

CORRIDOR MPO

Smarter Transportation, Better Community



FFY19 – FFY22 Transportation Improvement Program

Updated – March 13, 2019

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**

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**RESOLUTION NO. 04-18
RESOLUTION ADOPTING THE FFY2019 – FFY2022 TRANSPORTATION IMPROVEMENT
PROGRAM**

WHEREAS, the Corridor Metropolitan Planning Organization (CMPO), in cooperation with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Iowa Department of Transportation (Iowa DOT), annually prepares a Transportation Improvement Program (TIP) identifying federally funded transportation improvement projects for the Linn County urbanized area; and

WHEREAS, inclusion in the TIP is required to qualify for the use of FHWA and/or FTA funds for transportation improvement projects; and

WHEREAS, the Transportation Technical Advisory Committee (TTAC) provided a recommendation of projects for inclusion in the final FFY2019 – FFY2022 TIP, an Open House was held to share and gather information from the public;

NOW THEREFORE BE IT RESOLVED by the CMPO Policy Board that the CMPO hereby approves and adopts the final FFY2019 – FFY2022 Transportation Improvement Program.

Passed this 19th day of July, 2018.


Charles Hinz, Chairperson
Corridor Metropolitan Planning Organization

Date 7-19-18



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RESOLUTION NO. 05-18
Self-certification of the MPO Planning Process

WHEREAS, THE CORRIDOR METROPOLITAN PLANNING ORGANIZATION (MPO) is responsible for carrying out the transportation planning process for the Cedar Rapids, Iowa, urbanized area in compliance with the following:

1. 23 U.S.C. 134, 49 U.S.C. Section 5303, and 23 CFR Part 450;
2. In non-attainment and maintenance areas, Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d) and 40 CFR 93);
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
5. Section 1101(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (Pub. L. 109-59) regarding the involvement of Disadvantaged Business Enterprises in FHWA and FTA funded planning;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and USDOT implementing regulation;
8. Older Americans Act, as amended (42 U.S.C. 6101);
9. 23 U.S.C. 324, regarding prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (49 U.S.C. 794) and 49 CFR Part 27, regarding discrimination against individuals with disabilities;

NOW, THEREFORE, BE IT RESOLVED that the Corridor Metropolitan Planning Organization hereby certifies that the above requirements concerning metropolitan transportation planning (23 CFR 450.334) are being met.

Passed this 19th day of July, 2018



Charles Hinz, Chair
Corridor Metropolitan Planning Organization

7-19-18

Date



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
TOTALS	189,764	18

* 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



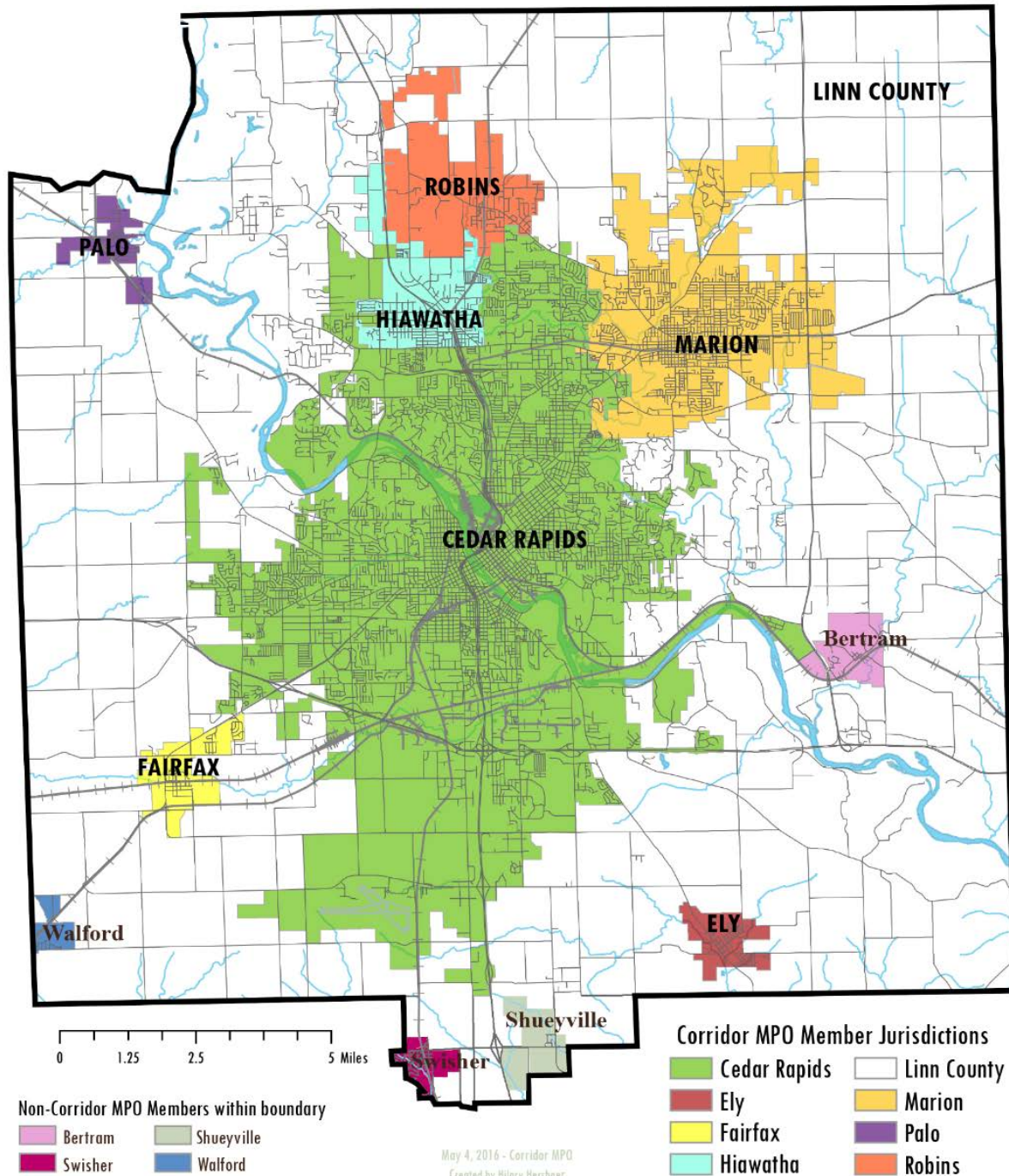
Transportation Technical Advisory Committee (TTAC)

<u>Members</u>	<u>Representation</u>
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 Pepper	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 Sevensing	Transportation Planning Intern
Jillane Shultz	Administrative Assistant

Corridor MPO Member Jurisdictions





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.

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.

FFY19 - FFY22 TIP Fiscal Constraint Summary				
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
Balance (Carryover)	\$18,687,101	\$5,420,101	\$2,384,101	\$1,081,101
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
Balance (Carryover)	\$238,833	-\$197,167	\$13,833	\$258,833



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

Revenues	2019	2020	2021	2022
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
Total	\$1,186.40	\$1,191.00	\$1,196.70	\$1,199.10
Statewide Allocations				
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
Total	\$490.90	\$506.70	\$518.50	\$530.40
Funds Available For ROW/Construction	\$695.50	\$684.30	\$678.20	\$668.70

FY19 - FY22 TIP Period Revenue and O & M			
Forecasted Non Federal Aid Revenues ¹		Forecasted Operations & Maintenance on Federal-Aid System ²	
Road Fund Receipts for FY19	\$113,716,710	\$1,476,645	Operations for FY19
Road Fund Receipts for FY20	\$115,991,045	\$4,370,711	Maintenance for FY19
Road Fund Receipts for FY21	\$118,310,866	\$1,535,710	Operations for FY20
Road Fund Receipts for FY22	\$120,677,083	\$4,545,539	Maintenance for FY20
		\$1,597,139	Operations for FY21
		\$4,727,361	Maintenance for FY21
		\$1,661,024	Operations for FY22
		\$4,916,455	Maintenance for FY22

¹ Inflated 2% per year based on FY16 data.

² Inflated 4% per year based on FY16 data.



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
STBG	\$22,212	\$13,883	\$ 13,883	\$ -	\$16,066	\$12,087	\$ 12,087	\$ -	\$ 6,686	\$ 3,123	\$ 2,123	\$ -	\$39,913	\$ 4,022	\$ 4,022	\$ -
STBG-TAP	\$ 4,928	\$ 3,939	\$ 3,939	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,262	\$ 1,800	\$ 1,800	\$ -	\$ 1,715	\$ 903	\$ 903	\$ -
Grand Total	\$58,700	\$37,681	\$ 18,938	\$1,116	\$46,770	\$21,983	\$ 19,257	\$7,170	\$26,028	\$12,367	\$ 8,500	\$4,577	\$63,761	\$20,138	\$ 6,733	\$1,808



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 Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S.T.R		Pgm'd Amounts in 1000's				Total	STIP#
				FY19	FY20	FY21	FY22		
STBG - Surface Transportation Block Grant Program									
Linn - 57									
34210 Cedar Rapids	NHSX-U-922-0(30)--8S-57 DOT Letting: 11/19/2019 IA922 FROMapr300'S of 27thTO34th; 27thFrom A Ave NE TOapr250'E of IA922; 29thFrom Franklin AveTOapr200'E of IA922	1.046 --	Project Total Federal Aid	531 425	3,139 2,505	0 0	0 0	3,670 2,930	TA
Final TIP Approved	Pavement Rehab/Widen,Ped/Bike Grade & Pave,Ped/Bike Structures	0:0:00	Regional FA SWAP	425 0	2,505 0	0 0	0 0	2,930 0	90036
PA NOTE: \$425,000 in STBG is for advanced right-of-way acquisition.									
35690 Cedar Rapids	STP-U-1187()--70-57 Construction of ramps and bridge modifications to connect 80th St to Hwy 100 at the Hwy 100/Hwy 30 interchange	0 --	Project Total Federal Aid	6,000 943	0 0	0 0	0 0	6,000 943	TA
Final TIP Approved	Grade and Pave,Bridge New	34:83:08	Regional FA SWAP	943 0	0 0	0 0	0 0	943 0	--
36995 Cedar Rapids	STP-U-1187(796)--70-57 DOT Letting: 10/15/2019 Lindale Trail Ext ph2 from Council St NE along abandoned railway to 51st St & the CVNT Trail near Hwy 100	0.927 --	Project Total Federal Aid	500 400	690 550	0 0	0 0	1,190 950	TA
Final TIP Approved	Ped/Bike ROW,Ped/Bike Grade & Pave,Ped/Bike Miscellaneous	0:0:00	Regional FA SWAP	400 0	550 0	0 0	0 0	950 0	--
PA NOTE: \$400,000 in FFY19 is for advanced right-of-way acquisition									
29789 Cedar Rapids	TAP-U-1187(797)--8I-57 DOT Letting: 02/19/2019 In the city of Cedar Rapids, on EDGEWOOD RD NW, from Ellis Rd North to Edgewood Rd Bridge	0.347 --	Project Total Federal Aid	1,363 1,090	0 0	0 0	0 0	1,363 1,090	TA
Final TIP Approved	Ped/Bike Grade & Pave,Ped/Bike Structures,Ped/Bike Development	0:0:00	Regional FA SWAP	1,090 0	0 0	0 0	0 0	1,090 0	--
PA NOTE: Project has \$825,000 in STBG and \$265,000 in TAP.									
21104 Cedar Rapids	TAP-U-1187(773)--8I-57 DOT Letting: 11/19/2019 In the city of Cedar Rapids, CEMAR Trail Phase 3, from 29th St, under 1st Ave, to Marion CL	3.735 MI --	Project Total Federal Aid	419 335	1,845 1,474	0 0	0 0	2,264 1,809	TA
Final TIP Approved	Ped/Bike Grade & Pave,Ped/Bike Structures	--	Regional FA SWAP	335 0	1,474 0	0 0	0 0	1,809 0	--
PA NOTE: \$335,000 in STBG is for advanced right-of-way acquisition.									

