsat / Copernicus, USDA Farm Service Agency



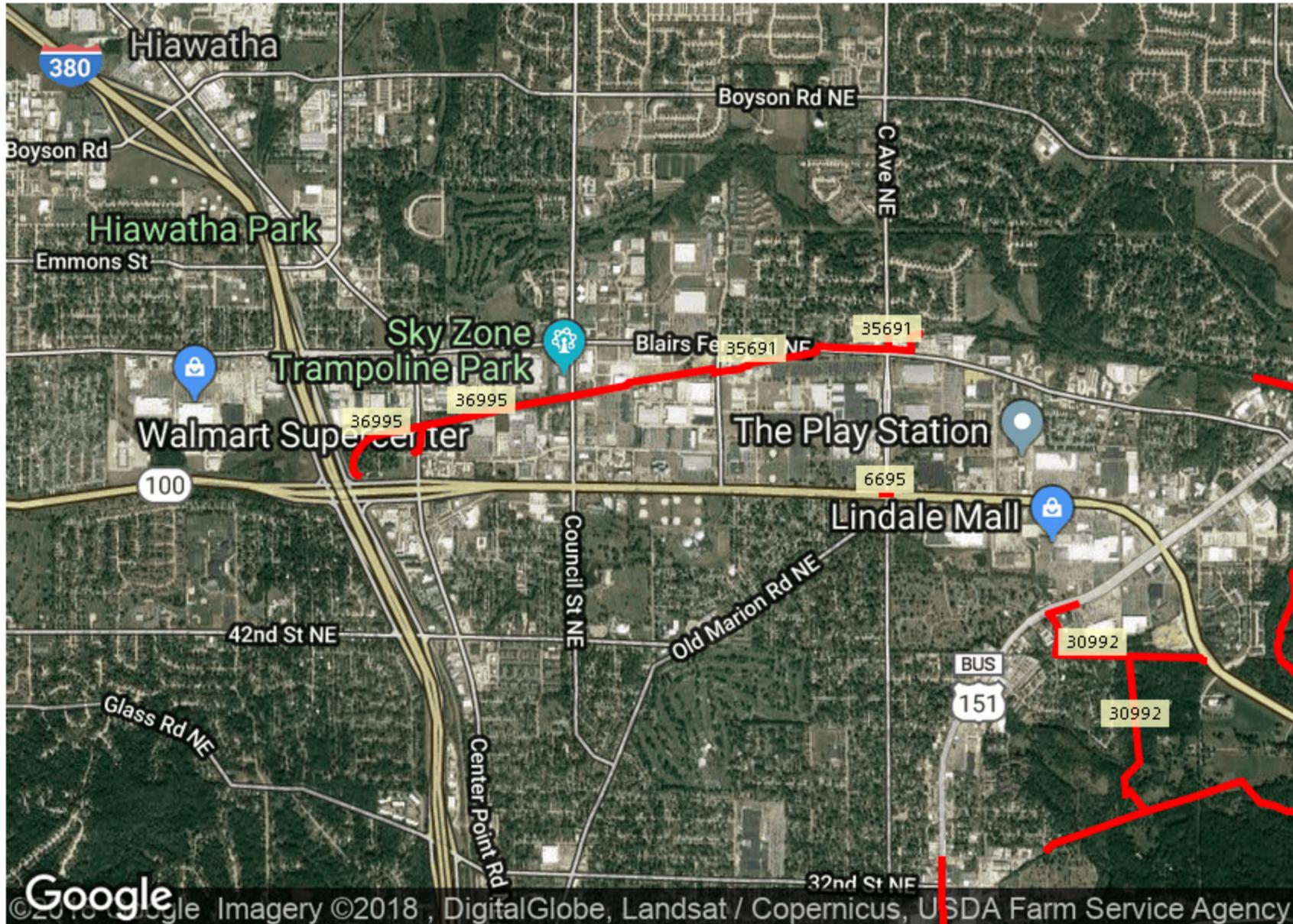


©2018 Google Imagery ©2018, DigitalGlobe, Landsat / Copernicus, USDA Farm Service Agency



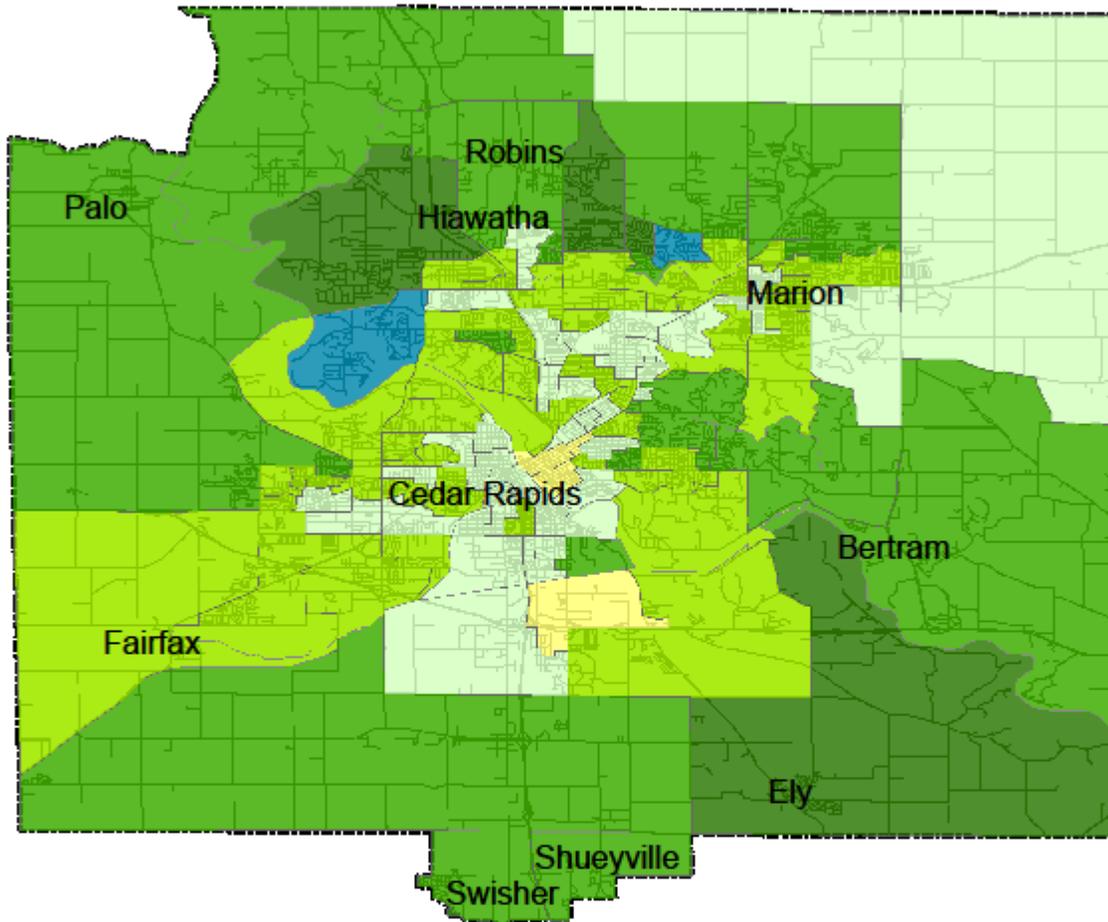


©2018 Google Imagery ©2018 DigitalGlobe, Landsat / Copernicus, USDA Farm Service Agency

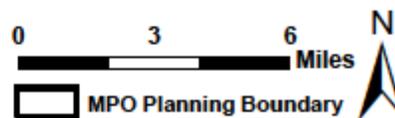


©2018 Google Imagery ©2018, DigitalGlobe, Landsat / Copernicus, USDA Farm Service Agency

## Median Household Income within the Corridor MPO Planning Boundary

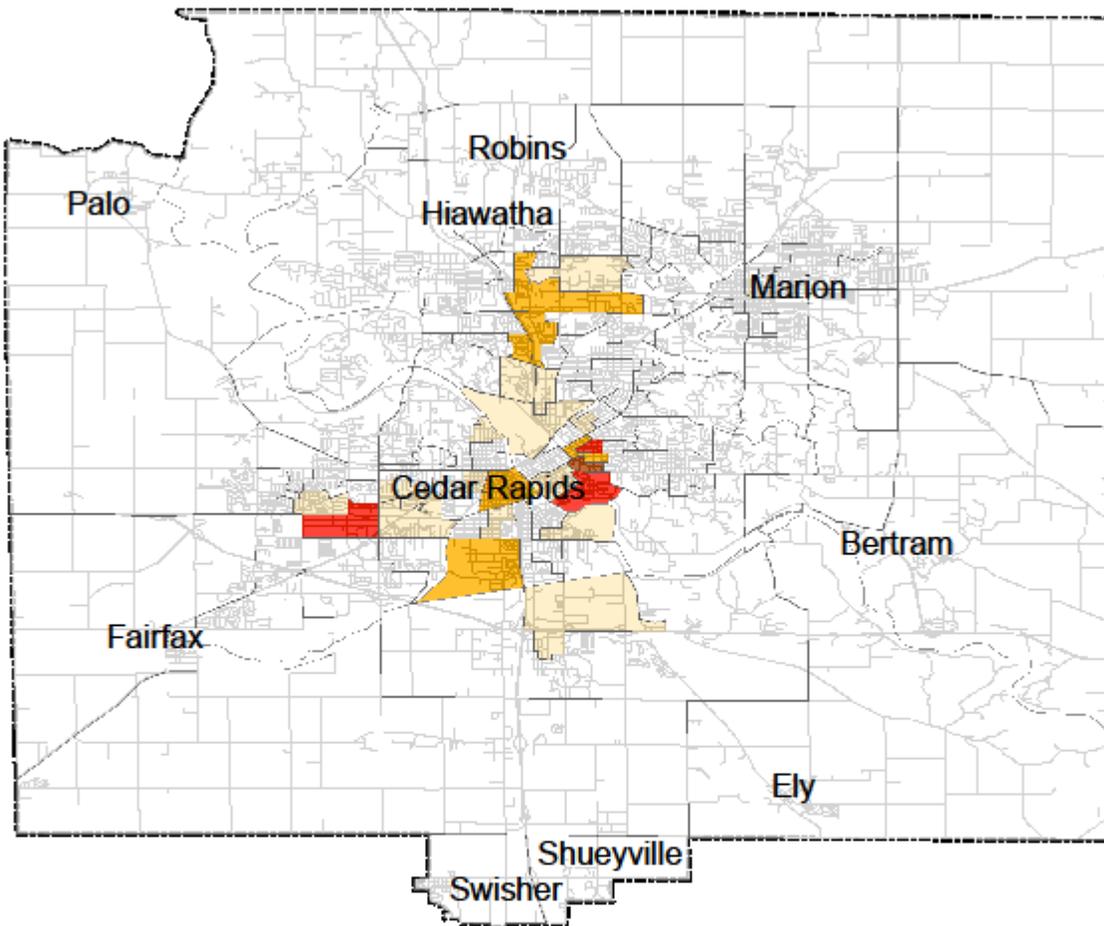


### Median Household Income Census Block Group



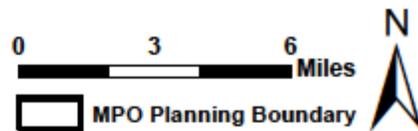
Source Data: 2012 - 2016  
American Community Survey  
5 Year Estimates

## Minority Population Percentages within the Corridor MPO Planning Boundary



### Percent Minority Census Block Group

- Below 20%
- 20% - 40%
- 40% - 60%
- 60% - 80%
- Above 80%



Source Data: 2012 - 2016  
American Community Survey  
5 Year Estimates



## Transit Program of Projects

| PA     | Fund                | Sponsor<br>Transit #                 | ExpCls<br>Proj. Type<br>AIC | Desc / Add Ons<br>Object: <input type="radio"/> Vehicle <input type="radio"/> Other <input type="radio"/> All |              | FY19      | FY20      | FY21      | FY22       | Options<br>Status   |
|--------|---------------------|--------------------------------------|-----------------------------|---|--------------|-----------|-----------|-----------|------------|---|
| MPO-23 | STA<br>5307<br>5310 | Cedar Rapids<br><a href="#">960</a>  | Operations<br>Misc          | General Ops./Maint./Admin.  | <b>Total</b> | 9,700,000 | 9,800,000 | 9,900,000 | 10,000,000 | <input type="button" value="Approve"/> <input type="button" value="Reset"/> |
|        |                     |                                      |                             |   | FA           | 2,770,000 | 2,770,000 | 2,770,000 | 2,770,000  | Submitted   |
|        |                     |                                      |                             |   | SA           | 630,000   | 630,000   | 630,000   | 630,000    |   |
| MPO-23 | STP                 | Cedar Rapids<br><a href="#">4710</a> | Capital<br>Replacement      | CR Transit - Purchase 1 medium-dut...   | <b>Total</b> |           | 196,000   |           |            | <input type="button" value="Approve"/> <input type="button" value="Reset"/> |
|        |                     |                                      |                             |   | FA           |           | 126,000   |           |            | Submitted   |
|        |                     |                                      |                             |   | SA           |           |           |           |            |   |
| MPO-23 | STP                 | Cedar Rapids<br><a href="#">4712</a> | Capital<br>Replacement      | CR Transit - Purchase 1 medium-dut...   | <b>Total</b> |           |           | 205,000   |            | <input type="button" value="Approve"/> <input type="button" value="Reset"/> |
|        |                     |                                      |                             |   | FA           |           |           | 164,000   |            | Submitted   |
|        |                     |                                      |                             |   | SA           |           |           |           |            |   |
| MPO-23 | STP                 | Cedar Rapids<br><a href="#">4711</a> | Capital<br>Replacement      | CR Transit - Purchase 2 Heavy-Duty ...  | <b>Total</b> |           |           | 1,032,000 |            | <input type="button" value="Approve"/> <input type="button" value="Reset"/> |
|        |                     |                                      |                             |   | FA           |           |           | 825,000   |            | Submitted   |
|        |                     |                                      |                             |   | SA           |           |           |           |            |   |
| MPO-23 | STP                 | MPO-23<br><a href="#">4708</a>       | Capital<br>Other            | In the City of Marion bus stop impro...   | <b>Total</b> |           |           | 394,000   |            | <input type="button" value="Approve"/> <input type="button" value="Reset"/> |
|        |                     |                                      |                             |   | FA           |           |           | 134,000   |            | Submitted   |
|        |                     |                                      |                             |   | SA           |           |           |           |            |   |
| MPO-23 | STP                 | Cedar Rapids<br><a href="#">4987</a> | Capital<br>Replacement      | CR Transit - Purchase 1 medium-dut...   | <b>Total</b> |           |           |           | 216,000    | <input type="button" value="Approve"/> <input type="button" value="Reset"/> |
|        |                     |                                      |                             |   | FA           |           |           |           | 172,000    | Submitted   |
|        |                     |                                      |                             |   | SA           |           |           |           |            |   |
| MPO-23 | STP                 | Cedar Rapids<br><a href="#">4986</a> | Capital<br>Replacement      | CR Transit - Purchase 2 Heavy-Duty ...  | <b>Total</b> |           |           |           | 1,084,000  | <input type="button" value="Approve"/> <input type="button" value="Reset"/> |
|        |                     |                                      |                             |   | FA           |           |           |           | 866,000    | Submitted   |
|        |                     |                                      |                             |   | SA           |           |           |           |            |   |



## **Public Participation**

The Corridor MPO keeps the citizens of the Cedar Rapids metro area as informed as possible regarding its actions. Notices of all meetings of the Policy Board and Advisory Committees such as the Transportation Technical Advisory Committee (TTAC) are posted on the Corridor MPO's website, Facebook page, and sent electronically to all media providers in the metropolitan area. Additionally, notices are electronically sent to various social service agencies and members of the public who have requested notification of meetings.

The Corridor MPO has made contact with metro area social service providers to make them aware of the Corridor MPO's existence and purpose. Inquiries were made to find out if these agencies experienced gaps in the transportation network and if they had any suggestions to remedy identified gaps. The Corridor MPO plans to continue contact with these agencies as part of development of the Passenger Transportation Plan (PTP) to further discuss concerns or questions regarding the transportation network in the metro area.

The Corridor MPO encourages public comment at all times and collects public comment during the entire TIP review process prior to adoption of the Transportation Improvement Program (TIP). The Corridor MPO holds two open houses during the TIP process (after receiving project requests and prior to adoption). Public comments are published with the final document and all comments are made available to the Corridor MPO Policy Board members. All TIP amendments are subject to a public comment period that runs from the meeting date that the amendment is first discussed to the next scheduled meeting date (approximately a month) when the Policy Board takes formal action on the amendment.

The website provides information on the Corridor MPO's history, membership, meeting and event notices, publications, maps, TIP, member links, and contact information for staff.

The Corridor MPO and CR Transit provide for public comment opportunity for transit users and concerned citizens regarding transit funds, including but not limited to 5307 Urbanized Area Formula Grants, through two Corridor MPO TIP open houses and a TAG meeting. The first open house is held in March and followed by a second open house in June. Both are held at the NewBo City Market during the evening. Additionally, the first Transportation Advisory Group (TAG) meeting of the year is held at the Cedar Rapids public library in February, free lunch is provided to attendees. The TAG is designed to collect public input from all transit interested parties, including private transportation providers and human services organizations, representing the employment-related transportation needs of welfare recipients and low-income individuals. Also all MPO public meetings (TTAC, Executive Committee, and Policy Board) have an open public comment period for comments on the TIP through all stages of its



development. This public input process satisfies the Section 5307 POP requirements of the FTA.

Also, in developing metropolitan transportation plans and TIPs, the MPO will consult with agencies and officials responsible for other planning activities within the metropolitan planning area affected by transportation and coordinate the planning process with them. Such groups include: State and local planning departments, economic development, environmental protection, airport operators, freight operators, and anyone providing transportation assisted by federal sources. Metropolitan transportation plans and TIPs shall be developed with due consideration of the other related planning activities within the metropolitan area and the process shall provide for the design and delivery of transportation services within the area.

Finally, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties could not reasonably have foreseen then a new public comment period and process will be opened.



## Summary of First Public Open House for the FFY19 – FFY22 Transportation Improvement Program (TIP)

### Open House

Thursday, March 15<sup>th</sup>, 2018, from 4:30 pm to 6:30 pm, at the NewBo City Market (neighborhood market in Cedar Rapids)

### Attendees

Wes Shirly  
Julie Volesg  
Ann Haims  
Shawn Countryman  
Linda Januska  
Lesli Nesmith  
Phillip Platz

Michele Countryman  
Kelly Brockway  
Karl Mueller  
Corey Shagog  
Karla Zahradnik  
Dave Zahradnik  
Paula Mitchell

A public open house was held on March 15<sup>th</sup>, 2018 to provide information regarding the requests for Surface Transportation Block Grant Program (STBG) funding for the FFY19 – FFY22 TIP. The meeting format was open house style with boards for each requesting project. Each board provided a visual overview map, typical cross-sections, and a current picture from the proposed improvement area. MPO staff was on hand to answer any questions about the prospective projects. The project applications were available for viewing by the public. Sign in sheets and comment forms were also made available. Attendance was much higher than those that signed the attendance sheets, attendance is estimated at 60 to 70 persons. Formal public comments gathered from the meeting are attached on the following pages.



Smarter Transportation, Better Community

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

# Transportation Improvement Program (TIP)

## Open House Sign in Sheet

March 15<sup>th</sup>, 2018 ♦ 4:30-6:30pm ♦ NewBo City Market

| Name               | Email Address              |
|--------------------|----------------------------|
| Wes Shirley        |                            |
| Paula Mitchell     |                            |
| Julie Volery       |                            |
| Ann Hains          | annmarie52402@yahoo.com    |
| KARLA ZAHRADNIK    | 1                          |
| DIAUE ZAHRADNIK    |                            |
| Shawn Countryman   | Shawn.Countryman@gmail.com |
| LINDA JANUSKA      |                            |
| Leshi Nesmith      | nesmith90@gmail.com        |
| Phillip Platz      | ask Brandon                |
| MICHELE COUNTRYMAN | CHELEY28UT@GMAIL.COM       |
| Kelly Brockway     | kelly-brockway@uiowa.edu   |
| Karl Mueller       | karl-mueller@uiowa.edu     |
| Corey Shengos      | Ch Shengos@gmail.com       |
|                    |                            |
|                    |                            |
|                    |                            |
|                    |                            |



### Comment

NAME: Phillip Platz Email: phillip.platz@gmail.com  
PHONE: 319 804 9123

Where do you live?  
(Circle One)

Cedar Rapids

Ely

Fairfax

Hiawatha

Linn County

Marion

Palo

Robins

Please provide any comments you have about the metropolitan area; especially about trail projects, transit projects, road projects, and public engagement. We appreciate your interest and value your input! (For future public comments feel free to fill out a form at [corridormpo.com](http://corridormpo.com) at any time).

id like to see these changes on the 6th & ellis project:

- Add a connection to D Ave. NW

- less gradual curb radii - slow traffic down.

- if adding a roundabout @ E Ave, please add a tall clock in the center.

Great gateway feature for "Time Check" neighborhood, and well framed by ellis.

on tower terrace Road, please ensure best possible bike facilities:

- if possible, add a tunnel for bikes

- if possible, make the bridge pretty like @ East Post Road & indian creek.



Smarter Transportation, Better Community

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

### Comment

NAME: Kelly Brockway Email: \_\_\_\_\_  
PHONE: \_\_\_\_\_

Where do you live?  
(Circle One)

Cedar Rapids

Ely

Fairfax

Hiawatha

Linn County

Marion

Palo

Robins

Please provide any comments you have about the metropolitan area; especially about trail projects, transit projects, road projects, and public engagement. We appreciate your interest and value your input! (For future public comments feel free to fill out a form at [corridormpo.com](http://corridormpo.com) at any time).

On the Wm St connection, eliminate the turn lane to match current road design along Wm & Ellis Rd.

top 2 trail projects: Bridge along Edgewood  
10<sup>th</sup> ave. in marion

-would like to see ~~for~~ more trail development to reach mall safe

-keep up the good work!





## **Summary of Second Public Open House for the FFY19 – FFY22 Transportation Improvement Program (TIP)**

### **Open House**

Tuesday, May 31<sup>st</sup>, 2018, from 4:30 pm to 6:30 pm, at the NewBo City Market (neighborhood market in Cedar Rapids)

### **Attendees**

Rep. Art Stead  
Bruce Nesmith  
Seth Henry  
Megan Moffitt  
C.D. Rex

Gary Roling  
Larry Riley  
Greg Barnett  
Cathy Petersen  
Joel Miller

A public open house was held on May 31<sup>st</sup>, 2018 to provide information regarding the requests for Surface Transportation Block Grant Program (STBG) funding for the FFY19 – FFY22 TIP. The meeting format was open house style with boards for each requesting project. Each board provided a visual overview map, typical cross-sections, and a current picture from the proposed improvement area. Special focus was provided on projects that the MPO Policy Board recommended for funding. MPO staff was on hand to answer any questions about the prospective projects. The project applications were available for viewing by the public. Sign in sheets and comment forms were also made available. Attendance was much higher than those that signed the attendance sheets, attendance is estimated at 40 to 50 persons. Formal public comments gathered from the meeting are attached on the following pages.



Smarter Transportation, Better Community

5818h total

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

# Transportation Improvement Program (TIP) Open House Sign in Sheet

May 31<sup>st</sup>, 2018 ♦ 4:30-6:30pm ♦ NewBo City Market

| Name  | Email Address                |
|---|------------------------------|
| Rep. Art Staed  | art.staed@legis.iowa.gov     |
| Bruce Nesmith   | brucefnesmith@gmail.com      |
| Seth <del>Henry</del> Henry   | braun06@gmail.com            |
| Megan Moffitt   | mmoffitt@anderson-bogert.com |
|  |                              |
| Gary Roling   | garyr76@imnmail.com          |
| Larry Riley   | ldriley62@gmail.com          |
| Greg Barnett  | gregbarnett58@gmail.com      |
| CATHY PETERSEN  | crpetersens@aol.com          |
| Joe Miller  | joel.miller@LinnCounty.org   |
|   |                              |
|   |                              |
|   |                              |
|   |                              |
|   |                              |
|   |                              |
|   |                              |
|   |                              |
|   |                              |



Corridor MPO – Transportation Improvement Program Open House

COMMENT FORM

This form is provided to receive your comments regarding the Corridor Transportation Improvement Program (TIP). Please use the space provided below, and if necessary, attach additional pages. Please either leave this form at the meeting or submit comments by emailing [h.hershner@cedar-rapids.org](mailto:h.hershner@cedar-rapids.org) with "TIP Open House Comment" in the subject line. We appreciate your interest and value your input!

NAME: Barb Tjarks Email: Barbchewey@aol

PHONE: \_\_\_\_\_

**Where do you live?**

(Circle one)

Cedar Rapids

Ely

Fairfax

Hiawatha

Linn County

Marion

Palo

Robins

**Please provide any comments you have about public transportation services in the metropolitan area:**

The Marion Blvd bridges should have changing color lights like the bridge at Pinicon Ridge that spans the Wapsi River from the campground.

**Would you like to receive updates about the Corridor MPO?**

(Circle one)

YES

NO



Corridor MPO – Transportation Improvement Program Open House

COMMENT FORM

This form is provided to receive your comments regarding the Corridor Transportation Improvement Program (TIP). Please use the space provided below, and if necessary, attach additional pages. Please either leave this form at the meeting or submit comments by emailing [h.hershner@cedar-rapids.org](mailto:h.hershner@cedar-rapids.org) with "TIP Open House Comment" in the subject line. We appreciate your interest and value your input!

NAME: Larry Riley Email: ldriley62@gmail.com

PHONE: \_\_\_\_\_

Where do you live?  
(Circle one)

Cedar Rapids  
Linn County

Ely

Fairfax

Hiawatha

Marion

Palo

Robins

Please provide any comments you have about public transportation services in the metropolitan area:

In general would prefer trail expansion before bridges, since funding is always scarce.

Multiple horizontal lines for additional comments.

Would you like to receive updates about the Corridor MPO?  
(Circle one)

YES

NO



Corridor MPO – Transportation Improvement Program Open House

COMMENT FORM

This form is provided to receive your comments regarding the Corridor Transportation Improvement Program (TIP). Please use the space provided below, and if necessary, attach additional pages. Please either leave this form at the meeting or submit comments by emailing [h.hershner@cedar-rapids.org](mailto:h.hershner@cedar-rapids.org) with "TIP Open House Comment" in the subject line. We appreciate your interest and value your input!

NAME: A-D Riley Email: amador@hotmail.com

PHONE: 319.329.6306

Where do you live?  
(Circle one)

- |              |        |         |          |
|--------------|--------|---------|----------|
| Cedar Rapids | Ely    | Fairfax | Hiawatha |
| Linn County  | Marion | Palo    | Robins   |

Please provide any comments you have about public transportation services in the metropolitan area:

- 1) Remove stop sign on Ave NE @ Shaver Rd "T" intersection so both east & west bound traffic can continue
- 2) Would like trails on Edgewood Rd NE ~~could~~ to be completed before Bridge.
- 3) Would like trail on Ave NE so people can walk, run, & bike safely (Long Bluff NE to CVNT)
- 4) Would like safe crossing w/ Red light/stop sign on CVNT @ 1<sup>st</sup> Ave down town crossing

Would you like to receive updates about the Corridor MPO?  
(Circle one)

YES

NO

email



Corridor MPO – Transportation Improvement Program Open House

COMMENT FORM

This form is provided to receive your comments regarding the Corridor Transportation Improvement Program (TIP). Please use the space provided below, and if necessary, attach additional pages. Please either leave this form at the meeting or submit comments by emailing [h.hershner@cedar-rapids.org](mailto:h.hershner@cedar-rapids.org) with "TIP Open House Comment" in the subject line. We appreciate your interest and value your input!

