

# CORRIDOR MPO

*Smarter Transportation, Better Community*



## Transportation Improvement Program FFY2020 - FFY2023

Final TIP - July 18, 2019

# **FFY2020 - FFY2023**

## **Final Transportation Improvement Program**

### **For the Cedar Rapids Metropolitan Area**

**Prepared by**  
**The Corridor Metropolitan Planning Organization**



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*Smarter Transportation, Better Community*

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**RESOLUTION NO. 07-19****Approval of Final FFY20 – FFY23 Transportation Improvement Program**

WHEREAS, the Corridor Metropolitan Planning Organization, 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 FFY20 – FFY23 Transportation Improvement Program, an Open House was held to share and gather information from the public, and the Executive Committee provided a recommendation for approving the FFY20 – FFY23 Transportation Improvement Program;

NOW, THEREFORE, BE IT RESOLVED that the Corridor Metropolitan Planning Organization hereby approves adoption of the Final FY20 – FY23 Transportation Improvement Program.

Passed this 18th day of July, 2019

  
Mayor Chuck Hintz, Chair  
Corridor Metropolitan Planning Organization

7-18-19  
Date



Smarter Transportation, Better Community

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**RESOLUTION NO. 06-19**  
**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 18th day of July, 2019

  
Mayor Chuck Hintz, Chair  
Corridor Metropolitan Planning Organization

7-18-19  
Date



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## 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) 2020 – 2023 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.

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 TIP, the annual prioritization and

programming of Surface Transportation Block Grant (STBG) and Transportation Alternatives Set Aside known as TAP, 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 non-federal 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 non-federal 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 non-federal 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.

### Corridor MPO 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 Policy Board 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.

One member of the Policy Board from each jurisdiction is a representative on the Executive Committee. The Executive Committee meets monthly.

The Transportation Technical Advisory Committee (TTAC) also meets monthly and exists to provide technical recommendations to the policy makers.

Other 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.

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

\* Unincorporated Area within Planning Boundary

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

**Policy Board****Members**

Chuck Hinz (Chair)  
 Scott Olson (Vice Chair)  
 Brad Hart  
 Susie Weinacht  
 Scott Overland  
 Jeff Pomeranz  
 Sandi Fowler  
 Jen Winter  
 Roy Heseman  
 Ken DeKeyser  
 Denise Hoy  
 Bernie Frieden  
 Bill Bennett  
 Brent Oleson  
 Nick AbouAssaly  
 Randy Strnad  
 Lon Pluckhahn  
 Ryan Scheckel

**Representation**

Robins Mayor  
 Cedar Rapids Council-member  
 Cedar Rapids Mayor  
 Cedar Rapids Council-member  
 Cedar Rapids Council-member  
 Cedar Rapids Staff  
 Cedar Rapids Staff  
 Cedar Rapids Staff  
 Cedar Rapids Staff  
 Cedar Rapids Staff  
 Ely Staff  
 Fairfax Mayor  
 Hiawatha Mayor  
 Linn County Supervisor  
 Marion Mayor  
 Marion Council-member  
 Marion Staff  
 Palo Mayor

**Executive Committee****Members**

Chuck Hinz (Chair)  
 Scott Olson (Vice Chair)  
 Denise Hoy  
 Bernie Frieden  
 Bill Bennett  
 Brent Oleson  
 Nick AbouAssaly  
 Ryan Scheckel

**Representation**

Robins  
 Cedar Rapids  
 Ely  
 Fairfax  
 Hiawatha  
 Linn County  
 Marion  
 Palo

**Transportation Technical Advisory Committee (TTAC)****Members**

Nate Kampman (Chair)  
 Seth Gunnerson (Vice Chair)  
 John Witt  
 Doug Wilson  
 Brenna Fall  
 Matt Meyers  
 Ron Griffith  
 Steve Hershner  
 Jason Middlekauff  
 Scott Porttorff  
 Shane Wicks  
 Dick Ransom  
 Randy Burke  
 Brad Ketels  
 Kesha Billings  
 Mike Barkalow  
 Kelli Scott  
 Jon Bogert  
 Tom Pepper  
 Cathy Cutler (non-voting)  
 Darla Hugaboom (non-voting)  
 Daniel Nguyen (non-voting)

**Representation**

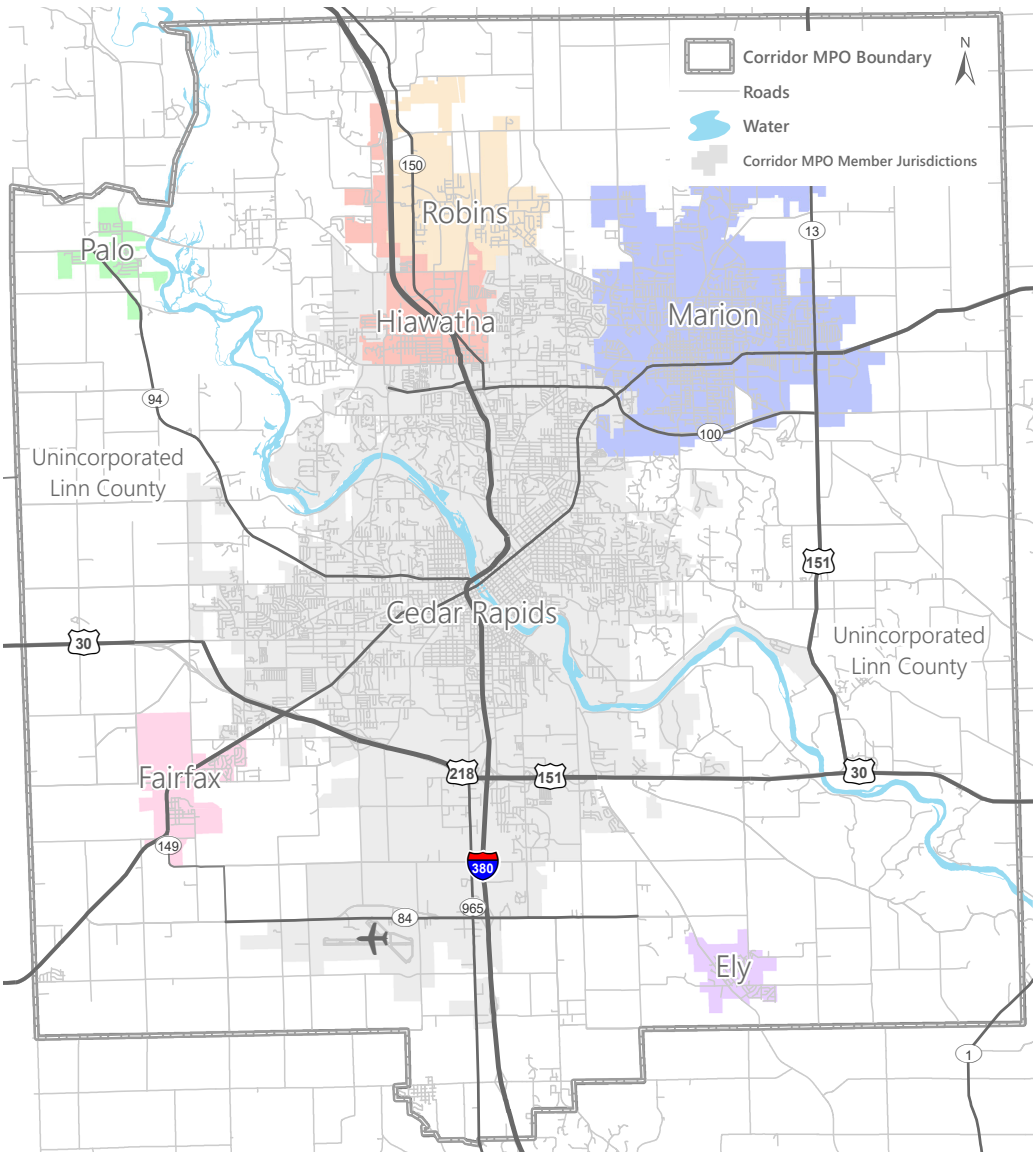
Cedar Rapids  
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 Cedar Rapids  
 CR Transit  
 Ely  
 Fairfax  
 Hiawatha  
 Linn County Conservation  
 Linn County  
 Marion  
 Marion  
 Robins  
 Palo  
 Linn County Trails Association  
 Iowa DOT  
 FHWA  
 FTA

**Corridor MPO Staff****Members**

Bill Micheel  
 Brandon Whyte  
 Hilary Hershner  
 Elizabeth Darnall  
 Jillane Gilmour

**Representation**

MPO Manager  
 Multimodal Transportation Planner III  
 Regional Transportation Planner I  
 Regional Transportation Planner I  
 Administrative Assistant



## 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.

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

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

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

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

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

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



### FFY20 - FFY23 TIP Fiscal Constraint Summary

<b>FFY20 - FFY23 TIP Fiscal Constraint Summary</b>				
Surface Transportation Block Grant (STBG) Funds				
	FFY20	FFY21	FFY22	FFY23
Unobligated Balance (Carryover)	\$33,052,800	\$5,543,178	\$3,024,178	\$3,607,178
STBG Target	\$5,394,711	\$5,089,000	\$5,089,000	\$5,089,000
TAP Flex Target	\$200,667	\$201,000	\$201,000	\$201,000
Subtotal	\$38,648,178	\$10,833,178	\$8,314,178	\$8,897,178
Transfer to STBG TAP (Flex)	\$0	\$0	\$201,000	\$201,000
Subtotal	\$38,648,178	\$10,833,178	\$8,113,178	\$8,696,178
Programmed STBG	\$33,105,000	\$7,809,000	\$4,506,000	\$7,171,000
<b>Balance (Carryover)</b>	<b>\$5,543,178</b>	<b>\$3,024,178</b>	<b>\$3,607,178</b>	<b>\$1,525,178</b>
Transportation Alternatives Program (TAP) Funds				
	FFY20	FFY21	FFY22	FFY23
Unobligated Balance (Carryover)	\$1,719,548	-\$520,903	-\$313,903	-\$76,903
TAP Target	\$262,549	\$263,000	\$263,000	\$263,000
STBG TAP Flex Transfer Credit	\$0	\$0	\$201,000	\$201,000
Subtotal	\$1,982,097	-\$257,903	\$150,097	\$387,097
Programmed TAP	\$2,503,000	\$56,000	\$227,000	\$0
<b>Balance (Carryover)</b>	<b>-\$520,903</b>	<b>-\$313,903</b>	<b>-\$76,903</b>	<b>\$387,097</b>

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

<b>Revenues</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
Primary Road Fund	\$687.70	\$693.80	\$703.20	\$703.20
TIME-21	\$135.00	\$135.00	\$135.00	\$135.00
Miscellaneous	\$25.00	\$25.00	\$25.00	\$25.00
Federal Aid	\$389.20	\$365.70	\$365.70	\$365.70
Total	\$1,236.90	\$1,219.50	\$1,228.90	\$1,228.90
<b>Statewide Allocations</b>				
Operations & Maintenance	\$363.20	\$358.80	\$370.30	\$382.00
Consultant Services	\$82.50	\$82.50	\$82.50	\$82.50
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	\$516.90	\$512.50	\$524.00	\$535.70
<b>Funds Available For ROW/Construction</b>	<b>\$720.00</b>	<b>\$707.00</b>	<b>\$704.90</b>	<b>\$693.20</b>

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**FY20 - FY23 TIP Period Revenue and O & M - Corridor MPO**

Fiscal Year	Forecasted Non Federal Aid Revenues <sup>1</sup>	Forecasted Operations & Maintenance on Federal-Aid System
2020	\$109,802,458	\$3,188,247
2021	\$111,998,507	\$3,149,623
2022	\$114,238,478	\$3,250,572
2023	\$116,523,247	\$3,353,277
<sup>1</sup> Inflated 2% per year based on FY18 data.		