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S.T.R		Pgm'd Amounts in 1000's				Total	STIP#	
				FY19	FY20	FY21	FY22			
Linn - 57 (continued)										
30992 Cedar Rapids Final TIP Approved	TAP-U-1187(786)--8I-57 DOT Letting: 11/19/2019 CeMar Cedar Rapids Phase 4-Lindale Connector,Marion City Limit N to Hwy100 and Lindale Mall Shopping Centers Ped/Bike ROW,Ped/Bike Grade & Pave,Ped/Bike Structures	0.155 -- 0:0:00	Project Total	453	1,374	0	0	1,827	TA	
			Federal Aid	363	1,094	0	0	1,457		
			Regional FA	363	1,094	0	0	1,457	--	
			SWAP	0	0	0	0	0		
PA NOTE: \$363,000 in FFY 19 is for advanced right-of-way acquisition.										
36965 Cedar Rapids Final TIP Approved	TAP-U-1187(801)--8I-57 DOT Letting: 10/15/2019 From Midway Dr along Vinton Ditch to E Ave along E Ave to Vinton Ditch, to & along F Ave until 13th Street Ped/Bike Grade & Pave,Ped/Bike Structures	1.566 -- 0:0:00	Project Total	88	1,964	0	0	2,052	TA	
			Federal Aid	70	1,564	0	0	1,634		
			Regional FA	70	1,564	0	0	1,634	--	
			SWAP	0	0	0	0	0		
PA NOTE: \$70,000 in STBG is for advanced right-of-way acquisition.										
37075 Cedar Rapids Final TIP Approved	TAP-U-1187(799)--8I-57 DOT Letting: 02/19/2019 From Morgan Crk Pk,E Ave,Stoney Point,to Cherry Hill Pk, Eastview along Gordon Ave,Cherokee Pk to Midway Dr Ped/Bike Grade & Pave,Ped/Bike Structures	2.595 -- 0:0:00	Project Total	2,286	0	0	0	2,286	TA	
			Federal Aid	1,840	0	0	0	1,840		
			Regional FA	1,840	0	0	0	1,840	--	
			SWAP	0	0	0	0	0		
PA NOTE: Project has TAP \$565K and STBG \$1275K										
36938 Linn CCB Final TIP Approved	TAP-U-C057)--8I-57 42nd ST N along Preserve Ln to Rock Island Preserve along abandoned rail aprox 250' E of Cedar River Ped/Bike ROW,Ped/Bike Grade & Pave,Ped/Bike Structures	0.92 -- 0:0:00	Project Total	908	0	0	0	908	TA	
			Federal Aid	726	0	0	0	726		
			Regional FA	726	0	0	0	726	--	
			SWAP	0	0	0	0	0		
29791 Marion Final TIP Approved	STP-U-4775(631)--70-57 DOT Letting: 12/18/2018 10TH ST, Over Indian Creek, from the to be built Tower Terrace Rd South 2.1 M to Boyson Trail north of 8th Ave. Ped/Bike Grade & Pave,Ped/Bike Structures,Ped/Bike Development	2.164 -- 0:0:00	Project Total	2,867	0	0	0	2,867	TA	
			Federal Aid	2,294	0	0	0	2,294		
			Regional FA	2,294	0	0	0	2,294	--	
			SWAP	0	0	0	0	0		

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S:T:R		Pgm'd Amounts in 1000's				Total	STIP#
				FY19	FY20	FY21	FY22		
Linn - 57 (continued)									
36687 [NBIS: 33530] Marion	STP-U-4775(632)--70-57 DOT Letting: 02/19/2019 Removal of railroad bridge over Marion Blvd in advance of CeMar Trail.	0 33530	Project Total Federal Aid	303 242	0 0	0 0	0 0	303 242	TA
Final TIP Approved	Ped/Bike Structures	0:0:00	Regional FA SWAP	242 0	0 0	0 0	0 0	242 0	--
22208 Marion	TAP-U-4775(630)--8I-57 DOT Letting: 12/18/2018 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 --	Project Total Federal Aid	6,494 5,155	0 0	0 0	0 0	6,494 5,155	TA
Final TIP Approved	Ped/Bike Grade & Pave,Ped/Bike Structures	0:0:00	Regional FA SWAP	5,155 0	0 0	0 0	0 0	5,155 0	--
25525 Cedar Rapids	TAP-U-1187(793)--8I-57 DOT Letting: 09/15/2020 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 --	Project Total Federal Aid	0 0	2,361 1,176	0 0	0 0	2,361 1,176	TA
Final TIP Approved	Ped/Bike Grade & Pave,Ped/Bike Structures	--	Regional FA SWAP	0 0	1,176 0	0 0	0 0	1,176 0	--
29793 Cedar Rapids	TAP-U-1187(0)--8I-57 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.	1.347 --	Project Total Federal Aid	0 0	760 608	0 0	0 0	760 608	TA
Final TIP Approved	Ped/Bike Grade & Pave,Ped/Bike Development	0:0:00	Regional FA SWAP	0 0	608 0	0 0	0 0	608 0	--
PA NOTE: \$152,000 STP and \$456,000 TAP.									
DOT NOTE: Project eligible for FHWA TAP funding									
38368 Cedar Rapids	TAP-U-1187(0)--8I-57 On EDGEWOOD RD NE,from the north side of the Edgewood Rd Bridge to the ext.trail aprox 1K' north.	0.182 --	Project Total Federal Aid	0 0	200 160	0 0	0 0	200 160	TA
Final TIP Approved	Ped/Bike Grade & Pave	0:0:00	Regional FA SWAP	0 0	160 0	0 0	0 0	160 0	--
36955 MPO-23 / CMPO	RGTR-PA23(0)--ST-57 Purchase 1 medium-duty 33' replacement ADA paratransit service bus.	0 --	Project Total Federal Aid	0 0	196 126	0 0	0 0	196 126	TA
Final TIP Approved	Transit Investments	--	Regional FA SWAP	0 0	126 0	0 0	0 0	126 0	--

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

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S.T.R		Pgm'd Amounts in 1000's				Total	STIP#
				FY19	FY20	FY21	FY22		

Linn - 57 (continued)

38370	TAP-U-1187()--81-57	0.138	Project Total	0	0	0	500	500	TA
Cedar Rapids	In the city of Cedar Rapids, On EDGEWOOD RD Bridge NE, widen existing ped bridge to 8' for trail development.	--	Federal Aid	0	0	0	400	400	
Final TIP Approved	Ped/Bike Structures	0:0:00	Regional FA SWAP	0	0	0	400	400	--
				0	0	0	0	0	
36940 [NBIS: 605040]	STP-U-3432()--27-57	0	Project Total	0	0	0	18,230	18,230	TA
Hiawatha	I-380: TOWER TERRACE INTERCHANGE IN HIAWATHA	605040	Federal Aid	0	0	0	2,000	2,000	
Final TIP Approved	Grade and Pave,Bridge Replacement,Ped/Bike Structures	30:84:07	Regional FA SWAP	0	0	0	2,000	2,000	--
				0	0	0	0	0	
38373	RGTR-PA23()--ST-57	0	Project Total	0	0	0	216	216	TA
MPO-23 / CMPO	Purchase 1 medium-duty 33' replacement ADA paratransit service bus.	--	Federal Aid	0	0	0	172	172	
Final TIP Approved	Transit Investments	--	Regional FA SWAP	0	0	0	172	172	--
				0	0	0	0	0	
38374	RGTR-PA23()--ST-57	0	Project Total	0	0	0	1,084	1,084	TA
MPO-23 / CMPO	CR Transit Route 5 two Heavy-Duty (35' diesel) Bus Replacements	--	Federal Aid	0	0	0	866	866	
Final TIP Approved	Transit Investments	--	Regional FA SWAP	0	0	0	866	866	--
				0	0	0	0	0	

SWAP-STBG - SWAP - STBG equivalent

Linn - 57

25544	STBG-SWAP-1187(803)--SG-57 DOT Letting: 11/17/2020	0	Project Total	80	0	3,670	0	3,750	
Cedar Rapids	In the City of Cedar Rapids On Tower Terrace Road NE, at C Avenue NE	--	Federal Aid	0	0	0	0	0	
Final TIP Approved	Grade and Pave,Traffic Signals	--	Regional FA SWAP	64	0	2,936	0	3,000	--
				64	0	2,936	0	3,000	

PA NOTE: \$64,000 in STBG funds for advanced right-of-way acquisition.

25545	STBG-SWAP-1187(787)--SG-57 DOT Letting: 11/19/2019	0	Project Total	1,164	11,562	0	0	12,726	
Cedar Rapids	In the City of Cedar Rapids On Tower Terrace Road, from C Avenue NE to Alburnett Road in Marion	--	Federal Aid	0	0	0	0	0	
Final TIP Approved	Grade and Pave,Ped/Bike Grade & Pave	--	Regional FA SWAP	932	7,170	0	0	8,102	90031
				932	7,170	0	0	8,102	

PA NOTE: \$932,000 in STBG funds for advanced right-of-way acquisition.

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S:T:R		Pgm'd Amounts in 1000's				Total	STIP#
				FY19	FY20	FY21	FY22		

Linn - 57 (continued)

34199	STBG-SWAP-1187(785)--SG-57 DOT Letting: 11/17/2020	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	
Final TIP Approved	Grade and Pave,Sanitary Sewer,Ped/Bike Grade & Pave	0:0:0	Regional FA SWAP	120	0	716	0	836	--
				120	0	716	0	836	

PA NOTE: \$120,000 in STBG funds for advanced right-of-way acquisition.