NAME: Greg Barnett Email: gregbarnett58@gmail.com

PHONE: 573-8618

Where do you live?  
(Circle one)

Cedar Rapids

Ely

Fairfax

Hiawatha

Linn County

Marion

Palo

Robins

Please provide any comments you have about public transportation services in the metropolitan area:

Please consider battery-electric buses. Total cost of ~~ownership~~ ownership costs are competitive with diesel.

Multiple horizontal lines for additional comments.

Would you like to receive updates about the Corridor MPO?  
(Circle one)  YES  NO



Corridor MPO – Transportation Improvement Program Open House

COMMENT FORM

This form is provided to receive your comments regarding the Corridor Transportation Improvement Program (TIP). Please use the space provided below, and if necessary, attach additional pages. Please either leave this form at the meeting or submit comments by emailing [h.hershner@cedar-rapids.org](mailto:h.hershner@cedar-rapids.org) with "TIP Open House Comment" in the subject line. We appreciate your interest and value your input!

NAME: Tom Petersen

Email: tpetersen@aol.com

PHONE: \_\_\_\_\_

Where do you live?  
(Circle one)

Cedar Rapids  
 Linn County

Ely  
 Marion

Fairfax  
 Palo

Hiawatha  
 Robins

Please provide any comments you have about public transportation services in the metropolitan area:

Nice to see so many trail projects included.  
But anything we can do to get bikes off the  
sidewalks (for pedestrians) and onto the roads  
or trails would be appreciated.

Would you like to receive updates about the Corridor MPO?  
(Circle one)

YES

NO



Smarter Transportation, Better Community

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

### Comment

NAME: Bruce Nesmith Email: brucefnesmith@gmail.com  
PHONE: 319-651-9036

Where do you live?  
(Circle One)

Cedar Rapids

Ely          Fairfax          Hiawatha

Linn County          Marion          Palo          Robins

Please provide any comments you have about the metropolitan area; especially about trail projects, transit projects, road projects, and public engagement. We appreciate your interest and value your input! (For future public comments feel free to fill out a form at [corridormpo.com](http://corridormpo.com) at any time).

I like the fact that the Tower Terrace Rd project includes both pedestrian and bike infrastructure. I'm concerned about the 15 1/2 foot auto lane width. That will encourage excessive speeds and discourage bikers in the (unprotected) adjacent lanes.

Multiple horizontal lines for additional handwritten comments.







## **Project Review & Selection Process**

### **Process for programming of STBG/ STBG Swap) and Iowa's TAP funds**

The Corridor MPO Policy Board begins the TIP development process by at its October meeting by making a call for funding requests for Surface Transportation Block Grant Program (STBG). This is followed by sending applications to TTAC and a press release. All projects requesting funding must be in the LRTP Fiscally Constrained Plan to be considered.

Regarding Transportation Alternative Program (TAP) funds, the Iowa DOT is now managing the TAP funding process. Iowa's TAP funds may be used in any year of the TIP. Funding allocations of TAP are made on a competitive statewide basis and reviewed by the Iowa DOT.

The application (included in the Appendix) describes the purpose of the TIP, the requirements for requesting funding from the MPO, and the process that will be used to select projects. The following information is required of every project submittal:

1. Project Name
2. Project Description
3. Location Map
4. Funding Amount Requested
5. Estimated Project Cost (inflated 5% per year to year of expenditure by sponsor)
6. Project Sponsor
7. Contact Person
8. Purpose and Need Narrative
9. Fiscally Constrained Plan Rank
10. Project Readiness
11. Preliminary Design Plans
12. Project Schedule

Member jurisdictions (sponsors) complete the above mentioned application for projects, or portions of projects, that are included in the Fiscally Constrained Plan. The applications are reviewed by MPO Staff for completeness and distributed to TTAC for their review.

TTAC reviews the project submittals and makes a funding recommendation to the Executive Committee that is based on the amount of available STBG funding for road, trail, and transit projects as well as the project's rank in the Fiscally Constrained Plan, and Project Readiness. The Policy Board adopted a policy in July of 2015 that directs 50% of all funds to road projects, 30% to trail projects, and 20% to transit related projects for 4 years (FFY21 to FFY24). The Executive Committee then makes a funding recommendation to the Policy Board, which is considered during approval of the draft TIP.



All projects identified in the Fiscally Constrained Plan have been ranked using scoring criteria (included in the Appendix) that is based on the goals of Connections 2040. These criteria were reviewed and recommended by TTAC to the Policy Board, which adopted them, and were included in the Connections 2040 project submittal form so all applicants knew the criteria that would be used to score their projects. Road projects are scored on eight objective criteria and can receive a score of 0 – 3 based on the following:

- Does the project stay within existing footprint, add travel lanes, or width, or is new construction
- Does the project provide intersection improvements and connectivity, intersection improvements and access control, connectivity, or neither intersection improvements or connectivity improvements
- The cost-benefit ratio of the annual benefits of congestion reduction divided by total project cost, which is split into four quartiles
- Does the project provide improvements for transit, bicycles, and pedestrians; improvements for two alternative modes; improvements for one alternative mode, or does not provide improvements to alternative modes (so just for automobiles)
- The cost-benefit ratio of annual average value of crash reduction divided by the total project cost, which is split into four quartiles
- The percentage of adjacent land zoned as commercial, office, and industrial or identified as such on future land use maps
- Does the project reduce travel time and provide additional travel modes, only reduce travel time, only provide additional travel modes, or do none of the above
- The degree to which the project impacts an environmentally sensitive area



Trail projects are scored on six objective criteria and can receive a score of 0 – 3 based on the following:

- Project readiness (ROW, design, and budget)
- Total project cost per mile, which is split into four quartiles
- Population living within a half mile radius of the trail, which is split into four quartiles
- The number of destinations served within a half mile of the proposed trail, which is then split into quartiles
- Whether or not the project connects to an existing or proposed trail
- Whether or not the project provides for a complete street, just a separated multi-use path, just on-street facilities, or just a separated trail following road ROW

Transit projects are scored on six objective criteria (based on the LRTP planning factors) and can receive a score of 0 – 3 based on the following:

- Goal 1 - Maintain Existing Transportation System – split into quartiles
- Goal 2 - Maximize Efficiency of Existing Transportation System – split into quartiles
- Goal 3 - Minimize Cost of Transportation – split into quartiles
- Goal 5 - Provide Safe and Secure Transportation – split into quartiles
- Goal 6 - Support Economic Vitality – split into quartiles
- Goal 7 - Minimize Travel Time – Points awarded if project increases frequency of bus service, expected ridership by two percent or more, or decreases total trip time.

This method of scoring allows for applicants, MPO Staff, TTAC, the Policy Board, and the public to understand the relation between the submitted projects and the overall plan. This method was fully vetted and understood by both TTAC and the Policy Board.

A notice of award is then sent to jurisdictions receiving MPO funding for projects (included in the Appendix). This document formally notifies the jurisdiction that it has received a certain amount of STBG or STBG Swap funds for a specific project and reminds the jurisdiction of its obligation to provide the following as a condition of receiving funding:

1. Biannual Project Status Report
2. Show progress on the project within three years of funding program year
3. Include the Corridor MPO on correspondence with the Iowa DOT
4. Notify the Corridor MPO of any changes in project scope



### Process for selecting non-locally programmed projects

There are numerous Iowa DOT administered funding programs that Corridor MPO member jurisdictions have received funding from. The funding sources for these programs are either federal or state and are distributed through either a competitive grant program or by system evaluation. These projects are amended into the TIP if not awarded during the TIP development period and are subject to the Corridor MPO's public notice procedures. Below is the list of programs that the metro area commonly receives funds from:

- Iowa Clean Air Attainment Program (ICAAP)
- State Transportation Alternatives Program
- Federal Recreational Trails Fund Program
- State Recreational Trails Fund Program
- Revitalize Iowa's Sound Economy (RISE)
- Iowa Traffic Engineering Assistance Program (TEAP)
- Traffic Safety Improvement Program (TSIP)
- STBG Highway Bridge Program (STBG-HBP)
- City Bridge Program

MAP-21 eliminated the Highway Bridge Program so the funding of bridge projects is different compared to past federal transportation bills. The STBG-HBP program uses Surface Transportation Block Grant (STBG) funds and is dedicated to both on- and off-system bridges in counties. The City Bridge Program is a competitive program that awards STBG funds to cities for bridges that are structurally deficient or functionally obsolete. Project awards are limited to \$1 million. Of the STBG funds set aside for bridge projects, 79% is for the STBG-HBP and the remaining 21% for the City Bridge Program.



## **Performance Based Planning**

With the passing of the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) transportation bill, and continuing in the FAST-Act, states and MPOs are required to use performance based transportation planning practices. MPO TIPs are required to document compliance with each of the performance based planning categories. Those categories include:

**Safety (PM I)** - Rather than setting its own FFY19 to FFY22 safety targets, the Corridor MPO has chosen to support the Iowa DOT's safety targets as published in the Iowa Highway Safety Improvement Program 2018 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 safety performance measures and were approved by the Iowa Transportation Commission. The Iowa DOT conferred with numerous stakeholder groups, including the Corridor MPO, 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)** - Compliance with the PM II performance based planning requirements begin on May 20, 2019 for the Corridor MPO. The Iowa DOT is currently working on setting its pavement and bridge targets. The Corridor MPO anticipates adopting the standards set by the Iowa DOT.

**System Performance and Freight (PM III)** - Compliance with the PM II performance based planning requirements begin on May 20, 2019 for the Corridor MPO. The Iowa DOT is currently working on setting its pavement and bridge targets. The Corridor MPO anticipates adopting the standards set by the Iowa DOT.

**Transit** - Compliance with transit asset management (TAM) performance based planning requirements begin on October 1, 2018. To comply with the transit asset management performance, the Corridor MPO has adopted the standards as set by CR Transit.

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 rolling stock 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.

Finally, CR Transit prioritizes capital and facility improvements first by ensuring that all rolling stock has not exceeded its useful life. Any buses that exceed this evaluation are the top priority for investment. A similar process is used to evaluate facilities. An evaluation is made yearly about the condition of all facilities and if they are in need of repair or replacement. However, facility improvements are of a secondary concern to rolling stock. CR Transit is focused on ensuring all of its buses are operating within their useful life before maintenance costs begin to increase rapidly. All of these items are evaluated with the update of the Passenger Transportation Plan, with many opportunities for public input.



## **Changes to the Transportation Improvement Program**

Often after development and subsequent adoption of the Transportation Improvement Program (TIP), changes need to be made to the list of programmed projects. Examples of changes are:

- Adding projects
- Deleting projects
- Moving a project between years in the TIP
- Adjusting project cost
- Changing the vehicle numbers of transit vehicles

A major requirement of a project receiving Federal transportation funds is for that project to be included in the TIP and Statewide Transportation Improvement Program (STIP). Once a project has received Federal Authorization for construction it does not need to be included in the TIP. This is one of two major reasons for adding or deleting a project from the TIP. The other major reason for adding a project is the awarding of a grant or earmark for a project, which can happen throughout the year.

Revisions to the TIP are classified as either “administrative modifications” or “amendments”. Administrative modifications are minor changes involving the following:

- Project cost - changes that 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 source - changes to funding from one source to another
- Scope changes – all changes to the project’s scope require an amendment

Amendments are major changes involving the following:

- Project cost - changes that 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 – projects receiving additional federal funding sources
- Scope changes – changing the project termini, the amount of through traffic lanes, type of work from an overlay to reconstruction, or a change to include widening of the roadway



Administrative modifications and amendments are subject to different Corridor MPO Policy Board and public review procedures. Administrative modifications are processed internally and are shared with the Policy Board and the public as informational items. Amendments regarding providing funds to a new project or providing additional funds to a project are presented to the Policy Board and a public comment period is opened. Public comments are shared with the Policy Board and action is taken to approve the amendment. Due to recent changes in the Policy Board meeting schedule, the Corridor MPO Executive Committee (one representative from each member jurisdiction) has been given the authority to approve all amendments except those involving changing the funding of Corridor MPO funded projects. The Executive Committee meets monthly.

Projects utilizing Iowa's Swap funding will comply with the above amendment and modification processes.



## Transit Financial Forecasting

| <b>Cedar Rapids Transit</b> |                        |                  |               |                |                  |                  |               |                   |                   |                                 |                              |                          |                    |                    |
|-----------------------------|------------------------|------------------|---------------|----------------|------------------|------------------|---------------|-------------------|-------------------|---------------------------------|------------------------------|--------------------------|--------------------|--------------------|
| <b>FY '17 Report</b>        |                        |                  |               |                |                  |                  |               |                   |                   |                                 |                              |                          |                    |                    |
| Contract/Service            | Service Type           | Total Rides      | Elderly Rides | Disabled Rides | Vehicle Miles    | Revenue Miles    | Revenue Hours | Operating Costs   | Passenger Revenue | Contract Revenue for Operations | Other Revenue for Operations | Local Tax for Operations | FTA for Operations | STA for Operations |
| Fixed Route Bus Service     | Public Transit Service | 1,185,726        | 46,090        | 240,949        | 977,161          | 954,290          | 68,873        | 9,711,758         | 820,737           | 341,184                         | 216,169                      | 4,998,215                | 2,698,089          | 637,364            |
|                             | <b>SUBTOTAL:</b>       | <b>1,185,726</b> | <b>46,090</b> | <b>240,949</b> | <b>977,161</b>   | <b>954,290</b>   | <b>68,873</b> | <b>9,711,758</b>  | <b>820,737</b>    | <b>341,184</b>                  | <b>216,169</b>               | <b>4,998,215</b>         | <b>2,698,089</b>   | <b>637,364</b>     |
| Lincoln County L.L.T.S.     | Public Transit Service | 47,018           | 11,763        | 32,434         | 153,672          | 149,791          | 13,255        | 1,150,494         | 104,135           | 0                               | 29,542                       | 894,614                  | 122,203            | 0                  |
|                             | <b>SUBTOTAL:</b>       | <b>47,018</b>    | <b>11,763</b> | <b>32,434</b>  | <b>153,672</b>   | <b>149,791</b>   | <b>13,255</b> | <b>1,150,494</b>  | <b>104,135</b>    | <b>0</b>                        | <b>29,542</b>                | <b>894,614</b>           | <b>122,203</b>     | <b>0</b>           |
| NTS Mobility Mgr            | New Freedom            | 0                | 0             | 0              | 0                | 0                | 0             | 29,163            | 0                 | 0                               | 0                            | 5,833                    | 23,330             | 0                  |
| NTS JARC                    | JARC                   | 2,799            | 0             | 0              | 25,772           | 23,520           | 1,193         | 55,364            | 15,290            | 0                               | 0                            | 20,038                   | 20,036             | 0                  |
| NTS Subsidy                 | Public Transit Service | 36,085           | 0             | 8,461          | 309,755          | 282,247          | 13,640        | 714,489           | 245,971           | 0                               | 0                            | 464,474                  | 4,044              | 0                  |
|                             | <b>SUBTOTAL:</b>       | <b>36,085</b>    | <b>0</b>      | <b>8,461</b>   | <b>309,755</b>   | <b>282,247</b>   | <b>13,640</b> | <b>714,489</b>    | <b>245,971</b>    | <b>0</b>                        | <b>0</b>                     | <b>464,474</b>           | <b>4,044</b>       | <b>0</b>           |
|                             |                        | <b>38,884</b>    | <b>0</b>      | <b>8,461</b>   | <b>335,527</b>   | <b>305,767</b>   | <b>14,833</b> | <b>799,016</b>    | <b>261,261</b>    | <b>0</b>                        | <b>0</b>                     | <b>490,345</b>           | <b>47,410</b>      | <b>0</b>           |
| <b>GRAND TOTAL</b>          |                        | <b>1,271,628</b> | <b>57,853</b> | <b>281,844</b> | <b>1,466,360</b> | <b>1,409,848</b> | <b>96,961</b> | <b>11,661,268</b> | <b>1,186,133</b>  | <b>341,184</b>                  | <b>245,711</b>               | <b>6,383,174</b>         | <b>2,867,702</b>   | <b>637,364</b>     |



## **Appendix**

|   |    |
|---|----|
| Corridor MPO Connections 2040 Project Scoring Criteria..... | 70 |
| Corridor MPO TIP Application .....                          | 75 |
| Corridor MPO Notice of Award.....                           | 93 |



## Corridor MPO Criteria for Scoring Road Projects in Connections 2040

Policy Board Revised 10/16/14

### Goal 1 - Maintain Our Existing Transportation System (4.35 weight):

- 3 points* – Reconstruction, overlay, or signalization that does not add travel or turn lanes
- 2 points* – Reconstruction or overlay that adds new turn lanes with additional pavement width
- 1 point* – Reconstruction or overlay that adds new travel lanes with additional pavement width
- 0 points* – New street

### Goal 2 - Maximize Efficiency of Existing Transportation System (19.75 weight):

- 3 points* – Provides intersection improvements and connectivity for autos, transit, bikes or pedestrians
- 2 points* – Provides intersection improvements and/or access control improvements
- 1 point* – Provides connectivity for autos, transit, bikes or pedestrians
- 0 points* – No intersection improvements or connectivity improvements

### Goal 3 - Minimize Cost of Transportation (9.25 weight):

- 3 points* – Projects in the highest quartile based on a cost-benefit ratio of annual benefits of congestion reduction divided by total project cost
- 2 points* – Projects in the second highest quartile based on a cost-benefit ratio of annual benefits of congestion reduction divided by total project cost
- 1 point* – Projects in the second lowest quartile based on a cost-benefit ratio of annual benefits of congestion reduction divided by total project cost
- 0 points* – Projects in the lowest quartile based on a cost-benefit ratio of annual benefits of congestion reduction divided by total project cost

### Goal 4 - Offer Travel Choices (19.45 weight):

- 3 points* – Provides improvements for transit, bicycles and pedestrians
- 2 points* – Provides improvements for two alternate modes of travel
- 1 point* – Provides improvements for one alternate mode of travel
- 0 points* – Does not provide improvements for transit, bicycles, or pedestrians



**Goal 5 - Provide Safe and Secure Transportation (11.65 weight):**

**3 points** – Projects in the highest quartile based on a cost-benefit ratio of annual average value of crash reductions divided by total project cost or constructs a grade separation

**2 points** – Projects in the second highest quartile based on a cost-benefit ratio of annual average value of crash reductions divided by total project cost or constructs a roundabout

**1 point** – Projects in the second lowest quartile based on a cost-benefit ratio of annual average value of crash reductions divided by total project cost

**0 points** – Projects in the lowest quartile based on a cost-benefit ratio of annual average value of crash reductions divided by total project cost

**Goal 6 - Support Economic Vitality (16.05 weigh):**

**3 points** – Top third of projects with the highest percentage of adjacent land with commercial/office/industrial zoning and/or future land uses

**2 points** – Middle third of projects with the highest percentage of adjacent land with commercial/office/industrial zoning and/or future land uses

**1 point** – Bottom third of projects with the highest percentage of adjacent land with commercial/office/industrial zoning and/or future land uses

**0 points** – Not adjacent to land with commercial/office/industrial zoning and/or future land uses

**Goal 7 - Minimize Travel Time (8.15 weight):**

**3 points** – Reduces travel time and provides additional travel modes

**2 points** – Only reduces travel time

**1 point** – Only provides additional travel modes

**0 points** – Does not reduce travel time or provide additional travel modes

**Goal 8 - Protect the Environment and Conserve Resources (11.35 weight):**

**3 points** – Project does not impact an environmentally sensitive area\*

**2 points** – Project impacts one environmentally sensitive area\*

**1 point** – Project impacts two environmentally sensitive areas\*

**0 points** – Project impacts three or more environmentally sensitive areas\*

\* - Environmentally sensitive areas are defined as mapped waterways, floodplains, parks, steep topography, forested areas, and wetlands.



## Corridor MPO Criteria for Scoring Trail Projects in Connections 2040

Policy Board Revised 10/16/14

### Goal 2 – Maximize Efficiency of the Existing Transportation System (16.35 weight):

**Definition:** Whether or not the project connects to existing or proposed trails on the approved Corridor MPO trail system map.

- 3 points* – Trail project connects at least two EXISTING trail segments
- 2 points* – Trail connects to an existing trail segment and connects to at least one future proposed trail segment.
- 1 point* – Trail connects to an existing trail but does not connect to a proposed future trail segment OR trail does not connect to an existing trail but does connect to proposed future trail segment(s).
- 0 points* – Trail does not connect an existing or proposed trail segment.

### Goal 3 - Minimize Cost of Transportation (9.25 weight):

**Definition:** The total project cost per mile.

- 3 points* – Quartile of projects with the lowest cost per mile
- 2 points* – Second least costly quartile of projects
- 1 point* – Third least costly quartile of projects
- 0 points* – Quartile of projects with the highest cost per mile

### Goal 4 - Offer Travel Choices (14.45 weight):

**Definition:** The population living within a ½ mile radius of the trail (Based on census 2010 block data)

- 3 points* – Quartile of projects with the highest population served
- 2 points* – Quartile of projects with the 2nd highest population served
- 1 point* – Quartile of projects with the 3rd highest population served
- 0 points* – Quartile of projects with the least population served

### Goal 6 - Support Economic Vitality (16.05 weight):

**Definition:** The number of destinations served. Destinations that can be counted are: Grocery stores, schools, restaurants, religious institutions, parks, employers, and retailers within a ½ mile of the proposed trail. Applicant may also count destinations served by the first 2 miles of any existing trail connected to the proposed trail.

- 3 points* – Quartile of projects with the most destinations served
- 2 points* – Quartile of projects with the second most destinations served
- 1 point* – Quartile of projects with the third most destinations served
- 0 points* – Quartile of projects with the fewest destinations served



## TRANSIT PROJECT SCORING CRITERIA

### **Goal 1 –Maintain Existing Transportation System (9 weight):**

**Definition:** Transit projects in this category would improve the quality of the existing capital assets that the transit system relies upon to deliver existing services. Projects could include replacement of buses that have exceeded their federally defined useful life, preventative maintenance activities, repair/replacement of bus shelters, or upkeep of other facility assets. “Support equipment” includes things that are necessary to run a transit fleet and “amenities” includes things that are not necessary to run a transit fleet but provide added value to users.

- 3 points* – Highest Quartile in Total Number of Transportation Maintenance
- 2 points* – 2nd Quartile in Total Number of Transportation Maintenance
- 1 point* – 3rd Quartile in Total Number of Transportation Maintenance
- 0 points* – Lowest Quartile in Total Number of Transportation Maintenance

### **Goal 2 –Maximize Efficiency of Existing Transportation System (10 weight):**

**Definition:** Transit projects in this category would improve the efficiency and effectiveness of the existing public transit system in the region. Given the finite resources of public transit it is critical that projects selected provide the greatest benefit to the most transit users at a reasonable cost. Calculated efficiency is measured by ridership divided by cost of improvement.

- 3 points* – Highest Quartile in Calculated Efficiency
- 2 points* – 2nd Quartile in Calculated Efficiency
- 1 point* – 3rd Quartile in Calculated Efficiency
- 0 points* – Lowest Quartile in Calculated Efficiency

### **Goal 3 - Minimize Cost of Transportation (5 weight):**

**Definition:** Transit projects in this category aim to lower the costs of providing public transit services to the region. Selection criteria for this goal would look at ways to minimize costs associated with on-going maintenance of older buses in the fleet, improve route/system reliability and improve productivity through improved ridership.

- 3 points* – Lowest Quartile in Net Project Cost
- 2 points* – 3rd Quartile in Net Project Cost
- 1 point* – 2nd Quartile in Net Project Cost
- 0 points* – Highest Quartile in Net Project Cost



**Goal 5 - Provide Safe and Secure Transportation (8 weight):**

**Definition:** Transit projects that improve passenger safety on buses and at stops, as well as safety for pedestrians and cyclists accessing the system. Includes shelters, addition of new sidewalk connection or fills gap, public safety devices, lighting at or near bus stops, traffic/pedestrian signals or signage, bus pullouts, signage/wayfinding, safety improvements to bus itself, ADA ramps, conditions for visually or hearing impaired, SUDAS approved bus pad, and curb bump out.

- 3 points* – Highest Quartile in Total Number of Safety Improvements
- 2 points* – 2nd Quartile in Total Number of Safety Improvements
- 1 point* – 3rd Quartile in Total Number of Safety Improvements
- 0 points* – Lowest Quartile in Total Number of Safety Improvements

**Goal 6 - Support Economic Vitality (7 weight):**

**Definition:** Transit projects in this category connect people to vibrant destinations for shopping, services and/or employment. Criteria supporting this goal will measure how transit projects provide service to existing activity centers and those that help to promote density and infill development.

- 3 points* – Highest Quartile in Employees Reached
- 2 points* – 2nd Quartile in Employees Reached
- 1 point* – 3rd Quartile in Employees Reached
- 0 points* – Lowest Quartile in Employees Reached

**Goal 7 - Minimize Travel Time (6 weight):**

**Definition:** Transit projects in this category would aim to lower overall travel time using public transportation. This would include all elements of a transit trip from walking/cycling to a transit stop, in-vehicle travel time, and time to reach a final destination. Project types could include traffic signal/priority for transit vehicles, bus pullouts, or queue jump lanes.

- 3 points* – Project increases frequency of bus service, increases ridership by more than two (2) percent, and decreases total trip time.
- 2 points* – Project does two (2) of the following: increases frequency of bus service, increases ridership by more than two (2) percent, or decreases total trip time.
- 1 point* – Project does one (1) of the following: increases frequency of bus service, increases ridership by more than two (2) percent, or decreases total trip time.
- 0 points* – Project does not increase frequency of bus service, increase ridership by more than two (2) percent, or decrease total trip time.

# CORRIDOR MPO

*Smarter Transportation, Better Community*



## **Application for Surface Transportation Block Grant and Transportation Alternatives**

**Due Monday, January 15<sup>th</sup>, 2018 at 8 AM (no exceptions)**

October 19<sup>th</sup>, 2017 - Approved

CREATING SUSTAINABLE COMMUNITIES  
THROUGH REGIONAL PLANNING & CIVIC ENGAGEMENT





### **Purpose and Need**

The purpose of this document is twofold. The first is to solicit requests from eligible member jurisdictions of the Corridor Metropolitan Planning Organization (MPO) for project funding. The second is to provide the information necessary for review by Corridor MPO Staff, Advisory Committees, the public, and for a funding decision by the Corridor MPO Policy Board. Projects that receive funding from the Corridor MPO will be listed in the Transportation Improvement Program (TIP).