## FFY20 - FFY23 TIP Costs and Federal Aid Summary (All Figures are in 1,000s)

Program	FFY20				FFY21			
	Project Costs	Federal Aid	Regional Federal Aid	Swap	Project Costs	Federal Aid	Regional Federal Aid	Swap
<b>CMAQ</b>	\$ 197	\$ 157	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>NEPA</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>NHEP</b>	\$ 1,150	\$ 925	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>NHPP</b>	\$ 16,575	\$ 13,963	\$ -	\$ -	\$ 10,487	\$ 8,390	\$ -	\$ -
<b>PL</b>	\$ 368	\$ 294	\$ -	\$ -	\$ 368	\$ 294	\$ -	\$ -
<b>PRE</b>	\$ 5,984	\$ -	\$ -	\$ -	\$ 808	\$ -	\$ -	\$ -
<b>STBG</b>	\$ 36,411	\$ 26,706	\$ 26,706	\$ -	\$ 1,631	\$ 1,304	\$ 1,304	\$ -
<b>STBG-TAP</b>	\$ -	\$ -	\$ -	\$ -	\$ 2,262	\$ 1,800	\$ 1,800	\$ -
<b>SWAP-STBG</b>	\$ 13,726	\$ -	\$ 8,902	\$ 8,902	\$ 8,005	\$ -	\$ 4,761	\$ 4,761
<b>Grand Total</b>	\$ 74,411	\$ 42,045	\$ 35,608	\$ 8,902	\$ 23,561	\$ 11,788	\$ 7,865	\$ 4,761

Program	FFY22				FFY23			
	Project Costs	Federal Aid	Regional Federal Aid	Swap	Project Costs	Federal Aid	Regional Federal Aid	Swap
<b>CMAQ</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>NEPA</b>	\$ 16,585	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>NHEP</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>NHPP</b>	\$ 16,585	\$ 14,927	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>PL</b>	\$ 368	\$ 294	\$ -	\$ -	\$ 368	\$ 294	\$ -	\$ -
<b>PRE</b>	\$ -	\$ -	\$ -	\$ -	\$ 8,084	\$ -	\$ -	\$ -
<b>STBG</b>	\$ 5,688	\$ 2,022	\$ 2,022	\$ -	\$ 4,749	\$ 2,395	\$ 2,395	\$ -
<b>STBG-TAP</b>	\$ 1,715	\$ 903	\$ 903	\$ -	\$ -	\$ -	\$ -	\$ -
<b>SWAP-STBG</b>	\$ 4,690	\$ -	\$ 1,808	\$ 1,808	\$ 25,080	\$ -	\$ 4,776	\$ 4,776
<b>Grand Total</b>	\$ 45,631	\$ 18,146	\$ 4,733	\$ 1,808	\$ 38,281	\$ 2,689	\$ 7,171	\$ 4,776

## Status Report of FFY19 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. Right-of-way negotiations underway. Rollover to FFY20. To be let 11.19.2019.
	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 for construction. Planning and Engineering have been authorized for \$223,479.20 on 2019.03.08. Rollover to FFY20. To be let 11.19.2019.
	35690	Hwy100/Hwy30 Interchange - ramps and bridges connecting 80th Street NW	Cedar Rapids	\$6,000,000	\$943,000	Project is complete.
	36687	Marion CeMar Trail - Rail bridge removal in advance of CeMar Trail	Marion	\$303,000	\$242,000	Project design is done. Expected letting date is 2019.08.20. Completion expected in 2019.
	36938	Hwy 100 Trail: 42nd ST N along Preserve Ln to Rock Island Preserve along abandoned rail approx. 250' E of Cedar River	Linn County Conservation	\$908,000	\$726,000	Letting date moved to 2019.10.15 due to communication issues related to the railroad. Expected construction Spring 2020. Rollover to FFY20.
	36965	From Midway Dr. along Vinton Ditch to E Ave along E Ave to Vinton Ditch, to & along F Ave until 13th Street	Cedar Rapids	\$2,052,000	\$1,634,000	Design consultant is undercontract. \$70,000 in FFY19 was for advanced right-of-way. \$1,564,000 in FFY20 is for construction. Expected letting date is 2020.06.16. Expected construction is 2021. Rollover to FFY20.
	36995	Lindale Trail Ext ph2 from Council St NE along abandoned railway to 51st St & the CVNT Trail near Hwy 100	Cedar Rapids	\$1,190,000	\$950,000	Design consultant is undercontract. \$400,000 in FFY19 was for advanced right-of-way. \$500,000 in FFY20 is for construction. Expected letting date is 2020.04.20. Expected construction is 2020. Rollover to FFY20.
	37075	From Morgan Creek Park, east Ave, Stoney Point, to Cherry Hill Park, Eastview along Gordon Ave, Cherokee Park to Midway Dr.	Cedar Rapids	\$2,286,000	\$1,840,000	Majority of design is complete. Project is still in the public outreach phase due to large amounts of community input. Expected letting date 2019.11.19. Expected construction in 2020. Rollover to FFY20.
	21104	In the city of Cedar Rapids, CEMAR Trail Phase 3, from 29th St, under 1st Ave, to Marion CL	Cedar Rapids	\$2,264,000	\$1,809,000	Right-of-way negotiations are underway. Project has been combined with TPMS# 34210 for letting. Expected letting date is 2019.11.19. Expected construction is 2020. Rollover to FFY20.
	29789	In the city of Cedar Rapids, on EDGEWOOD RD NW, from Ellis Rd North to Edgewood Rd Bridge	Cedar Rapids	\$1,363,000	\$1,090,000	Environment study underway. Expected letting date is 2019.11.19. Expected construction is 2020. Rollover to FFY20.
	30992	CeMar Cedar Rapids Phase 4-Lindale Connector, Marion City Limit N to Hwy100 and Lindale Mall Shopping Centers	Cedar Rapids	\$1,827,000	\$1,457,000	Design is complete. Expected letting date is 2019.11.19. Expected construction is 2020. Rollover to FFY20.
	32097	In the city of Cedar Rapids, from Cedar Lake Trail, along H Ave NE to Oakland Rd NE, CeMar Trail Phase 1A	Cedar Rapids	\$1,295,000	\$1,036,000	Design is complete. Project has been delayed due to communication issues with the railroad. Expected letting date is 2019.11.19. Expected construction is 2020. Rollover to FFY20.
	34210	In the City of Cedar Rapids: IA922, 27th St NE, 27th St Dr. SE, 29th St NE, 29th St Dr. SE, and CeMar Trail.	Cedar Rapids	\$5,934,000	\$4,739,000	Design is complete. Right-of-way negotiation under way. Expected letting date is 2019.11.19. Project includes funding from TPMS # 21104. Expected construction is 2020. Rollover to FFY20.
	35691	Lindale Trail Ext from existing trail along & under Blairs Ferry Rd. Along abandoned Rail to Council Street NE	Cedar Rapids	\$2,583,000	\$2,063,000	Design is complete. Right-of-way negotiation under way. Expected letting date is 2020.01.22. Expected construction is 2020. Rollover to FFY20.