34198	STBG-SWAP-1187)--SG-57	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	
Final TIP Approved	Pavement Rehab,Sanitary Sewer,Ped/Bike Paving	0:0:00	Regional FA SWAP	0	0	925	0	925	--
				0	0	925	0	925	

38366	STBG-SWAP-1187)--SG-57	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	
Final TIP Approved	Grade and Pave,Ped/Bike Grade & Pave	0:0:00	Regional FA SWAP	0	0	0	1,808	1,808	--
				0	0	0	1,808	1,808	

NHPP - National Highway Performance Program

Linn - 57

37861	BRF--151)--38-57	0 MI	Project Total	1,918	0	0	0	1,918	TA
DOT-D06-MPO23	US 151: UP RR IN FAIRFAX	--	Federal Aid	1,535	0	0	0	1,535	
Final TIP Approved	Bridge Replacement	--	Regional FA SWAP	0	0	0	0	0	--
				0	0	0	0	0	
37862	BRF--151)--38-57	0 MI	Project Total	2,349	0	0	0	2,349	TA
DOT-D06-MPO23	US 151: PRAIRIE CREEK IN FAIRFAX	--	Federal Aid	1,880	0	0	0	1,880	
Final TIP Approved	Bridge Replacement	--	Regional FA SWAP	0	0	0	0	0	--
				0	0	0	0	0	
37863	BRF--151)--38-57	0 MI	Project Total	1,781	0	0	0	1,781	TA
DOT-D06-MPO23	US 151: DITCH 2.5 MI S OF US 30 IN FAIRFAX	--	Federal Aid	1,425	0	0	0	1,425	
Final TIP Approved	Bridge Replacement	--	Regional FA SWAP	0	0	0	0	0	--
				0	0	0	0	0	

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S.T.R		Pgm'd Amounts in 1000's				Total	STIP#
				FY19	FY20	FY21	FY22		

Linn - 57 (continued)

38235 DOT-D06-MPO23 Final TIP Approved	NHSX--13()--3H-57 IA 13: 1.0 MI N OF COUNTY HOME RD TO 2.0 MI S OF CENTRAL CITY (SB) Grade and Pave,Culvert Replacement,Traffic Signs	0 MI -- --	Project Total Federal Aid Regional FA SWAP	350 0 0 0	12,012 9,610 0 0	0 0 0 0	0 0 0 0	12,362 9,610 0 0	TA --
38236 DOT-D06-MPO23 Final TIP Approved	NHSX--30()--3H-57 US 30: KIRKWOOD BLVD IN CEDAR RAPIDS TO WILCOX RD Pavement Rehab	0 MI -- --	Project Total Federal Aid Regional FA SWAP	5,260 4,208 0 0	0 0 0 0	0 0 0 0	0 0 0 0	5,260 4,208 0 0	TA --
38238 DOT-D06-MPO23 Submitted	NHSX--151()--3H-57 US 151: 0.2 MI S OF CHURCH ST IN FAIRFAX TO N OF DEAN RD Grade and Pave	0 MI -- --	Project Total Federal Aid Regional Swap	9,564 7,651 0 0	0 0 0 0	0 0 0 0	0 0 0 0	9,564 7,651 0 0	R 90225
38239 DOT-D06-MPO23 Final TIP Approved	NHSX--151()--3H-57 US 151: DITCH 0.6 MILE S OF US 30 Bridge Replacement	0 MI -- --	Project Total Federal Aid Regional FA SWAP	6,283 5,027 0 0	0 0 0 0	0 0 0 0	0 0 0 0	6,283 5,027 0 0	TA --
37860 DOT-D06-MPO23 Final TIP Approved	BRF--30()--38-57 US 30: CEDAR RIVER 0.5 MI W OF E JCT US 151 (EB) Bridge Replacement,Right of Way	0 MI -- --	Project Total Federal Aid Regional FA SWAP	0 0 0 0	1 0 0 0	8,947 7,158 0 0	0 0 0 0	8,948 7,158 0 0	TA --
38070 DOT-D06-MPO23 Final TIP Approved	IM--380()--13-57 I-380: TOWER TERRACE INTERCHANGE IN HIAWATHA (STATE SHARE) Grade and Pave,Bridge Replacement,Right of Way	0 MI -- --	Project Total Federal Aid Regional FA SWAP	0 0 0 0	0 0 0 0	0 0 0 0	16,585 14,927 0 0	16,585 14,927 0 0	TA --

STBG - STP funded TAP projects - Pop. 5,000 - 200,000

Linn - 57

34210 Cedar Rapids Final TIP Approved	NHSX-U-922-0(30)--8S-57 DOT Letting: 11/19/2019 IA922 FROMaprx300'S of 27thTO34th; 27thFrom A Ave NE TOaprx250'E of IA922; 29thFrom Franklin AveTOaprx200'E of IA922 Pavement Rehab/Widen,Ped/Bike Grade & Pave,Ped/Bike Structures	1.046 -- 0:0:00	Project Total Federal Aid Regional FA SWAP	531 425 425 0	3,139 2,505 2,505 0	0 0 0 0	0 0 0 0	3,670 2,930 2,930 0	TA 90036
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PA NOTE: \$425,000 in STBG is for advanced right-of-way acquisition.

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S-T-R		Pgm'd Amounts in 1000's				Total	STIP#
				FY19	FY20	FY21	FY22		
Linn - 57 (continued)									
35690 Cedar Rapids	STP-U-11870--70-57 Construction of ramps and bridge modifications to connect 80th St to Hwy 100 at the Hwy 100/Hwy 30 interchange	0 --	Project Total Federal Aid	6,000 943	0 0	0 0	0 0	6,000 943	TA
Final TIP Approved	Grade and Pave,Bridge New	34:83:08	Regional FA SWAP	943 0	0 0	0 0	0 0	943 0	--
36995 Cedar Rapids	STP-U-1187(796)--70-57 DOT Letting: 10/15/2019 Lindale Trail Ext ph2 from Council St NE along abandoned railway to 51st St & the CVNT Trail near Hwy 100	0.927 --	Project Total Federal Aid	500 400	690 550	0 0	0 0	1,190 950	TA
Final TIP Approved	Ped/Bike ROW,Ped/Bike Grade & Pave,Ped/Bike Miscellaneous	0:0:00	Regional FA SWAP	400 0	550 0	0 0	0 0	950 0	--
PA NOTE: \$400,000 in FFY19 is for advanced right-of-way acquisition									
29789 Cedar Rapids	TAP-U-1187(797)--8I-57 DOT Letting: 02/19/2019 In the city of Cedar Rapids, on EDGEWOOD RD NW, from Ellis Rd North to Edgewood Rd Bridge	0.347 --	Project Total Federal Aid	1,363 1,090	0 0	0 0	0 0	1,363 1,090	TA
Final TIP Approved	Ped/Bike Grade & Pave,Ped/Bike Structures,Ped/Bike Development	0:0:00	Regional FA SWAP	1,090 0	0 0	0 0	0 0	1,090 0	--
PA NOTE: Project has \$825,000 in STBG and \$265,000 in TAP.									
21104 Cedar Rapids	TAP-U-1187(773)--8I-57 DOT Letting: 11/19/2019 In the city of Cedar Rapids, CEMAR Trail Phase 3, from 29th St, under 1st Ave, to Marion CL	3.735 MI --	Project Total Federal Aid	419 335	1,845 1,474	0 0	0 0	2,264 1,809	TA
Final TIP Approved	Ped/Bike Grade & Pave,Ped/Bike Structures	--	Regional FA SWAP	335 0	1,474 0	0 0	0 0	1,809 0	--
PA NOTE: \$335,000 in STBG is for advanced right-of-way acquisition.									
30992 Cedar Rapids	TAP-U-1187(786)--8I-57 DOT Letting: 11/19/2019 CeMar Cedar Rapids Phase 4-Lindale Connector,Marion City Limit N to Hwy100 and Lindale Mall Shopping Centers	0.155 --	Project Total Federal Aid	453 363	1,374 1,094	0 0	0 0	1,827 1,457	TA
Final TIP Approved	Ped/Bike ROW,Ped/Bike Grade & Pave,Ped/Bike Structures	0:0:00	Regional FA SWAP	363 0	1,094 0	0 0	0 0	1,457 0	--
PA NOTE: \$363,000 in FFY 19 is for advanced right-of-way acquisition.									

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S:T:R		Pgm'd Amounts in 1000's				Total	STIP#
				FY19	FY20	FY21	FY22		
Linn - 57 (continued)									
36965 Cedar Rapids	TAP-U-1187(801)--8I-57 DOT Letting: 10/15/2019 From Midway Dr along Vinton Ditch to E Ave along E Ave to Vinton Ditch, to & along F Ave until 13th Street	1.566 --	Project Total Federal Aid	88 70	1,964 1,564	0 0	0 0	2,052 1,634	<div>TA</div>
Final TIP Approved	Ped/Bike Grade & Pave,Ped/Bike Structures	0:0:00	Regional FA SWAP	70 0	1,564 0	0 0	0 0	1,634 0	--
PA NOTE: \$70,000 in STBG is for advanced right-of-way acquisition.									
37075 Cedar Rapids	TAP-U-1187(799)--8I-57 DOT Letting: 02/19/2019 From Morgan Crk Pk,E Ave,Stoney Point,to Cherry Hill Pk, Eastview along Gordon Ave,Cherokee Pk to Midway Dr	2.595 --	Project Total Federal Aid	2,286 1,840	0 0	0 0	0 0	2,286 1,840	<div>TA</div>
Final TIP Approved	Ped/Bike Grade & Pave,Ped/Bike Structures	0:0:00	Regional FA SWAP	1,840 0	0 0	0 0	0 0	1,840 0	--
PA NOTE: Project has TAP \$565K and STBG \$1275K									
36938 Linn CCB	TAP-U-C0570)--8I-57 42nd ST N along Preserve Ln to Rock Island Preserve along abandoned rail aprox 250' E of Cedar River	0.92 --	Project Total Federal Aid	908 726	0 0	0 0	0 0	908 726	<div>TA</div>
Final TIP Approved	Ped/Bike ROW,Ped/Bike Grade & Pave,Ped/Bike Structures	0:0:00	Regional FA SWAP	726 0	0 0	0 0	0 0	726 0	--
29791 Marion	STP-U-4775(631)--70-57 DOT Letting: 12/18/2018 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 --	Project Total Federal Aid	2,867 2,294	0 0	0 0	0 0	2,867 2,294	<div>TA</div>
Final TIP Approved	Ped/Bike Grade & Pave,Ped/Bike Structures,Ped/Bike Development	0:0:00	Regional FA SWAP	2,294 0	0 0	0 0	0 0	2,294 0	--
36687 <div>NBIS: 33530</div> Marion	STP-U-4775(632)--70-57 DOT Letting: 02/19/2019 Removal of railroad bridge over Marion Blvd in advance of CeMar Trail.	0 33530	Project Total Federal Aid	303 242	0 0	0 0	0 0	303 242	<div>TA</div>
Final TIP Approved	Ped/Bike Structures	0:0:00	Regional FA SWAP	242 0	0 0	0 0	0 0	242 0	--