The TIP is a four-year program of federally funded transportation projects in the metro area. The name is derived from the fiscal period that it covers. For example, the Federal Fiscal Year (FFY)12 – FFY15 TIP begins October of 2011 and ends September of 2015. The projects in the TIP can be divided into four basic categories:

- Locally decided projects (by the Corridor MPO)
- Grant/earmark recipient projects (state and federal)
- Transit funding requests to Iowa DOT
- Iowa DOT projects

The Corridor MPO receives three types of federal funding. Surface Transportation Block Grants (STBG) funds are the largest and can be used on road, bridge, transit, bicycle, and pedestrian projects. Transportation Alternatives Program (TAP) funds can only be used on non-motorized related projects. Lastly, TAP Flex funds can be used for road, bridge, transit, bicycle, and pedestrian projects. TAP flex funds for FFY22 will be used as STBG - TAP funding. In FFY22, the Corridor MPO expects to receive \$5,145,000 in new STBG funds, \$267,000 in new STBG - TAP funds, and \$205,000 in new TAP Flex funds. Additionally, due to changes in Iowa and FHWA funding policies, TAP funding for FFY21 was not allocated last year; the \$267,000 in TAP funds from FFY21 will be allocated this year as STBG - TAP. All estimates of funding are tentative until May of 2018. **Based on the current funding policy, the amount of new and old funding for roads, trails, and transit is as follows:**

- FFY19 - \$0 available for roads; \$0 available for trails; \$0 available for transit
- FFY20 - \$0 available for roads; \$0 available for trails; \$0 available for transit
- FFY21 - \$0 available for roads; \$267,000 available for trails; \$0 available for transit
- FFY22 - \$2,808,000 available for roads; \$1,685,000 available for trails; \$1,123,000 available for transit
- **Total available for roads: \$2,808,000; Total for trails: \$1,952,000; Total for transit: \$1,123,000**

TIP projects come from the fiscally constrained portion of the long-range transportation plan (Connections 2040); requests for funding are submitted annually by jurisdictions. The funding is an 80/20 (federal/local) reimbursement program that is available in October of the previous year it is programmed. October is the beginning of the federal fiscal year. For example, Project X is programmed in FFY15, which means its funds become available in October of 2014. **Please refer to Attachment C for the list of Fiscally Constrained Plan (FCP) projects.**

NOTE: Per DOT STBG - TAP guidance, provided October 1<sup>st</sup>, 2017, all MPO funded projects that utilize STBG - TAP funds and have more than 50% MPO funding are eligible to receive up to 30% Statewide TAP funds (usually \$1,000,000 per year) on a competitive basis. This 30% funding cannot be used to offset the local 20% matching funds. STBG - TAP projects must be located along a statewide byway or show a positive benefit for a local school. This is an effort from the Iowa Transportation Commission to encourage Safe Routes to School and Iowa Byways projects.

For a project to be included in the TIP a resolution of support from the requesting jurisdiction(s) is required. This resolution of support is vital to show that the jurisdiction will commit itself to completing and maintaining the project. Additionally, the resolution will streamline the DOT authorization process. **Please refer to Attachment H and I for DOT approved resolutions of support.**



Draft TIPs are due to the Iowa DOT by June 15<sup>th</sup> and the final is due by July 15<sup>th</sup>. The TIP is reviewed and approved by both the Iowa and US DOTs. Typically, two open houses are held to seek input from the public.

The TIP is a living document that is subject to revisions and amendments throughout the year. These changes are due to newly received grants or changes in project timelines.

Your application will formally be approved with the delivery of an Official Notice of Award from the Corridor MPO. **Conditions of award include:** providing the Corridor MPO with annual status reports on the progress of the project, **demonstrating progress on the project within three years of the funding program year or risk revoking of funds**, including the Corridor MPO on correspondence with the Iowa DOT, and notifying the Corridor MPO of any changes to the scope of the project, which may require approval by the Corridor MPO Policy Board. Demonstrating progress on a project is defined by having a signed agreement with the DOT.

### **Required Information**

The following information is required to receive funding consideration from the Corridor MPO and must be included on the Funding Request Application Form (Attachment A):

- **Project Name** – The Project Name should match what is identified in the Connections 2040 FCP. If the project is only a portion or phase of the identified project then it should include the larger name and the portion submitted for funding consideration.
- **Project Sponsor** – The name of the eligible Corridor MPO member jurisdiction sponsoring the project and providing the local match (minimum of 20% of the cost of the project). If more than one jurisdiction is involved then please identify the lead jurisdiction that will be responsible for project development.
- **Contact Person** – Contact information (name, e-mail, phone number, address) for the project manager.
- **Project Description** – The Project Description should match what is identified in the Connections 2040 FCP or if it is a portion or phase of the identified project then it should clearly identify the limits of the project. The improvements planned as part of the project should be clearly stated (ex: signalization, add travel lanes, add X feet of turn lane, construct trail). It is important to note that projects submitted for funding in the TIP need to match the project description as listed in Connections 2040. Any part of the project outside of the project limits listed in Connections 2040 will not be eligible for funding. Additionally, any projects authorized by the Federal Highway Administration (FHWA) that include federally funded work outside of the project limits as listed in the TIP and the State Transportation Improvement Program (STIP) may be subject to losing all or some of the federal funds for the project.(see Attachment E for more information)
- **Purpose and Need Narrative** – Provide a brief description of the problem the project will address (ex: reduce rear-end collisions) or the goal of the project (support economic development or encourage multimodal transportation) and why it should be funded now. This is also an opportunity to provide an update on the project from when it was originally identified in the Fiscally Constrained Plan.
- **Fiscally Constrained Plan Score** – Identify the FCP score of the project. Please see Attachment C
- **Project Readiness** – Provide summary information on the following:
  - ROW – Is Right-of-Way (ROW) required or has it already been acquired or is it not necessary.
  - Environmental – Is environmental clearance required or has it already been acquired.
  - Local Match (other funding secured) – **Is the local match secured** (minimum of 20% of the project cost) **or when is it anticipated to be secured**. Identify other funding sources (state or federal) that have been received for the project.
  - Public Engagement – What type of public engagement has been used to date or what is the plan to make sure the public is informed of the project and its impacts. Provide the feedback that has been received to date.



- **Project Schedule** – Provide the anticipated project development schedule, please provide estimates by month and year.
- **Funding Requested** – The amount of federal funding that is requested from the Corridor MPO.
- **Estimated Project Cost** – Estimated cost of the project at the level of detail required for the Iowa DOT's Revitalize Iowa's Sound Economy (RISE) applications. This means providing a description, number of units, unit cost, and total cost for each item related to the construction of the project including design and a contingency (see Attachment F, which will also be provided electronically). **Project costs should be inflated to the year that funding is requested at an inflation rate of 5% per year.** Please note that trail projects must be hard surfaced.
- **Location Map** – Attach a map showing the location of the project and its location in the metro area. **Limit map sizes to no larger than 8.5-by-11-inches.**
- **Sketch Plan** – A sketch plan of the project, including cross sections. If the cross section of your facility varies across the project (width, number of lanes, etc.) include a cross section for each situation and identify its location.
- **Resolution of Support** – Provide the appropriate resolution of support. See Attachments H and I for language guidance approved by the DOT. **Member communities may develop their own resolutions of support per Iowa DOT. Trail projects must state that trails will be maintained for at least 20 years.**
- **Digital photographs (minimum of one)** – Please provide photos that will help to explain the existing site conditions of the proposed facility. It is not necessary to include photographs of all aspects or the entire route of a project. Photos submitted should be representative of the project as a whole or should support any particularly compelling or complex project area.
- **Iowa DOT form 240004 (10-17)** – All **trail** projects must include **Iowa DOT form 240004 (10-17)**. This is a requirement as of October 1, 2017 for all trail projects. All requirements of this application and form 240004 must be met. Iowa DOT form 240004 (10-17) is to be turned into MPO staff along with this application. MPO staff will provide reviewed 240004 (10-17) forms to the Iowa DOT. Iowa DOT will provide review, comment, and approval, prior to Policy Board review for funding. All final funding decisions are retained by the MPO Policy Board. This form is a requirement from Iowa DOT and FHWA in order to maintain local control of TAP funding and is enforced statewide. Iowa DOT form 240004 (10-17) can be found [here](#). **Please contact MPO staff if you have any questions.**

### **Process**

The following process will be used to select projects for funding in the TIP:

- Corridor MPO Policy Board calls for funding requests
- Projects are reviewed by Corridor MPO Staff to verify inclusion in the FCP.
- Projects are reviewed by the Transportation Technical Advisory Committee (TTAC) and Executive Committee, which provide funding recommendations to the Policy Board.
- Policy Board approves funding the project in the draft TIP and solicits public feedback.
- Policy Board approves funding the project in the final TIP and issuance of notice of award.

### **Application Due Date**

Applications must be submitted by **January 15<sup>th</sup>, 2018 before 8:00 AM (no exceptions)** to **Brandon Whyte at [B.Whyte@CorridorMPO.com](mailto:B.Whyte@CorridorMPO.com)** and **Hilary Hershner at [H.Hershner@CorridorMPO.com](mailto:H.Hershner@CorridorMPO.com)**.



**Funding by Year Available**

Please select funding for projects from the earliest available funding year that you are actually able to begin planning and engineering (PE), right-of-way (ROW) acquisition, or construction. **Please note, that if PE or ROW acquisition can be accomplished in advance of a project's construction (highly encouraged), funding allocation should reflect that.** For example, the CeMar Trail had PE allocated one year in advance of its construction year. Additionally, if any entire project including construction can be funded **and accomplished** within the allotted funding for a fiscal year, please select the earliest year with funding available. **Selecting the earliest achievable funding source will expedite overall project construction.**

**Increasing Funding for Existing Projects**

An increase in funding of an existing project can **only** be requested at this time. Please indicate the funding year that additional funding is requested. A single time for all funding requests is required to ensure a competitive allocation of funds.

**Advancing Design or Construction of an Existing Project – No Additional Funds Requested**

Funding can be reallocated to earlier years for an existing project to advance design or construction only if the desired FFY has funding available. Please indicate the new funding distribution requested by year and project cost. **New total cost must match the originally allocated cost. Through this process no new funding will be awarded.** Funding vacated in the original project year will be made competitively available in next year's TIP cycle. For example if PE costs \$30,000 in FFY18 and \$700,000 is unallocated in FFY17 a request can be made to receive \$30,000 in FFY17. If approved through the competitive evaluation process, \$30,000 will be allocated in FFY17 and \$30,000 will be removed from that project's FFY18 allocation. This newly available FFY18 allocation will be made competitively available in next year's TIP. Money cannot be moved from a FFY to an earlier one. Earlier unallocated FFY money must be used and a competitive selection process must be applied to allocate funding.



## Attachment A - Funding Requests

Please refer to the “Requirements” section on pages 3 – 4 for guidance.

Project Name

Project Sponsor (If more than one, please list all and indicate lead sponsor)

Contact Person

Name

E-mail

City

Phone #

Street Address

Project Description

Purpose & Need Narrative

Project Score (Please see Attachment C)

Project Readiness

ROW

Environmental

Local Match

Public Engagement

Project Schedule (MM/YYYY)

Design Start Date  Completion Date

ROW Acquisition Start Date  Completion Date

Environmental Start Date  Completion Date

Construction Start Date  Completion Date

NOTE: All trail projects require [Iowa DOT from 240004 \(10-17\)](#) in addition to this application.



## Attachment A - Funding Requests (Continued)

### Application Form for New Projects

Please refer to the “Requirements” section on pages 3 – 4 for guidance.

**Note: please round all funding request to the nearest \$1,000.00**

Project Name

Funding Requested for Planning and Engineering

\$  FFY Requested

Funding Requested Right-of-Way

\$  FFY Requested

Funding Requested for Construction

\$  FFY Requested

Estimated Total Funding Requested (No more than 80% of Total Project Cost)

\$

Estimated Total Project Cost (Includes the federal 80% requested above and the 20% local match)

\$

**Project costs should be inflated to the year that funding is requested at an inflation rate of 5% per year.**

#### Available Funding:

- FFY19 - \$0 available for roads; \$0 available for trails; \$0 available for transit
- FFY20 - \$0 available for roads; \$0 available for trails; \$0 available for transit
- FFY21 - \$0 available for roads; \$267,000 available for trails; \$0 available for transit
- FFY22 - \$2,808,000 available for roads; \$1,685,000 available for trails; \$1,123,000 available for transit
- **Total available for roads: \$2,808,000; Total for trails: \$1,952,000; Total for transit: \$1,123,000**



## Attachment A - Funding Requests (Continued)

### Application Form for Increasing Funds to an Existing Project

Please refer to the “Requirements” section on pages 3 – 4 for guidance.

**Note: please round all funding request to the nearest \$1,000.00**

Project Name

Original Amount of Funding Requested from the MPO

\$  FFY Requested

New Funding Requested for Planning and Engineering (Leave blank if no new funding is requested)

\$  FFY Requested

New Funding Requested Right-of-Way (Leave blank if no new funding is requested)

\$  FFY Requested

New Funding Requested for Construction (Leave blank if no new funding is requested)

\$  FFY Requested

Total Additional Funding Requested

\$  FFY Requested

New Estimated Total Project Cost (Includes the federal 80% requested above and the 20% local match)

\$

**Project costs should be inflated to the year that funding is requested at an inflation rate of 5% per year.**

#### Available Funding:

- FFY19 - \$0 available for roads; \$0 available for trails; \$0 available for transit
- FFY20 - \$0 available for roads; \$0 available for trails; \$0 available for transit
- FFY21 - \$0 available for roads; \$267,000 available for trails; \$0 available for transit
- FFY22 - \$2,808,000 available for roads; \$1,685,000 available for trails; \$1,123,000 available for transit
- **Total available for roads: \$2,808,000; Total for trails: \$1,952,000; Total for transit: \$1,123,000**



## Attachment A - Funding Requests (Continued)

### Application Form for Advancing Design, ROW or Construction of an Existing Project – No Additional Funds Requested

Please refer to the “Requirements” section on pages 3 – 4 for guidance.

**Note: please round all funding request to the nearest \$1,000.00**

Project Name

Original Amount of Funding Requested from the MPO

\$  **FFY Requested**

Funding Requested for Advancement of Planning and Engineering (Will be deducted from currently funded year)

\$  **FFY Requested**

Funding Requested Advancement of Right-of-Way (Will be deducted from currently funded year)

\$  **FFY Requested**

Funding Requested for Advancement of Construction (Will be deducted from currently funded year)

\$  **FFY Requested**

Total Funding Deducted from Currently Funded Year

\$  **Currently Funded Year**

Estimated Total Project Cost (Both federal and local portions. Cannot be different than original estimated total project cost)

\$

**Project costs should be inflated to the year that funding is requested at an inflation rate of 5% per year.**

#### Available Funding:

- FFY19 - \$0 available for roads; \$0 available for trails; \$0 available for transit
- FFY20 - \$0 available for roads; \$0 available for trails; \$0 available for transit
- FFY21 - \$0 available for roads; \$267,000 available for trails; \$0 available for transit
- FFY22 - \$2,808,000 available for roads; \$1,685,000 available for trails; \$1,123,000 available for transit
- **Total available for roads: \$2,808,000; Total for trails: \$1,952,000; Total for transit: \$1,123,000**



## Attachment B

### Connections 2040 Design Factors

#### **Required Information**

In compliance with the Corridor MPO's Long Range Transportation Plan, Connections 2040, design characteristics need to correspond with those listed in Chapter 7 of Connections 2040. Variances from Chapter 7 are allowed with the Transportation Technical Advisory Committee's (TTAC) approval or an official design exception granted from the Iowa Department of Transportation (depending on the nature of the exact design specifications planned for the project).

Please fill in the design factors that will be used for your project below.

What basic set of design factors will be used for this project? (see page 7-11 of Connections 2040 for guidance)

Base Design Factor Used (click for dropdown list): Rural Road

Please list the typical dimensions used in your project (deviations from the typical cross section do not need to be listed here):

- |  |                      |
|--|----------------------|
| Posted Speed:  | <input type="text"/> |
| Parking Width (If provided):   | <input type="text"/> |
| Transit - Is the project on a bus route? If so what accommodations will be provided? | <input type="text"/> |
| Number and Width of Through Travel Lanes:  | <input type="text"/> |
| Median Width (If provided):  | <input type="text"/> |
| Sidewalk - Is this residential or commercial area? How wide will the sidewalks be?   | <input type="text"/> |
| Bicycle - Is the project area designated for bikeways in a local plan?               | <input type="text"/> |
| What, if any, bikeways will be provided?   | <input type="text"/> |
| Roadway Width (Back of Curb to Back of Curb):  | <input type="text"/> |
| Public Frontage Width:   | <input type="text"/> |
| Curb Offset (All Curbs):   | <input type="text"/> |
| Sidewalk Distance from Right of Way Line:  | <input type="text"/> |
| Is this a Truck Route?   | <input type="text"/> |
| Will an Integral Curb and Gutter be used?  | <input type="text"/> |
| Will Durable Pavement Markings be used?  | <input type="text"/> |
| <b>Are any design exceptions required from Iowa DOT?</b>                             | <input type="text"/> |
| <b>Are any design variances required from TTAC?</b>                                  | <input type="text"/> |



**Attachment C**  
**Connections 2040 Fiscally Constrained**  
**Roads, Trails, and Transit Plans**

Please refer to chapter 10 of Connections 2040 for greater details.  
Click below or point your browser to:

[http://www.corridormpo.com/images/files/Connections\\_2040\\_2015/Final%20Document/Final\\_CH10\\_7-30-15.pdf](http://www.corridormpo.com/images/files/Connections_2040_2015/Final%20Document/Final_CH10_7-30-15.pdf)



## Attachment E – Authorization Information Accuracy

**From:** [Nordholm, Gail \[DOT\]](#)  
**To:** [Nordholm, Gail \[DOT\]](#)  
**Subject:** Authorization Information Accuracy  
**Date:** Friday, June 15, 2012 12:05:27 PM

---

TO: County Engineers, City Representatives, and Consultants

CC: District Local Systems Engineers, Service Bureau,  
and Office of Local Systems

FROM: Office of Local Systems

SUBJECT: Authorization Information Accuracy

DATE: June 15, 2012

In the past the Iowa Division Office of the Federal Highway Administration (FHWA) has assisted the Iowa DOT by double-checking authorization requests for Federal funds to ensure that all the information was correct. FHWA staff recently informed us of some staff reductions in their office which will eliminate the extra checking they have been doing of Federal-aid project authorization requests.

Effective with the July 17, 2012 letting the FHWA will authorize projects based solely on the information the Iowa DOT provides with its request for authorization. They will then do post-award reviews to determine if the Iowa DOT has an effective process to ensure the project information entered for the authorization request is correct. If incorrect information was furnished for an authorization request, this may result in the withdrawal of some or all of the project's Federal funds.

Examples of errors that may result in the withdrawal of Federal funds include, but may not be limited to, the following:

1. **Not having NEPA clearance.** Federal regulations require the National Environmental Policy Act (NEPA) process to be complete before proceeding with final design, right-of-way acquisition, or construction.
2. **Work that extends beyond the project limits reviewed for NEPA.** The



physical limits of work may not extend beyond the area reviewed for the project as part of the NEPA process.

For a single project, this applies to all of the work included in the project, including any work associated with a non-participating division.

If multiple projects are being combined into one contract, the non-Federal-aid project(s) are not subject to this requirement, provided the conditions listed in our May 4, 2012 memo, "NEPA Clearance on Combined Projects" are met. Therefore, it is very important that limits of work shown on the plans match the description used for the NEPA process, as shown on the Concept Statement or other environmental documents, if applicable.

3. **Not being in the STIP.** Federal regulations require that all Federally funded projects be included in the Statewide Transportation Improvement Program (STIP).
4. **Federally funded work extends beyond the approved project limits as shown in the STIP.** The physical limits of all work included on the project plans should match the project description included in the STIP. Non-Federally work is recommended, but not required to be reflected in the STIP description. However, all Federally funded work must be included within the limits of the project description in the STIP.
5. **Federal funds authorized exceed the amount of Federal funds programmed in the STIP by more than 30%.** Most local public agency (LPA) Federal-aid projects have what is often referred to as a "STIP Limit". This means the Iowa DOT's request to obligate Federal funds will not exceed the amount of Federal funds shown in the STIP under any circumstances. So for projects that have a STIP limit, this error is not very likely.

However, county Highway Bridge Program (HBP) projects are more at risk for this type of error. Since counties receive an annual allocation of HBP funds and select their own projects for HBP funding, these projects are not held to the STIP limit. Therefore, when preparing check or final plans, counties should compare the amount of HBP funds programmed for their project with the detailed estimate that is prepared for letting. If 80% of the eligible project costs exceeds the amount of HBP funds programmed by more than 30%, the STIP should be amended to adjust the cost estimate and the amount of HBP funds programmed accordingly. If other project



activities have been previously authorized or will be requested for Federal authorization (e.g. design engineering, construction engineering, right-of-way, etc.) these activities should also be included in this calculation.

6. **Incorrect funding code used.** Ordinarily, the project number assigned by the Iowa DOT indicates the type of Federal funding that will be used. Based on the project number, Iowa DOT staff will obligate funds using the applicable Federal appropriation code. However, if more than one type of Federal funding is to be used on a project, the LPA shall specify all types of funding that are to be used. In addition, if more than one type of Federal funding can be used for the same category of bid items, the LPA shall specify the order in which the funds should be used. The types of Federal funding should be communicated to the Iowa DOT as early as possible, but in no case later than the final plan stage.

The Iowa DOT Administering Office reviews project information before submitting an authorization request, but in general it relies heavily upon the information provided by the local agency. Therefore, it is especially important for LPAs to review the information submitted to the Iowa DOT for accuracy prior to requesting FHWA authorization or submitting Federal-aid projects for letting.

If you have any questions, **please do not reply to this note**; instead, you may contact Donna Buchwald at 515-239-1051 or [Donna.Buchwald@dot.iowa.gov](mailto:Donna.Buchwald@dot.iowa.gov).

Sincerely,

M.J. "Charlie" Purcell  
Director, Office of Local Systems  
Iowa Department of Transportation  
515-239-1532 [charlie.purcell@dot.iowa.gov](mailto:charlie.purcell@dot.iowa.gov)

\*\*\*\*\*

Mailings are available at the Office of Local Systems Weekly Mailings web page at:  
[http://www.iowadot.gov/local\\_systems/mailing/main\\_mailing.htm](http://www.iowadot.gov/local_systems/mailing/main_mailing.htm)



## Attachment F – Estimated Project Cost

Project Name:

| Item #       | Item Description | Quantity | Unit | Unit \$ | Total \$      |
|--------------|------------------|----------|------|---------|---------------|
| 1            |                  |          |      |         |               |
| 2            |                  |          |      |         |               |
| 3            |                  |          |      |         |               |
| 4            |                  |          |      |         |               |
| 5            |                  |          |      |         |               |
| 6            |                  |          |      |         |               |
| 7            |                  |          |      |         |               |
| 8            |                  |          |      |         |               |
| 9            |                  |          |      |         |               |
| 10           |                  |          |      |         |               |
| 11           |                  |          |      |         |               |
| 12           |                  |          |      |         |               |
| 13           |                  |          |      |         |               |
| 14           |                  |          |      |         |               |
| 15           |                  |          |      |         |               |
| 16           |                  |          |      |         |               |
| 17           |                  |          |      |         |               |
| 18           |                  |          |      |         |               |
| 19           |                  |          |      |         |               |
| 20           |                  |          |      |         |               |
| 21           |                  |          |      |         |               |
| 22           |                  |          |      |         |               |
| 23           |                  |          |      |         |               |
| 24           |                  |          |      |         |               |
| 25           |                  |          |      |         |               |
| 26           |                  |          |      |         |               |
| <b>Total</b> |                  |          |      |         | <b>\$0.00</b> |



*Smarter Transportation, Better Community*

---

## **Attachment G – Funding Policy**

Amendments to the Vision Plan & Fiscally Constrained Plan

Please refer to chapter 11 pages 11-10 and 11-11 of Connections 2040 for greater details. Click below or point your browser to:

[http://www.corridormpo.com/images/files/Connections\\_2040\\_2015/Final%20Document/Final\\_Ch11\\_7-30-15.pdf](http://www.corridormpo.com/images/files/Connections_2040_2015/Final%20Document/Final_Ch11_7-30-15.pdf)



## Attachment H – DOT Approved Resolution of Support - Trails

City (or County) of \_\_\_\_\_  
Linn County, Iowa

Resolution No. \_\_\_\_\_

Authorizing application to Corridor Metropolitan Planning Organization for regional transportation funds and committing to provide local matching funds contingent upon award and acceptance of transportation grant funds.  
*(The above can be specific to whatever is currently used in your community)*

WHEREAS, the City (or County) of \_\_\_\_\_, *(your city/county)* Iowa is applying to the Corridor Metropolitan Planning Organization for \$ \_\_\_\_\_ *(amount of money)* of federal Surface Transportation Block Grant (STBG) or Transportation Alternatives Set-Aside (TA) funding to \_\_\_\_\_ *(what you are doing, i.e. construct the Hoover Nature Trail)* from \_\_\_\_\_ to \_\_\_\_\_ *(list both termini of project)*.

WHEREAS, the City (or County) has the legal jurisdiction and authority to construct, finance, operate and maintain the proposed recreational trail within \_\_\_\_\_ *(your community's name, i.e. Ely) city (or county)* limits for a minimum of twenty years.

NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY (or County) OF \_\_\_\_\_, IOWA, as follows:

1. That the City (or County) of \_\_\_\_\_, Iowa agrees to conform with the regulations, statutes, terms, and conditions described in the application and instructions.
2. Comply with conditions of accepting transportation funding from the Corridor Metropolitan Planning Organization.
3. That the City (or County) commits to provide the matching funds of \$ \_\_\_\_\_ *(your local match at least 20% of total project cost)* proposed in the funding application contingent upon award, and acceptance, of federal STBG or TA funding for the above mentioned project. The City (or County) of \_\_\_\_\_ is under no obligation to perform said project if \_\_\_\_\_'s *(city/county name)* application for funding is not approved.
4. That if federal STBG or TA funds are approved for the above mentioned project, the required local matching funds will be included in the future Capital Improvements Program, and the City (or County) will adequately maintain the project for its intended public use for a minimum of twenty years following completion.

Aye: *(Council members in support)*

Nay: *(Council members against)*

Abstain:

Absent:

Passed and Approved this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_

\_\_\_\_\_  
*(Name and position here)*

Attest:

\_\_\_\_\_  
*(Name and position here)*



## Attachment I – Resolution of Support for Non-trail Projects

City (or County) of \_\_\_\_\_  
Linn County, Iowa

Resolution No. \_\_\_\_\_

Authorizing application to Corridor Metropolitan Planning Organization for regional transportation funds and committing to provide local matching funds contingent upon award and acceptance of transportation grant funds.  
*(The above can be specific to whatever is currently used in your community)*

WHEREAS, the City (or County) of \_\_\_\_\_, *(your city/county)* Iowa is applying to the Corridor Metropolitan Planning Organization for \$\_\_\_\_\_ *(amount of money)* of federal Surface Transportation Block Grant (STBG) to \_\_\_\_\_ *(what you are doing, i.e. construct Hwy 100)* from \_\_\_\_\_ to \_\_\_\_\_ *(list both termini of project)*.

WHEREAS, the City (or County) has the legal jurisdiction and authority to construct, finance, operate, and maintain the proposed facility within \_\_\_\_\_ *(your community's name, i.e. Ely)*.

NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY (or County) OF \_\_\_\_\_, IOWA, as follows:

1. That the City (or County) of \_\_\_\_\_, Iowa agrees to conform with the regulations, statutes, terms, and conditions described in the application and instructions.
2. Comply with conditions of accepting transportation funding from the Corridor Metropolitan Planning Organization.
3. That the City (or County) commits to provide the matching funds of \$\_\_\_\_\_ *(your local match at least 20% of total project cost)* proposed in the funding application contingent upon award, and acceptance, of federal STBG funding for the above mentioned project. The City (or County) of \_\_\_\_\_ is under no obligation to perform said project if \_\_\_\_\_'s *(city/county name)* application for funding is not approved.
4. That if federal STBG or TA funds are approved for the above mentioned project, the required local matching funds will be included in the future Capital Improvements Program, and the City (or County) will adequately maintain the project for its intended public use for a minimum of twenty years following completion.

Aye: *(Council members in support)*

Nay: *(Council members against)*

Abstain:

Absent:

Passed and Approved this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_

\_\_\_\_\_  
*(Name and position here)*

Attest:

\_\_\_\_\_  
*(Name and position here)*

# CORRIDOR MPO

*Smarter Transportation, Better Community*



## **Notice of Award for Receipt of Surface Transportation Block Grant (STBG) and/or Transportation Alternatives Program (TAP) Funding to the City of XXXXX.**

### MEMBERS:

Cedar Rapids  
Ely  
Fairfax  
Hiawatha  
Linn County  
Marion  
Palo

January 21<sup>st</sup>, 2016 – Adopted

CREATING SUSTAINABLE COMMUNITIES  
THROUGH REGIONAL PLANNING & CIVIC ENGAGEMENT





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 1<sup>st</sup> 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 all 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 FFY13 projects will be reported on in the FFY14 – FFY17 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 annually or when significant changes occur. Reports will be due by the end of August so the information can be made available to the Policy Board prior to the solicitation of STBG/TAP funding requests in October.



### **Project Progress**

The Corridor MPO believes in the timely use of its federal funds and the implementation of public improvement projects. This sends a strong message that the Policy Board is a wise steward of the public's money. Projects must show progress towards implementation within three years of the year the project is programmed. If a project is receiving funds over multiple years, then the last year it receives funds will be the starting point for showing progress. For example, a project that is programmed to receive funds in FFY17, has until August 31<sup>st</sup> of 2020 to show progress. A project that receives funding in FFY17, FFY18, and FFY19 would have until August 31<sup>st</sup> of 2022 to show progress. Progress is defined as having a signed agreement with the Iowa DOT. Letters will be sent to funding recipients in the third year to provide a reminder that signed agreements with Iowa DOT must be in place or requests for extensions must be received by August 31<sup>st</sup>. If neither is received by August 31<sup>st</sup>, then the funding recipient is considered in default and the following will occur:

1. The funding recipient will be notified of the default
2. The Policy Board will be notified of the default or request for extension
  - a. Request for extension will identify why the extension is needed and when a signed agreement with the Iowa DOT is expected
3. The Policy Board will consider approving the extension at its October meeting or the funds will be revoked.
  - a. Revoked funds will become available for programming during the next TIP funding cycle beginning in November

### **Changes in Scope**

If the recipient changes the scope of the project after it has been awarded funds, it must notify the Corridor MPO. The Transportation Technical Advisory Committee (TTAC) will review to determine if the changes would have impacted the original scoring of the project. TTAC will then provide a recommendation to the Policy Board on whether the changes warrant revoking the funds. The Policy Board will then either approve the changes or revoke the funding, which then will become available for programming during the next TIP cycle.



## Attachment A – Status Report

**Project Name:** [redacted]

**TPMS Number:** [redacted]

**Project Number (if assigned):** [redacted]

**Project Lead Name, Email, and Phone:** [redacted]

**Year(s) Funding was Awarded (see Notice of Award, if not available staff will determine):** [redacted]

**Projected Total Cost when Originally Funded (include MPO additional funding allotments, if any):** [redacted]

**Currently Estimated Final Total Cost (or cost as submitted to Iowa DOT):** [redacted]

**If the Estimated Final Total Cost is significantly different (more or less than 10% of the original cost) Please explain why:** [redacted]

**Estimated Design Phase Start Date (Year):** [redacted]

**Estimated ROW Acquisition Phase Start Date (Year):** [redacted]

**Estimated Environmental Phase Start Date (Year):** [redacted]

**Estimated Project Letting Date – See TPMS if Possible (MM/DD/YYYY Format):** [redacted]

**Estimated Project Start Date (groundbreaking) (Month and Year):** [redacted]

**Estimated Project Completion Date (Month and Year):** [redacted]

**Progress of Project:**

On track

Off track

Reason: [redacted]

Solution: [redacted]

**Foreseeable Delays:**

None

Yes

Reason: [redacted]

Solution: [redacted]

**Please Describe Public Engagement Activities Completed or Upcoming (include approximate dates):**

[redacted]

*Note: Many of the above dates may not change year to year. Please reference the original funding application, Notice of Award, or previous year's status reports. MPO Staff will provide these documents upon request. It is strongly recommended that these documents be retained for your own records.*



## **Item 3: Public Participation Plan**

### **Background**

Metropolitan planning organizations (MPOs) are required to engage in a metropolitan planning process that creates opportunities for public involvement, participation, and consultation throughout the development of the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP).

Under this requirement, MPOs must allow for:

- adequate public notice of public participation activities;
- review and comment at key decision points in the development of the MTP and TIP; and
- multiple, accessible participation formats, including electronic and in-person

The Public Participation Plan (PPP) is the plan MPOs are required to create to show how they will engage the public during a metropolitan planning process and that outlines opportunities for public involvement, participation, and consultation. In addition to the development of the LRTP and TIP, PPPs must frame the strategies for public and stakeholder communication and collaboration in all phases of the planning process.

The Participation Plan itself must be prepared by the MPO with a 45-day public review and comment period. The PPP may only be approved after the 45-day public comment period.

The Iowa DOT recommends updating PPPs prior to the development of the LRTP.

### **Public Participation Plan Timeline and Adoption**

The Corridor MPO has been working on updating the current PPP, the 2009 Outreach and Communication Plan. Additionally, Cedar Rapids Transit underwent their Federal Transit Authority (FTA) Triennial Review with the FTA in April 2018. The FTA noted that a corrective action for the MPO is to submit the approved PPP to the FTA regional office 90 days from the Triennial Review Final Report. The final report should be issued in the beginning of June, giving us until the end of August to complete the PPP and submit it to the FTA. Additionally, the PPP should be updated prior to undergoing the LRTP process.

The following timeline has been created by MPO staff in order to meet the corrective actions outlined by the FTA and the required 45-day public comment period:

- Friday, May 18<sup>th</sup>: MPO staff start review
  - This will allow MPO staff to have two weeks for review and changes, prior to Executive Committee reviewing the plan in June
  - This is an internal deadline set by MPO staff
- Thurs., May 17<sup>th</sup> Policy Board meeting
  - Policy Board shall direct Executive Committee to open 45-day public comment period on June 13<sup>th</sup>
- Wed., June 13<sup>th</sup> Executive Committee
  - Committee review document and provide comments
  - Open required 45-day public comment period with expiration date (July 28<sup>th</sup>, 2018)
- Thurs., July 19<sup>th</sup> Policy Board meeting
  - Review document and provide comments



*Smarter Transportation, Better Community*

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

- Direct Executive Committee to take action on PPP at August 8<sup>th</sup> meeting
- Wed., August 8<sup>th</sup> Executive Committee meeting
  - Make a motion and consider approval of the Public Participation Plan

**Budget Impact:**      L RTP       TIP       TPWP       None

**Committee Action:**      TTAC       Executive       None

At their June 13<sup>th</sup> meeting, the proposed policies in the PPP were shared with the Executive Committee. They opened the required 45-day public comment period at that same meeting.

**Time Sensitivity:**      Yes – need to ensure PPP is adopted and sent to FTA 90 days from Cedar Rapids Transit receiving their Triennial Review Final Report.

**Recommended Action:**      ➤ Direct Executive Committee to vote to adopt the update to the PPP at their August 8<sup>th</sup> meeting

**CORRIDOR MPO**

*Smarter Transportation, Better Community*



# Public Participation Plan 2018 Update

Adopted August XX, 2018

Creating Sustainable Communities  
Through Regional Planning & Civic Engagement



Page intentionally left blank.



**CORRIDOR MPO**

*Smarter Transportation, Better Community*

---

Resolution



---

## CONTENTS

|  |    |
|--|----|
| Acronym List.....  | 5  |
| List of Tables and Figures.....                              | 6  |
| About the Corridor MPO.....                                  | 7  |
| Organization Background.....                                 | 7  |
| Organizational Structure.....                                | 9  |
| Regulations Relevant to MPO Public Participation Process.... | 10 |
| Participation Plan Requirements and Policies.....            | 14 |
| Public Participation Plan Requirements.....                  | 14 |
| Desired Outcomes for the Public Participation Plan.....      | 15 |
| MPO Board and Committee Meetings.....                        | 15 |
| Corridor MPO Open Houses and Events.....                     | 16 |
| General Public Comments.....                                 | 17 |
| Public Comment Periods.....                                  | 17 |
| Amendments to Corridor MPO Plans.....                        | 18 |
| Access and Outreach.....                                     | 21 |
| Agency Consultation and Partnership.....                     | 22 |
| Public Notification Methods.....                             | 22 |
| Visualization Techniques.....                                | 23 |
| MPO Plan Preparation and Submittal Guidelines.....           | 24 |
| Appendix 1: 23 CFR 450.316.....                              | 27 |
| Appendix 2: 2017 MPO Engagement Survey Results.....          | 29 |



## ACRONYM LIST

|                 |   |
|-----------------|---|
| <b>ADA</b>      | American with Disabilities Act                    |
| <b>ATTN</b>     | Attention   |
| <b>CFR</b>      | Code of Federal Regulations                       |
| <b>DOT</b>      | Department of Transportation                      |
| <b>EPA</b>      | Environmental Protection Agency                   |
| <b>FAST Act</b> | Fixing America's Surface Transportation Act       |
| <b>FCP</b>      | Fiscally Constrained Plan                         |
| <b>FFY</b>      | Federal Fiscal Year                               |
| <b>FHWA</b>     | Federal Highway Administration                    |
| <b>FR</b>       | Federal Register                                  |
| <b>FTA</b>      | Federal Transit Administration                    |
| <b>ICAAP</b>    | Iowa Clean Air Attainment Program                 |
| <b>LCRPC</b>    | Linn County Regional Planning Commission          |
| <b>LEP</b>      | Limited English Proficiency                       |
| <b>L RTP</b>    | Long-Range Transportation Plan                    |
| <b>MAP-21</b>   | Moving Ahead for Progress in the 21st Century Act |
| <b>MPA</b>      | Metropolitan Planning Area                        |
| <b>MPO</b>      | Metropolitan Planning Organization                |
| <b>NTS</b>      | Neighborhood Transportation Service               |
| <b>POP</b>      | Program of Projects                               |
| <b>PPP</b>      | Public Participation Plan                         |
| <b>PTP</b>      | Passenger Transportation Plan                     |
| <b>STBG</b>     | Surface Transportation Block Grant                |
| <b>TAP</b>      | Transportation Alternatives Program               |
| <b>TIP</b>      | Transportation Improvement Program                |
| <b>TTAC</b>     | Transportation Technical Advisory Committee       |
| <b>USC</b>      | United States Code                                |
| <b>VP</b>       | Vision Plan                                       |



---

## LIST OF TABLES AND FIGURES

### FIGURES

|  |    |
|--|----|
| Figure 1: MPO Planning Boundary Map.....         | 8  |
| Figure 2: MPO Staff Flow-chart.....              | 10 |
| Figure 3: 2018 TIP Open House.....               | 14 |
| Figure 4: Methods to Provide Public Comment..... | 17 |
| Figure 5: 2016 Transit Study Open House.....     | 22 |
| Figure 6: www.corridormpo.com.....               | 22 |
| Figure 7: Corridor MPO Facebook Page.....        | 23 |
| Figure 8: Word Cloud Visualization.....          | 24 |

### TABLES

|   |    |
|---|----|
| Table 1: 2018 Policy Board Representatives.....         | 9  |
| Table 2: 2018 Executive Committee Representatives.....  | 10 |
| Table 3: Public Meeting Requirements.....               | 16 |
| Table 4: Public Comment Periods.....                    | 18 |
| Table 5: Plan Amendments.....                           | 19 |
| Table 6: LRTP Specific Amendments.....                  | 20 |
| Table 7: Plan Preparation and Submittal Guidelines..... | 25 |



## **ABOUT THE CORRIDOR MPO**

### **Organization Background**

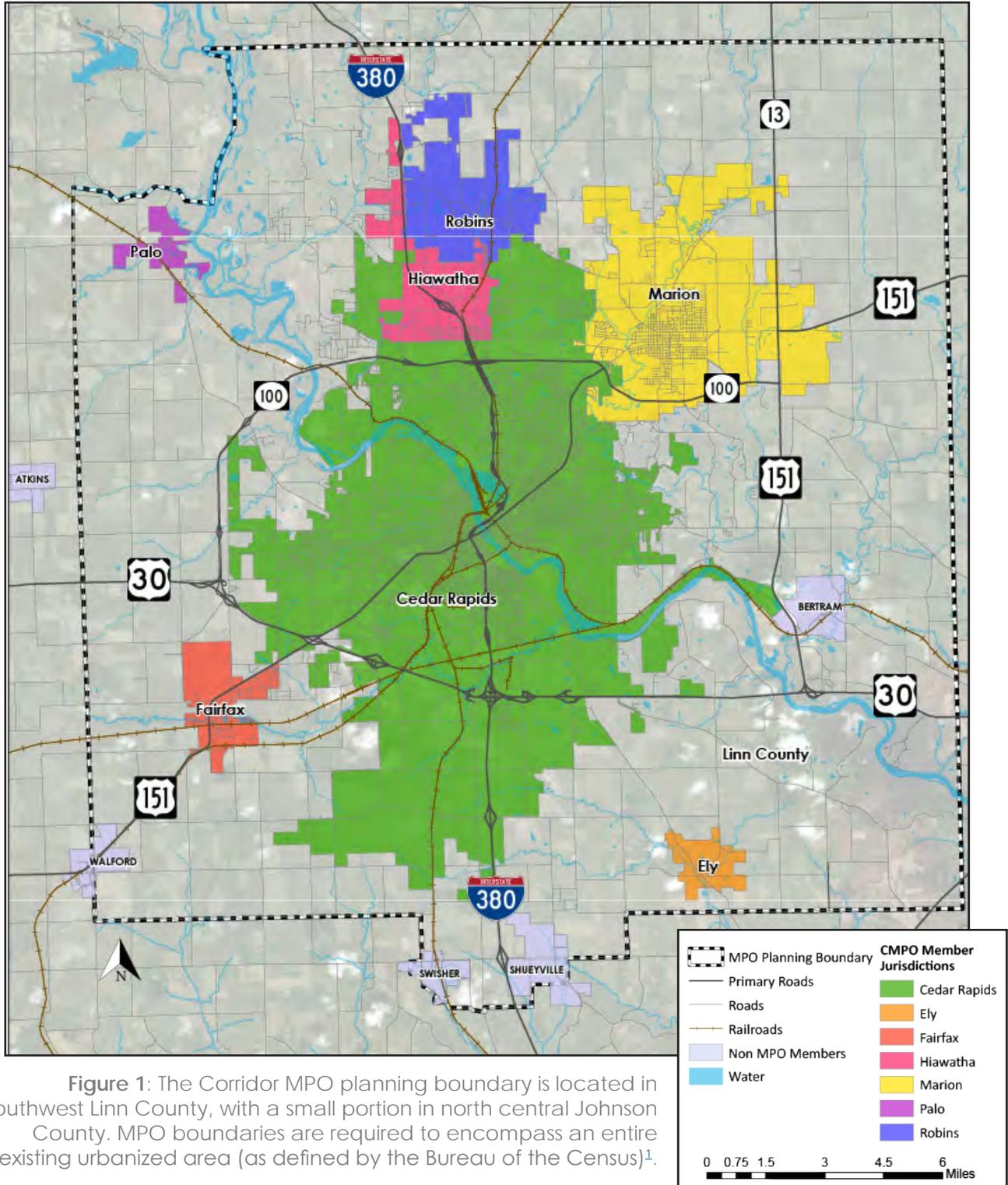
Metropolitan Planning Organizations (MPOs) are entities designated by federal law when population in the metropolitan area exceeds 50,000. MPOs are primarily responsible for developing metropolitan area transportation plans, coordinating a regional transportation planning process, and distributing federal transportation funds. Since the 1962 Federal-aid Highway Act, federal authorizing legislation for expenditure of surface transportation funds has required that metropolitan area transportation plans and programs be developed through a Continuing, Cooperative, and Comprehensive (3-C) Planning Process.

The Corridor MPO is the MPO for the Cedar Rapids Metropolitan Area. Its members include Cedar Rapids, Ely, Fairfax, Hiawatha, Linn County, Marion, Palo, and Robins. The MPO boundary is shown in Figure 1. The Corridor MPO Policy Board provides leadership and direction for the MPO and is shown in the Table 1 on page 9. Representation in the Corridor MPO is based on population for the participating cities and county, and includes at least one elected official from each governing body. Each member jurisdiction contributes a share of the Corridor MPO's budget through local dues.

The foundation of the Corridor MPO is comprised of more than 40 years of planning, cooperation, and coordination. Prior to the formation of the Corridor MPO, Linn County and Cedar Rapids were jointly involved in comprehensive planning, using the city and county planning directors to coordinate planning activities. In 1962, Cedar Rapids, Linn County, and Marion officials met informally to discuss joint issues, calling their group "Metro". In late 1964, following enabling legislation passed by the 60th Session of the Iowa General Assembly, the Linn County Regional Planning Commission (LCRPC) was formed, which was comprised of representatives from Linn County, Cedar Rapids, Marion, Hiawatha, and Robins.

In 2002, the LCRPC expanded its planning area to reflect the growth experienced in the metropolitan area. Invitations to join the LCRPC were extended to several jurisdictions within the new planning boundary. The cities of Fairfax, Ely, and Shueyville elected to become full voting members of the LCRPC. The Linn County Regional Planning Commission changed its name to the Corridor Metropolitan Planning Organization in 2007. In 2010, the City of Shueyville withdrew from the Corridor MPO. The Corridor MPO adopted new Bylaws in 2015 to improve its 3-C Planning Process by decreasing the size of the Policy Board and granting more responsibility and power to its Executive Committee, which is comprised of one member from each jurisdiction. The Policy Board extended an invitation to the City of Palo to join the Corridor MPO in June 2015, which Palo accepted and was formally added to the MPO in October of that year.

Since its inception, the major activity of the Corridor MPO has been the preparation of regional plans to help guide orderly growth and development within the area. Such plans address issues that include





land use, open space and outdoor recreation, transportation, air quality, water and sewer systems, solid waste management, housing, and community development. The Corridor MPO has also conducted joint zoning ordinance studies to encourage modern, uniform public regulations of private land development within the county. In recent years, preparation of the Transportation Improvement Program (TIP), the annual prioritization and programming of Surface Transportation Block Grants (STBG) and Surface Transportation Block Grants- Set Aside, formerly known as Transportation Alternatives Program (TAP), funded projects in the metropolitan area, have been used by the Corridor MPO to promote Complete Streets and multi-modal transportation.

## Organizational Structure

### *Corridor MPO Boards & Committees*

The Corridor MPO is governed by the Policy Board, which is made up of 18 representatives and is the primary decision-making board for the MPO. The majority of Policy Board representation is made up of elected officials. The remaining representatives are staff members from member jurisdictions. The Policy Board meets five times a year, on the third Thursday of March, May, July, September, and October; however, additional Policy Board meetings may be scheduled.

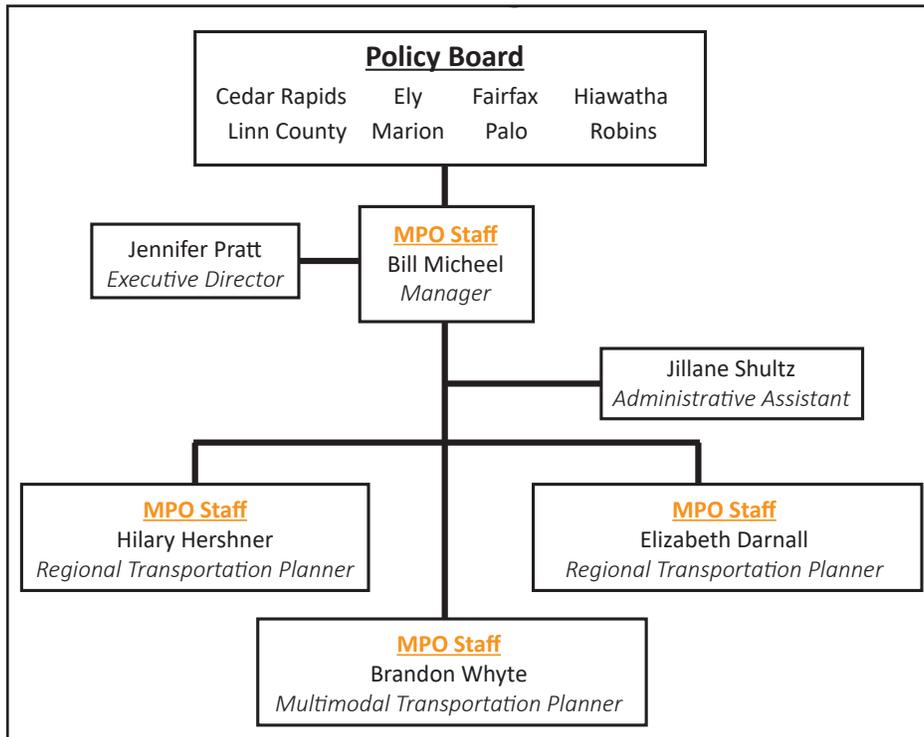
The Executive Committee is a subset of the Policy Board, consisting of eight Policy Board members who represent each member jurisdiction in the MPO on the Executive Committee. Representatives for 2018 are shown in Table 2. The Executive Committee includes the Chair and Vice-Chair of the Policy Board. The Executive Committee was formed to reduce the number of Policy Board meetings and to act as a recommending body to the Policy Board. The Executive Committee meets the second Wednesday of every month.

The Corridor MPO’s Transportation Technical Advisory Committee (TTAC) reviews all transportation projects, plans, and programs that are within the MPO’s boundary, and make recommendations to the Policy Board based on their technical expertise. TTAC is comprised of engineers, planners, and other transportation officials who work for a member jurisdiction in the Corridor MPO. The committee also includes representatives from the Iowa Department of Transportation (DOT), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA). TTAC meets on the first Thursday of every month.

| Corridor MPO Policy Board |              |
|---------------------------|--------------|
| Member                    | Jurisdiction |
| Nick AbouAssaly           | Marion       |
| John Bender               | Marion       |
| Bill Bennett              | Hiawatha     |
| Bernie Frieden            | Fairfax      |
| Sandi Fowler              | Cedar Rapids |
| Rene Gadelha              | Marion       |
| Brad Hart                 | Cedar Rapids |
| Roy Heseman               | Cedar Rapids |
| Chuck Hinz                | Robins       |
| Eldy Miller               | Ely          |
| Brent Oleson              | Linn County  |
| Scott Olson               | Cedar Rapids |
| Scott Overland            | Cedar Rapids |
| Jeff Pomeranz             | Cedar Rapids |
| Ken DeKeyser              | Cedar Rapids |
| Ryan Scheckel             | Palo         |
| Susie Weinacht            | Cedar Rapids |
| Jen Winter                | Cedar Rapids |

Table 1: The Policy Board members for calendar year 2018.

### Corridor MPO Staff



| Corridor MPO Executive Committee |              |
|----------------------------------|--------------|
| Member                           | Jurisdiction |
| John Bender                      | Marion       |
| Bill Bennett                     | Hiawatha     |
| Bernie Frieden                   | Fairfax      |
| Brad Hart                        | Cedar Rapids |
| Denise Hoy                       | Ely          |
| Chuck Hinz                       | Robins       |
| Brent Oleson                     | Linn County  |
| Ryan Scheckel                    | Palo         |

Table 2: The Executive Committee members for calendar year 2018.

Figure 2: Corridor MPO has three full-time employees as of July 2018. The Administrative Assistant and MPO Manager work for both the Corridor MPO and the City of Cedar Rapids. The City of Cedar Rapids is the Corridor MPO’s host agency.

## REGULATIONS RELEVANT TO MPO PUBLIC PARTICIPATION PROCESS

The Corridor MPO operates under a variety of federal, state, and local requirements. Provided in the text below is an overview of the laws, regulations, and policies that the Corridor MPO must follow.

### Federal Requirements

#### Fixing America’s Surface Transportation Act ([FAST Act](#))

Signed into law by President Barack Obama on December 4, 2015, the FAST Act was the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act continues to focus on safety and streamline project delivery, keeps intact the established structure of various highway-related programs, and, for the first time, authorizes a dedicated source of federal dollars for freight projects. The FAST



Act continues to build on the changes made by previous transportation bills and aims to improve mobility on America's highways, create jobs, support economic growth, accelerate project delivery, while promoting innovation. The FAST Act is the current federal reauthorization bill which continues most of MAP-21's requirements.

*Interested parties, participation, and consultation ([23 C.F.R. § 450.316](#))*

23 CFR 450 is the code that implements the FAST Act. MPOs are required to develop and use a documented participation plan which defines a process for providing interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process. The Public Participation Plan (PPP) is developed by the MPO in consultation with all interested parties. The PPP will describe explicit procedures, strategies, and desired outcomes for conducting public outreach, scheduling public meetings, and incorporating public input into the transportation planning process.

*Moving Ahead for Progress in the 21st Century ([MAP-21](#))*

Signed into law by President Barack Obama on July 6, 2012, MAP-21 required a description of the performance measures and targets to be used to assess the performance of the transportation system. MAP-21 was the first long-term highway authorization enacted since 2005. MAP-21 is different from previous transportation bills because of the addition of performance measures which created a streamlined and performance-based surface transportation program.

*Title VI of the Civil Rights Act of 1964 ([Title VI](#))*

Title VI is a Federal statute which provides that, "no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." Title VI imposes statutory and regular requirements which are much broader in scope than environmental justice (discussed in Executive Order 12898 on page 12).

The Corridor MPO fully complies with Title VI by posting a disclaimer for the public (in the office), outlines the complaint procedure, and supplies a complaint form, all online. The Title VI disclaimer is visible on every web page. Additionally, the Corridor MPO describes their compliance with Title VI by filling out the FHWA and FTA's Title VI program forms and plans.

*Americans with Disabilities Act of 1990 ([ADA](#))*

This legislation was modeled after the Civil Rights Act of 1964 and it is the first comprehensive civil rights law that addresses the needs of people with disabilities. The ADA prohibits

discrimination of persons with disabilities in employment, public services, public accommodations, and telecommunication, and it guarantees that people with disabilities have the same opportunities to the mainstream American life. The ADA ensures the same “equal opportunity” to persons with disabilities as people without a disability. In order to be protected by the ADA, a person must have a disability, which is defined by the ADA as, “a physical or mental impairment that substantially limits one or more major life activities, a person who has a history or record of such impairment, or a person who is perceived by others as having such an impairment.”

The Corridor MPO considers the location of public meetings and hosts them at convenient and accessible locations and times. An accessible location is a public space that has been designed in such a way to that allows all persons, with or without a disability, to reach and enter the space. When selecting the location for public meetings, accessibility for persons with disabilities is considered to ensure everyone can enter the building and access the room or area where the event is being held.