### Status Report of FFY19 Projects

Program	TPMS Number	Project	Sponsor	Total Cost	Fed Aid	Status
Transportation Alternatives Program (TAP)	34196	Cherokee Trail Phase 1: From STONEY POINT RD NW, through Cherry Hill Park, to Sharon Ln at Eastview Dr. NW	Cedar Rapids	\$1,050,000	\$840,000	Project let and authorized. Construction underway.
Iowa Clean Air Attainment Program (ICAAP)	6695	Collins Rd. & C Ave. NE Intersection Improvements	Cedar Rapids	\$1,751,600	\$157,000	City of Cedar Rapids will continue to use for right-of-way acquisition in project area until funds are expended. To be let 05.19.2020. Rollover to FFY20.
STBG - SWAP	25544	In the City of Cedar Rapids On Tower Terrace Road NE, at C Avenue NE	Cedar Rapids	\$3,750,000	\$3,000,000	Design is underway. \$64,000 in FFY19 was for advanced right-of-way. \$2,936,000 in FFY21 is for construction. Expected letting date 2020.11.17. Expected construction in 2021. Rollover to FFY21.
	25545	In the City of Cedar Rapids On Tower Terrace Road, from C Avenue NE to Alburnett Road in Marion	Cedar Rapids	\$12,726,000	\$8,102,000	Design is underway. \$932,000 in FFY19 was for advanced right-of-way. \$7,170,000 in FFY20 is for construction. Expected letting date 2019.11.19. Expected construction in 2020.
	34199	In the city of Cedar Rapids, On the proposed Tower Terrace rd., construct Tower Terrace from C Ave to Sumerset Ave	Cedar Rapids	\$2,303,000	\$836,000	Design is underway. \$120,000 in FFY19 was for advanced right-of-way. \$716,000 in FFY21 is for construction. Expected letting date 2020.11.17. Expected construction in 2021. Rollover to FFY21.
Primary Road Funds	37970	US 151: EAST JCT US 30 IN CEDAR RAPIDS	DOT - District 6	\$402,000	\$0	Project let and authorized. Construction underway.
	38102	I-380: N OF 29TH ST TO EMMONS ST IN CEDAR RAPIDS	DOT - District 6	\$144,000	\$0	Project let and authorized. Construction expected 2019.09.01
	38103	I-380: 8TH ST NE OVER I-380 IN CEDAR	DOT - District 6	\$225,000	\$0	Project let and authorized. Construction underway.
	38107	I-380: 3RD AVE SW TO 8TH ST NE IN CEDAR RAPIDS	DOT - District 6	\$2,750,000	\$0	Project let and authorized. Construction underway.
	38169	IA 100: US 30 TO COVINGTON RD IN CEDAR RAPIDS (STATE SHARE)	DOT - District 6	\$1,473,000	\$0	Project let and authorized. Construction underway.
National Highway Performance Program (NHPP)	37861	US 151: UP RR IN FAIRFAX	DOT - District 6	\$1,918,000	\$1,535,000	Project let and authorized. Construction underway.
	37862	US 151: PRAIRIE CREEK IN FAIRFAX	DOT - District 6	\$2,349,000	\$1,880,000	Project let and authorized. Construction underway.
	37863	US 151: DITCH 2.5 MI S OF US 30 IN FAIRFAX	DOT - District 6	\$1,781,000	\$1,425,000	Project let and authorized. Construction underway.
	38235	IA 13: 1.0 MI N OF COUNTY HOME RD TO 2.0 MI S OF CENTRAL CITY (SB)	DOT - District 6	\$12,362,000	\$9,610,000	Project let and authorized. Construction underway.
	38236	US 30: KIRKWOOD BLVD IN CEDAR RAPIDS TO WILCOX RD	DOT - District 6	\$5,260,000	\$4,208,000	Project let and authorized. Construction underway.
	38238	US 151: 0.2 MI S OF CHURCH ST IN FAIRFAX TO N OF DEAN RD	DOT - District 6	\$9,564,000	\$7,651,000	Project let and authorized. Construction underway.
	38239	US 151: DITCH 0.6 MILE S OF US 30	DOT - District 6	\$6,283,000	\$5,027,000	Project let and authorized. Construction underway.



## FFY20 - FFY23 Program of Projects

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S:T:R		Pgm'd Amounts in 1000's				Total	STIP#
				FY20	FY21	FY22	FY23		
Swap STBG									
Linn - 57									
25545	STBG-SWAP-1187(787)--SG-57 DOT Letting: 11/19/2019	0	Project Total	12,726	0	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 Swap	8,102 8,102	0 0	0 0	0 0	8,102 8,102	--
38879	STBG-SWAP-C057(142)--SG-57 DOT Letting: 02/18/2020	0	Project Total	1,000	0	0	0	1,000	
Linn CRD	On E34, from at C Ave Ext to roundabout, S10 T84N R07W	--	Federal Aid	0	0	0	0	0	
Final TIP Approved	Grade and Pave	10:84N:07W	Regional Swap	800 800	0 0	0 0	0 0	800 800	--
34198	STBG-SWAP-1187(0)--SG-57	0	Project Total	0	1,952	0	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 Swap	0 0	925 925	0 0	0 0	925 925	--
34199	STBG-SWAP-1187(785)--SG-57 DOT Letting: 11/17/2020	0.257	Project Total	0	2,303	0	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 Swap	0 0	836 836	0 0	0 0	836 836	--
25544	STBG-SWAP-1187(803)--SG-57 DOT Letting: 11/17/2020	0	Project Total	0	3,750	0	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 Swap	0 0	3,000 3,000	0 0	0 0	3,000 3,000	--
38366	STBG-SWAP-1187(804)--SG-57 DOT Letting: 10/19/2021	0.16	Project Total	0	0	4,690	0	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 Swap	0 0	0 0	1,808 1,808	0 0	1,808 1,808	--

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S:T:R		Pgm'd Amounts in 1000's				Total	STIP#	
				FY20	FY21	FY22	FY23			
Linn - 57 (continued)										
39462 Cedar Rapids	<b>STBG-SWAP-1187)--SG-57</b> Tower Terrace Rd aprx 300' E of Edgewood Rd to aprx 1,000' W of Miller Rd & all intersections.	0.447 --	Project Total Federal Aid	0 0	0 0	0 0	3,203 0	3,203 0		
Final TIP Approved	Grade and Pave,Pavement Widening,Ped/Bike Grade & Pave	30:T84N:R07W	Regional Swap	0 0	0 0	0 0	388 388	388 388	--	
36940 [NBIS: 605040] Hiawatha	<b>STBG-SWAP-3432)--SG-57</b> I-380: TOWER TERRACE INTERCHANGE IN HIAWATHA	0 605040	Project Total Federal Aid	0 0	0 0	0 0	18,230 0	18,230 0		
Final TIP Approved	Grade and Pave,Bridge Replacement,Ped/Bike Structures	30:84:07	Regional Swap	0 0	0 0	0 0	4,000 4,000	4,000 4,000	--	
39463 Hiawatha	<b>STBG-SWAP-3432)--SG-57</b> Tower Terrace Rd aprx 300' E of N.Center Point Rd to aprx 75' E of Goldfinch Ln; roundabout at N.Center Point Rd	0 --	Project Total Federal Aid	0 0	0 0	0 0	3,647 0	3,647 0		
Final TIP Approved	Grade and Pave,Pavement Widening,Ped/Bike Grade & Pave	--	Regional Swap	0 0	0 0	0 0	388 388	388 388	--	
National Highway Performance Program										
Linn - 57										
37860 DOT-D06-MPO23	<b>BRF--30)--38-57</b> US 30: CEDAR RIVER 0.5 MI W OF E JCT US 151 (EB)	0 MI --	Project Total Federal Aid	1 0	10,487 8,390	0 0	0 0	10,488 8,390	TA	
Final TIP Approved	Bridge Replacement,Traffic Signs,Right of Way	--	Regional Swap	0 0	0 0	0 0	0 0	0 0	--	
38105 DOT-D06-MPO23	<b>IMX--380)--02-57</b> I-380: US 30 INTERCHANGE IN CEDAR RAPIDS	0 MI --	Project Total Federal Aid	7,034 6,331	0 0	0 0	0 0	7,034 6,331	TA	
Final TIP Approved	Pavement Rehab	--	Regional Swap	0 0	0 0	0 0	0 0	0 0	--	
38235 DOT-D06-MPO23	<b>NHSX--13)--3H-57</b> IA 13: 1.0 MI N OF COUNTY HOME RD TO 2.0 MI S OF CENTRAL CITY (SB)	0 MI --	Project Total Federal Aid	9,540 7,632	0 0	0 0	0 0	9,540 7,632	TA	
Final TIP Approved	Grade and Pave,Traffic Signs	--	Regional Swap	0 0	0 0	0 0	0 0	0 0	--	
38070 DOT-D06-MPO23	<b>IM--380)--13-57</b> I-380: TOWER TERRACE INTERCHANGE IN HIAWATHA (STATE SHARE)	0 MI --	Project Total Federal Aid	0 0	0 0	16,585 14,927	0 0	16,585 14,927	TA	
Final TIP Approved	Grade and Pave,Bridge Replacement,Traffic Signs	--	Regional 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#
				FY20	FY21	FY22	FY23		
Surface Transportation Block Grant Program									
Linn - 57									
36965 Cedar Rapids	<b>TAP-U-1187(801)--8I-57 DOT Letting: 06/16/2020</b> 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	2,052 1,634	0 0	0 0	0 0	2,052 1,634	<a href="#">TA</a>
Final TIP Approved	Ped/Bike Grade & Pave,Ped/Bike Structures	0:0:00	Regional Swap	1,634 0	0 0	0 0	0 0	1,634 0	--
36995 Cedar Rapids	<b>STP-U-1187(796)--70-57 DOT Letting: 04/21/2020</b> 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	1,190 950	0 0	0 0	0 0	1,190 950	<a href="#">TA</a>
Final TIP Approved	Ped/Bike ROW,Ped/Bike Grade & Pave,Ped/Bike Miscellaneous	0:0:00	Regional Swap	950 0	0 0	0 0	0 0	950 0	--
37075 Cedar Rapids	<b>TAP-U-1187(799)--8I-57 DOT Letting: 03/17/2020</b> 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	<a href="#">TA</a>
Final TIP Approved	Ped/Bike Grade & Pave,Ped/Bike Structures	0:0:00	Regional Swap	1,840 0	0 0	0 0	0 0	1,840 0	--
<b>PA NOTE:</b> Project has \$565,000 in TAP and \$1,275,000 in STBG.									
38368 Cedar Rapids	<b>TAP-U-1187()--8I-57</b> 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	200 160	0 0	0 0	0 0	200 160	<a href="#">TA</a>
Final TIP Approved	Ped/Bike Grade & Pave	0:0:00	Regional Swap	160 0	0 0	0 0	0 0	160 0	--
25525 Cedar Rapids	<b>TAP-U-1187(793)--8I-57 DOT Letting: 09/15/2020</b> 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	2,361 1,176	0 0	0 0	0 0	2,361 1,176	<a href="#">TA</a>
Final TIP Approved	Ped/Bike Grade & Pave,Ped/Bike Structures	--	Regional Swap	1,176 0	0 0	0 0	0 0	1,176 0	--
29789 Cedar Rapids	<b>TAP-U-1187(797)--8I-57 DOT Letting: 11/19/2019</b> In the city of Cedar Rapids, on EDGEWOOD RD NW, from Ellis Rd North to Edgewood Rd Bridge	0.347 --	Project Total Federal Aid	1,358 1,085	0 0	0 0	0 0	1,358 1,085	<a href="#">TA</a>
Final TIP Approved	Ped/Bike Grade & Pave,Ped/Bike Structures,Ped/Bike Development	0:0:00	Regional Swap	1,085 0	0 0	0 0	0 0	1,085 0	--
<b>PA NOTE:</b> Project authorized for \$4,345 in TAP; total STIP limit for TAP is \$265,000. Total STIP limit for STBG is \$825,000.									






TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S:T:R		Pgm'd Amounts in 1000's				Total	STIP#
				FY20	FY21	FY22	FY23		
Linn - 57 (continued)									
29793 Cedar Rapids	<b>TAP-U-1187(0)--8I-57</b> 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	760 608	0 0	0 0	0 0	760 608	TA
Final TIP Approved	Ped/Bike Grade & Pave,Ped/Bike Development	0:0:00	Regional Swap	608 0	0 0	0 0	0 0	608 0	--
<b>PA NOTE:</b> \$152,000 STP and \$456,000 TAP.									
<b>DOT NOTE:</b> Project eligible for FHWA TAP funding									
30992 Cedar Rapids	<b>TAP-U-1187(786)--8I-57 DOT Letting: 11/19/2019</b> CeMar Cedar Rapids Phase 4-Lindale Connector,Marion City Limit N to Hwy100 and Lindale Mall Shopping Centers	0.155 --	Project Total Federal Aid	1,827 1,457	0 0	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 Swap	1,457 0	0 0	0 0	0 0	1,457 0	--
32097 Cedar Rapids	<b>TAP-U-1187(780)--8I-57 DOT Letting: 11/19/2019</b> In the city of Cedar Rapids, from Cedar Lake Trl, along H Ave NE to Oakland Rd NE, CeMar Trail Phase 1A	0.424 --	Project Total Federal Aid	1,091 832	0 0	0 0	0 0	1,091 832	TA
Final TIP Approved	Ped/Bike Grade & Pave,Ped/Bike Development	0:0:00	Regional Swap	832 0	0 0	0 0	0 0	832 0	--
<b>PA NOTE:</b> Project authorized for \$203,128 TAP, total TAP STIP limit \$602,000. STBG STIP limit is \$434,000.									
<b>DOT NOTE:</b> Project eligible for FHWA TAP funding									
34210 Cedar Rapids	<b>NHSX-U-922-0(30)--8S-57 DOT Letting: 01/22/2020</b> In the City of Cedar Rapids: IA922, 27th St NE, 27th St Dr SE, 29th St NE, 29th St Dr SE, and CeMar Trail.	1.046 --	Project Total Federal Aid	6,077 3,914	0 0	0 0	0 0	6,077 3,914	TA
Final TIP Approved	Pavement Rehab/Widen,Ped/Bike Grade & Pave,Ped/Bike Structures	0:0:00	Regional Swap	3,914 0	0 0	0 0	0 0	3,914 0	16
<b>PA NOTE:</b> Project termini by segment: IA922 Apx 300' S of 27th St to 34th St; 27th St From A Ave to apx 250' E of IA922; 29th St from Franklin Ave to apx 200' E of IA922; CeMar Trail 29th ST NE to Marion City Limit.									
There are two individual STBG awards to this project. \$1,809,000 for TAP work and \$3,238,000 for roadway work.									
Roadway work has had \$491,000 authorized, STIP limit is \$3,238,000.									
Trails (STBG) money has had \$641,641 authorized, STIP limit is \$1,809,000.									

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S:T:R		Pgm'd Amounts in 1000's				Total	STIP#
				FY20	FY21	FY22	FY23		
Linn - 57 (continued)									
35691 Cedar Rapids	<b>TAP-U-1187(792)--8I-57 DOT Letting: 01/22/2020</b> Lindale Trl Ext from existing trail along &under Blairs Ferry Rd. Along abandoned Rail to Council Street NE	1.258 --	Project Total Federal Aid	2,183 1,663	0 0	0 0	0 0	2,183 1,663	TA
Final TIP Approved	Ped/Bike ROW,Ped/Bike Grade & Pave,Ped/Bike Structures	0:0:00	Regional Swap	1,663 0	0 0	0 0	0 0	1,663 0	--
<b>PA NOTE:</b> Project authorized for \$139,000 in STBG, total STBG STIP limit is \$1,802,000; project authorized for \$261,000 in TAP total STIP limit is \$261,000.									
<b>DOT NOTE:</b> Project eligible for FHWA TAP funding									
39488 Linn CCB	<b>TAP-U-C057(0)--8I-57</b> E Ave NW W into Morgan Crk Pk N, cross Morgan Crk going W until W boundary of Morgan Crk Pk then N until the N boundary	1.1 --	Project Total Federal Aid	1,760 992	0 0	0 0	0 0	1,760 992	TA
Final TIP Approved	Ped/Bike Grade & Pave,Ped/Bike Structures	22:T83N:R08W	Regional Swap	992 0	0 0	0 0	0 0	992 0	--
<b>PA NOTE:</b> Project has \$415,000 in STBG and \$577,000 in TAP.									
36938 Linn CCB	<b>TAP-U-C057(141)--8I-57 DOT Letting: 12/17/2019</b> 42nd ST N along Preserve Ln to Rock Island Preserve along abandoned rail approx 250' E of Cedar River	0.92 --	Project Total Federal Aid	908 726	0 0	0 0	0 0	908 726	TA
Final TIP Approved	Ped/Bike ROW,Ped/Bike Grade & Pave,Ped/Bike Structures	0:0:00	Regional Swap	726 0	0 0	0 0	0 0	726 0	--
36955 MPO-23 / CMPO	<b>RGTR-PA23(0)--ST-57</b> Purchase 1 medium-duty 33' replacement ADA paratransit service bus.	0 --	Project Total Federal Aid	196 126	0 0	0 0	0 0	196 126	TA
Final TIP Approved	Transit Investments	--	Regional Swap	126 0	0 0	0 0	0 0	126 0	--
<b>PA NOTE:</b> Replacing bus numbers 2401									
22208 Marion	<b>TAP-U-4775(630)--8I-57 DOT Letting: 11/19/2019</b> 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	5,982 4,643	0 0	0 0	0 0	5,982 4,643	TA
Final TIP Approved	Ped/Bike Grade & Pave,Ped/Bike Structures	0:0:00	Regional Swap	4,643 0	0 0	0 0	0 0	4,643 0	--
<b>PA NOTE:</b> Project authorized for \$511,571; total STIP limit 5,155,000.									

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S:T:R		Pgm'd Amounts in 1000's				Total	STIP#
				FY20	FY21	FY22	FY23		
Linn - 57 (continued)									
29791 Marion	STP-U-4775(631)--70-57 DOT Letting: 01/22/2020 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	2,643 2,070	0 0	0 0	0 0	2,643 2,070	TA
Final TIP Approved	Ped/Bike Grade & Pave,Ped/Bike Structures,Ped/Bike Development	0:0:00	Regional Swap	2,070 0	0 0	0 0	0 0	2,070 0	--
PA NOTE: Project authorized for \$223,479; total STIP limit 2,294,000.									
35692 Marion	TAP-U-4775(0)--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	3,537 2,830	0 0	0 0	0 0	3,537 2,830	TA
Final TIP Approved	Ped/Bike Grade & Pave	0:0:00	Regional Swap	2,830 0	0 0	0 0	0 0	2,830 0	--
PA NOTE: Project has \$2,583,000 in STBG and \$247,000 in TAP.									
36956 MPO-23 / CMPO	RGTR-PA23(0)--ST-57 CR Transit Route 5 two Heavy-Duty (35' diesel) Bus Replacements	0 --	Project Total Federal Aid	0 0	1,032 825	0 0	0 0	1,032 825	TA
Final TIP Approved	Transit Investments	--	Regional Swap	0 0	825 0	0 0	0 0	825 0	--
PA NOTE: Replacing bus numbers 2091 and 2092.									
36957 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	205 164	0 0	0 0	205 164	TA
Final TIP Approved	Transit Investments	--	Regional Swap	0 0	164 0	0 0	0 0	164 0	--
PA NOTE: Replacing bus numbers 2402									
36958 MPO-23 / CMPO	RGTR-PA23(0)--ST-57 In the City of Marion bus stop improvements located on non-local roads.	0 --	Project Total Federal Aid	0 0	394 315	0 0	0 0	394 315	TA
Final TIP Approved	Transit Investments	--	Regional Swap	0 0	315 0	0 0	0 0	315 0	--



TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S:T:R		Pgm'd Amounts in 1000's				Total	STIP#
				FY20	FY21	FY22	FY23		
Linn - 57 (continued)									
38370 Cedar Rapids  Final TIP Approved	<b>TAP-U-1187()--8I-57</b> In the city of Cedar Rapids, On EDGEWOOD RD Bridge NE, widen existing ped bridge to 8' for trail development. Ped/Bike Structures	0.138 -- 0:0:00	Project Total Federal Aid  Regional Swap	0 0 0 0	0 0 0 0	500 400 400 0	0 0 0 0	500 400 400 0	<div>TA</div>   --
38385 Cedar Rapids  Final TIP Approved	<b>TAP-U-1187()--8I-57</b> Edgewood Rd Trail Bridge over Hwy100 connecting to N RiverBlvd and trail along Edgewood Rd Ped/Bike ROW,Ped/Bike Grade & Pave,Ped/Bike Structures	0.5 -- 0:0:00	Project Total Federal Aid  Regional Swap	0 0 0 0	0 0 0 0	3,888 584 584 0	0 0 0 0	3,888 584 584 0	<div>TA</div>   --
38373 MPO-23 / CMPO  Final TIP Approved	<b>RGTR-PA23()--ST-57</b> Purchase 1 medium-duty 33' replacement ADA paratransit service bus. Transit Investments	0 -- --	Project Total Federal Aid  Regional Swap	0 0 0 0	0 0 0 0	216 172 172 0	0 0 0 0	216 172 172 0	<div>TA</div>   --
<b>PA NOTE:</b> Replacing bus numbers 2403									
38374 MPO-23 / CMPO  Final TIP Approved	<b>RGTR-PA23()--ST-57</b> CR Transit Route 5 two Heavy-Duty (35' diesel) Bus Replacements Transit Investments	0 -- --	Project Total Federal Aid  Regional Swap	0 0 0 0	0 0 0 0	1,084 866 866 0	0 0 0 0	1,084 866 866 0	<div>TA</div>   -
<b>PA NOTE:</b> Replacing bus numbers 2093 and 2094.									
39455 Cedar Rapids  Final TIP Approved	<b>TAP-U-1187()--8I-57</b> In the city of Cedar Rapids, Filling sw gaps b/w O & 16 Ave & add bus pads at stops & 4 benches & 2 shelters Ped/Bike Grade & Pave,Transit Investments	1.183 -- 24:T83N:R08W	Project Total Federal Aid  Regional Swap	0 0 0 0	0 0 0 0	0 0 0 0	554 129 129 0	554 129 129 0	<div>TA</div>   --
39452 Fairfax  Final TIP Approved	<b>TAP-U-2462()--8I-57</b> From Ext Trail S to Prairie Crk, along the Crk E to Fairfax City Limit Ped/Bike ROW,Ped/Bike Grade & Pave	0 -- --	Project Total Federal Aid  Regional Swap	0 0 0 0	0 0 0 0	0 0 0 0	615 492 492 0	615 492 492 0	<div>TA</div>   --