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S:T:R		Pgm'd Amounts in 1000's				Total	STIP#
				FY19	FY20	FY21	FY22		
Linn - 57 (continued)									
22208 Marion	TAP-U-4775(630)--8I-57 DOT Letting: 12/18/2018 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 --	Project Total Federal Aid	6,494	0	0	0	6,494	TA
Final TIP Approved	Ped/Bike Grade & Pave,Ped/Bike Structures	0:0:00	Regional FA SWAP	5,155 0	0 0	0 0	0 0	5,155 0	--
25525 Cedar Rapids	TAP-U-1187(793)--8I-57 DOT Letting: 09/15/2020 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 --	Project Total Federal Aid	0 0	2,361 1,176	0 0	0 0	2,361 1,176	TA
Final TIP Approved	Ped/Bike Grade & Pave,Ped/Bike Structures	--	Regional FA SWAP	0 0	1,176 0	0 0	0 0	1,176 0	--
29793 Cedar Rapids	TAP-U-1187()--8I-57 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.	1.347 --	Project Total Federal Aid	0 0	760 608	0 0	0 0	760 608	TA
Final TIP Approved	Ped/Bike Grade & Pave,Ped/Bike Development	0:0:00	Regional FA SWAP	0 0	608 0	0 0	0 0	608 0	--
PA NOTE: \$152,000 STP and \$456,000 TAP.									
DOT NOTE: Project eligible for FHWA TAP funding									
38368 Cedar Rapids	TAP-U-1187()--8I-57 On EDGEWOOD RD NE,from the north side of the Edgewood Rd Bridge to the ext.trail aprox 1K' north.	0.182 --	Project Total Federal Aid	0 0	200 160	0 0	0 0	200 160	TA
Final TIP Approved	Ped/Bike Grade & Pave	0:0:00	Regional FA SWAP	0 0	160 0	0 0	0 0	160 0	--
36955 MPO-23 / CMPO	RGTR-PA23()--ST-57 Purchase 1 medium-duty 33' replacement ADA paratransit service bus.	0 --	Project Total Federal Aid	0 0	196 126	0 0	0 0	196 126	TA
Final TIP Approved	Transit Investments	--	Regional FA SWAP	0 0	126 0	0 0	0 0	126 0	--
35692 Marion	TAP-U-4775()--8I-57 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 --	Project Total Federal Aid	0 0	3,537 2,830	0 0	0 0	3,537 2,830	TA
Final TIP Approved	Ped/Bike Grade & Pave	0:0:00	Regional FA SWAP	0 0	2,830 0	0 0	0 0	2,830 0	--
PA NOTE: Project has \$2,583,000 in STBG and \$247,000 in TAP.									

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S:T:R		Pgm'd Amounts in 1000's				Total	STIP#
				FY19	FY20	FY21	FY22		
Linn - 57 (continued)									
34204 Hiawatha	STP-U-3432() --70-57 In the city of Hiawatha, On BOYSON RD bridge reconstruction to 6 lanes (Center Point to 12th), DDI interchange	0.589 --	Project Total Federal Aid	0 0	0 0	5,055 2,000	0 0	5,055 2,000	<div>TA</div>
Final TIP Approved	Grade and Pave,Bridge Replacement,Traffic Signals	0:0:00	Regional FA SWAP	0 0	0 0	1,000 0	0 0	1,000 0	--
PA NOTE: Project has CMAQ:\$1,000K and STBG:\$1,000K									
36956 MPO-23 / CMPO	RGTR-PA23() --ST-57 CR Transit Route 5 two Heavy-Duty (35' diesel) Bus Replacements	0 --	Project Total Federal Aid	0 0	0 0	1,032 825	0 0	1,032 825	<div>TA</div>
Final TIP Approved	Transit Investments	--	Regional FA SWAP	0 0	0 0	825 0	0 0	825 0	--
36957 MPO-23 / CMPO	RGTR-PA23() --ST-57 Purchase 1 medium-duty 33' replacement ADA paratransit service bus.	0 --	Project Total Federal Aid	0 0	0 0	205 164	0 0	205 164	<div>TA</div>
Final TIP Approved	Transit Investments	--	Regional FA SWAP	0 0	0 0	164 0	0 0	164 0	--
36958 MPO-23 / CMPO	RGTR-PA23() --ST-57 In the City of Marion bus stop improvements located on non-local roads.	0 --	Project Total Federal Aid	0 0	0 0	394 134	0 0	394 134	<div>TA</div>
Final TIP Approved	Transit Investments	--	Regional FA SWAP	0 0	0 0	134 0	0 0	134 0	--
38385 Cedar Rapids	TAP-U-1187() --8I-57 Edgewood Rd Trail Bridge over Hwy100 connecting to N RiverBlvd and trail along Edgewood Rd	0.5 --	Project Total Federal Aid	0 0	0 0	0 0	3,888 584	3,888 584	<div>TA</div>
Final TIP Approved	Ped/Bike ROW,Ped/Bike Grade & Pave,Ped/Bike Structures	0:0:00	Regional FA SWAP	0 0	0 0	0 0	584 0	584 0	--
38370 Cedar Rapids	TAP-U-1187() --8I-57 In the city of Cedar Rapids, On EDGEWOOD RD Bridge NE, widen existing ped bridge to 8' for trail development.	0.138 --	Project Total Federal Aid	0 0	0 0	0 0	500 400	500 400	<div>TA</div>
Final TIP Approved	Ped/Bike Structures	0:0:00	Regional FA SWAP	0 0	0 0	0 0	400 0	400 0	--

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S:T:R		Pgm'd Amounts in 1000's				Total	STIP#
				FY19	FY20	FY21	FY22		

Linn - 57 (continued)

36940 [NBIS: 605040] Hiawatha Final TIP Approved	STP-U-3432()--27-57 I-380: TOWER TERRACE INTERCHANGE IN HIAWATHA Grade and Pave,Bridge Replacement,Ped/Bike Structures	0 605040 30:84:07	Project Total Federal Aid Regional FA SWAP	0 0 0 0	0 0 0 0	0 0 0 0	18,230 2,000 2,000 0	18,230 2,000 2,000 0	TA --
38373 MPO-23 / CMPO Final TIP Approved	RGTR-PA23()--ST-57 Purchase 1 medium-duty 33' replacement ADA paratransit service bus. Transit Investments	0 -- --	Project Total Federal Aid Regional FA SWAP	0 0 0 0	0 0 0 0	0 0 0 0	216 172 172 0	216 172 172 0	TA --
38374 MPO-23 / CMPO Final TIP Approved	RGTR-PA23()--ST-57 CR Transit Route 5 two Heavy-Duty (35' diesel) Bus Replacements Transit Investments	0 -- --	Project Total Federal Aid Regional FA SWAP	0 0 0 0	0 0 0 0	0 0 0 0	1,084 866 866 0	1,084 866 866 0	TA --

STBG-TAP - Transportation Alternatives

Linn - 57

36964 Cedar Rapids Final TIP Approved	TAP-U-1187()--8I-57 F Ave NW from 13th St NW to the Cedar River;Along the River N to I Ave NW & S to 1st Ave W Ped/Bike Grade & Pave	1.21 -- 0:0:00	Project Total Federal Aid Regional FA SWAP	0 0 0 0	0 0 0 0	2,262 1,800 1,800 0	0 0 0 0	2,262 1,800 1,800 0	TA --
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PA NOTE: Project includes TAP \$56K and STBG \$1,744K

DOT NOTE: Project eligible for FHWA TAP funding

38371 Cedar Rapids Final TIP Approved	TAP-U-1187()--8I-57 W side of WILEY BLVD SW,from 16th Ave to Williams Blvd SW inced all req intersection improvements. Traffic Signals,Ped/Bike Grade & Pave,Ped/Bike Miscellaneous	0.866 -- 0:0:00	Project Total Federal Aid Regional FA SWAP	0 0 0 0	0 0 0 0	0 0 0 0	1,715 903 903 0	1,715 903 903 0	TA --
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PA NOTE: Project has \$227,000 in TAP and \$676,000 in STBG

TAP - Transportation Alternatives

TPMS	Project #	Length		Pgm'd Amounts in 1000's					
Sponsor	Location	FHWA#							
Appr. Status	Funding Program	S.T.R		FY19	FY20	FY21	FY22	Total	STIP#

Linn - 57

32097	TAP-U-1187(780)--8I-57 DOT Letting: 12/18/2018	0.424	Project Total	1,295	0	0	0	1,295	TA
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	
Final TIP Approved	Ped/Bike Grade & Pave,Ped/Bike Development	0:0:00	Regional FA SWAP	1,036 0	0 0	0 0	0 0	1,036 0	--

PA NOTE: STBG award of \$434,000. TAP award of \$602,000

DOT NOTE: Project eligible for FHWA TAP funding

34196	TAP-U-1187(798)--8I-57 DOT Letting: 12/18/2018	0.59	Project Total	1,050	0	0	0	1,050	TA
Cedar Rapids	In the city of Cedar Rapids, From STONEY POINT RD NW, through Cherry Hill Pk, to Sharon Ln at Eastview Dr NW	--	Federal Aid	840	0	0	0	840	
Final TIP Approved	Ped/Bike ROW,Ped/Bike Grade & Pave	0:0:00	Regional FA SWAP	840 0	0 0	0 0	0 0	840 0	--

PA NOTE: PE authorized for \$4,285.12. Total STIP limit is \$840,000.

DOT NOTE: Project eligible for FHWA TAP funding

35691	TAP-U-1187(792)--8I-57 DOT Letting: 01/16/2019	1.258	Project Total	2,583	0	0	0	2,583	TA
Cedar Rapids	Lindale Trl Ext from existing trail along &under Blairs Ferry Rd. Along abandoned Rail to Council Street NE	--	Federal Aid	2,063	0	0	0	2,063	
Final TIP Approved	Ped/Bike ROW,Ped/Bike Grade & Pave,Ped/Bike Structures	0:0:00	Regional FA SWAP	2,063 0	0 0	0 0	0 0	2,063 0	--

PA NOTE: Project has both TAP: 261K and STBG: 1,802K

DOT NOTE: Project eligible for FHWA TAP funding

CMAQ - Congestion Mitigation Air Quality

Linn - 57

6695	NHSX-100-1(55)--3H-57 DOT Letting: 05/19/2020	0.027 MI	Project Total	197	0	0	0	197	TA
Cedar Rapids	In the City of Cedar Rapids, COLLINS RD: C AVE INTERSECTION	--	Federal Aid	157	0	0	0	157	
Final TIP Approved	Pavement Widening	--	Regional FA SWAP	0 0	0 0	0 0	0 0	0 0	--

PA NOTE: FA will be used for advanced right-of-way acquisition.

DOT NOTE: Total grant amount of \$1,400,000. \$1,243,078.57 already authorized.