Additionally, the Corridor MPO also considers transit accessibility when selecting meeting locations. Majority of the locations where MPO meetings are held are transit accessible; however, when meetings are held in some of the smaller, outlying jurisdictions, these are inaccessible by the fixed-route transit system.

The Corridor MPO has a written statement on the bottom of all agendas that states the MPO will make reasonable accommodations for a person with a disability for any meeting. The Corridor MPO has identified a Title VI Coordinator who is the contact for these requests, and their information is in that disclaimer.

The Corridor MPO’s host agency, the City of Cedar Rapids, requires all City employees to participate in annual ADA trainings.

**[Executive Order 13166 \(Improving Access to Services with Persons with Limited English Proficiency\)](#)**

Executive Order 13166 requires Federal agencies to examine the services they provide, identify any need for services to those with Limited English Proficiency (LEP), and develop and implement a system to provide those services so LEP persons can have meaningful access to them.

As a recipient of Federal funds, the Corridor MPO must abide by this order, and does so through the Iowa DOT’s contract with thebigword. The Iowa DOT has contracted with thebigword for telephone interpreter services to help fulfill LEP obligations under Title VI. The Iowa DOT’s contract is available to sub-recipients, such as the Corridor MPO, to assist in providing meaningful



access to LEP persons. The service provides telephone interpreting service for over 250 languages and is available at all times, every day. This service provides immediate benefit for verbal communication with LEP persons.

***Executive Order 12898 ([Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations](#))***

The purpose of Executive Order 12898 is to focus federal attention on the environmental and human health effects of federal actions on minority and low-income populations. Thus ensuring that these populations do not bear a disproportionate share of the negative environmental consequences from government programs and policies. Federal agencies, and their sub-recipients, must identify and address the disproportionately high and adverse human health or environmental effects of their actions, and must develop a strategy for implementing environmental justice.

The Corridor MPO's plans and policies are reviewed to ensure that an environmental justice population is not adversely affected by those MPO's policies, programs, or activities.

***Executive Order 12372 ([Intergovernmental Review of Federal Programs](#))***

Executive Order 12372 was created to facilitate intergovernmental partnership and strengthen federalism relying on State and local processes for the coordination and review of proposed Federal financial assistance and direct Federal development. Each state is allowed to designate an entity to perform this function. The state of Iowa has their federal money managed by the Iowa Department of Management; their website, [iowagrants.gov](http://iowagrants.gov), provides more information about funding opportunities and the state's grant management system.

***State Requirements***

***Iowa Open Meetings Law ([Iowa Code, Chapter 21](#))***

Iowa's Open Meetings Law seeks to assure that the basis and rationale of governmental decisions, as well as those decisions themselves, are easily accessible to citizens. A governmental body may hold a closed meeting only by affirmative public vote of either two-thirds of its membership or of all the members present at the meeting. However, closed meetings can be held for specific items.

This law applies to the Corridor MPO Policy Board, Executive Committee, TTAC, and other groups that maybe created by the Policy Board. The Corridor MPO keeps minutes as public record to show the date, time, members present, and actions taken during a given meeting. Additional records may also be kept by staff and are considered to be public record. The MPO provides

reasonable notice of meetings to the public through media releases, online messaging, and by posting tentative agendas to a board on the main floor of Cedar Rapids City Hall, the location of the Corridor MPO offices.

*Iowa Public Records Law ([Iowa Code, Chapter 22](#))*

Iowa Public Records Law ensures that every person has the right to examine or copy a public record and publish or disseminate a public record or the information contained in that public record. The Corridor MPO abides by the Public Records Law and public documents are available for review at the Corridor MPO office and online at CorridorMPO.com.

**Local Requirements**

*Corridor MPO Bylaws ([Corridor MPO Policy Board](#))*

The Corridor MPO staff is under the general policy direction of the Policy Board and has the authority to perform the highest level of managerial and administrative functions related to the Corridor MPO. Included in the list of things that MPO staff is allowed to do is implementing the mission of the Corridor MPO; providing technical assistance and planning services to member jurisdictions; providing leadership in planning and promoting an integrated, multi-modal system; evaluating plans and strategies to promote the goals and objectives of the Corridor MPO. More information about MPO staff’s role in the organization may be found on page 10.

**PARTICIPATION PLAN REQUIREMENTS AND POLICIES**

**Public Participation Plan Requirements**

MPOs are required to create a public participation plan (PPP) which defines a process for providing interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process. Interested parties include citizens, affected public agencies, representatives of public transportation employees, providers of freight transportation services, private providers of transportation, users of public transportation, users of pedestrian walkways and bicycle facilities, individuals with disabilities, and other interested parties. While there is no specific period in which a public participation plan is require to be updated, the Iowa DOT recommends updating the plan prior to starting or updating the long-range transportation plan (LRTP).

**Figure 3:** The MPO partnered with the City of Marion to get citizen input on their 7th Ave Bridge designs at the TIP Open House on May 31st, 2018.





At a minimum, the PPP must consult with those interested parties in development of the plan. Additionally, the public participation plan must, at a minimum, describe explicit procedures, strategies, and desired outcomes for:

- Public notice of public participation activities
- Time for public comment at key decision points
- Providing timely notice and reasonable access to information
- Employing visualization techniques to describe metropolitan transportation plans and projects
- Demonstrating explicit consideration and response to public input
- Seeking out and considering the needs of those underserved by existing transportation systems
- Coordinating with the statewide transportation planning public involvement
- Periodically reviewing the effectiveness of the procedures and strategies outlined in the participation plan to ensure a full and open process.

The specific federal requirements for a public participation plan found in the Code of Federal Regulations are available in Appendix 1.

To better understand how the public would like to be notified of MPO events and plans, a survey in conjunction with our Federal Fiscal Year (FFY) 18-21 Transportation Improvement Program (TIP) public participation process. The survey asked respondents to share how they hear about local community events. Of the 87 respondents, majority (61) said that they hear about local community events through social media. Respondents were also asked what is the most effective way for the Corridor MPO to communicate with them. Of the 87 respondents, 33 said social media and 36 said email were the preferred and most effective ways to communicate. The survey results are available in Appendix 2.

### **Desired Outcomes for the Public Participation Plan**

- Receive public input regarding MPO plans, activities, and decisions
- Share information with a broad cross section of the public
- Ensure notification and participation of traditionally underserved populations
- Increase overall awareness of regional planning activities
- Obtain community support for transportation plans and programs by identifying and mitigating any issues early in the decision making process

### **MPO Board and Committee Meetings**

The Corridor MPO Policy Board has established two committees, Executive Committee and Transportation Technical Advisory Committee (TTAC), to assist with the coordination of the regional transportation planning and programming activities in the greater Cedar Rapids metropolitan area.



The Executive Committee meets monthly on the second Wednesday of the month at 8:30 am and TTAC meets the first Thursday of the month at 2:00 pm. The Policy Board has regularly-scheduled meetings the third Thursday in January, March, May, July, and October at 1:30 pm; additional meetings may be added throughout the year.

TTAC holds their meetings in the basement Training Room at Cedar Rapids City Hall. The Executive Committee and Policy Board hold their meetings at different locations each month, making sure to meet in each member jurisdiction at least once per calendar year. Most often, Executive Committee and Policy Board will generally meet in a conference room at member jurisdictions’ city hall.

Meeting times and locations are posted online and in the first floor of Cedar Rapids City Hall. All meeting locations are conducted in places accessible to persons with disabilities and are open to the public. MPO meetings will be held at convenient and accessible locations and times. A convenient location is located within an MPO member jurisdiction at a public building, like City Hall or school. An accessible location is on that majority of citizens within the MPO Planning Boundary can get to. An accessible time is defined as a time that is most convenient for MPO staff, member jurisdictions, and member jurisdiction city staff.

### Corridor MPO Open Houses and Events

MPOs are required to create opportunities for the public and transportation stakeholders to participate in the planning process. Certain MPO documents are required to hold public meetings throughout that plan’s development. Table 3 outlines the public meeting policies the Corridor MPO has in place for each MPO plan.

| Public Meeting Requirements |                          |   |
|-----------------------------|--------------------------|---|
| MPO Plan                    | Required Public Meetings | MPO Public Meetings   |
| L RTP                       | Yes                      | A minimum of 2 meetings                                       |
| TIP                         | At least 1 meeting       | 2 meetings each TIP cycle: 1 in March/April and 1 in May/June |
| TPWP                        | None                     | None  |
| PPP                         | None                     | None  |
| PTP                         | None                     | 2 meetings  |

Table 3: The Corridor MPO’s public meeting requirements for public participation for each planning document.

The public will be notified of public meetings via:

- Press releases to local media
- Announcements on front page of [corridormpo.com](http://corridormpo.com)
- Emails to interested parties and agencies
- Facebook event pages for the public meeting



## General Public Comment

Public comments will be solicited for all regional plans, TIPs, or amendments to MPO plans. Public comments received will be shared with the beginning of all MPO meetings of the Policy Board, Executive Committee, and TTAC. The public is encouraged to make written comments via personal delivery, U.S. mail, e-mail, or Facebook Messenger; comments will also be accepted by phone call.

Public comments received outside of the solicited public comment periods will be handled the following ways:

- Once a comment is received, it will be reviewed by MPO staff and responded to within seven business days
- Members of the public who attend public meetings or comment on documents can be notified via e-mail about the adopted version of the document, if requested.

All MPO board or committee meetings have an opportunity at the beginning of the meeting for citizens to provide public comment. Additionally, any written public comment periods received from citizens at open houses or events shall be shared with the Executive Committee and Policy Board at their next meeting during the beginning public comment agenda item.

## Public Comment Periods

Public comment is always welcomed on any Corridor MPO plan, document, program, activity, or policy. A specific public comment period may be set while soliciting public comment related to a particular action. For plans without a defined public comment period, the public comments will be accepted throughout the planning process. The public will be notified of each opportunity for comment via the notification methods discussed on pages 23 and 24.

Public comment periods shall be opened by the Policy Board or the Executive Committee. It is not required to “close” a public comment period if an expiration date is established when the commenting period is opened (see the table below).

If any Long Range Transportation Plan or Transportation Improvement Program differs significantly from the version that was made available for public comment by the MPO, and raises new issues that

### Methods to Provide Public Comment

**Mail:**

ATTN: Corridor Metropolitan Planning Organization  
101 First Street SE  
Cedar Rapids, IA 52401

**Phone:**

(319) 286-5041

**Website:**

[www.corridormpo.com](http://www.corridormpo.com)

**Facebook:**

<https://www.facebook.com/CorridorMPO/>

**Figure 4:** The Corridor MPO has required and set public comment periods, however citizens may provide general comment at any time.



interested parties could not reasonably have foreseen, then a new public comment period will be opened. Table 4 above outlines the public comment policies in place by the Corridor MPO.

| Public Comment Periods |   |                                    |                            |   |
|------------------------|---|------------------------------------|----------------------------|---|
| MPO Plan               | Opportunity for Public Comment Period defined in CFR? | CFR Required Public Comment Period | MPO Public Comment Periods | MPO Public Comment Periods for All Amendments |
| LRTP                   | Yes   | None                               | 30 days                    | 30 days                                       |
| TIP                    | Yes   | None                               | 30 days                    | 30 days                                       |
| TPWP                   | No  | None                               | 30 days                    | None  |
| PPP                    | Yes   | 45 days                            | 45 days                    | None  |
| PTP                    | No  | None                               | 30 days                    | None  |

Table 4: The only MPO plan with a set duration for a public comment period required in the CFR is the PPP; other MPO plans may require an opportunity for public comment but has no defined duration set in the CFR. The MPO public comment Periods above are set by MPO staff.

The public shall be made aware of public comment periods via:

- Announcements on front page of [corridormpo.com](http://corridormpo.com)
- Emails to interested parties and agencies

## Amendments to Corridor MPO Plans

### All MPO Plans

Occasionally, the MPO will need to make amendments to plans. Plan amendments are allowed for all Corridor MPO plans, however the requirements to amend each plan are different. It should be noted that the Passenger Transportation Plan (PTP) is unique to the State of Iowa and therefore no specific amendment requirements for the plan are included in the CFR. Table 5 on page 19 outlines the amendment requirements, set by the CFR and MPO staff, for each plan.

### LRTP Specific Amendment Processes

The Corridor MPO’s current LRTP, Connections 2040, has specific requirements for amending the Vision Plan (VP) and Fiscally Constrained Plan (FCP) contained in Chapters 8 and 10, respectively. While the LRTP document itself can be amended at any time of the calendar year, the FCP and VP may only be amended in July.



| Plan Amendments |   |   |
|-----------------|---|---|
| MPO Plan        | Amendments  | Required Processes  |
| TPWP            | Allowed   | Submitted electronically to Iowa DOT Office of Systems Planning and Iowa DOT District 6 Planner   |
|                 |   | Amendment materials must include: resolution or minutes showing amendment's approval, budget summary table with changes noted; modified section(s) of plan's work elements with changes noted.                          |
|                 |   | Note: some amendments require federal approval before associated work can proceed   |
| PPP             | Allowed   | Submitted electronically to Iowa DOT Office of System Planning and Iowa DOT District 6 Planner  |
| PTP             | Allowed   | Submitted electronically to Iowa DOT Office of Public Transit, Iowa DOT Office of System Planning, FTA Region 7 Planning and Programming Office, Iowa DOT District 6 Planner, and transit agencies within planning area |
|                 |   | Must be approved by Policy Board  |
|                 |   | Amendment shall be reviewed by Transportation Advisory Group  |
| TIP             | Allowed at any time; administrative modifications do not require a formal amendment | After Policy Board action, must submit amended TIP electronically to Iowa DOT Office of Systems Planning, Iowa DOT District 6 Planner, FHWA, and FTA.   |
|                 |   | Must be approved by Policy Board  |
|                 |   | Must provide an opportunity for public comment  |
|                 |   | Amendments and administrative modifications revisions must be processed in TPMS   |
| LRTP            | Allowed at any time; administrative modifications do not require a formal amendment | Notify Iowa DOT Office of Systems Planning and Iowa DOT District 6 Planner of amendment and provide an opportunity to review and comment on amendment   |
|                 |   | After Policy Board action, must submit amended LRTP electronically to Iowa DOT Office of Systems Planning, Iowa DOT District 6 Planner, FHWA, and FTA.  |
|                 |   | Amendment materials must include: resolution or minutes showing amendment's approval, modified sections of LRTP with changes noted; documentation of re-demonstration of fiscal constraint (if applicable)              |
|                 |   | Post on website   |

Table 5: Amendments are allowed for each of the Corridor MPO's five plans.



| LRTP Specific Amendments  |  |                              |   |
|---|--|------------------------------|---|
| Program or Plan   | Month  | Committee or Board           | Action by Committee or Board  |
| Fiscally Constrained Plan (FCP) or Vision Plan (VP)               | July   | Policy Board                 | Requests to amend the FCP or VP in the LRTP are made to the Policy Board and MPO Staff by July 1st for consideration  |
|   | August and September   | TTAC and Executive Committee | The proposed amendments will go to TTAC and Executive Committee for discussion about which projects, if any, should be amended into the LRTP's FCP and/or VP  |
|   | October  | TTAC and Executive Committee | A recommendation on the FCP/VP amendments will be made to the Policy Board by TTAC and Executive Committee (if a motion was not made at previous meetings in August or September)                             |
|   | October  | Policy Board                 | Policy Board will vote on the proposed FCP/VP project additions to the LRTP<br>Policy Board will open a 30 day public comment period and direct the Executive Committee to take action on proposed amendments |
| LRTP Amendments to Include ICAAP Project                          |  |                              |   |
| Iowa Clean Air Attainment Program (ICAAP) <b>also</b> seeking MPO | Follow the regular FCP and VP amendment process outlined above   |                              |   |
| Iowa Clean Air Attainment Program (ICAAP) <b>not</b> seeking MPO  | Requests for ICAAP projects not seeking MPO funds may be made to MPO Staff at any point during the calendar year |                              |   |

Table 6: Amendments to the VP and FCP (found in Connections 2040 Chapters 8 and 10, respectively) must be made to MPO staff by July 1 so MPO staff has time to take the amendment requests to the Policy Board at their July meeting. ICAAP projects not seeking MPO funds can amend the LRTP to include their project at any time of the calendar year.



In order to make a request to amend a project into the FCP or VP, the project sponsor or member jurisdiction must provide a written request to MPO staff by July 1st. Verbal requests are not allowed because MPO staff must be able to provide the request in writing.

Most amendments to the FCP or VP should fall in line with the amendment process. Occasionally member jurisdictions will need amend the MPO's LRTP to include a project in order to receive Iowa Clean Air Attainment Program (ICAAP) funds. If an ICAAP project is being amended into the LRTP and would like to also be eligible for MPO funds, then the normal process to amend the FCP would apply.

If an ICAAP project is only seeking inclusion into the VP, and therefore the project is not interested in also being eligible MPO funds, then the ICAAP project sponsors or member jurisdiction may seek inclusion into the VP outside of the regular amendment process with an affirmative vote by the Policy Board.

Upon adoption by the Policy Board of any LRTP amendments, other than amending the FCP or VP, MPO staff will work to incorporate the changes as soon as possible and will provide the updated plan online. The process for making amendments to the LRTP are described in Table 6 on page 20.

## Access and Outreach

The Corridor MPO is committed to nondiscrimination in all of its policies, programs, plans, and activities and strives to ensure fair treatment and meaningful regardless of race, color, national origin, gender, disability, or income. Efforts will be made, consistent with Federal requirements, to consider the needs and include traditionally underserved populations by:

- Offering accommodations to citizens who require an auxiliary aid or service for effective communication
- Providing translated materials when requested
- Utilizing a variety of visual aids to assist with the public's understanding of a project or concept

Any public notice issued by the Corridor MPO will explicitly state that the MPO satisfies the Section 5307 Program of Projects (POP) requirements. The following statement is located at the bottom of the page on all Corridor MPO meeting agendas:

*"Anyone who requires an auxiliary aid or translation service for effective communication, or a modification of policies or procedures to participate in a MPO program, service, or activity, should contact the Hilary Hershner at (319) 286-5161 or email [h.hershner@corridormpo.com](mailto:h.hershner@corridormpo.com) as soon as possible, but no later than 48 hours before the event. This public announcement satisfies Section 5307 program of projects requirements for transit project public review and comment."*

## Agency Consultation and Partnerships

The Corridor MPO will occasionally consult and partner with other entities and agencies for the development of plans, studies, and programs. The list below includes several organizations the Corridor MPO has recently worked with:

- Cedar Rapids Transit
- Linn County LIFTS
- East Central Iowa Council of Governments
- Linn County Public Health
- Linn County Trails Association
- Neighborhood Transportation Service (NTS)



Figure 5: The Corridor MPO had an open house with Cedar Rapids Transit for the 2016 Transit Study. This open house was held to get input from the MPO staff provided a demonstration to the public on how to use the new Cedar Rapids Transit app and website, [www.ridecrt.com](http://www.ridecrt.com). This event was held on February 16th, 2016 at the CRT's Ground Transportation Center.

## PUBLIC NOTIFICATION METHODS

### Website - [www.corridormpo.com](http://www.corridormpo.com)

The Corridor MPO's website contains information about its programs and meetings. On the website, there is a calendar which notes the meeting times, locations, and agendas for all MPO meetings. All plans and documents are included on the MPO's website. General information about the Corridor MPO, and MPOs in general, are also included in the website. The MPO also maintains a regularly updated list of all Corridor MPO member jurisdictions and board and committee representatives. The contact information for each MPO employee is on the website.

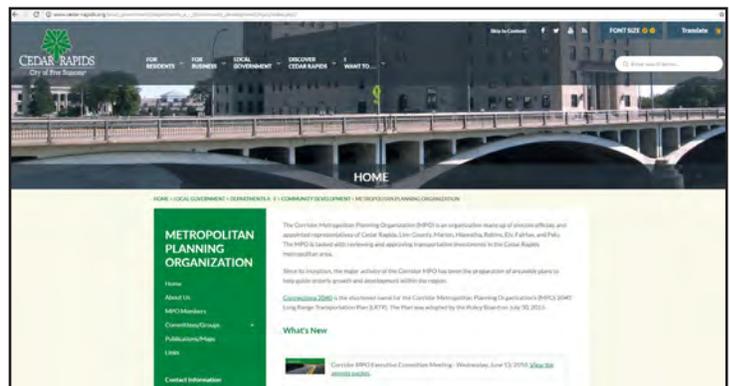


Figure 6: The City of Cedar Rapids is currently hosting Corridor MPO's website. Once the website update is finished, [www.corridormpo.com](http://www.corridormpo.com) will no longer be hosted by the City of Cedar Rapids.



There are plans to update the Corridor MPO’s website. It should be noted that the forthcoming website update will likely be organized differently but will largely contain the same information as the current version.

## Social Media - Facebook

The Corridor MPO maintains a social media presence on Facebook. This has helped the MPO engage citizens who often do not participate in the public participation process. The three full-time Corridor MPO staff all have access to the Facebook Page via their personal Facebook accounts. The Corridor MPO regularly provides posts updating the public on transportation projects in the region. Additionally, the Corridor MPO will post relevant member jurisdictions’ or related agencies’ events and initiatives to the page.

The Corridor MPO also creates Events on Facebook notifying the public of upcoming TIP and LRTP open houses. As of the spring of 2018, the MPO now records all Grant Wood Trail, TTAC, Executive Committee, and Policy Board meetings on Facebook Live.

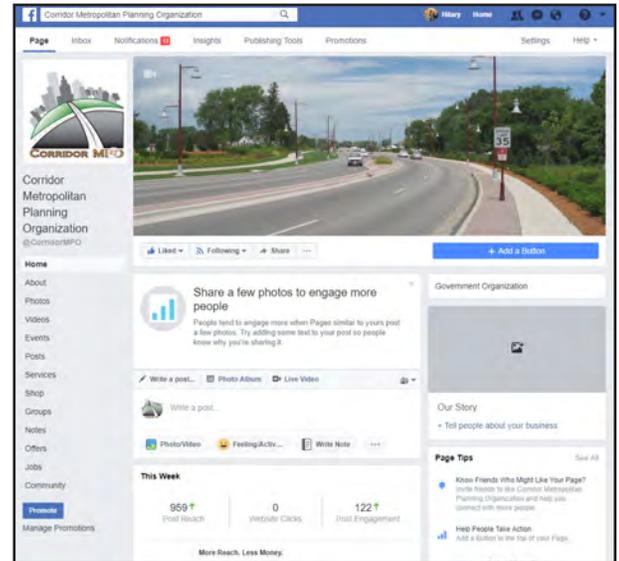


Figure 7: As of June 7, 2018 the Corridor MPO has 421 “likes” and 433 “followers” on their Facebook Page. Several MPO posts have reached more than 1,000 Facebook users.

## Media Press Releases

The Corridor MPO shall notify the public of upcoming public meetings or open houses via press releases at least one week prior to the event. For major amendments to the LRTP or TIP (those that result in a significant change to the document), a press release shall be issued, along with the subsequent 30 day public comment.

## VISUALIZATION TECHNIQUES

Visualization techniques assist the public’s understanding of processes, policies, plans, and projects in transportation planning. They are particularly useful because they convey the appearance, extent, and location of a design or concept, leading to better understanding of the project and its impacts. The MPO has utilized several types of visualization techniques to show information in clear and easily understood formats.





| Preparation and Submittal Guidelines |                       |  |  |  |  |
|--------------------------------------|-----------------------|--|--|--|--|
| MPO Plan                             | Plan Update Frequency | Draft Plan   | Draft Plan Submittal Requirements  | Final Plan   | Final Plan Submittal Requirements  |
| LRTP                                 | 5 Years               | Required; due in June of calendar year that plan update is due | Draft chapters must be submitted as they are developed; chapters should not be submitted all at once   | Required; due in July of calendar year that plan update is due | Provide electronic copy of Final LRTP to Iowa DOT Office of Systems Planning, Iowa DOT District 6 Planner, FHWA, and FTA   |
|                                      |                       |  | Submit electronically to Iowa DOT Office of Systems Planning, Iowa DOT District 6 Planner, FHWA, and FTA   |  | Provide one hard copy of the final LRTP to Iowa DOT Office of Systems Planning, Iowa DOT District 6 Planner, FHWA, and FTA   |
|                                      |                       |  | Draft LRTP must include deadline for Iowa DOT, FHWA, and FTA to return comments to MPO staff   |  | Minutes or resolution showing approval by Policy Board must be included with the final LRTP  |
|                                      |                       |  | Must be approved by Policy Board   |  | Final LRTP must be posted on website<br>Must be approved by the Policy Board   |
| TIP                                  | Annually              | Required; due June 15th of each calendar year                  | Draft TIP should be submitted electronically to Iowa DOT Office of Program Management, Iowa DOT Office of Public Transit, Iowa DOT District 6 Planner, FHWA, and FTA | Required; due July 15th of each calendar year                  | Final TIP must be submitted with any revisions (as a result of Iowa DOT, FHWA, and FTA review) by July 15th  |
|                                      |                       |  | A single hard copy of the draft TIP should be submitted to the Office of Program Management  |  | A single hard copy of final TIP must be submitted to the Iowa DOT's Office of Program Management.  |
|                                      |                       |  | Must be approved by Policy Board   |  | Final TIP must be submitted electronically to Iowa DOT Office of Program Management, Iowa DOT Office of Public Transit, Iowa DOT District 6 Planner, FHWA, and FTA<br>Must be approved by Policy Board |



| Preparation and Submittal Guidelines continued |   |  |   |   |   |
|--|---|--|---|---|---|
| MPO Plan                                       | Plan Update Frequency                     | Draft Plan   | Draft Plan Submittal Requirements   | Final Plan  | Final Plan Submittal Requirements   |
| TPWP   | Annually                                  | Required; due April 1st of each calendar year                    | The word "DRAFT" must be included on front cover  | Required; due June 1st of each year                         | The word "FINAL" and date last updated must be included on front cover  |
|  |   |  | Comments from Iowa DOT, FHWA, and FTA shall be addressed before Policy Board approval   |   | Minutes or resolution showing Policy Board  |
|  |   |  | Send electronic copy to Iowa DOT District 6 Planner, Iowa   |   | Send electronic copies of final TPWP to Iowa DOT, FHWA, and FTA   |
|  |   |  | Must be approved by Policy Board  |   | Send two hard copies of Final TPWP to Iowa DOT Office of<br>Must be approved by Policy Board  |
| PPP  | As needed or prior to LRTP update process | Required; no set due date  | Send electronic copy of draft PPP to Iowa DOT District 6 Planner and Iowa DOT Office of Systems Planning for comments   | Required; no set due date                                   | Send electronic copy of final PPP to Iowa DOT District 6 Planner and Iowa DOT Office of Systems Planning<br>Must be approved by Policy Board  |
| PTP  | 5 Years                                   | Required; due February 1st in calendar year that the plan is due | Must be approved by Policy Board<br>Submit electronic copy to Iowa DOT Office of Public Transit, Iowa DOT Office of System Planning, FTA Region 7 Planning and Programming Office, Iowa DOT District 6 Planner, and transit agencies within planning area | Required; due May 1st in calendar year that the plan is due | Must be approved by Policy Board<br>Submit electronic copy to Iowa DOT Office of Public Transit, Iowa DOT Office of System Planning, FTA Region 7 Planning and Programming Office, Iowa DOT District 6 Planner, and transit agencies within planning area |

**Table 7:** There are the requirements for the preparation and submission of MPO plans. The requirements for MPO plans are found in 23 U.S.C. § 134, 23 U.S.C. § 420, 23 U.S.C. § 450, and 49 U.S.C. § 5303. The Iowa DOT provides MPOs with guidelines for the [TIP](#), [LRTP](#), [PTP](#), and [TPWP](#).