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S:T:R		Pgm'd Amounts in 1000's				Total	STIP#	
				FY20	FY21	FY22	FY23			
Linn - 57 (continued)										
39453 Linn CCB	<b>TAP-U-C057()--8I-57</b> Worcester Rd W to 80th St NW, then N until Ellis Rd then along Hwy 100 and abandoned rail ROW to Covington Rd	1.86 --	Project Total Federal Aid	0 0	0 0	0 0	2,249 709	2,249 709		
Final TIP Approved	Ped/Bike ROW,Ped/Bike Grade & Pave	21:T83N:R08W	Regional Swap	0 0	0 0	0 0	709 0	709 0	--	
39454 MPO-23 / CMPO	<b>RGTR-PA23()--ST-57</b> Purchase 1 medium-duty 33' replacement ADA paratransit service bus.	0 --	Project Total Federal Aid	0 0	0 0	0 0	215 172	215 172		
Final TIP Approved	Transit Investments	--	Regional Swap	0 0	0 0	0 0	172 0	172 0	--	
<b>PA NOTE:</b> Replacing bus numbers 875										
38775 MPO-23 / CMPO	<b>RGTR-PA23()--ST-57</b> CR Transit Route 5 two Heavy-Duty (35' diesel) Bus Replacements	0 --	Project Total Federal Aid	0 0	0 0	0 0	1,116 893	1,116 893		
Final TIP Approved	Transit Investments	--	Regional Swap	0 0	0 0	0 0	893 0	893 0	--	
<b>PA NOTE:</b> Replacing bus numbers 2131 and 2132.										
STBG - Iowa's Transportation Alternatives Program										
Linn - 57										
36964 Cedar Rapids	<b>TAP-U-1187()--8I-57</b> F Ave NW from 13th St NW to the Cedar River;Along the River N to I Ave NW & S to 1st Ave W	1.21 --	Project Total Federal Aid	0 0	2,262 1,800	0 0	0 0	2,262 1,800		
Final TIP Approved	Ped/Bike Grade & Pave	0:0:00	Regional Swap	0 0	1,800 0	0 0	0 0	1,800 0	--	
<b>PA NOTE:</b> Project includes TAP \$56K and STBG \$1,744K										
<b>DOT NOTE:</b> Project eligible for FHWA TAP funding										
38371 Cedar Rapids	<b>TAP-U-1187()--8I-57</b> W side of WILEY BLVD SW,from 16th Ave to Williams Blvd SW incl all req intersection improvements.	0.866 --	Project Total Federal Aid	0 0	0 0	1,715 903	0 0	1,715 903		
Final TIP Approved	Traffic Signals,Ped/Bike Grade & Pave,Ped/Bike Miscellaneous	0:0:00	Regional Swap	0 0	0 0	903 0	0 0	903 0	--	
<b>PA NOTE:</b> Project has \$227,000 in TAP and \$676,000 in STBG										

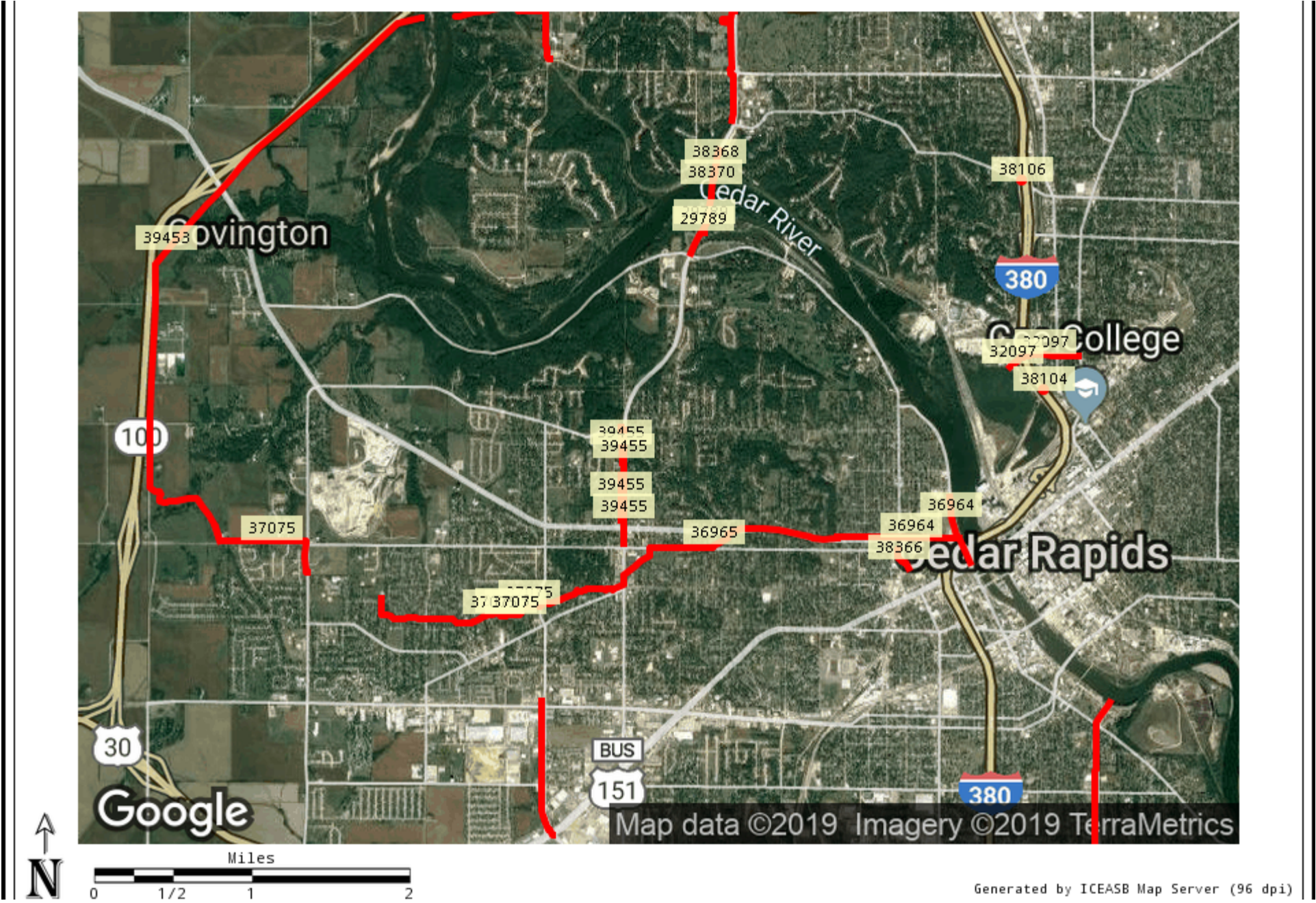
TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S:T:R		Pgm'd Amounts in 1000's				Total	STIP#
				FY20	FY21	FY22	FY23		
Congestion Mitigation Air Quality									
Linn - 57									
6695	NHSX-100-1(652)--3H-57 DOT Letting: 05/19/2020	0.027 MI	Project Total	197	0	0	0	197	TA
Cedar Rapids	In the City of Cedar Rapids, COLLINS RD: C AVE	--	Federal Aid	157	0	0	0	157	
Final TIP Approved	INTERSECTION Pavement Widening	--	Regional 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.									
Metropolitan Planning									
Region Wide - 00									
17107	RGPL-PA23)--PL-00	0 MI	Project Total	368	368	368	368	1,472	TA
MPO-23 / CMPO	MPO: Planning Funds	--	Federal Aid	294	294	294	294	1,176	
Final TIP Approved	Trans Planning	--	Regional Swap	0 0	0 0	0 0	0 0	0 0	--
Primary Road Funds									
Linn - 57									
38104	IMN--380)--0E-57	0 MI	Project Total	2,089	0	0	0	2,089	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 Swap	0 0	0 0	0 0	0 0	0 0	--
39288	NHSN--922)--2R-57	0 MI	Project Total	500	0	0	0	500	TA
DOT-D06-MPO23	IA 922: 29TH ST NE TO 31ST ST NE IN CEDAR	--	Federal Aid	0	0	0	0	0	
Final TIP Approved	RAPIDS (STATE SHARE) Grade and Pave	--	Regional Swap	0 0	0 0	0 0	0 0	0 0	--
39289	NHSN--922)--2R-57	0 MI	Project Total	3,395	0	0	0	3,395	TA
DOT-D06-MPO23	IA 922: WCL TO 16TH AVE SW IN CEDAR	--	Federal Aid	0	0	0	0	0	
Final TIP Approved	RAPIDS (STATE SHARE) Pavement Rehab	--	Regional Swap	0 0	0 0	0 0	0 0	0 0	--
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	--	Federal Aid	0	0	0	0	0	
Final TIP Approved	RAPIDS Bridge Deck Overlay	--	Regional Swap	0 0	0 0	0 0	0 0	0 0	--
39284	BRFN--30)--39-57	0 MI	Project Total	0	0	0	1,500	1,500	TA
DOT-D06-MPO23	US 30: UP RR 1.6 MI W OF E JCT US 218 (WB)	--	Federal Aid	0	0	0	0	0	
Final TIP Approved	Bridge Deck Overlay	--	Regional 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#
				FY20	FY21	FY22	FY23		
Linn - 57 (continued)									
39286 DOT-D06-MPO23 Final TIP Approved	<b>IMN--380()--0E-57</b> I-380: SB REST AREA 3.0 MI S OF CEDAR RAPIDS Grade and Pave,Rest Area Improvement	0 MI -- --	Project Total Federal Aid Regional Swap	0 0 0 0	0 0 0 0	0 0 0 0	5,884 0 0 0	5,884 0 0 0	<a href="#">TA</a>  --
39287 DOT-D06-MPO23 Final TIP Approved	<b>IMN--380()--0E-57</b> I-380: CC RR AND ASH PIT 2.9 MI S OF IA 100 IN CEDAR RAPIDS (NB & SB) Bridge Rehabilitation	0 MI -- --	Project Total Federal Aid  Regional Swap	0 0  0 0	0 0  0 0	0 0  0 0	700 0  0 0	700 0  0 0	<a href="#">TA</a>  --
National Environmental Policy Act									
Linn - 57									
39129 DOT-D06-MPO23 Final TIP Approved	<b>NEPA-380()25--81-57</b> On I-380, from S of Blairs Ferry Rd to County Home Rd Outside Services Engineering	0 -- --	Project Total Federal Aid Regional Swap	0 0 0 0	0 0 0 0	16,585 0 0 0	0 0 0 0	16,585 0 0 0	<a href="#">TA</a>  --
PA NOTE: Project includes Tower Terrace Rd Interchange as programmed in TPMS 38070									
National Highway Freight Program									
Linn - 57									
39426 Cedar Rapids Airport Commission Final TIP Approved	<b>NHFP-CRAC()--2F-00</b> In the City of Cedar Rapids, Air Cargo Logistics Facility at Eastern Iowa Airport Buildings	0 -- --	Project Total Federal Aid  Regional Swap	1,150 925  0 0	0 0  0 0	0 0  0 0	0 0  0 0	1,150 925  0 0	<a href="#">TA</a>  --