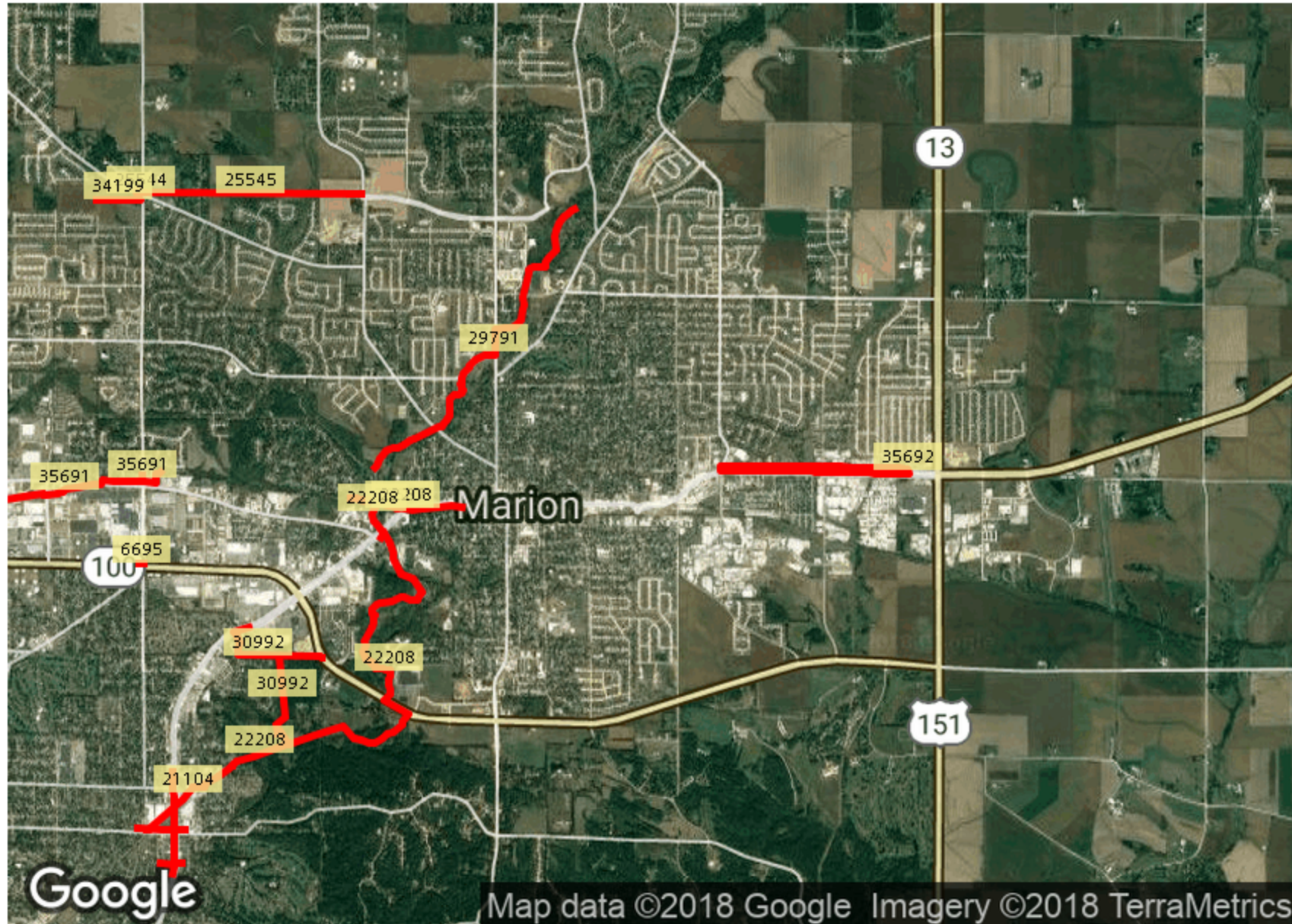
TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S.T.R		Pgm'd Amounts in 1000's				Total	STIP#
				FY19	FY20	FY21	FY22		
PL - Metropolitan Planning									
Region Wide - 00									
17107	RGPL-PA23)--PL-00	0 MI	Project Total	358	358	358	358	1,432	TA
MPO-23 / CMPO	MPO: Planning Funds	--	Federal Aid	286	286	286	286	1,144	
Final TIP Approved	Trans Planning	--	Regional FA	0	0	0	0	0	--
			SWAP	0	0	0	0	0	
PRF - Primary Road Funds									
Johnson - 52									
38101	IMN--380)--0E-52	0 MI	Project Total	0	0	0	500	500	TA
DOT-D06-MPO23	I-380: CO RD F12 INTERCHANGE	--	Federal Aid	0	0	0	0	0	
Final TIP Approved	Bridge Deck Overlay	--	Regional FA	0	0	0	0	0	--
			SWAP	0	0	0	0	0	
Linn - 57									
38107	IMN--380)--0E-57	0 MI	Project Total	2,750	0	0	0	2,750	TA
DOT-D06-MPO23	I-380: 3RD AVE SW TO 8TH ST NE IN CEDAR RAPIDS	--	Federal Aid	0	0	0	0	0	
Final TIP Approved	Lighting	--	Regional FA	0	0	0	0	0	--
			SWAP	0	0	0	0	0	
38169	STPN--100)--2J-57	0 MI	Project Total	1,473	0	0	0	1,473	TA
DOT-D06-MPO23	IA 100: US 30 TO COVINGTON RD IN CEDAR RAPIDS (STATE SHARE)	--	Federal Aid	0	0	0	0	0	
Final TIP Approved	Bridge Painting,Erosion Control,Traffic Signs	--	Regional FA	0	0	0	0	0	--
			SWAP	0	0	0	0	0	
LIFETIME FUNDING NOTE: Sum of funding from this program plus any spending prior to 2019 plus any anticipated future amounts after 2022: \$191,378,000									
37970	BRFN--151)--39-57	0 MI	Project Total	402	0	0	0	402	TA
DOT-D06-MPO23	US 151: EAST JCT US 30 IN CEDAR RAPIDS (NB)	--	Federal Aid	0	0	0	0	0	
Final TIP Approved	Bridge Deck Overlay	--	Regional FA	0	0	0	0	0	--
			SWAP	0	0	0	0	0	
38102	IMN--380)--0E-57	0 MI	Project Total	144	0	0	0	144	TA
DOT-D06-MPO23	I-380: N OF 29TH ST TO EMMONS ST IN CEDAR RAPIDS	--	Federal Aid	0	0	0	0	0	
Final TIP Approved	Culvert Replacement	--	Regional FA	0	0	0	0	0	--
			SWAP	0	0	0	0	0	
38103	IMN--380)--0E-57	0 MI	Project Total	225	0	0	0	225	TA
DOT-D06-MPO23	I-380: 8TH ST NE OVER I-380 IN CEDAR RAPIDS	--	Federal Aid	0	0	0	0	0	
Final TIP Approved	Bridge Deck Overlay	--	Regional FA	0	0	0	0	0	--
			SWAP	0	0	0	0	0	
38104	IMN--380)--0E-57	0 MI	Project Total	0	1,050	0	0	1,050	TA
DOT-D06-MPO23	I-380: CC RR 2.5 MI S OF IA 100 (NB)	--	Federal Aid	0	0	0	0	0	
Final TIP Approved	Bridge Deck Overlay	--	Regional FA	0	0	0	0	0	--
			SWAP	0	0	0	0	0	
38105	IMN--380)--0E-57	0 MI	Project Total	0	4,913	0	0	4,913	TA
DOT-D06-MPO23	I-380: US 30 INTERCHANGE IN CEDAR RAPIDS	--	Federal Aid	0	0	0	0	0	
Final TIP Approved	Pavement Rehab	--	Regional FA	0	0	0	0	0	--
			SWAP	0	0	0	0	0	

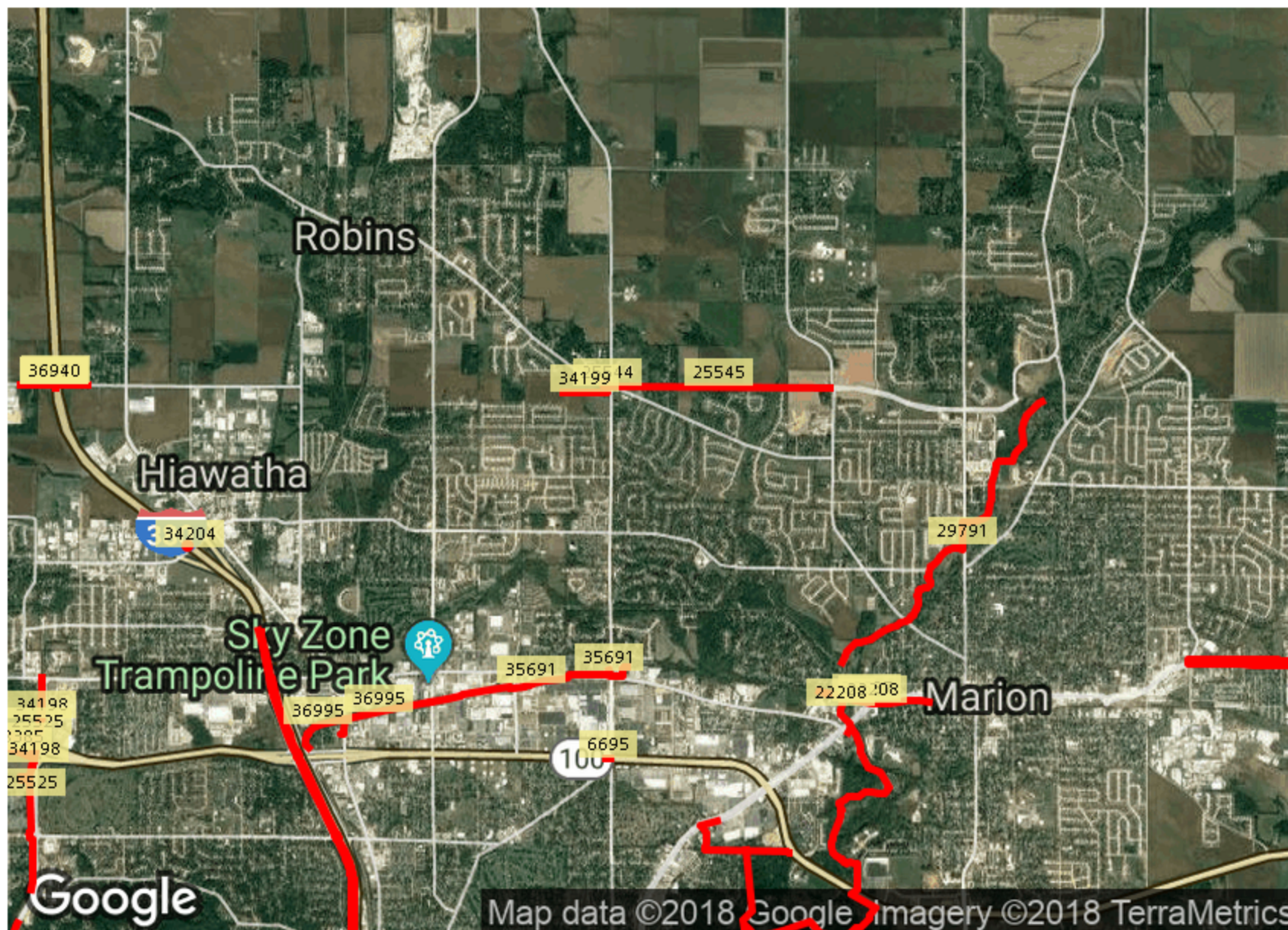
TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S.T.R		Pgm'd Amounts in 1000's				Total	STIP#
				FY19	FY20	FY21	FY22		
Linn - 57 (continued)									
38106	IMN--380)--0E-57	0 MI	Project Total	0	808	0	0	808	TA
DOT-D06-MPO23	I-380: GLASS RD 1.1 MI S OF IA 100 IN CEDAR RAPIDS	--	Federal Aid	0	0	0	0	0	
Final TIP Approved	Bridge Deck Overlay	--	Regional FA SWAP	0	0	0	0	0	--
				0	0	0	0	0	