## **APPENDIX ONE - 23 CFR 450.316**

### **§ 450.316 Interested parties, participation, and consultation.**

**(a) The MPO shall develop and use a documented participation plan that defines a process for providing individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.**

**(1) The MPO shall develop the participation plan in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:**

**(i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;**

**(ii) Providing timely notice and reasonable access to information about transportation issues and processes;**

**(iii) Employing visualization techniques to describe metropolitan transportation plans and TIPs;**

**(iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;**

**(v) Holding any public meetings at convenient and accessible locations and times;**

**(vi) Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;**

**(vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;**

**(viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts;**

**(ix) Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and**

## **APPENDIX ONE - 23 CFR 450.316**

**(x) Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.**

**(2) When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93, subpart A), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.**

**(3) A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.**

**(b) In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, the MPO shall develop the metropolitan transportation plans and TIPs with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:**

**(1) Recipients of assistance under title 49 U.S.C. Chapter 53;**

**(2) Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and**

**(3) Recipients of assistance under 23 U.S.C. 201- 204.**

**(c) When the MPA includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.**

**(d) When the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.**

**(e) MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under § 450.314.**

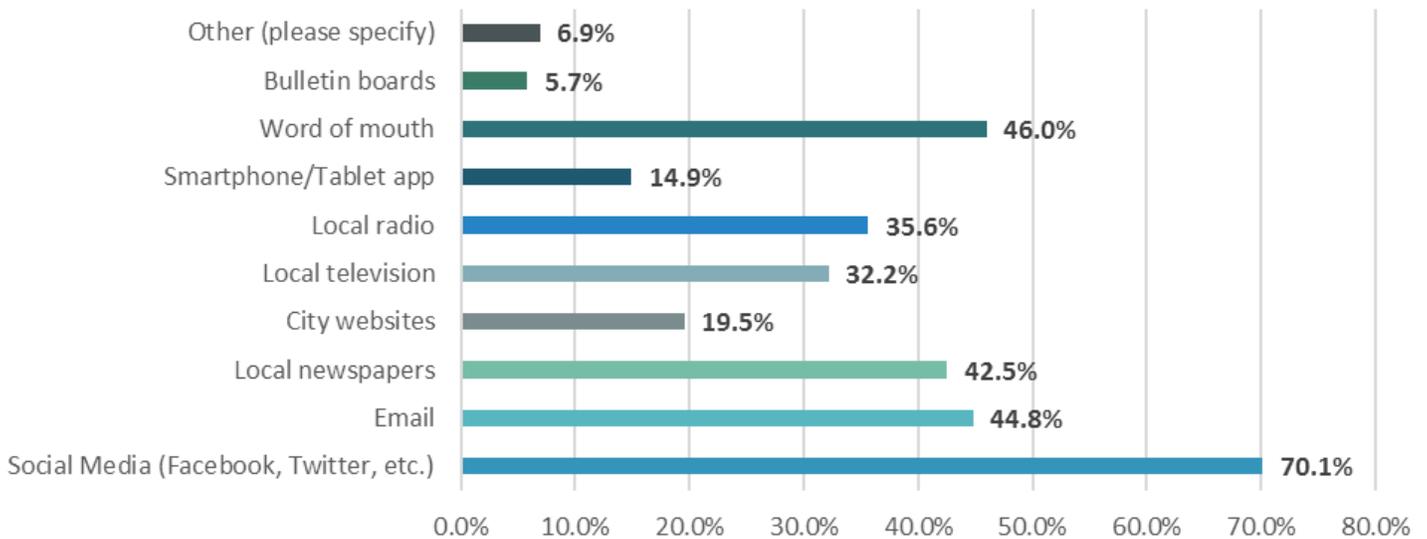
[ 81 FR 34135, May 27, 2016, as amended at 81 FR 93473, Dec. 20, 2016; 82 FR 56544, Nov. 29, 2017]

## APPENDIX TWO - 2017 MPO Engagement Survey Results

Community Engagement Survey was issued in person at the 2017 TIP Open House at NewBo City Market in Cedar Rapids, Iowa. The survey was also available online. The survey was opened 5/25/2017 and ended 6/8/2017.

### QUESTION 1

#### How do you hear about community events?



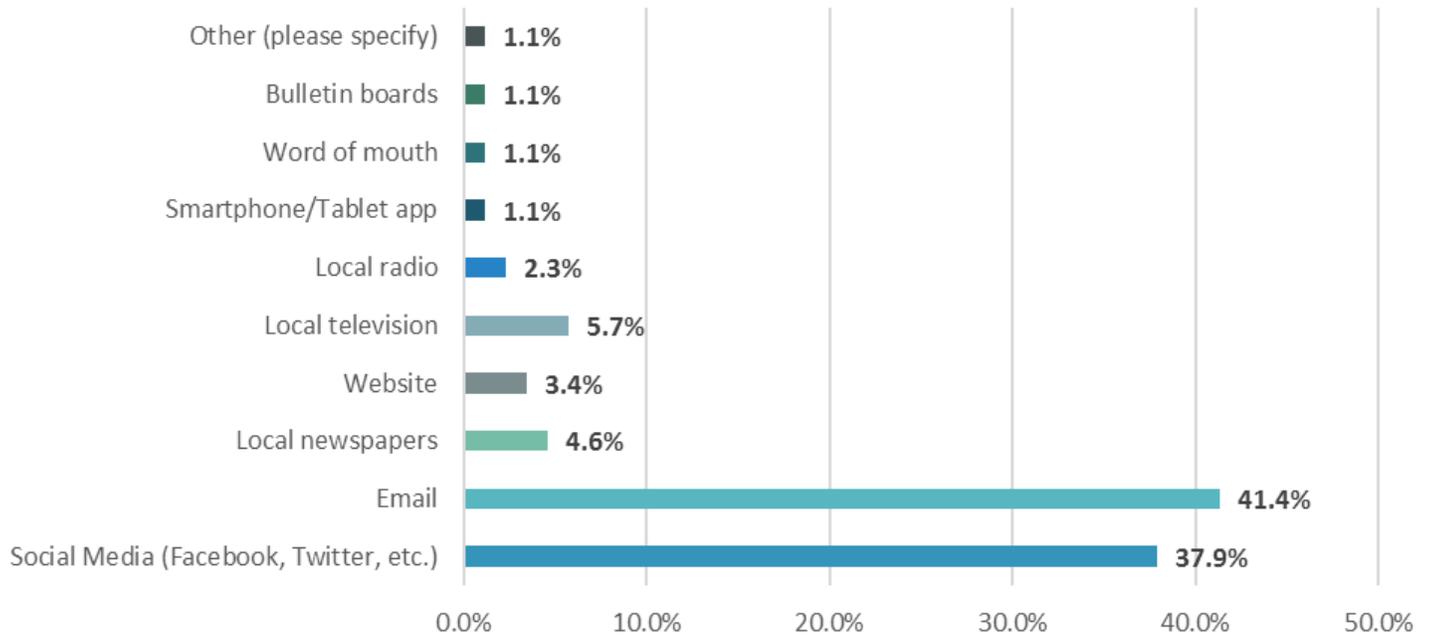
#### Responses (6)

|   |            |
|---|------------|
| 1 | Marion     |
| 2 | Tiffin     |
| 3 | Iowa City  |
| 4 | Rural      |
| 5 | Coralville |
| 6 | Iowa City  |

## APPENDIX TWO - 2017 MPO Engagement Survey Results

### QUESTION 2

What is the most effective way for the Corridor MPO to communicate with you?



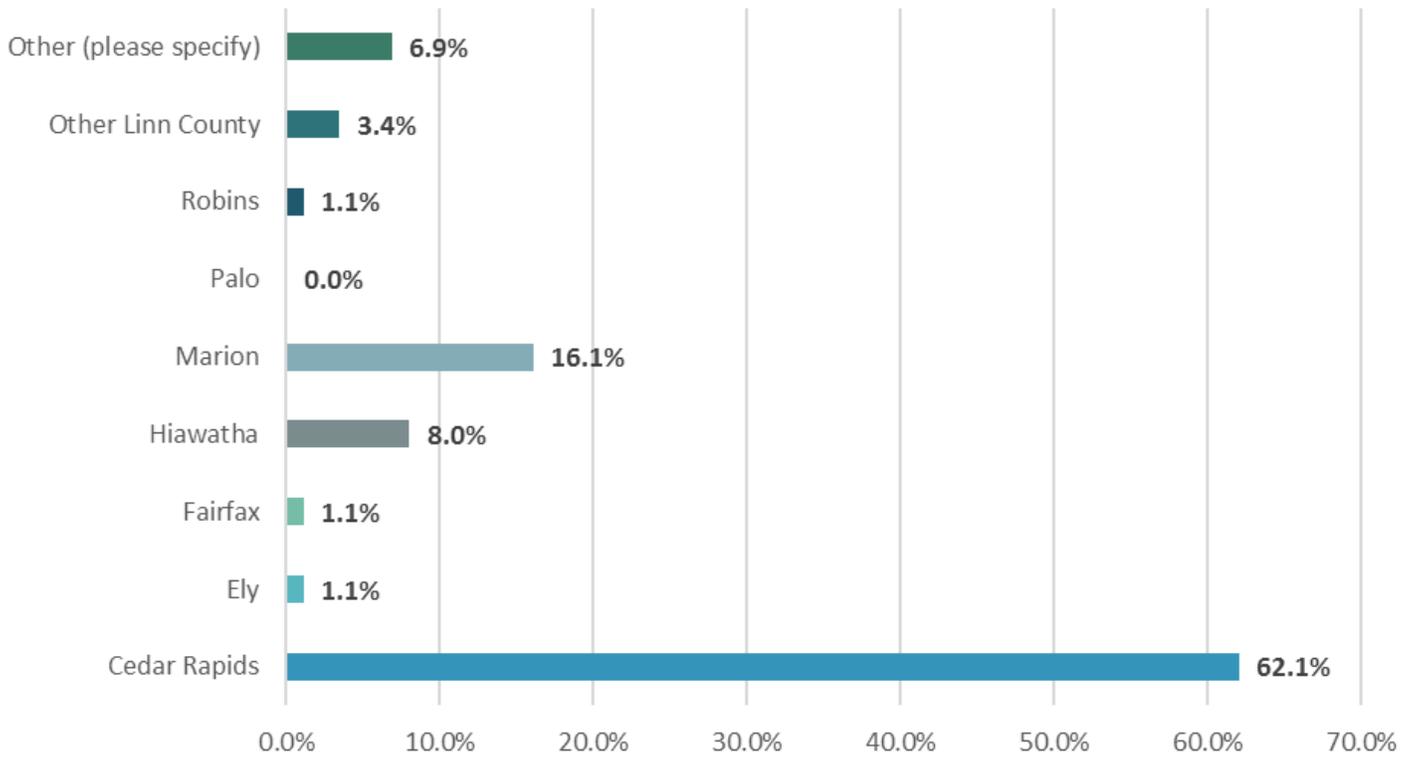
#### Responses (1)

- 1 What is MPO? What does it stand for? That might help me answer

## APPENDIX TWO - 2017 MPO Engagement Survey Results

### QUESTION 3

#### What community are you from?



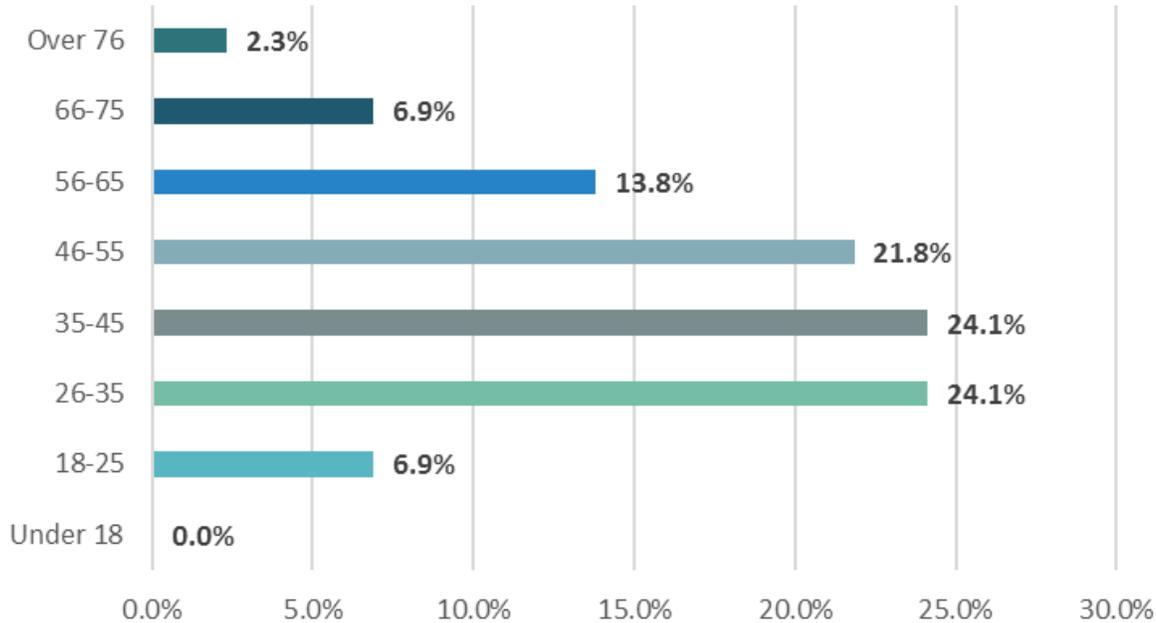
#### Responses (6)

|   |            |
|---|------------|
| 1 | Marion     |
| 2 | Tiffin     |
| 3 | Iowa City  |
| 4 | Rural      |
| 5 | Coralville |
| 6 | Iowa City  |

## APPENDIX TWO - 2017 MPO Engagement Survey Results

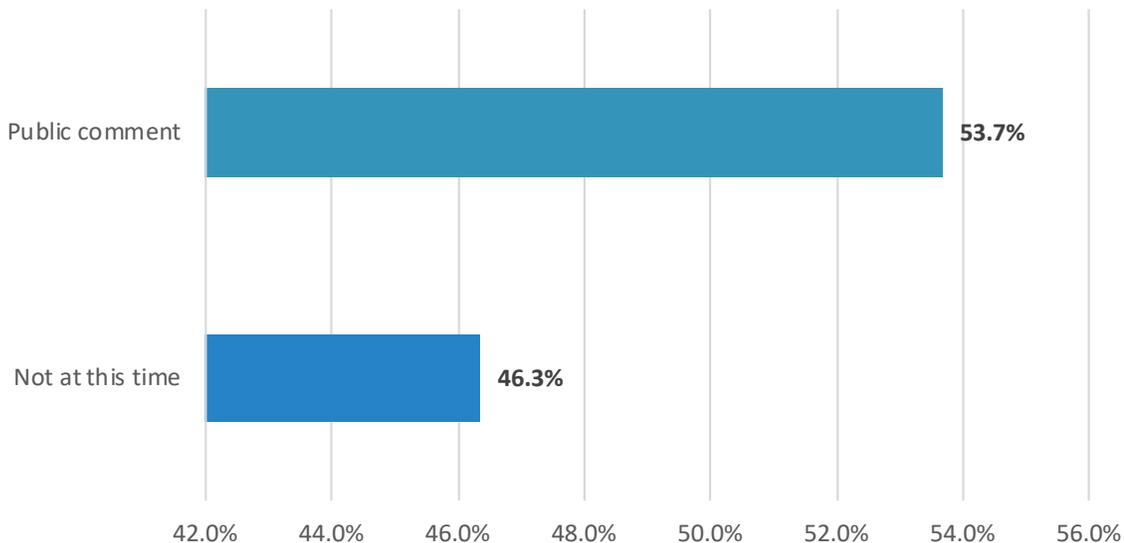
### QUESTION 4

What age are you?



### QUESTION 5

Please provide any comments you have about the metropolitan area; especially about trail, transit, and road projects, as well as, public engagement. We appreciate your interest and value your input!  
(For future public comments feel free to fill out a form



## APPENDIX TWO - 2017 MPO Engagement Survey Results

### Responses (44)

---

|    |  |
|----|--|
| 1  | I appreciate trails such as the Boyson Road Trail and the Cedar Valley Nature Trail. I also enjoy the Lowe Park Trail and activities at this location.   |
| 2  | I would like to see more bike connections to other communities and I don't mean Marion that should have been done 20 years ago. Trails and or bike shoulders to Mt. Vernon, Palisades State Park, Fairfax,   |
| 3  | No comment at this time  |
| 4  | Need a senior center   |
| 5  | I THINK WE ARE A GOOD COMMUNITY WITH ADDITIONAL TRAILS AND TRANSIT. WE ARE GROWING AND ADVANCING TO A LARGE GROUP OF DIVERSIFIED PEOPLE WOULD BE NICE TO BE OPEN TO IDEAS.   |
| 6  | Would like to see Park and Ride when there are big events downtown. I cannot attend many events because of the parking being too far from the event and I am unable to walk that far. Having a bus that could drop me close to the event, such as the Saturday morning Farmers Market would allow me the ability to attend.  |
| 7  | More resources need to be put in place to develop more bicycle trails. I'm not interested in sharing the road with cars.   |
| 8  | I appreciate all of the additional trails starting to connect to the larger network of trails. I wish our public transit would get more love from funding and ridership.   |
| 9  | I feel we are unfortunate to be the victims of both Federal corruption (preventing us from obtaining needed flood protection and State (pick and choose who gets a casino and who doesn't - and/or perhaps the highest bidder).  |
| 10 | I am a frequent user of the bike trails in the region and would love to see more paved trails and bike lanes. Keep up the good work in making the corridor more bike/pedestrian friendly!  |
| 11 | Love all the bike trails and the constant improvements being made.   |
| 12 | The connectivity between Iowa City and Cedar Rapids is becoming more crucial as the communities continue to merge together. Public transportation between the two cities seems like a growing priority. I don't know if we have the population to substantiate a light rail (yet), but I would rather see that as an option instead of widening 380. Less of a reliance on cars would serve our communities well in the long run. At the very least a carpool lane (instead of adding a regular lane) on 380 would encourage ride sharing.                                     |
| 13 | I think bike signles should be part of the driving test so driveres are aware of what a biker is doing or going to do  |
| 14 | I love the improvements and extensions that have been happening on the bike trails! Keep it up and let's get CEMAR completed!  |
| 15 | I look forward to progress on reducing the density of vehicular traffic along I-380.   |
| 16 | Continue to prioritize trail connectivity, particularly near schools, transit and low-income areas.  |
| 17 | My daughter and I rollerblade and therefore use paved trails. (Yes, I'm 76 year old). There aren't many paved trails that are good enough to skate on in the area. The best ones are the Cedar Valley Nature trail north of Hiawatha and the short Prairie Lakes fishery trail. Sadly, the Cedar River trail through downtown and especially around Cedar Lake has gotten to rough to skate on and tree roots humping up the trail are a problem south of the old landfill toward prairie creek. It used to be a favorite. And the trail is now a flood berm at Czech village. |

---

## APPENDIX TWO - 2017 MPO Engagement Survey Results

- 
- 18** I have been pleased to see progressive changes taking place in CR. More sidewalks, trails, hopefully pedestrian bridges. Making Cedar Lake into a real recreational area would be a big asset. We need to attract and retain younger people here in our city. They do not want casinos, they want things to do outdoors. Our one major trail through CR is packed on the weekends!! People need to have the option to be able to walk and bike safely along the streets--complete streets is a necessity if we are to be desirable to young and old alike. Keep up the good work! Keep pushing our city forward! I would like pedestrian crosswalks at all intersections with traffic lights please. Thank you for reading this.
- 
- 19** The NEED for the Tower Terrace Interchange at I380 is very necessary. The congestive traffic flow, concern for safety, delays, are a concern. This interchange is necessary to sustain business & residential growth.
- 
- 20** The Tower Terrace interchange in Hiawatha needs to be a priority. The current traffic flow in the area is extremely congested and is becoming a safety concern. In order to sustain the current rate of business and residential growth in the area surrounding Tower Terrace there needs to be prioritized as much as possible.
- 
- 21** One of the major issues that needs attention is the Tower Terrace I-380 interchange. The traffic flow issues and over all safety caused by the congestion of traffic in the North Center Point Road, Boyson Road and Tower Terrace Road areas is awful.
- 
- 22** I'm interested in hearing more information on the timeline for when the highway 100 extension out to Fairfax and adjacent bike path will be completed. I live in Fairfax and work near the Edgewood Rd and Hwy 100 intersection. When that route is complete I will ride my bike to work a about 25% of the year.
- 
- 23** I appreciate our ability to express our opinions. I'm very impressed with the improvements to bike trails that are being considered especially for single track/mountain biking trails. Thank you for the opportunity
- 
- 24** There should be a focus on The Tower Terrace Road Interchange/road improvements and of course Boyson Road interchange improvements. There are certainly safety concerns that need to be addressed and the improvements and interchange construction would greatly improve those concerns. Development will continue to happen in this area.
- 
- 25** Resource and financial waste is painfully evident in roads and infrastructure. Witness the installation and pending de-installation of the traffic signals at the Blairs Ferry Rd and Ushers Ferry Rd. Who is responsible for this waste? Was signal placement a political decision? Or take the seemingly constant construction, destruction of fresh-laid concrete and congestion at and for blocks either side of F Ave and Edgewood, who is in charge? Bus service? I personally believe we won't have a "bus service" until you can ride a bus 24 hours per day as you need to. Until then, while bus user's needs are evident, I prefer to think of what exists today as a bizarre "hobby" for the city managers. Trails? OK, seems a fine idea on the surface but I see no provisions made for safety services (police patrol, etc.) I spent 10 years working in a city who had embraced trails (Bloomington, IL) and where attacks on trail users did occur and seemed to be increasing. Plan ahead. Enforcement will potentially be needed at some point and a plan should be begun now.
- 
- 26** I live on 29th St NE. You are proposing to put in two bike lanes and side walks - making it so I cannot fit a normal sized vehicle in my driveway and then I'm not allowed to park on the street. You NEED to look at alternatives to this.
- 
- 27** There need to be increased options for trails from the West side of town to hook up with the East side trails.
-

## APPENDIX TWO - 2017 MPO Engagement Survey Results

- 
- 28** Our firm operates apartment communities in Eastern Iowa including Linn, Johnson and Blackhawk counties. We have seen a significant increase in the desire of new residents to have access to bike trails. We believe this trend will continue and now make it part of our process as we decide what and where to build. The second goal is connectivity to neighborhoods on both sides of the river. I have worked here for almost 30 years and you cannot safely ride your bike from the NE side Glass rd to O Ave NW. I think the MPO is working hard to solve some of these issues and look forward to the progress.
- 
- 29** The East-West corridor of Tower Terrace seems to be languishing for want of Cedar Rapids support. Is there any movement by Cedar Rapids near term?
- 
- 30** We moved here 3 years ago. The trail system was ok but not great. The improvement and expansion of the trail system in the area has been outstanding and is one of the reasons we continue to live here. I would like to see continued work on high density areas (downtown/New Bo). These areas should be destinations and not thoroughfares. Possibly a reduction in the speed limit to 15-20 mph would encourage thru motorists to seek alternate routes.
- 
- 31** The Tower Terrace Interchange needs to be a major priority for the MPO. Hiawatha is a growing community and has a significant growth opportunity from a business perspective, as well. The challenge that faces Hiawatha is congestion at N. Center Point Road and Boyson Road/I380 and not only for our citizens, but employees that come to work for employers in our city. Potential economic growth is being suppressed, as businesses want easy access on and off of I380 for their employees, customers and shipments. Today, this is a major problem. With the addition of an interchange at Tower Terrace Road, much of the commercial traffic can use that interchange to get to new and expanding businesses in North Hiawatha, while many of our residents, who are trying to travel on Boyson Road, east and west at the interstate, will experience much less congestion. For someone that travels this area everyday, it is the best interest of the MPO to look at the safety issues being caused by congestion at N. Center Point Road and Boyson/I380. Traffic is backed-up off the exit during morning and afternoon rush hours, creating an unsafe driving situation for our citizens. Please consider the Tower Terrace interchange and how it will benefit the citizens and businesses of Hiawatha, Robins and Cedar Rapids.
- 
- 32** I am thrilled the Cedar Rapids area is investing in more trails. My husband and I frequent the Cedar Valley and Sac & Fox trails several times a week, and we're looking forward to the Cemar trail extension. Trails are vital to the quality of life in this area, and they were a reason why we moved here and why we'll stay here. I'm not sure if this falls in your jurisdiction, but we need to find a sustainable solution for travel between Cedar Rapids and Iowa City. Extending 380 is not the answer. Most urban planning scholars agree that "if you build it, they will come" and that adding lanes only increases traffic. I drive 380 to work every day and am honestly scared of being in a car accident after averaging three close calls each week due to erratic and texting drivers. Instead, I strongly support rail or light rail between Cedar Rapids and Iowa City and would happily pay more in taxes to make this a reality. Sadly, no progress has been made in this area from what I've read, but what a great opportunity to be a leader and benchmark that other metros can look to. Thanks for listening.
-

## APPENDIX TWO - 2017 MPO Engagement Survey Results

- 
- 33 There is no question one of the highest road project priorities, if not the highest, is the completion of the Tower Terrace Road Interchange. This priority is shared by community leaders and elected officials in Cedar Rapids, Marion, Robins, & Hiawatha. The TTR interchange will solve the tremendous traffic congestion at the Boyson Road Interchange which on a daily basis creates unsafe back-up conditions extending onto I-380. The TTR Interchange is also a critical project for economic development from I-380 all the way to Marion on Tower Terrace Road. The DOT also agrees with the TTR priority based on including funding in their 3-5 year plan. The support of the Corridor MPO for the TTR Interchange is imperative.
- 
- 34 Too much focus on bike lanes for limited amount of people I see using them and seasons of the year biking is a viable transportation solution. More trails is ok but fix our lacking road infrastructure first!
- 
- 35 Need better airfares from CID.
- 
- 36 Please don't pave the sac fox trail.
- 
- 37 Starting to notice improvements with the Paving for Progress program. However some segments of the metro area are still hard to access by bike or foot without venturing onto busy/crowded streets. Rather than adding new trails and green space (trail along the new segment of Hwy 100 for example), how about focusing on connecting neighborhoods with the existing trail structure within the metro area? Completing the CEMAR trail would be a big plus. Adding sidewalks to neighborhoods that don't have them and connect these neighborhoods to the larger sidewalk system would be another plus. We don't necessarily need sidewalks on both sides of the streets, but on at least ONE side would be great. Trails alongside busy roads are preferable to bike lanes (Edgewood Rd, Blairsferry Rd, Collins Rd for example).
- 
- 38 Kudos to the corridor MPO for all the success so far. Needs: MUP from Edgewood & Ellis northbound across bridge up to Blairs Ferry. Any bike/MUP eastbound from the CVT on the north side (Collins Rd/Blairs Ferry area) North/south bike/MUP on the east side (between MedQuarter and Lindale) It's my opinion that the proposed "sleeping giant" is a waste. It doesn't add any connectivity (it's too close to the 16th Ave Lion Bridge) and I fear it will eat up grant/budget money that could be used for more vital needs. If we are adding another bridge on the south side, something that connects Tait Cummins to Praire Park Fishery would be ideal.
- 
- 39 Need to get the Tower Terrace interchange in asap! The Boyson Road/I380/Ct. Point intersections are dangerous and very inefficient for business and residential inhabitants
- 
- 40 Avid biker. Bike trails in any direction and location are the highest desire for me.
- 
- 41 I like the improvements that are being made to the bike trail system as well as access to the trails on the City's streets. Looking forward to more improvements in the future.
- 
- 42 New focus on transit, trails, multi-modal transportation is encouraging. Transit needs to be improved, expanded, and better integrated into the metro and other corridor communities (Iowa City).
- 
- 43 Need more trails that loop and interconnect
- 
- 44 I love what you are doing with bike trails! Please keep up this great work! I am especially excited for the CeMar trail to connect Marion to Cedar Rapids. Thanks for all you do.
-



## Item 4. Amendment Requests to Include Projects in the LRTP

### Introduction

Every July, per the Long Range Transportation Plan (LRTP), member communities are able to make changes to the Fiscally Constrained Plan (FCP) and the Vision Plan.