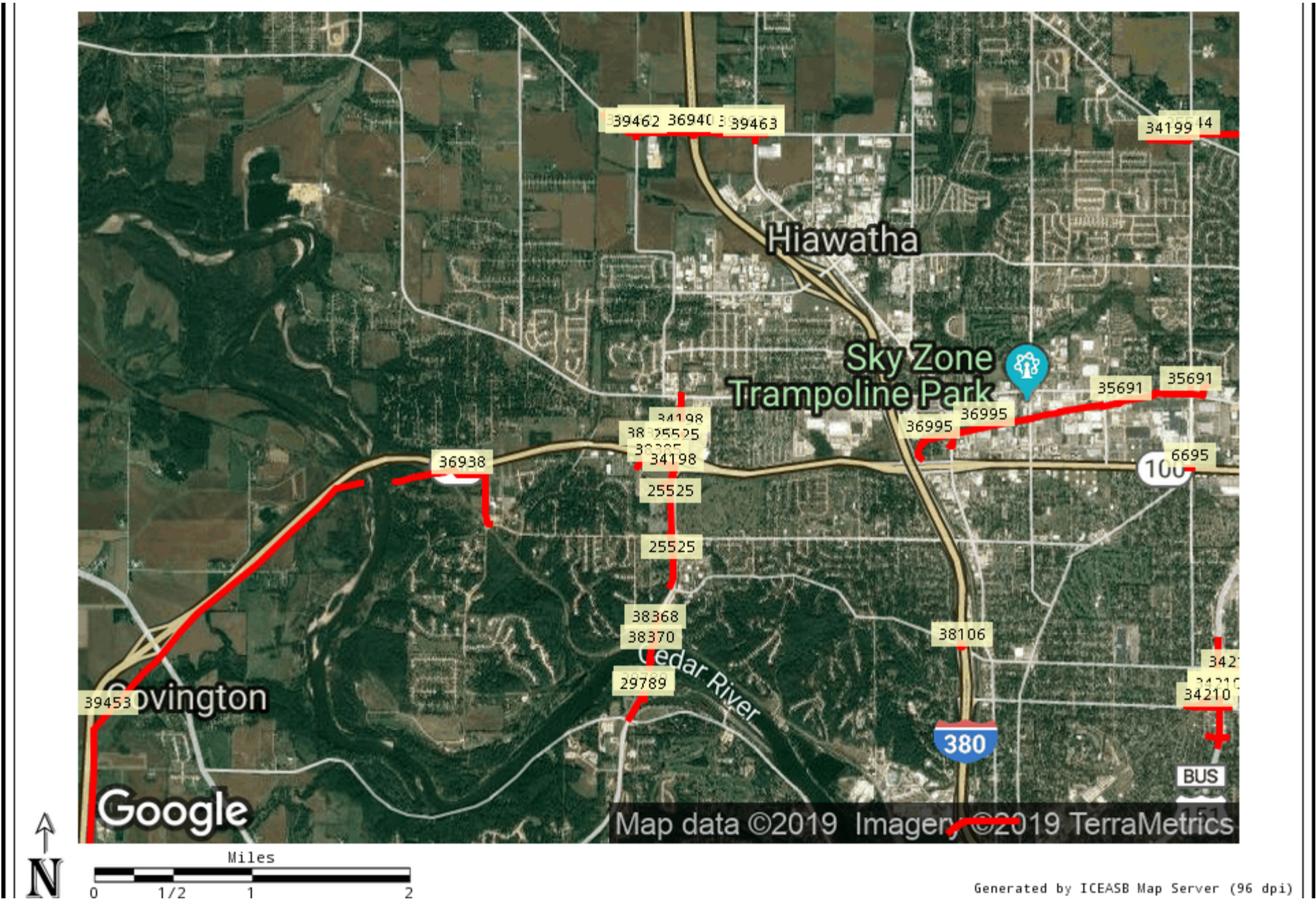








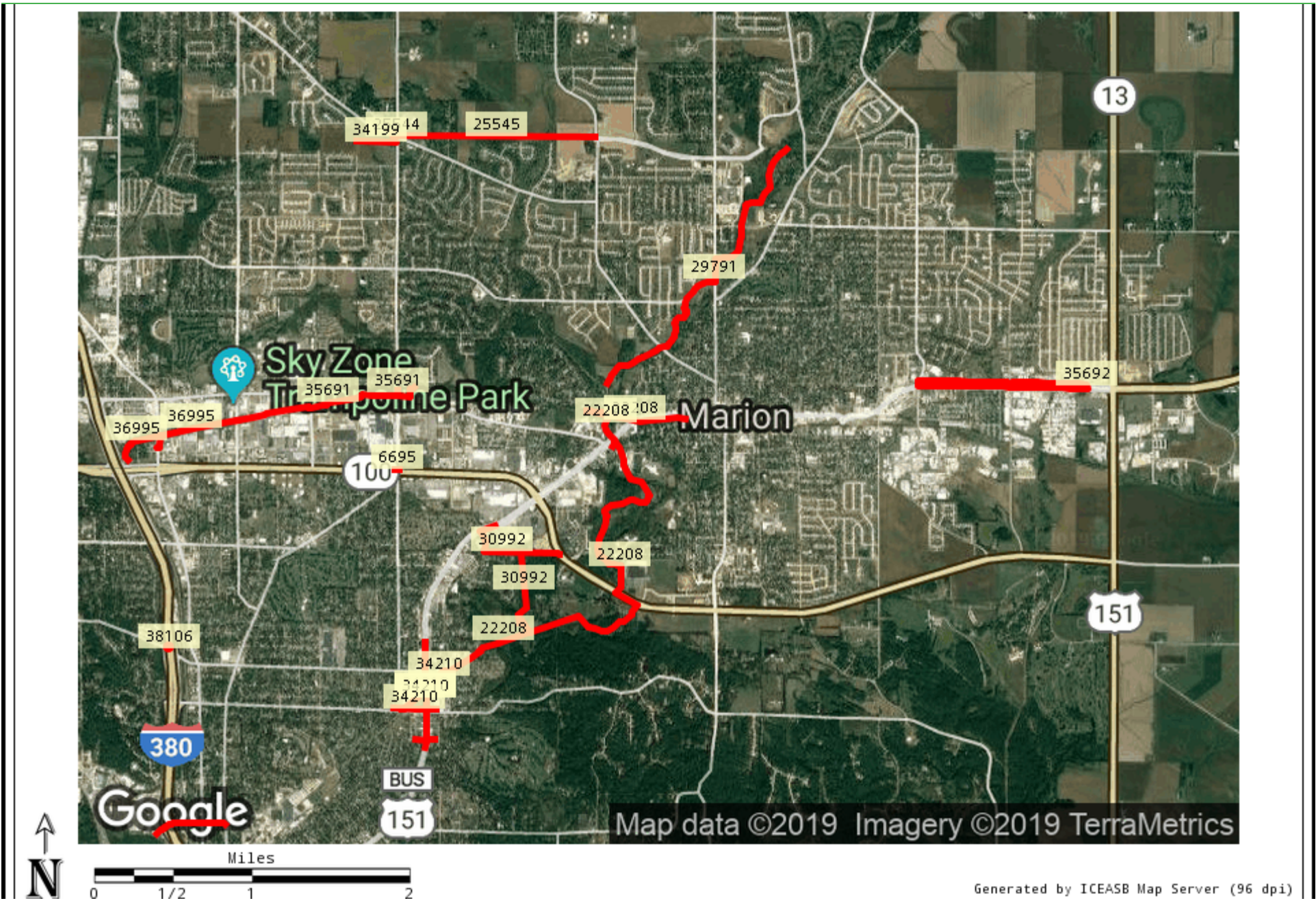




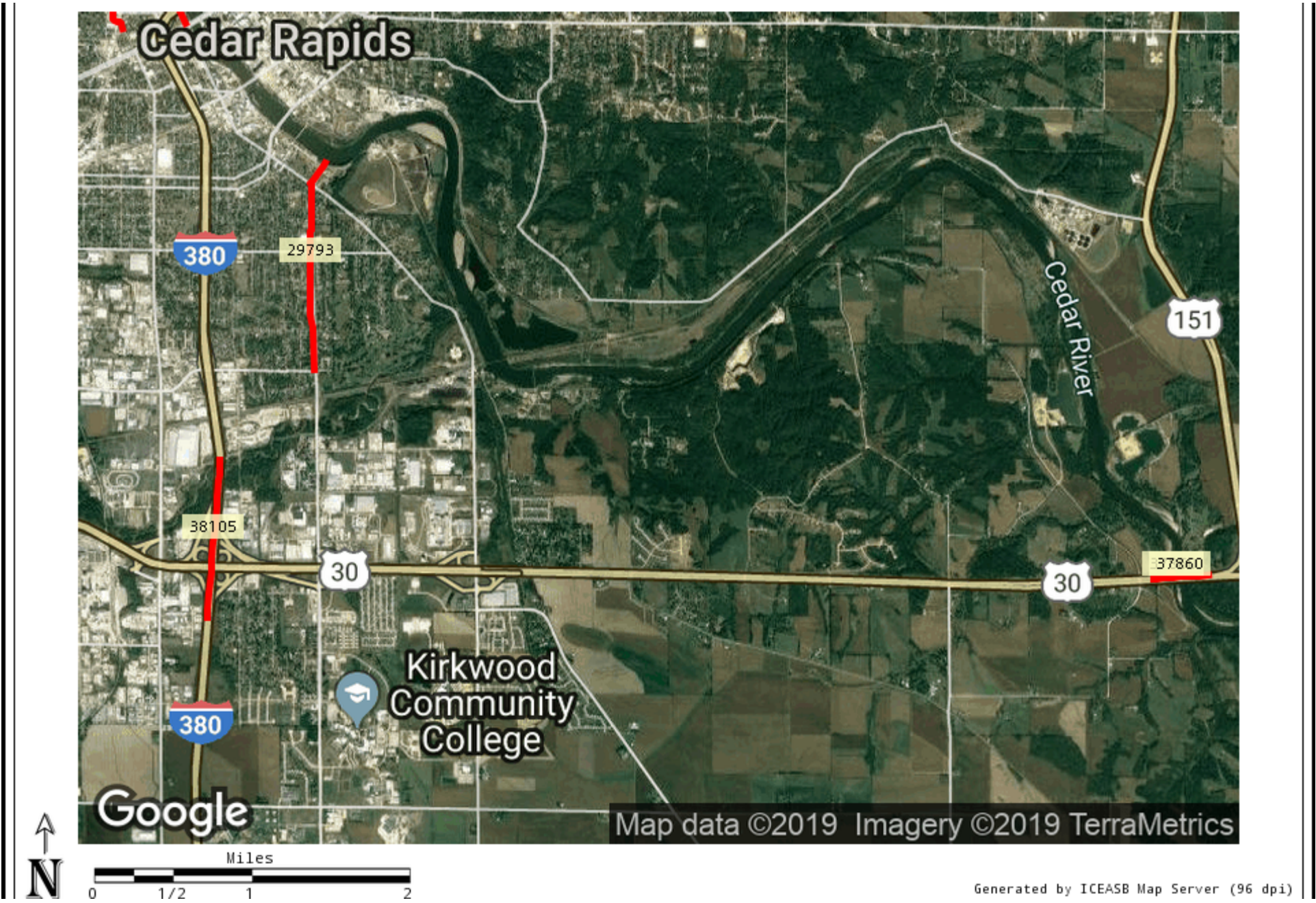




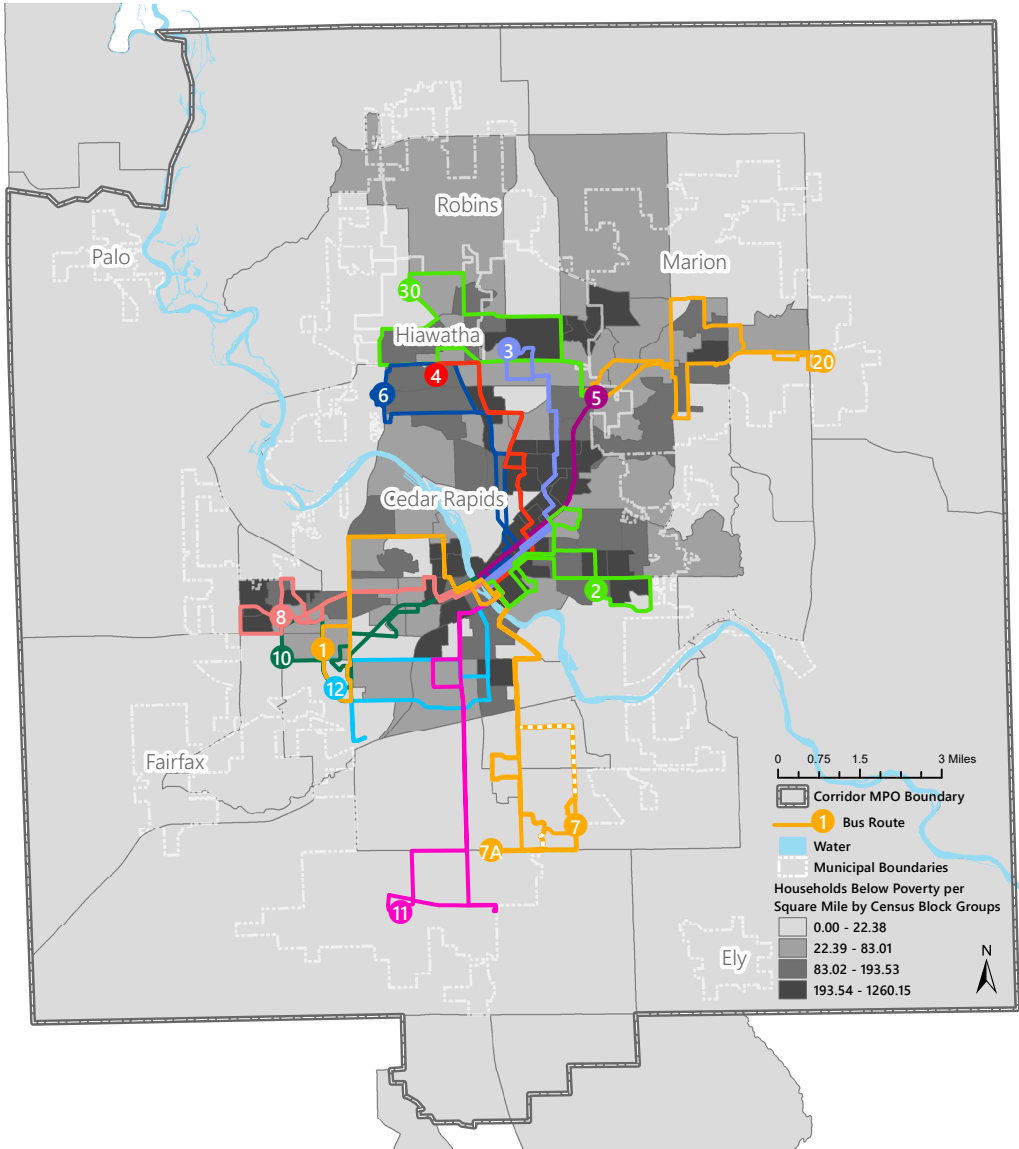




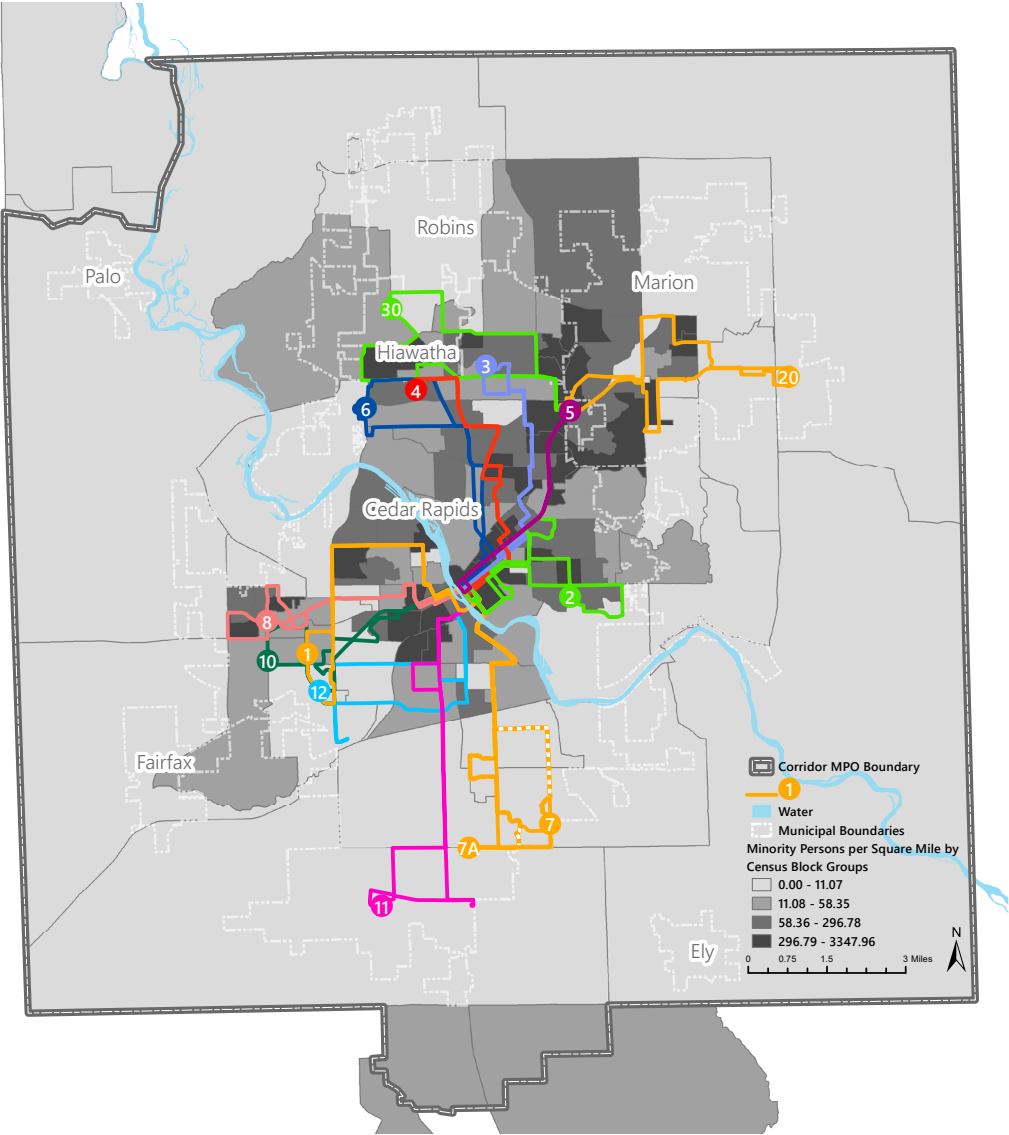




Density of Households Below Poverty in Corridor MPO



Density of Minority Persons in the Corridor MPO





## 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		FY20	FY21	FY22	FY23	Options Status
MPO-23	STA 5307 5310	Cedar Rapids <a href="#">960</a>	Operations Misc	General Ops./Maint./Admin.	Total	10,000,000	10,100,000	10,200,000	10,250,000	<a href="#">Reset</a>
					FA	2,970,000	2,970,000	2,970,000	2,970,000	TIP Approved
					SA	630,000	630,000	630,000	630,000	
MPO-23	STP	Cedar Rapids <a href="#">4710</a>	Capital Replacement	CR Transit - 1 medium-duty 32' ADA...	Total	196,000				<a href="#">Reset</a>
					FA	126,000				TIP Approved
					SA					
MPO-23	STP	Cedar Rapids <a href="#">4712</a>	Capital Replacement	CR Transit - 1 medium-duty 32' ADA...	Total		205,000			<a href="#">Reset</a>
					FA		164,000			TIP Approved
					SA					
MPO-23	STP	Cedar Rapids <a href="#">4711</a>	Capital Replacement	CR Transit - Purchase 2 Heavy-Duty ...	Total		1,032,000			<a href="#">Reset</a>
					FA		825,000			TIP Approved
					SA					
MPO-23	STP	MPO-23 <a href="#">4708</a>	Capital Other	In the City of Marion bus stop impro...	Total		394,000			<a href="#">Reset</a>
					FA		315,000			TIP Approved
					SA					
MPO-23	STP	Cedar Rapids <a href="#">4987</a>	Capital Replacement	CR Transit - 1 medium-duty 32' ADA...	Total			216,000		<a href="#">Reset</a>
					FA			172,000		TIP Approved
					SA					
MPO-23	STP	Cedar Rapids <a href="#">4986</a>	Capital Replacement	CR Transit - Purchase 2 Heavy-Duty ...	Total			1,084,000		<a href="#">Reset</a>
					FA			866,000		TIP Approved
					SA					
MPO-23	STP	Cedar Rapids <a href="#">5323</a>	Capital Replacement	CR Transit - Purchase 1 medium-dut...	Total				215,000	<a href="#">Reset</a>
					FA				172,000	TIP Approved
					SA					
MPO-23	STP	Cedar Rapids <a href="#">5322</a>	Capital Other	CR Transit - Purchase 2 Heavy-duty ...	Total				1,116,000	<a href="#">Reset</a>
					FA				893,000	TIP Approved
					SA					
MPO-23	STP	MPO-23 <a href="#">5639</a>	Capital Expansion	Edgewood Road Transit Stops and S...	Total				554,000	<a href="#">Reset</a>
					FA				129,000	TIP Approved
					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 FFY20 - FFY23 TIP

An open house dedicated to reviewing the FFY20 to 23 TIP projects was held Thursday, March 7, 2019 from 5:00 to 7:00 PM at the NewBo City Market (neighborhood market in Cedar Rapids).

Unfortunately attendance was very low with just seven attendees none of whom wanted to officially sign the meeting attendance sheet. The open house was advertised in all the normal manners, a media release was provided, emails were sent to relevant parties, and a Facebook event was generated, the weather was very cold and unpleasant which limited attendance for our meeting but also the general attendance at the Market.

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.

Due to the lackluster attendance of the first open house, staff made sure all that all TIP applications were posted on Facebook for further comment. This process generated a lot of views and comments regarding

all projects. An official public comment was even generated via Facebook and email. MPO staff found this medium of communication to be very helpful generating public input and intends to make this a regular part of the outreach process.

All Facebook comments can be found at <https://www.facebook.com/CorridorMPO/>

### Summary of Second Public Open House for the FFY20 - FFY23 TIP

An second open house dedicated to reviewing the FFY20 to 23 TIP projects was held Thursday, June 6, 2019 from 4:30 to 6:30 PM at the NewBo City Market (neighborhood market in Cedar Rapids).