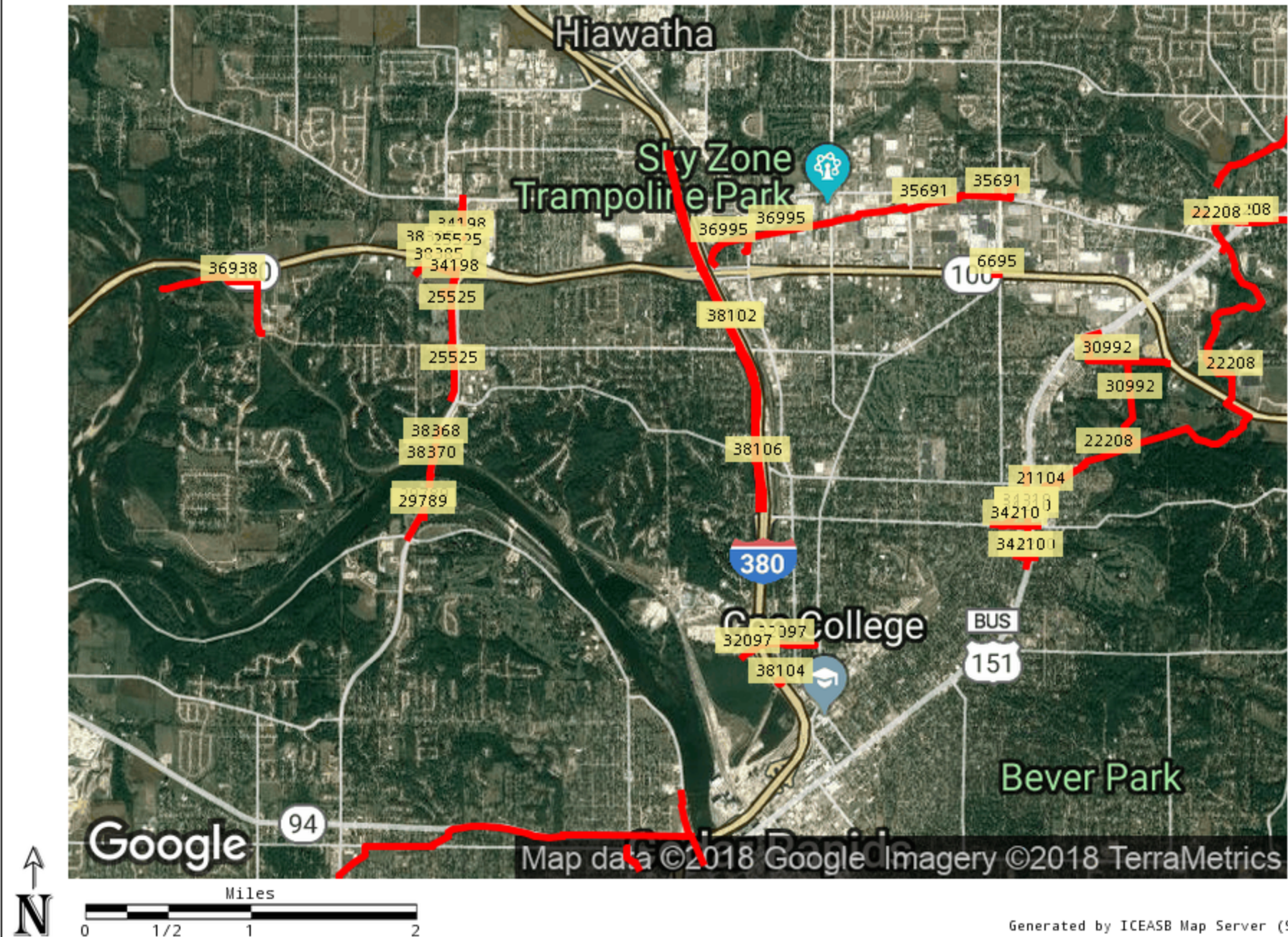




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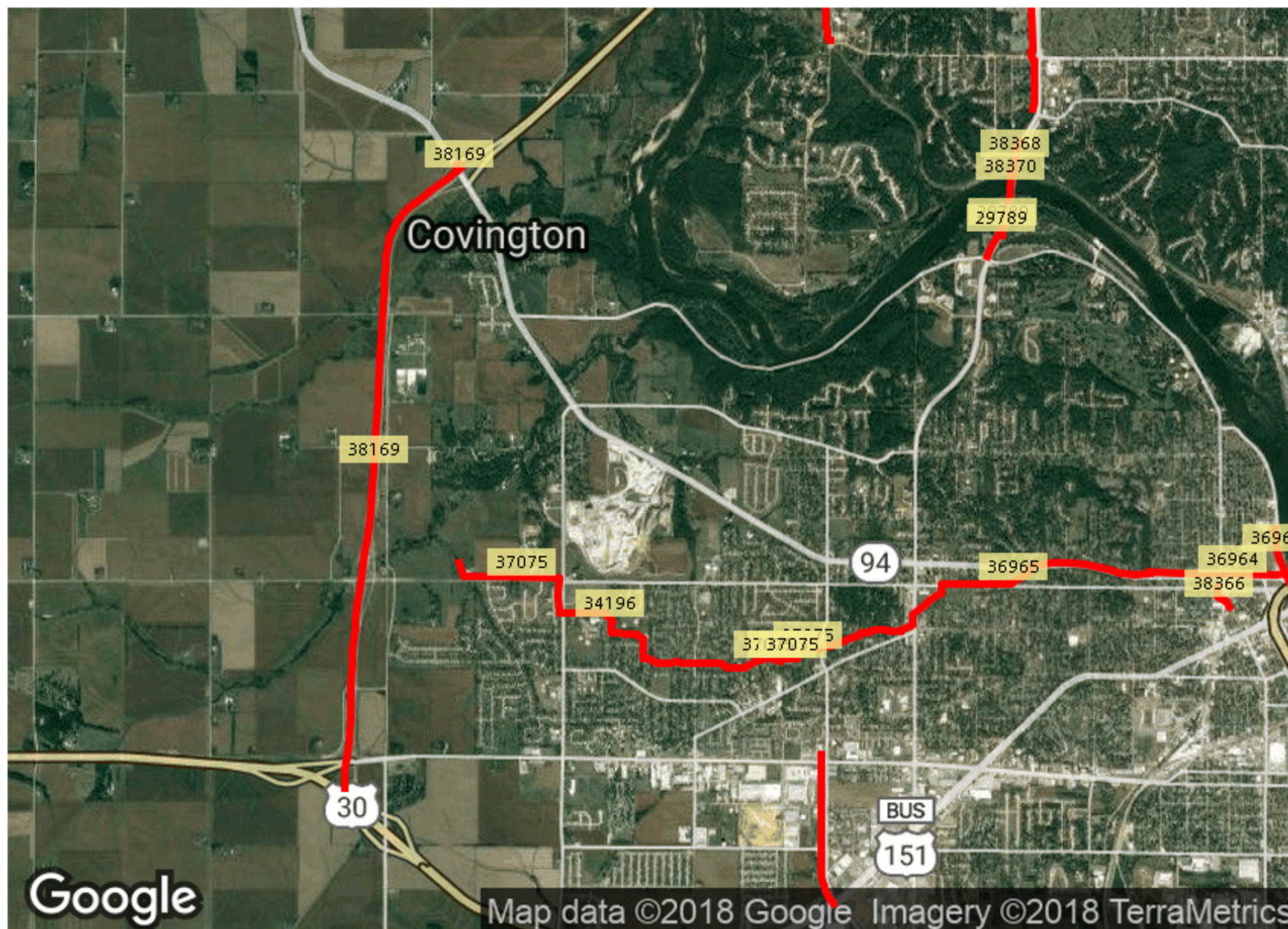