These changes do not take effect until the October Policy Board meeting, if approved by the Policy Board. The Executive Committee and the Transportation Technical Advisory Committee (TTAC) will conduct a review of the requested changes and make recommendations to the Policy Board for any required changes to the FCP and inclusion in the Vision Plan.

### Trail Projects

The following requests have been made to MPO staff to amend projects into the LRTP's Trail FCP or Trail Vision Plan.

*Request made to include projects into the Vision Plan only:*

1. City of Palo Trails System – A request is being made to include a new trail in only the Vision Plan that would provide the City of Palo with a circular trail system and that would make eventual connections to Wickiup Hill and Cedar Rapids. Project cost is \$3,921,000 for 3.4 miles of new trail. Please see the following pages for the project application and details. There is no fiscal impact to including projects in the Vision Plan. Only projects in the Vision Plan are eligible for state and federal trail grants.
2. Dows-Maniti Trail – A request is being made to include a new trail in only the Vision Plan that would connect the City of Marion existing and future trails system to the Sac and Fox Trail in Cedar Rapids via Squaw Creek Park and newly acquired County property. Project Cost is \$10,000,000 for approximately 6.9 miles of new trail. Please see the following pages for the project application and details. There is no fiscal impact to including projects in the Vision Plan. Only projects in the Vision Plan are eligible for state and federal trail grants.

*Request made to move project from Vision Plan to Fiscally Constrained Plan:*

3. Hwy 100 Trail Segment 4 - A request is being made to move this trail from the Vision Plan to the FCP. This trail would extend the Hwy 100 Trail from Rock Island Preserve and the Dan Biechler Trail Bridge over the Cedar River to Morgan Creek Park. Project Cost is \$4,000,000 for approximately three miles of new trail. Please see the following pages for the project application and details. There is a fiscal impact to including projects in the FCP. Projects that are currently in the FCP may need to be removed in order to make funding eligible for this project .

*Request made to include project into the Fiscally Constrained Plan:*

4. Fairfax to Cedar Rapids Trail – A request is being made to include a new trail in the Fiscally Constrained Plan that would connect Fairfax to Cedar Rapids at the Edgewood Road Trail. Project cost is \$3,220,000



for 4.2 miles of new trail. Please see the following pages for the project application and details. There is a fiscal impact to including projects in the FCP. Projects that are currently in the FCP may need to be removed in order to make funding eligible for this project .

## Road Projects

The following requests have been made to MPO staff to amend projects into the LRTP's Roadway FCP.

### *Request made to include new project the Fiscally Constrained Plan:*

1. Tower Terrace Road NE west of I-380 Interchange – A request has been made by the City of Cedar Rapids to include a new roadway project into the FCP. The project would construct Tower Terrace Road NE from the proposed west terminus I-380 interchange west to approximately 1,000 feet west of relocated Edgewood Road (formerly Miller Road). The project will also include Edgewood Road, from approximately one half mile north of Tower Terrace road to approximately 1,500 feet south of Tower Terrace Road. The project will require new right-of-way, pavement, storm sewer improvements, grading, trail along Tower Terrace Road and sidewalk along Edgewood Road, street lighting, and other miscellaneous improvements. The project cost is \$9,100,000 and is anticipated to be constructed sometime between 2021 and 2024.

### *Request made to revise project application for project already in the Fiscally Constrained Plan:*

2. County Home Road (E34) Roundabout – 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 2021 and 2024.

### *Requests made to move projects from the Vision Plan to the Fiscally Constrain Plan:*

3. Tower Terrace Road 2 – The City of Marion has made a request to amend the FCP to include the Tower Terrace Road project from 10<sup>th</sup> Street to Indian Creek Road, thereby moving the project from the Vision Plan to the FCP. This project is referred to as "Tower Terrace Road 2". 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.
4. Tower Terrace Road east of I-380 – 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.



*Request made to move one project from the Fiscally Constrained Plan to the Vision Plan:*

5. Tower Terrace Road 3 – The City of Marion has requested to move their Tower Terrace Road project, from Indian Creek Road to 35<sup>th</sup> 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 35<sup>th</sup> Street. The current roadway includes trails and sidewalks on both sides of the roadway. The project costs \$2,000,000.

**Budget Impact:** L RTP  TIP  TPWP  None

At the October Policy Board meeting if the Policy Board acts to approve some of these requests the FCP budget will be impacted, with the potential need to remove other projects from the FCP to maintain fiscal constraint.

**Committee Action:** TTAC  Executive  None

Recommendations from TTAC and the Executive Committee are customary.

**Time Sensitivity:** A vote of the Policy Board is required in October.

**Recommended Action:** None at this time.

# CONNECTIONS 2040 UPDATE PROJECT APPLICATION FORM

**PROJECT APPLICANT(S):** City of Palo, Iowa

C/O Trisca Dix, City Administrator  
2800 Hellenbeck Road, Palo, IA 52324  
(Please reference Application Guideline #1.)

**PROJECT NAME:** City of Palo Trails System

(Please reference Application Guideline #2.)

**PROJECT DESCRIPTION:** 3.42 miles of new paved trail, including the addition of two trail bridges, with the city limits of Palo.

(Please reference Application Guideline #3.)

**LIMITS:** Within Palo city limits, see attached.

(Please reference Application Guideline #4.)

**COSTS:** \$3,921,350

(Please reference Application Guideline #5.)

## HOW DOES THE PROPOSED PROJECT ADDRESS THE CONNECTIONS 2040 GOALS?

(Please reference Application Guideline #6.)

### Maintain our Existing Transportation System

**Project is adding additional trails throughout the City of Palo. The new palo trails system will replace very limited pedestrian walkways that do not meet todays standards. The replacement of existing trails are included within the scope of the project. Sustainability and long term maintenacne considerations will be included in the design.**

### Maximize Efficiency of Existing Transportation System

**Trails will provide connection from neighborhoods to walkways and replacement of exisiting trails. The trail is also designed with the potential for connections to three futrue Linn County trail projects.**

### Minimize Cost of Transportation

**The Palo trail system will allow access to City amenities by bicycle and pedestrians, thereby reducing travel costs.**

### Offer Travel Choices

Provides connectivity within the City of Palo. The Palo Trail System will provide an alternate transportation link between neighborhoods, parks, commercial areas, retail areas, and City Hall. These connections will allow use of these facilities by bicyclist and pedestrians.

### Provide Safe and Secure Transportation

Project will be designed to all current design and safety standards. There will be appropriate traffic control devices to increase roadway crossing safety.

### Support Economic Vitality

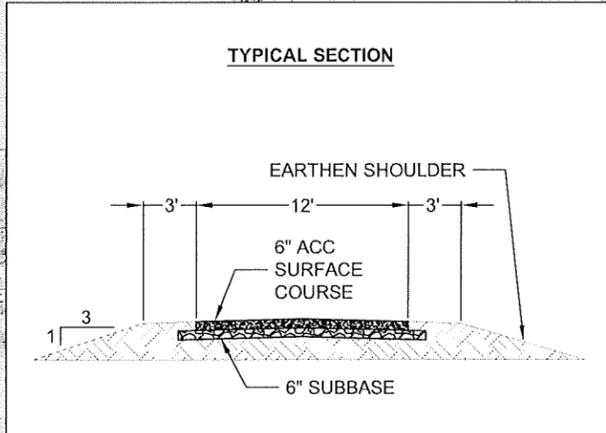
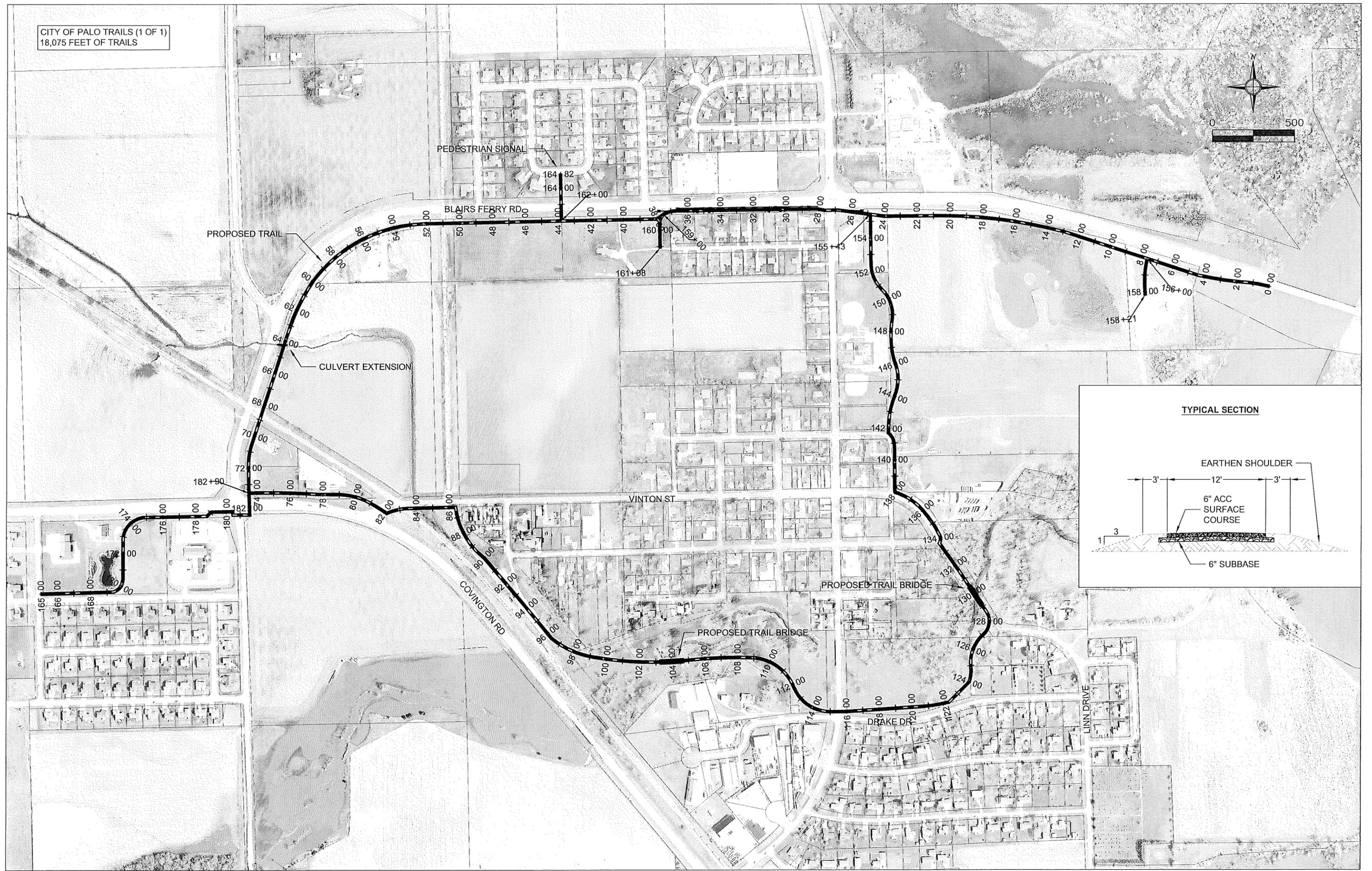
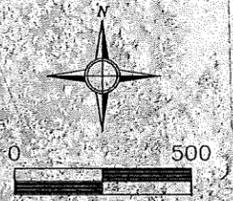
Regional amenity that will retain young professionals and a diverse population. As The Palo Trail System is connected to the City of Cedar Rapids, Wickiup Hill Nature Center, and Pleasant Creek State Park, significant economic activity will be attracted to the City of Palo.

### Minimize Travel Time

Project will reduced pedestrian and bicycle travel time throughout the City of Palo.

### Protect the Environment and Conserve Resources

Reduces fuel consumption, minimizes air pollution, runoff addressed by roadway drainage system, considered a neighborhood benefit.



# CONNECTIONS 2040 UPDATE PROJECT APPLICATION FORM

**PROJECT APPLICANT(S):** Linn County Conservation  
(Please reference Application Guideline #1.)

**PROJECT NAME:** Dows-Maniti Trail  
(Please reference Application Guideline #2.)

**PROJECT DESCRIPTION:** This 6.8 mile trail will connect the Grant Wood Trail and the City of Marion to the Sac & Fox Trail with all of it's connections. The trail will follow south, under Hwy. 100 and then through Squaw Creek Park and into the recently aquired 308 Ac. Dows-Maniti property. The trail will a travel along the Squaw Creek corridor all the way down to Mt. Vernon Rd., where it would travel along side Mt.Vernon Rd. and connect to the Sac & Fox Trail. The trail will be 10' wide with 2' shoulders. Construction would take place in multiple phases. Ultimately the trail will end up with a hard surface.  
(Please reference Application Guideline #3.)

**LIMITS:** The project would run from the Grant Wood Trail on the North end to the Sac & Fox Trail on the south end.  
(Please reference Application Guideline #4.)

**COSTS:** \$10,000,000  
(Please reference Application Guideline #5.)

## HOW DOES THE PROPOSED PROJECT ADDRESS THE CONNECTIONS 2040 GOALS?

(Please reference Application Guideline #6.)

**Maintain our Existing Transportation System** The overall project is a new facility which will connect to two existing facilities, and communities. The design will include sustainability, long term maintenance and multiple natural communties to travel through.

**Maximize Efficiency of Existing Transportation System** The trail will provide an alternate transportation corridor from Marion to the Southeast side of Cedar Rapids. The trail is a major link in connecting a circular trail around the metro community. The trail also is a gateway for additional trail connections, including, the trail to Prospect Meadows Baseball complex to the north and Hitters Baseball complex to the south,as well as other potential trails south of Mt. Vernon Rd., including access to the Indian Creek Nature Center.

**Minimize Cost of Transportation** The trail route is a generally direct route, but scenic. The route also utilizes portions of existing facilities.

**Offer Travel Choices** The trail provides a north-south access from the east side of Marion to the southeast side of Cedar Rapids. The trail connects to the Grant Wood Trail on the north end which leads into downtown Marion as well as easterly towards Jones County. Future connections go north to Prospect Meadows. The trail goes through the 700 acre Squaw Creek County Park with its camping facilities, shelters, lodges, picnicing, and trails. Also adjacent to the trail is the City of Cedar Rapids', Gardner Golf Course. The trail will also travel through the recently acquired Dows-Maniti properties. The southern 178 ac. parcel is currently being considered as a multi-use "Planned Development Area".

**Provide Safe and Secure Transportation** The trail will be designed to maximize safety, including an underpass of Hwy.100.

**Support Economic Vitality** The trail is a regional amenity that will both help to retain young professionals and families as well as recruit a diverse population into an area of future growth and multiple recreation opportunities.

**Minimize Travel Time** The trail will minimize travel times between Marion and the Cedar Rapids southeast side. The trail will have limited vehicular conflicts for more efficient and safer travel as well as a more relaxing trip.

**Protect the Environment and Conserve Resources** The trail reduces fuel consumption, minimizes air pollution, provides access to scenic environments, will address drainage and runoff with additional wetlands, and be a major benefit for future neighborhood development.

FUTURE TRAIL TO PROSPECT MEADOWS

GRANT WOOD TRAIL

REGIONAL TRAILHEAD

HWY. 100 UNDERPASS

HWY 100

SQUAW CREEK PARK  
LINN COUNTY  
CONSERVATION

GARDNER GOLF  
COURSE  
CITY OF  
CEDAR RAPIDS



# MANITTI TRAIL PLAN

## LINN COUNTY CONSERVATION

306 A.C.  
DOWS-MANITI  
ACQUISITION  
LINN COUNTY

COTTAGE GROVE PARKWAY

SAC & FOX TRAIL

ALTERNATE ROUTE

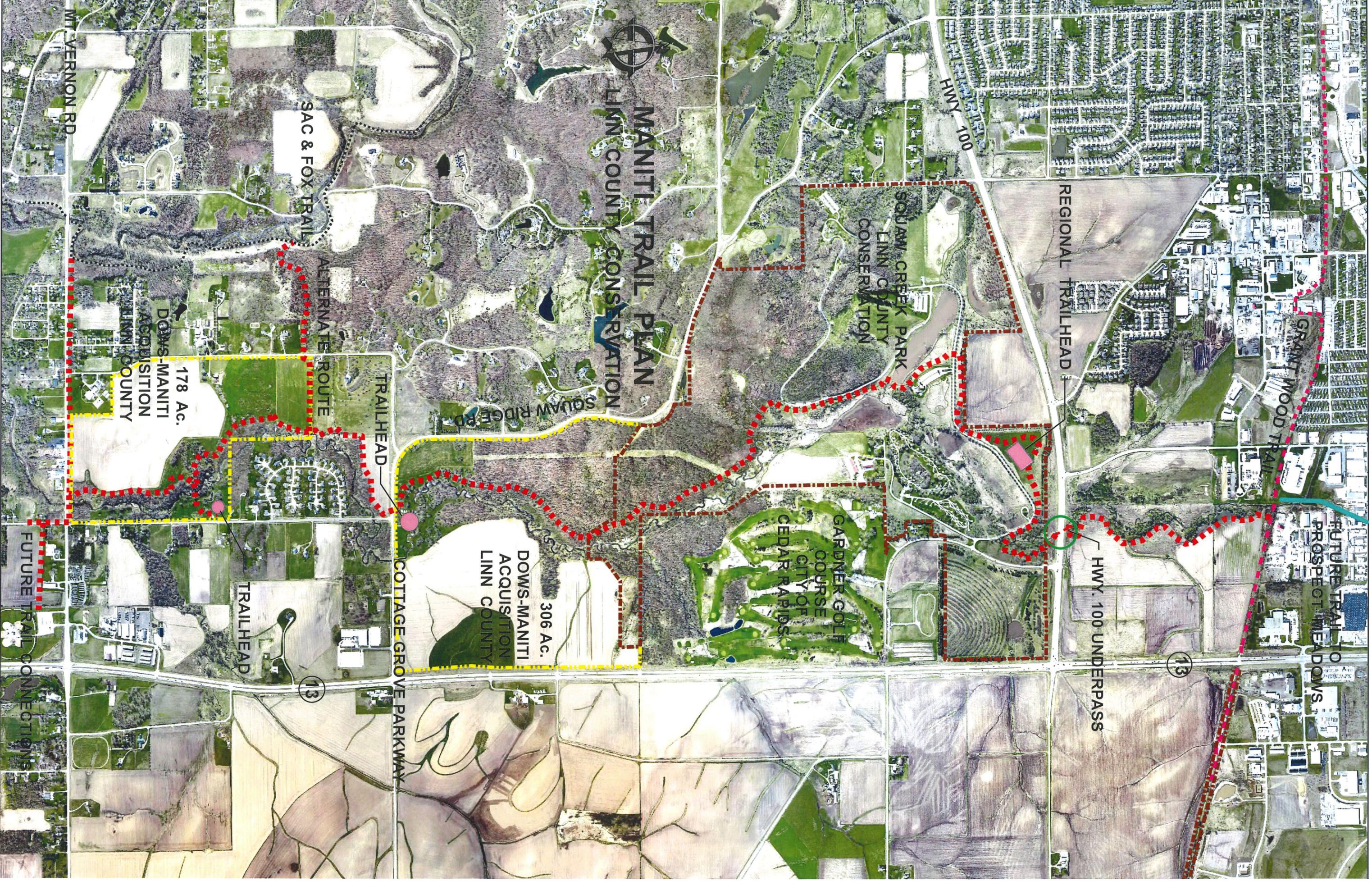
TRAILHEAD

TRAILHEAD

178 A.C.  
DOWS-MANITI  
ACQUISITION  
LINN COUNTY

MT VERNON RD

FUTURE TRAIL CONNECTIONS



# CONNECTIONS 2040 UPDATE PROJECT APPLICATION FORM

**PROJECT APPLICANT(S):** Linn County Conservation  
(Please reference Application Guideline #1.)

**PROJECT NAME:** Hwy 100 Trail (Segment 4)  
(Please reference Application Guideline #2.)

**PROJECT DESCRIPTION:** 3.0 miles of 11.7 miles new Paved Trail along Hwy 100 alignment connecting Cedar Valley Nature Trail in Cedar Rapids and Prairie Creek Trail in Fairfax. The trail also connects to the Cherokee Trail and downtown Cedar Rapids.  
(Please reference Application Guideline #3.)

**LIMITS:** Covington Rd. to E Ave and Morgan Creek Park.  
(Please reference Application Guideline #4.)

**COSTS:** \$4,000,000  
Estimated cost includes trail construction w/ 2 large creek crossing structures, engineering, and potential land acquisition.  
(Please reference Application Guideline #5.)

## HOW DOES THE PROPOSED PROJECT ADDRESS THE CONNECTIONS 2040 GOALS?

(Please reference Application Guideline #6.)

### Maintain our Existing Transportation System

Project is a new facility, but an extension of an existing trail plan. Design will include sustainability and long term maintenance considerations.

### Maximize Efficiency of Existing Transportation System

Trail provides an alternative to Hwy 100 and Stoney Pt Rd SW/NW. Connections to Fairfax Connector Trail, Beverly Rd Bikeway, Morgan Creek Trail, Seminole Valley Trail, Edgewood Rd Trail and the Cherokee Trail.

### Minimize Cost of Transportation

Same as Maximize Efficiency.

### Offer Travel Choices

Provide north-south connectivity to the City of Fairfax, City of Cedar Rapids and City of Hiawatha (via Edgewood Rd Trail & Cedar Valley Nature Trail), Morgan Creek Park, Rock Island Nature Preserve, Hy-Vee commercial center and other residential and commercial land uses. Trail provides access to downtown Cedar Rapids via the Cherokee Trail.

#### Provide Safe and Secure Transportation

Facility will be designed appropriately to maximize safety.

#### Support Economic Vitality

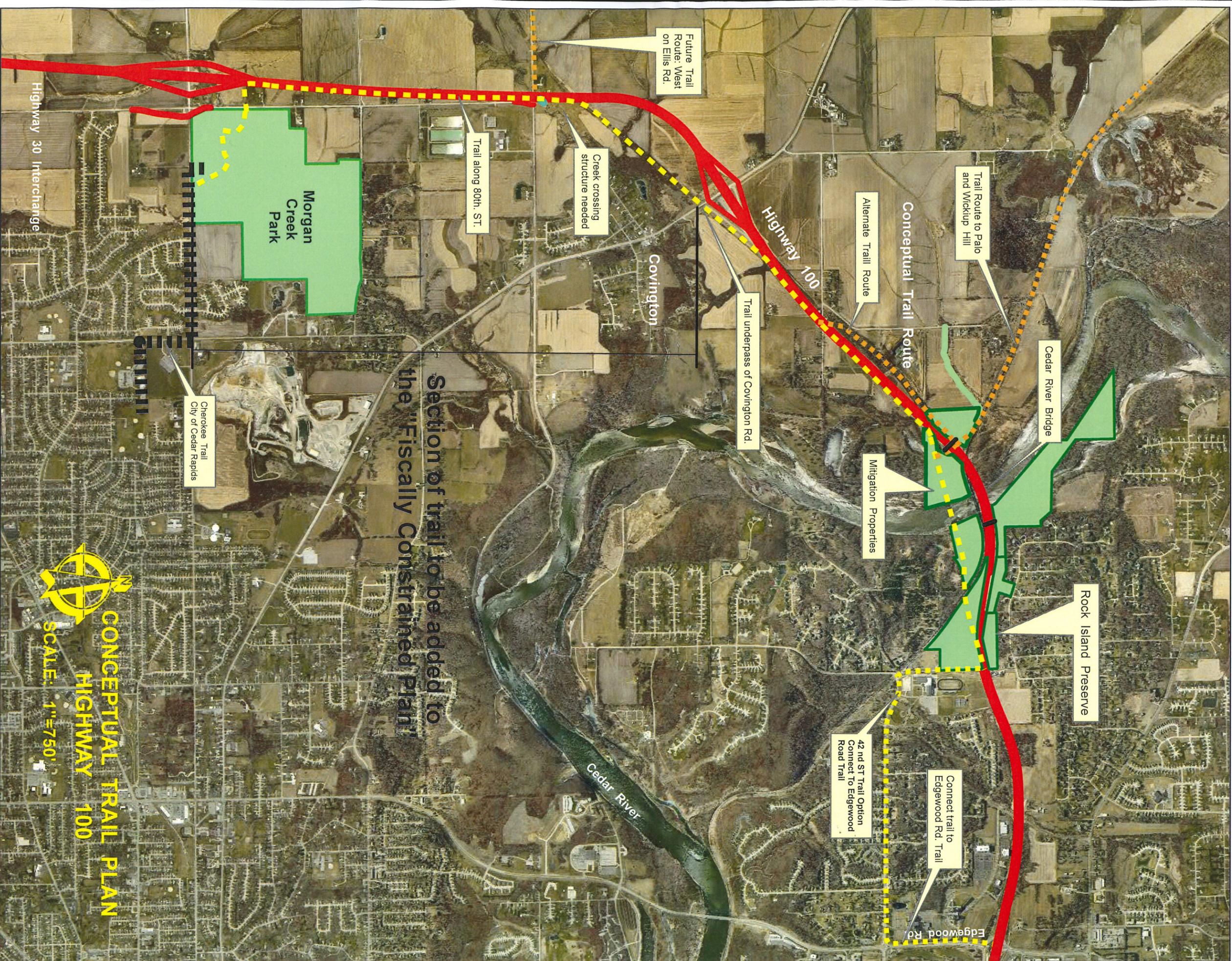
Regional amenity that will retain young professionals and a diverse population in a planned area for future growth on the NW side of the Metro area.

#### Minimize Travel Time

Route will minimize travel time between Fairfax and Cedar Rapids NE neighborhood. Facility will be designed with limited vehicular conflict points for more efficient and safer travel.

#### Protect the Environment and Conserve Resources

Reduces fuel consumption, minimizes air pollution, runoff addressed by roadway drainage system, considered a neighborhood benefit.



**Section of trail to be added to the "Fiscally Constrained Plan"**



**CONCEPTUAL TRAIL PLAN  
HIGHWAY 100**

**SCALE: 1"=750'**

# CONNECTIONS 2040 UPDATE PROJECT APPLICATION FORM

**PROJECT APPLICANT(S):** City of Fairfax, City of Cedar Rapids, and Linn County, Sponsors  
(Please reference Application Guideline #1.)