Attendance was much better with approximately 25 attendees of which 13 agreed to sign the official sign-in sheet. The open house was advertised in all the normal manners, a media release was provided, emails were sent to relevant parties, and a Facebook event was generated.

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.

All official public comments and meeting attendance sheets can be found in the Appendix.

## 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

All eligible entities within the MPO Planning Area Boundary (sponsors), regardless of dues paying status, are allowed to submit applications to the MPO. 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.

Part of the TTAC review process is an in-depth review of each project from a small group of TTAC members with an expertise specific to the given travel mode being reviewed. Small group meetings do not supplant the normal TTAC process but are conducted to provide all TTAC, Executive, and Policy Board members with detailed comments from subject matter experts. In this way, project designs are improved via a more comprehensive review, allowing policy makers to make more informed decisions. All small group reports are in the Appendix.

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.

### PM1: Safety

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.

### PM2: Pavement and Bridge

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.

### **PM3: System Performance and Freight**

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.

### **TAM: Transit Asset Management**

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 – updates to the schedules for 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, and
- Scope changes – changing the project termini, the amount of through traffic lanes, type of work from an overlay to reconstruction, or a change to include widening of the roadway.

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

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

## Transit Financial Forecasting

### 2018 Year End Transit History for System 118

Contract Service	Service Type	Other System	Total Rides	Elderly Rides	Disabled Rides	Vehicle Miles	Revenue Miles	Revenue Hours	Operating Costs	Passenger Revenue	Contract Revenue	Other Revenue	Local Tax	FTA	STA
Fixed Route Bus Service	Public		1,265,721	43,479	256,773	1,049,297	1,023,743	68,587	\$9,821,770	\$850,468	\$440,100	\$245,973	\$4,901,547	\$2,766,970	\$616,712
		SUBTOTAL:	1,265,721	43,479	256,773	1,049,297	1,023,743	68,587	\$9,821,770	\$850,468	\$440,100	\$245,973	\$4,901,547	\$2,766,970	\$616,712
Linn County LIFTS															
ADA Paratransit	Public		50,320	0	47,775	149,771	144,898	13,705	\$1,099,182	\$89,574	\$0	\$37,817	\$850,612	\$121,179	\$0
		SUBTOTAL:	50,320	0	47,775	149,771	144,898	13,705	\$1,099,182	\$89,574	\$0	\$37,817	\$850,612	\$121,179	\$0
Neighborhood Transportation Service															
NTS Subsidy	Public		33,807	0	7,578	244,362	219,389	14,311	\$720,394	\$242,997	\$0	\$0	\$476,186	\$0	\$1,211
NTS/JARC	JARC		2,603	0	0	20,785	18,839	1,053	\$51,487	\$15,618	\$0	\$0	\$18,663	\$17,206	\$0
		SUBTOTAL:	36,410	0	7,578	265,147	238,228	15,364	\$771,881	\$258,615	\$0	\$0	\$494,849	\$17,206	\$1,211
		GRAND TOTAL:	1,352,451	43,479	312,126	1,464,215	1,406,869	97,656	\$11,692,833	\$1,198,657	\$440,100	\$283,790	\$6,247,008	\$2,905,355	\$617,923

COMMENTS:

By signing below, I certify that the information contained in this document is true and accurate to the best of my knowledge.

  
 \_\_\_\_\_  
 (Transit Manager Signature)

10-22-18  
 \_\_\_\_\_  
 (Date)



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# Appendix

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## 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 14<sup>th</sup>, 2019 (no exceptions)**

October 18<sup>th</sup>, 2018