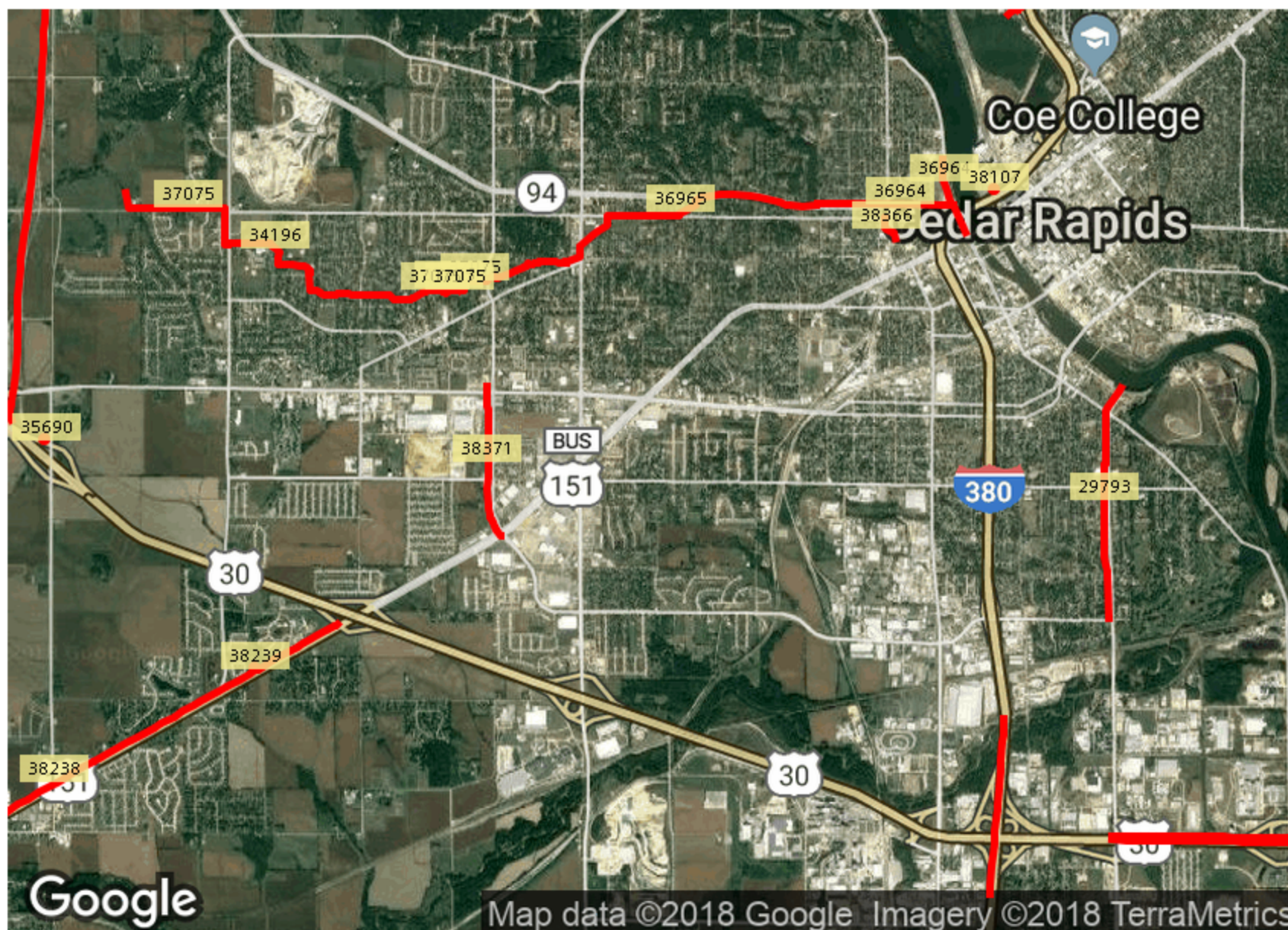




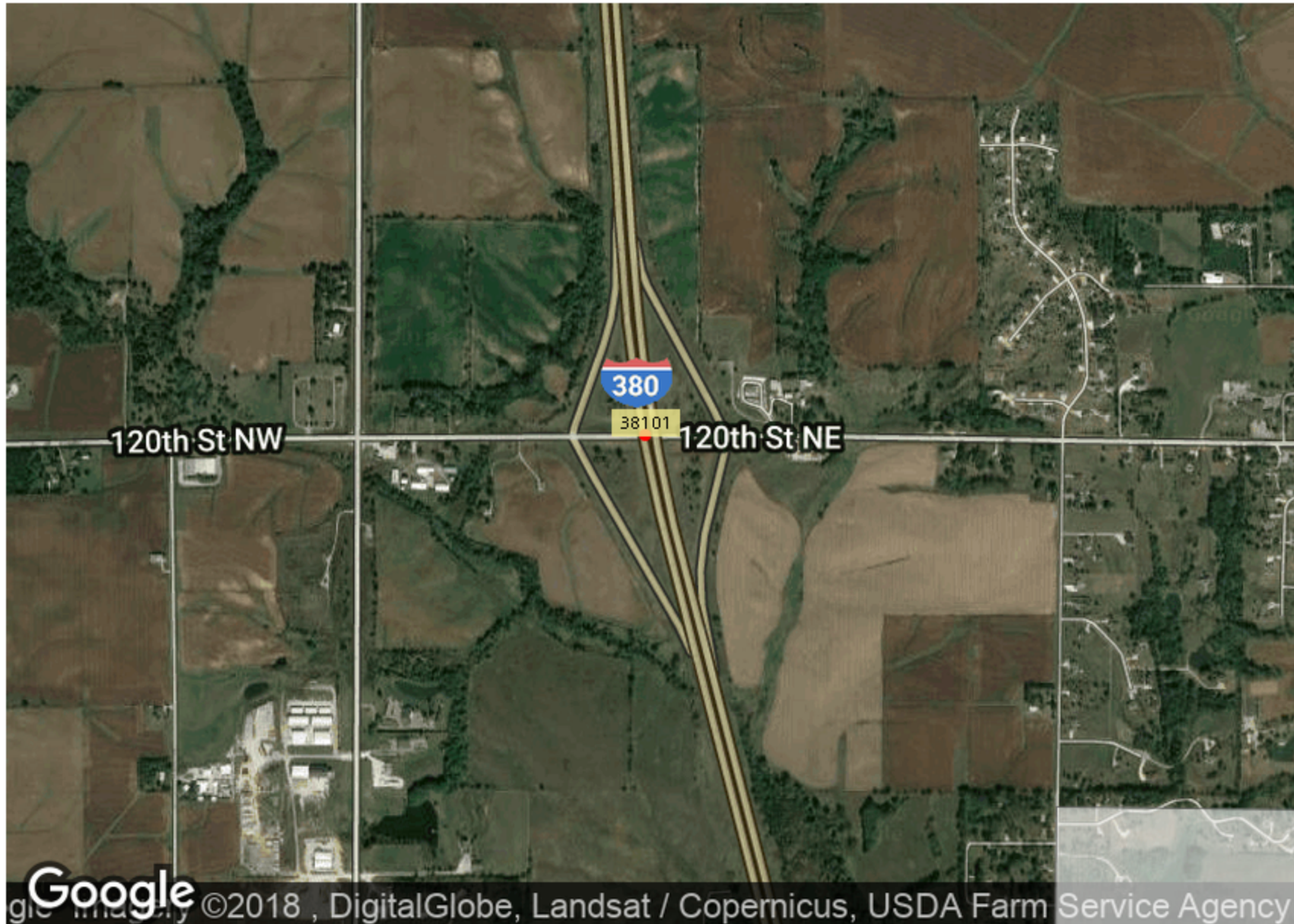




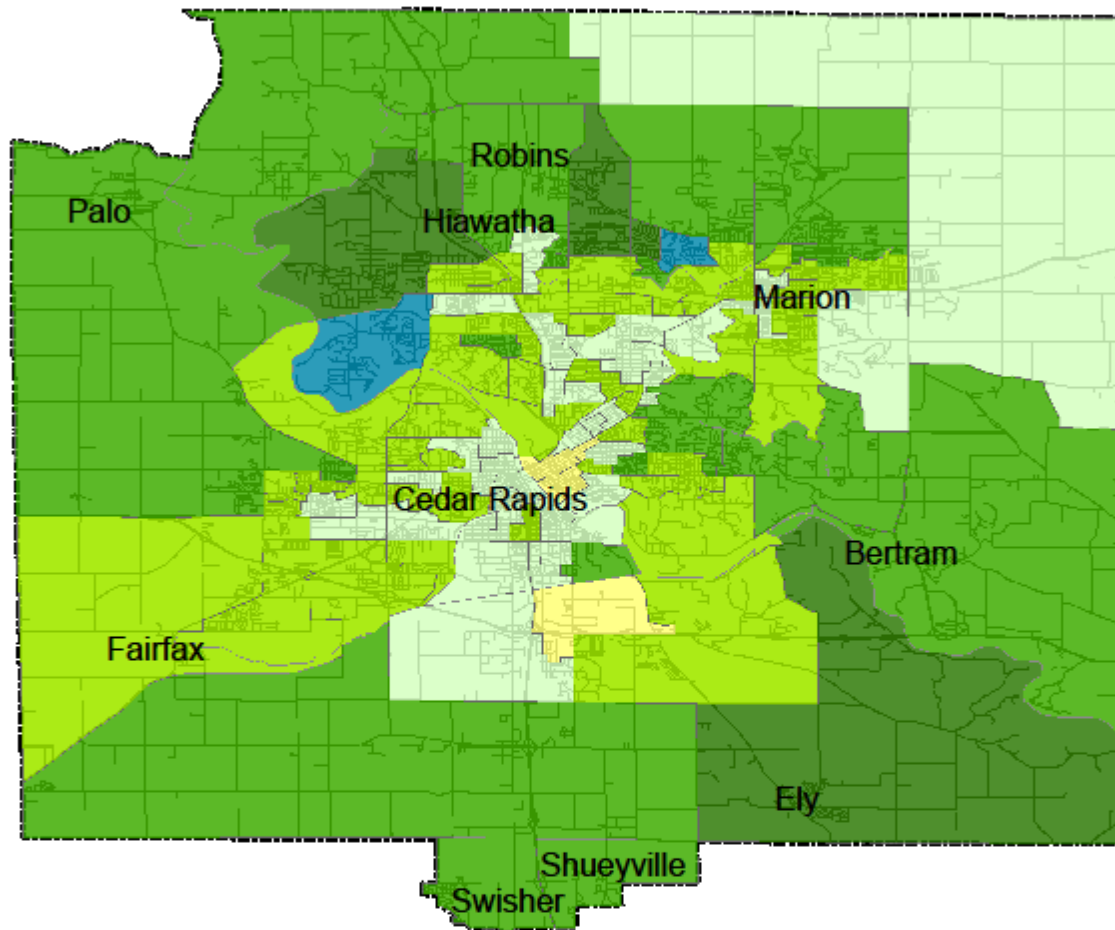




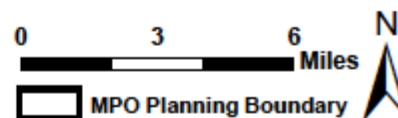
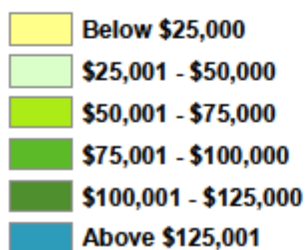