**PROJECT NAME:** Fairfax – Cedar Rapids Trail Connection  
(Please reference Application Guideline #2.)

**PROJECT DESCRIPTION:** Paved trail connecting the City of Cedar Rapids Trail located along Edgewood Road to the existing Trail in the City of Fairfax. This will likely be an 11' wide paved trail connecting the two City's trail systems. See the attached site exhibit for the proposed trail alignment. The easterly portion of the trail alignment would likely run along the existing roadways until it reaches the Union Pacific Railroad. Then this trail alignment would run along the north side of the Union Pacific Railroad tracks and Prairie Creek until it connects to the existing paved trail in Fairfax. This trail alignment would need right-of-way acquisitions, drainage improvements, and some culvert extensions. This trail alignment would likely need two small pedestrian bridges, or the extension of existing box culverts to cross significant drainage ways. This Trail Project is approximately 4.2 miles long.

(Please reference Application Guideline #3.)

**LIMITS:** The Easterly Limit is likely the Edgewood Road Trail at the intersection with Beverly Road in Cedar Rapids. The westerly limit is in Fairfax at the existing north-south paved trail section located along the east side of an unnamed creek and between E. Cemetery Road and Prairie Creek. Please see the attached site Exhibit.

(Please reference Application Guideline #4.)

**COSTS:** \$3,385,000

(Please reference Application Guideline #5.)

**TIMEFRAME FOR COMPLETION:** --- 2021 to 2024  --- 2025 to 2029  --- 2030 to 2040

(Please reference Application Guideline #7.)

## HOW DOES THE PROPOSED PROJECT ADDRESS THE CONNECTIONS 2040 GOALS?

(Please reference Application Guideline #6.)

Maintain our Existing Transportation System N/A

Maximize Efficiency of Existing Transportation System This trail project connects two existing paved trail sections, one in Fairfax and one along Edgewood Road in Cedar Rapids.

Minimize Cost of Transportation The total project cost is anticipated to be approximately \$805,900 per mile

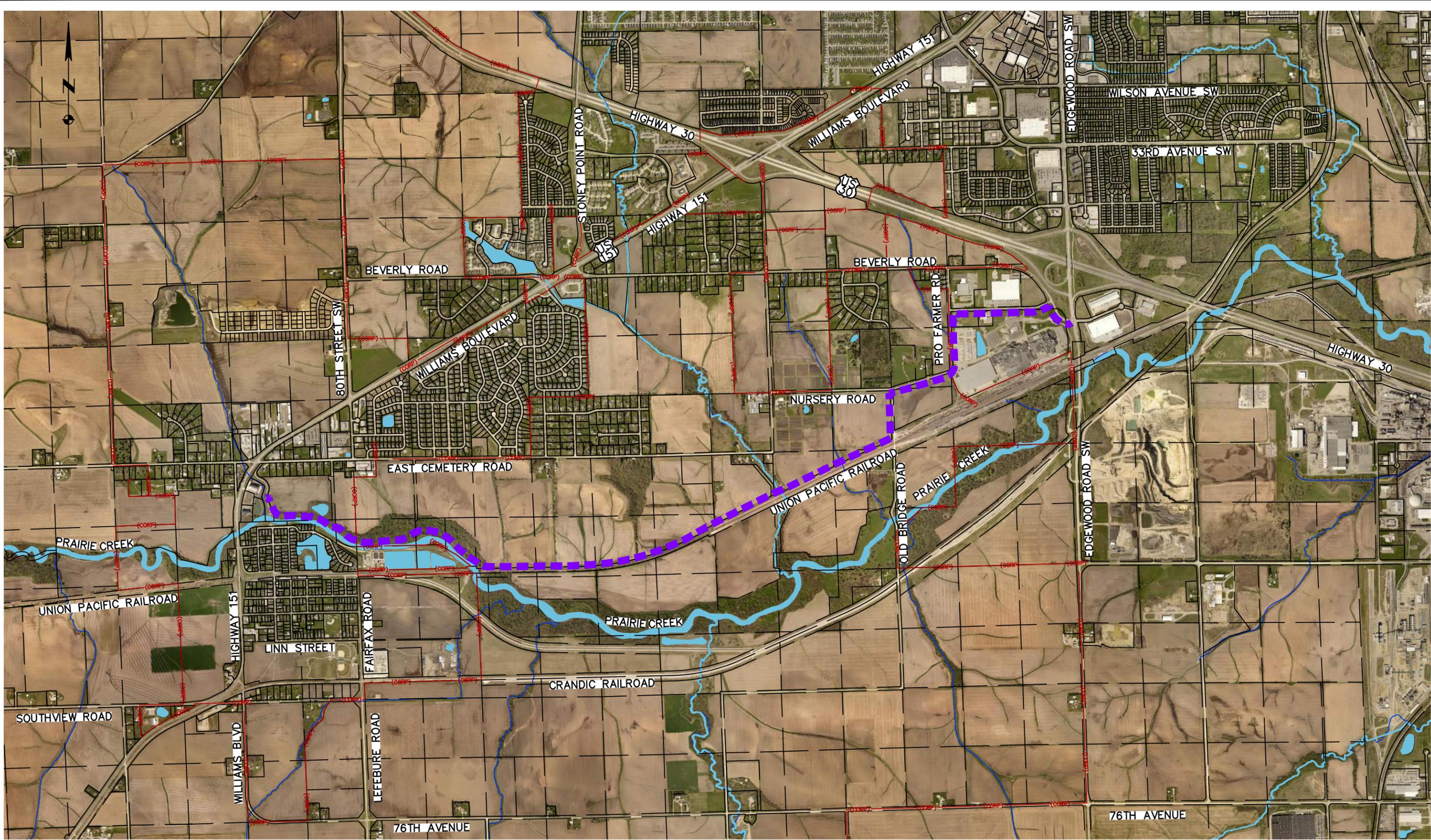
Offer Travel Choices Approximately 1,800 people live within ½ mile of the proposed trail.

Provide Safe and Secure Transportation N/A

Support Economic Vitality There are approximately 80 employers, retailers, restaurants, religious institutions, and parks located within ½ mile of this proposed trail, and the first two miles of the existing trails that this trail connects to.

Minimize Travel Time N/A

Protect the Environment and Conserve Resources N/A



■ ■ ■ ■ ■ ■ ■ ■ ■ ■ TRAIL ALIGNMENT

|                  |     |                      |          |      |
|------------------|-----|----------------------|----------|------|
| DRAWN BY: KLH    |     |                      |          |      |
| CHECKED BY: SRW  |     |                      |          |      |
| APPROVED BY: SRW |     |                      |          |      |
| DATE: 6-27-2018  |     |                      |          |      |
| FIELD BOOK: ---  | NO. | REVISION DESCRIPTION | APPROVED | DATE |



**HALL & HALL ENGINEERS, INC.**  
*Leaders in Land Development Since 1953*  
 1860 BOYSON ROAD, HIAWATHA, IOWA 52233  
 PHONE: (319) 362-9548 FAX: (319) 362-7595  
 CIVIL ENGINEERING • LANDSCAPE ARCHITECTURE  
 LAND SURVEYING • LAND DEVELOPMENT PLANNING  
 www.halleng.com

**FAIRFAX / CEDAR RAPIDS MPO TRAIL MAP**  
 IN THE CITIES OF FAIRFAX AND CEDAR RAPIDS, LINN COUNTY, IA

**FAIRFAX - CEDAR RAPIDS TRAIL CONNECTION**  
 MPO SITE EXHIBIT  
 SCALE: 1" = 2,000'  
 PROJECT NO: 6950 GEN

SHEET  
 1/1

# CONNECTIONS 2040 UPDATE PROJECT APPLICATION FORM

**PROJECT APPLICANT(S):** City of Cedar Rapids

(Please reference Application Guideline #1.)

**PROJECT NAME:** Tower Terrace Road NE from the proposed I-380 Interchange to Miller Road/Relocated Edgewood Road NE

(Please reference Application Guideline #2.)

**PROJECT DESCRIPTION:** Construct Tower Terrace Road NE from the proposed I-380 interchange, west to Edgewood Road. Relocate Edgewood Road to extend south to the Miller Road and Tower Terrace Road intersection. The project will require new right-of-way, pavement, storm sewer improvements, grading, trail along Tower Terrace Road and sidewalk along Edgewood Road, street lighting, and other miscellaneous improvements.

(Please reference Application Guideline #3.)

**LIMITS:** The project is on Tower Terrace Road NE from the proposed west terminus of the I-380 interchange to approximately 1,000 feet west of Miller Road NE. And on Edgewood Road from approximately one half mile north of Tower Terrace Road to approximately 1,500 feet south of Tower Terrace Road.

(Please reference Application Guideline #4.)

**COSTS:** \$9.1 Million

(Please reference Application Guideline #5.)

**TIMEFRAME FOR COMPLETION:** --- 2021 to 2024  --- 2025 to 2029  --- 2030 to 2040

(Please reference Application Guideline #7.)

## HOW DOES THE PROPOSED PROJECT ADDRESS THE CONNECTIONS 2040

### GOALS?

(Please reference Application Guideline #6.)

**Maintain our Existing Transportation System** The extension of Tower Terrace Road from Highway 13 to I-380 provides traffic relief and congestion mitigation of the existing transportation system, particularly at Boyson Road and at Blairs Ferry Road. This extension and relocation of Edgewood Road completes the west end of the overall Tower Terrace Road corridor and is the western tie-in for the proposed Tower Terrace Road interchange. From the Tower Terrace Road Interchange Draft IJR, adding the interchange plus the Tower Terrace Road

improvements in this application improved 2040 LOS at the Blairs Ferry Road interchange from LOS F in the PM Peak hour to LOS D.

**Maximize Efficiency of Existing Transportation System** This project provides alternative transportation routes for existing vehicle traffic, which in turn reduces congestion and delay on the existing surrounding street network, particularly Boyson Road and Blairs Ferry Road. This project also includes pedestrian and bicycle facilities to accommodate alternative transportation modes to reduce reliance on the automobile as the only means of personal transportation.

**Minimize Cost of Transportation** The completion of the Tower Terrace Road corridor with this project will reduce the need for costly improvements on other roadway corridors such as Boyson Road and Blairs Ferry Road. Also, travel time will be reduced and congestion will be reduced, resulting in fewer stops, improved level of service, and reduced greenhouse gas emissions.

**Offer Travel Choices** This project will continue the multi-use trail system across the Tower Terrace Road corridor from Highway 13 through Edgewood Road. This provides alternative travel modes for both bicyclists and pedestrians, not only for recreational purposes but also commuting trips, particularly as businesses and residential areas develop along the corridor. Further, sidewalks will be introduced in this developing area to allow for pedestrian travel, and pedestrian access to the trail system.

**Provide Safe and Secure Transportation** Tower Terrace Road corridor provides additional redundancy in the transportation system that can be used in case of blockage or failure of one of the other major east-west corridor (whether due to natural causes, crash, or construction/maintenance activities). Reduced delay and congestion, combined with a more robust transportation system will also improve access and response time for emergency services. The proposed layout of Tower Terrace Road includes bicycle lanes to separate bicycle traffic from vehicular traffic and also provide for emergency services access with a 20' wide pavement in each direction (13.5' travel lane with 6.5' bike lane). The intersection of Tower Terrace Road and Edgewood Road may be designed as a roundabout, which inherently reduces the severity of vehicle crashes.

**Support Economic Vitality** There is already substantial development interest in this corridor which is in part driving the schedule. This project is an integral part of the access to undeveloped property and will be key to supporting growth of Cedar Rapids toward the north and support of growth of the neighboring communities as part of the overall transportation network. There is existing commercial/industrial development on the south side of the corridor (at

Loggerhead Road). It is anticipated this type of development, along with interstate commercial development will be spurred by the extension and improvement of Tower Terrace Road/Edgewood Road as planned with this project.

**Minimize Travel Time** This project will have full access limited to one-quarter mile and partial access limited to 600 feet. The roadway is intended to be an arterial to focus on transportation of people and goods first. This project will also provide transportation mode choices to encourage a reduction in the reliance on the single person automobile for transportation needs.

**Protect the Environment and Conserve Resources** Through the reduction of congestion on other routes, greenhouse gasses and other pollutants will be reduced. Also, the intersection of Tower Terrace Road with relocated Edgewood Road and Miller Road will likely employ a roundabout which, on average has fewer stops than a signalized intersection, further reducing vehicle emissions and improvement fuel efficiency of cars and trucks. Finally, this project does not appear to affect any wetlands or environmentally sensitive areas.

11-30-3



ADDITION

1ST

ACRES

COUNTRY

& H

LOWER HERKAS ROAD NE

LOGGERHEAD ROAD NE

23.82 A

1-51001

9.09 A

1-26004

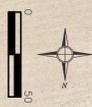
37.30 A

1-09000

7.10 A

2-77001

1-32001



# CONNECTIONS 2040 UPDATE PROJECT APPLICATION FORM

**PROJECT APPLICANT(S):** Linn County Secondary Road Department

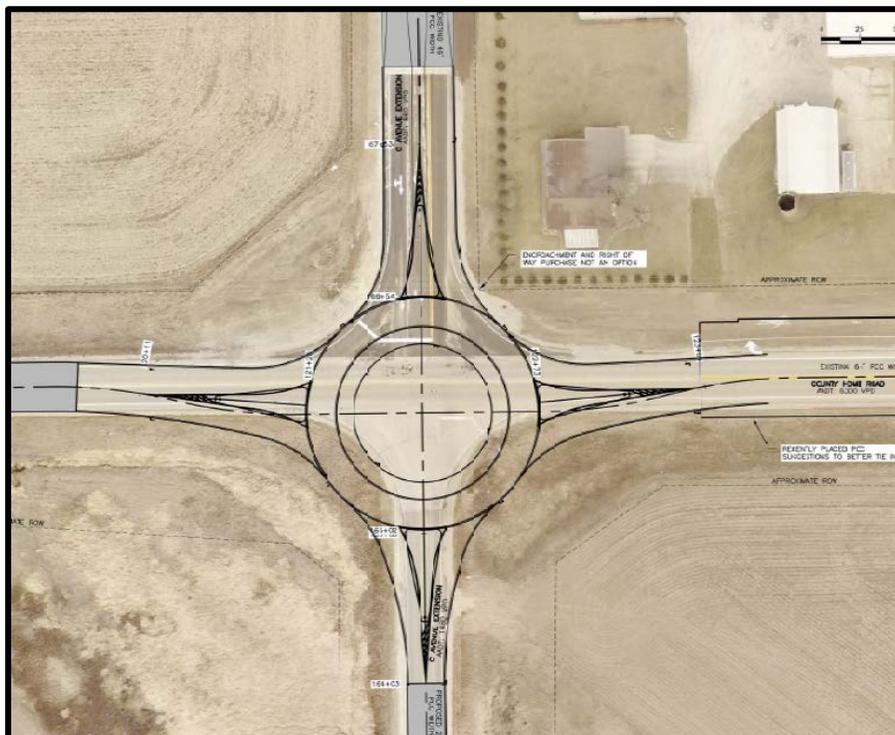
(Please reference Application Guideline #1.)

**PROJECT NAME:** County Home Road (E34) - Roundabout

(Please reference Application Guideline #2.)

**PROJECT DESCRIPTION:** This project application is a revised and scaled down version of the already fiscally constrained County Home Road paving and signalization project. This project includes the construction of a roundabout at the intersection of County Home Road and C Ave Ext. Preparation projects for the County Home Road corridor (I-380 to HWY 13) include: 5-lane bridges at Gilmore Road & N 10<sup>th</sup> Street, grading and culvert extensions/replacements for future paving, and paving from C Ave Ext to Gilmore Road. Design (concept shown below) for this project is scheduled to be completed in October 2018.

(Please reference Application Guideline #3.)



**LIMITS:** Intersection of County Home Road and C Ave Ext.

Paving will extend 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.  
(Please reference Application Guideline #4.)

**COSTS:** \$1,000,000

(Please reference Application Guideline #5.)

**TIMEFRAME FOR COMPLETION:** --- 2021 to 2024  --- 2025 to 2029  --- 2030 to 2040

(Please reference Application Guideline #7.)

## HOW DOES THE PROPOSED PROJECT ADDRESS THE CONNECTIONS 2040 GOALS?

(Please reference Application Guideline #6.)

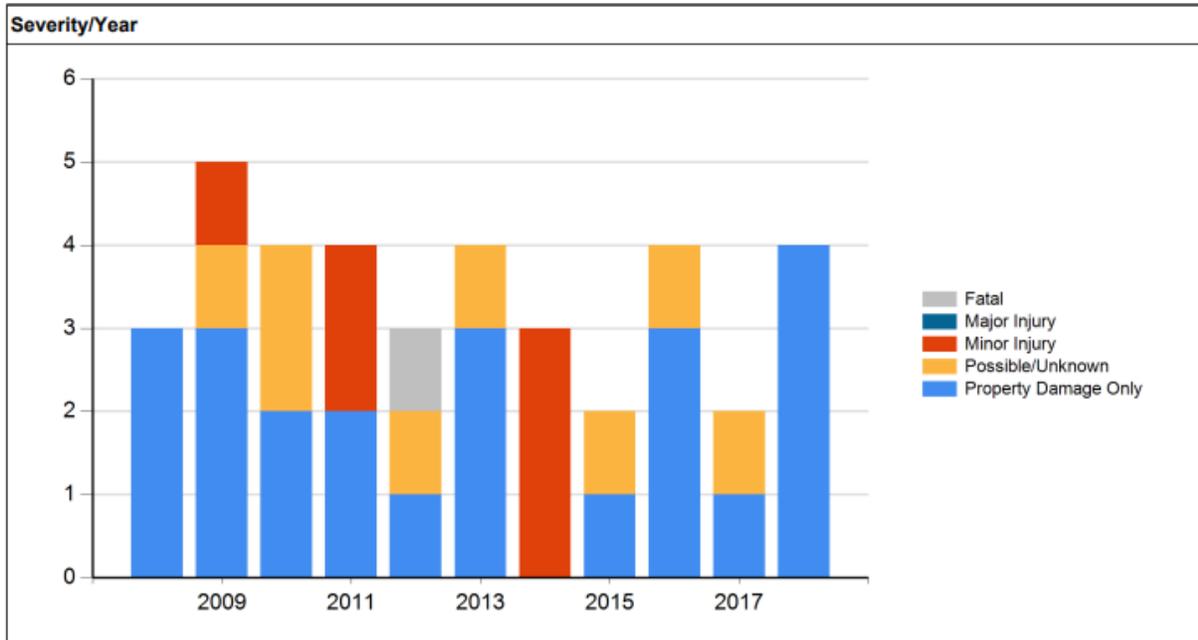
**Maintain our Existing Transportation System** The roundabout will provide for a safe and efficient alternative to standard traffic signalization for the County Home Road corridor. This project will utilize the structure of the existing pavement as much as practicable by overlaying with concrete and/or asphalt.

**Maximize Efficiency of Existing Transportation System** County Home Road serves as a direct route from I-380 to IA 13 connecting the east and west sides of the Cedar Rapids Metropolitan area. The Cities of Hiawatha and Robins have extended corporate limits north of County Home Road and the City of Marion corporate limits are within a mile. Other nearby communities/places of interest include: City of Alburnett, Cedar Valley Nature Trail, Tuma Soccer Complex.

**Minimize Cost of Transportation** Traffic counts from March 2018 indicate over 8,000 vehicles/day (vpd) on County Home Road and over 1,500 vpd on C Ave Ext. All project design, right-of-way acquisitions (if required), and project inspection and administration will be completed by Linn County staff.

**Offer Travel Choices** The roundabout will provide for reduced congestion during peak hours and during events at the Tuma Soccer Complex.

**Provide Safe and Secure Transportation** From 2008-2018 there have been 38 recorded crashes at this intersection. Roundabouts significantly reduce the number of vehicle conflict points and data supports a 76% reduction in injuries and a 35% reduction in all crashes when compared to signalized intersections.



**Support Economic Vitality** County Home Road serves as a direct route from I-380 to IA 13 connecting the east and west sides of the Cedar Rapids Metropolitan area. Destinations served include: City of Hiawatha, City of Alburnett, City of Robins, City of Marion, Cedar Valley Nature Trail, and Tuma Soccer Complex.

**Minimize Travel Time** The roundabout will provide for reduced congestion during peak hours and during events at the Tuma Soccer Complex.

**Protect the Environment and Conserve Resources** This project will utilize the existing right-of-way as much as practicable and will lessen the impact to the surrounding resources.

# CONNECTIONS 2040 UPDATE PROJECT APPLICATION FORM

**PROJECT APPLICANT(S):** City of Hiawatha

(Please reference Application Guideline #1.)

**PROJECT NAME:** Tower Terrace Road from I-380 to 700 Feet East of North Center Point Road Pavement Reconstruction

(Please reference Application Guideline #2.)

**PROJECT DESCRIPTION:** Reconstruct existing 2-lane rural pavement to an urban 5-lane section, including PCC pavement, medians, storm sewers, water main relocation, sidewalk, trail, and a traffic signal.

(Please reference Application Guideline #3.)

**LIMITS:** I-380 to 700' E. of N. Center Point Road

(Please reference Application Guideline #4.)

## **COSTS:**

Road(s): \$3,450,000 Trail(s): \_\_\_\_\_

(Please reference Application Guideline #5.)

## **HOW DOES THE PROPOSED PROJECT ADDRESS THE CONNECTIONS 2040 GOALS?**

(Please reference Application Guideline #6.)

**Maintain our Existing Transportation System** This project is tied to a proposed interchange on Interstate 380 at Tower Terrace Road needed due to growth and development in Hiawatha, Robins, Marion, and northeast Cedar Rapids. The proposed interchange will relieve traffic volumes and improve levels of service at existing Boyson Road and County Home Road interchanges to currently acceptable standards while allowing for additional growth in the region. This existing segment of Tower Terrace Road is a vital connector between the proposed interchange and N. Center Point Road. It does not have either the structural integrity nor the functional capacity to support this interchange in its current state.

**Maximize Efficiency of Existing Transportation System** Existing I-380 interchanges are approximately 3.5 miles apart and do not provide the level of direct access needed to a rapidly urbanizing area. The Corridor MPO 2040 Transportation Plan includes construction of Tower Terrace Road between I-380 and Highway 13.

Construction of this facility will provide needed access and mobility for traffic to, from and through Hiawatha and Robins, and eventually Cedar Rapids and Marion when the entire corridor is complete. Recent construction at North Center Point Road was completed in 2011 and accommodated the proposed reconstruction on Tower Terrace.

**Minimize Cost of Transportation** Tower Terrace Road will complement other east-west corridors as a parallel route, providing a relief option for growing traffic volumes. Without this route, the existing corridors will require expensive capacity improvements in the form of widening, turn lanes, and traffic signals. The addition of pedestrian and bicycle accommodations will provide alternative transportation options further reducing the transportation costs.

**Offer Travel Choices** There is currently no safe pedestrian or bicycle access on Tower Terrace Road. A new sidewalk and trail are included with this project, which would provide a safe alternate travel choice. These facilities will connect to the existing trail along N. Center Point Road and the proposed sidewalk and trail to be constructed with the interchange. There is an existing bus stop at the intersection of N. Center Point Road and Tower Terrace Road. The proposed traffic signals will support transit ridership by offering safe passage across N. Center Point Road at this intersection.

**Provide Safe and Secure Transportation** Dedicated left turn lanes and intersection improvements will reduce the risk of accidents. Relief of traffic congestion at Boyson Road and Blairs Ferry Road will reduce accidents in the area. The addition of sidewalks and bicycle accommodations will provide a safe means of alternative transportation. Signalized pedestrian crossings will be included with the intersection improvements to further enhance pedestrian use and safety.

**Support Economic Vitality** All of the property along the south side of Tower Terrace Road immediately adjacent to the project is currently zoned C-4 (commercial). The property immediately adjacent to the project area on the north side is currently zoned R-MH (manufactured housing), however, there is potential for this property to get rezoned to a commercial use as a result of this project. In addition to the immediately adjacent property, most of the land adjacent to the N. Center Point Road and Tower Terrace Road Corridors within a one mile vicinity include commercial or industrial zoning in either the existing zoning or future land use plan. The Tower Terrace Road Interchange and this supporting project are the primary catalysts that will stimulate significant development of these areas.

Minimize Travel Time Tower Terrace Road will provide a significantly more direct route between I-380 and Highway 13 than what is available now, reducing travel distances from 13 miles to 8 miles. Congestion on County Home Road, Boyson Road and Blairs Ferry Road will be reduced, decreasing travel times on those corridors.

Protect the Environment and Conserve Resources Reducing travel delay will reduce fuel consumption and vehicle emissions. Providing alternative forms of transportation will further reduce vehicle emissions. Storm water management in the right-of-way will improve runoff quality and reduce the volume of runoff being conveyed by the storm sewer to downstream land. Pedestrian and bicycle accommodations will provide alternative non-motorized forms of transportation. The proposed improvements will include property acquisition that will displace approximately 18 existing mobile home units. No other impacts are anticipated within environmentally sensitive areas.

# CONNECTIONS 2040 UPDATE PROJECT APPLICATION FORM

**PROJECT APPLICANT(S):** City of Marion

(Please reference Application Guideline #1.)

**PROJECT NAME:** Tower Terrace Road 2

(Please reference Application Guideline #2.)

**PROJECT DESCRIPTION:** This project is for the construction of a new multi-modal regional corridor. The initial corridor improvement will include a two-lane divided roadway with dedicated left-turn lanes. An oversized landscaped median will also be included in anticipation of the roadway's ultimate 5-lane condition, scheduled for 2040, or as traffic needs progress. The initial project will include trails and sidewalks on both sides of the roadway to provide multi-modal opportunities along this regional corridor and associated pedestrian amenities. This segment of Tower Terrace Road also includes a bridge over Indian Creek on the eastern edge of the project.

(Please reference Application Guideline #3.)

**LIMITS:** 10th Street to Indian Creek Road

(Please reference Application Guideline #4.)

**COSTS:** \$11,287,000 (The 2015 cost estimate was \$9,750,000, including \$7m bridge. Inflating 5% for 3 years brings the revised cost estimate to \$11,287,000)

## HOW DOES THE PROPOSED PROJECT ADDRESS THE CONNECTIONS 2040

### GOALS?

(Please reference Application Guideline #6.)

**Maintain our Existing Transportation System** Proposed new corridor will provide some relief for the existing transportation system and minimize required expansion of other alignments.

**Maximize Efficiency of Existing Transportation System** The proposed corridor would build on the existing transportation system and meet the recommendations of both jurisdictional comprehensive plans as well as regional transportation plans.

**Minimize Cost of Transportation** By providing a complete corridor from west to east commuter traffic would experience an efficient route thereby reducing transportation costs.

**Offer Travel Choices** The proposed corridor would provide a much less congested alternative to east-west traffic as well as a multi-model experience with trails, bike paths, and an aesthetically pleasing corridor.

**Provide Safe and Secure Transportation** By providing a route with lower congestion by using access control and proper design standards the route will be more safe and secure than other alternatives.

**Support Economic Vitality** The proposed corridor will provide for the vitality of adjacent properties by connecting "The Neighborhood" and the "29th Avenue Sub-area Plan" with Interstate 380 and the rest of the region.

**Minimize Travel Time** The efficiency of the Tower Terrace Corridor will in itself minimize travel time for much of the commuter traffic as well as add to the potential of bus and bike traffic.

**Protect the Environment and Conserve Resources** By providing a single / comprehensive east-west corridor with sensitivity to the environment with multi-model attributes it will minimize its impact as well as limit the need for impacts to the environment along other streets.