Median Household Income within the Corridor MPO Planning Boundary

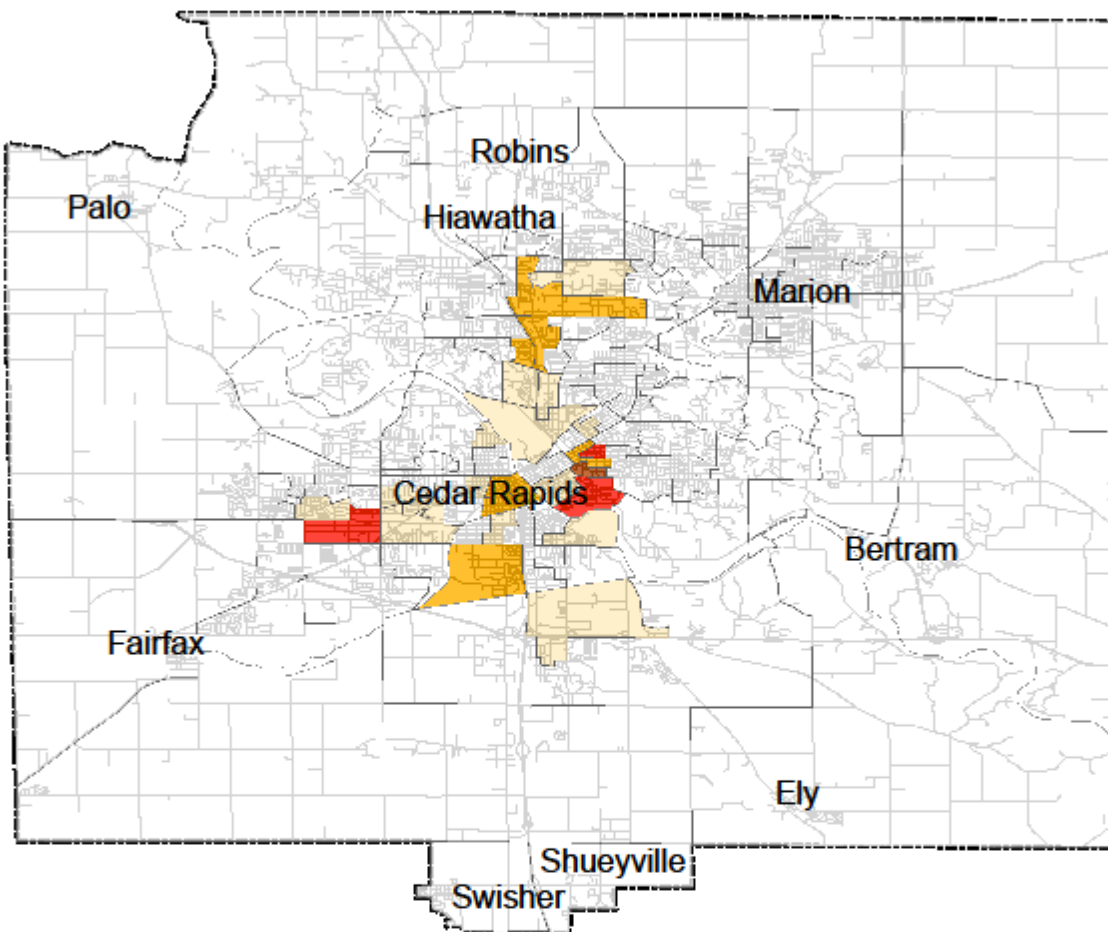


Median Household Income Census Block Group

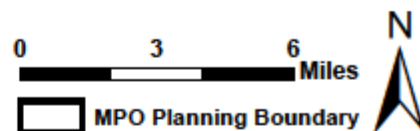
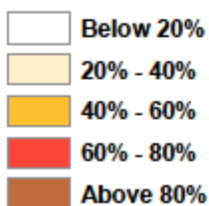


Source Data: 2012 - 2016
American Community Survey
5 Year Estimates

Minority Population Percentages within the Corridor MPO Planning Boundary



Percent Minority Census Block Group



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



Transit Program of Projects

PA MPO-23	Fund	Sponsor Transit #	ExpCls Proj. Type AIC	Desc / Add Ons Object: <input type="radio"/> Vehicle <input type="radio"/> Other <input type="radio"/> All		FY19	FY20	FY21	FY22	Options Status
MPO-23	STA 5307 5310	Cedar Rapids 960	Operations Misc	General Ops./Maint./Admin.	Total	9,700,000	9,800,000	9,900,000	10,000,000	OPT Approved
					FA	2,770,000	2,770,000	2,770,000	2,770,000	
					SA	630,000	630,000	630,000	630,000	
MPO-23	STP	Cedar Rapids 4710	Capital Replacement	CR Transit - Purchase 1 medium-dut...	Total		196,000			OPT Approved
					FA		126,000			
					SA					
MPO-23	STP	Cedar Rapids 4712	Capital Replacement	CR Transit - Purchase 1 medium-dut...	Total			205,000		OPT Approved
					FA			164,000		
					SA					
MPO-23	STP	Cedar Rapids 4711	Capital Replacement	CR Transit - Purchase 2 Heavy-Duty ...	Total			1,032,000		OPT Approved
					FA			825,000		
					SA					
MPO-23	STP	MPO-23 4708	Capital Other	In the City of Marion bus stop impro...	Total			394,000		OPT Approved
					FA			134,000		
					SA					
MPO-23	STP	Cedar Rapids 4987	Capital Replacement	CR Transit - Purchase 1 medium-dut...	Total				216,000	OPT Approved
					FA				172,000	
					SA					
MPO-23	STP	Cedar Rapids 4986	Capital Replacement	CR Transit - Purchase 2 Heavy-Duty ...	Total				1,084,000	OPT Approved
					FA				866,000	
					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 15th, 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 15th, 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 15th, 2018 ♦ 4:30-6:30pm ♦ NewBo City Market

Name	Email Address
Wes Shirley	
Paula Mitchell	
Julie Volery	
Ann Hains	annmarie52402@yahoo.com
KARLA ZAHRAVNIK	1
DAVE ZAHRAVNIK	
Shawn Countryman	Shawn.Countryman@gmail.com
LINDA JANUSKA	
Lesli Nesmith	nesmithlgo@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	ChShengos@gmail.com



Smarter Transportation, Better Community

101 First Street SE
Cedar Rapids, Iowa 52401
319.286.5041

corridormpo@corridormpo.com
www.corridormpo.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 at any time).

I'd 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.

Create 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 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
10th ave. in marion

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

-keep up the good work!



Smarter Transportation, Better Community

101 First Street SE
Cedar Rapids, Iowa 52401
319.286.5041

corridormpo@corridormpo.com
www.corridormpo.com

Comment

NAME: Karl Mueller
PHONE: _____

Email: karl-mueller@uiowa.edu

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 at any time).

I think the MPO should strongly consider the Rails and Trails ^{strongly} aspect of the Lindale Trail proposed extension. If that is a feasible option, I think that provides the best outcome, both for providing trail access to residents while maintaining rail access. Tearing up the rail line ends any potential for growth on the line, and increases CO₂ emissions from businesses served by who have to use alternative modes to move their goods.



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

Open House

Tuesday, May 31st, 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 31st, 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.



5818h total

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

May 31st, 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 Henry Henry	braun06@gmail.com
Megan Moffitt	mmoffitt@anderson-bogert.com
Gary Roling	garyr76@imail.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 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 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

Ely

Fairfax

Hiawatha

Linn County

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.

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 with "TIP Open House Comment" in the subject line. We appreciate your interest and value your input!

NAME: A-D Riley Email: amadoretti@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 @ 1st 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 with "TIP Open House Comment" in the subject line. We appreciate your interest and value your input!

NAME: Greg Barnett Email: greg.barnett58@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.

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 with "TIP Open House Comment" in the subject line. We appreciate your interest and value your input!

NAME: Tam Petersen Email: ctpetersen@aol.com

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:

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
PHONE: 319-651-9036

Email: brucefnesmith@gmail.com

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 at any time).

I like the fact that the Tower Terrace Rd project
includes both pedestrian and bike infrastructure. I'm
concerned about the 13 1/2 foot auto lane width. That will
encourage excessive speeds and discourage bikers in the
(unprotected) adjacent lanes.



Smarter Transportation, Better Community

101 First Street SE
Cedar Rapids, Iowa 52401
319.286.5041

corridormpo@corridormpo.com
www.corridormpo.com

Comment

NAME: Jeanna Allgood Email: its2allgood4u@yahoo.com
PHONE: 319-540-5228

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 at any time).

Town Terrace - would like to see 2-12' pedestrian/
bike lanes on each side.



corridormpo@corridormpo.com
www.corridormpo.com

NAME: MARTIN SMITH
PHONE: 319-573-6809

Where do you live?
(Circle One)

Robins

11' LANES FOR 35 MPH



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 budge)
- 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 of 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

The Moving Ahead for Progress in the 21st 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 following performance based planning categories.

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 TIP.

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

Any Iowa DOT sponsored pavement and bridge projects within the MPO area were determined in alignment with the Iowa Transportation Asset Management Plan (TAMP) and the pavement and bridge performance measures. The TAMP connects Iowa in Motion 2045 and system/modal plans to Iowa DOT's Five-Year Program and the STIP. Iowa in Motion 2045 defines a vision for transportation over the next 20 years, while the Five-Year Program and STIP identify specific investments over the next four to five years. The TAMP has a 10-year planning horizon and ensures that investments in the Five-Year Program and STIP are consistent with Iowa DOT's long-term vision. In 2019, the TAMP will also integrate the pavement and bridge performance targets.

The Iowa DOT conferred with numerous stakeholder groups, including the Corridor MPO and local owners of NHS assets, as part of its target setting process. The methodology used to set targets used current and historical data on condition and funding to forecast future condition. Asset management focuses on performing the right treatment at the right time to optimize investments and outcomes. Management systems are utilized to predict bridge and pavement needs and help determine the amount of funding needed for stewardship of the system. The TAMP discusses the major investment categories that the Commission allocates funding through. Once the Commission approves the funding for these categories, Iowa DOT



recommends the allocation of the funds to specific projects using the processes described in the TAMP. Pavement and bridge projects are programmed to help meet the desired program outcomes in the TAMP.

System Performance and Freight (PM III) - The Corridor MPO has chosen to support the Iowa DOT's system and freight reliability targets as submitted in the most recent baseline period performance report. The MPO supports those targets by reviewing and programming all Interstate and National Highway System projects within the MPO boundary that are included in the DOT's Transportation Improvement Program.

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

Transit - 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.



Cedar Rapids Transit														
FY 17 Report														
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 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
SUBTOTAL:		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
Lincoln County L.L.F.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
SUBTOTAL:		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
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	4,004	0
SUBTOTAL:		38,884	0	8,461	335,527	305,767	14,833	799,016	261,261	0	0	490,345	47,410	0
GRAND TOTAL		1,271,628	57,853	281,844	1,466,360	1,409,848	96,961	11,661,268	1,186,133	341,184	245,711	6,383,174	2,867,702	637,364



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 15th, 2018 at 8 AM (no exceptions)

October 19th, 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 1st, 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 15th and the final is due by July 15th. 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 15th, 2018 before 8:00 AM (no exceptions)** to Brandon Whyte at B.Whyte@CorridorMPO.com and Hilary Hershner at 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"/>
Are any design exceptions required from Iowa DOT?	<input type="text"/>
Are any design variances required from TTAC?	<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



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.

Sincerely,

M.J. "Charlie" Purcell
Director, Office of Local Systems
Iowa Department of Transportation
515-239-1532 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



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					
Total					\$0.00



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



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 21st, 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 1st of _____.

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

- Provide the Corridor MPO a status report on the progress of the project.
- Show progress on the project within three years of funding program year or risk revoking of funds.
- Include the Corridor MPO on 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 31st of 2020 to show progress. A project that receives funding in FFY17, FFY18, and FFY19 would have until August 31st 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 31st. If neither is received by August 31st, 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:

TPMS Number:

Project Number (if assigned):

Project Lead Name, Email, and Phone:

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

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

Currently Estimated Final Total Cost (or cost as submitted to Iowa DOT):

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

Estimated Design Phase Start Date (Year):

Estimated ROW Acquisition Phase Start Date (Year):

Estimated Environmental Phase Start Date (Year):

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

Estimated Project Start Date (groundbreaking) (Month and Year):

Estimated Project Completion Date (Month and Year):

Progress of Project:

On track ☐

Off track ☐

Reason:

Solution:

Foreseeable Delays:

None ☐

Yes ☐

Reason:

Solution:

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

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.