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 FFY23 will be used as STBG - TAP funding. In FFY23, the Corridor MPO expects to receive \$5,203,000 in new STBG funds, \$267,000 in new STBG - TAP funds, and \$205,000 in new TAP Flex funds. All estimates of funding are tentative until May of 2019. **Based on the current funding policy, the amount of new and old funding for roads, trails, and transit is as follows:**

- FFY20 - \$308,000 available for roads; \$548,000 available for trails; \$123,000 available for transit
- FFY21 - \$0 available for roads; \$0 available for trails; \$0 available for transit
- FFY22 - \$0 available for roads; \$0 available for trails; \$0 available for transit
- FFY23 - \$2,837,000 available for roads; \$1,702,000 available for trails; \$1,135,000 available for transit
- **Total available for roads: \$3,145,000; Total for trails: \$2,250,000; Total for transit: \$1,258,000**

- **Trail applicants please note** that per Iowa DOT rules you may use TAP funding in any of the available project years. This is made possible as the Iowa DOT, rather than the FHWA, now manages all STBG - TAP funds. **There are \$472,000 in STBG - TAP funds in FFY23 that maybe used in any TIP year.**

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.**

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

For a project to be included in the TIP a resolution of support from the requesting jurisdiction(s) is required. This resolution of support is vital to show that the jurisdiction will commit itself to completing and maintaining the project.





Additionally, the resolution will streamline the DOT authorization process. **Please refer to Attachment H and I for DOT approved resolutions of support.**

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

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

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

#### **Required Information**

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

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



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



### **Process**

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

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

### **Application Due Date**

Applications must be submitted by **January 14<sup>th</sup>, 2019 (no exceptions)** to **Brandon Whyte** at [B.Whyte@CorridorMPO.com](mailto:B.Whyte@CorridorMPO.com) and **Hilary Hershner** at [H.Hershner@CorridorMPO.com](mailto:H.Hershner@CorridorMPO.com).

### **Funding by Year Available**

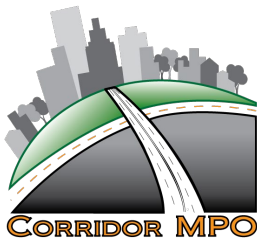
Please select funding for projects from the earliest available funding year that you are actually able to begin planning and engineering (PE), right-of-way (ROW) acquisition, or construction. **Please note, that if PE or ROW acquisition can be accomplished in advance of a project's construction (highly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

### **Increasing Funding for Existing Projects**

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

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

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



## Attachment A - Funding Requests

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

Project Name

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

Contact Person

Name

E-mail

City

Phone #

Street Address

Project Description

Purpose & Need Narrative

Project Score (Please see Attachment C)

Project Readiness

ROW

Environmental

Local Match

Public Engagement

Project Schedule (MM/YYYY)

Design Start Date

Completion Date

ROW Acquisition Start Date

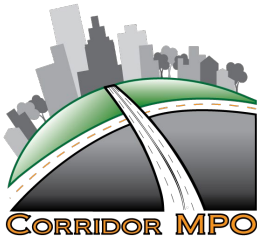
Completion Date

Environmental Start Date

Completion Date

Construction Start Date

Completion Date



NOTE: All trail projects require [Iowa DOT form 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:

- FFY20 - \$308,000 available for roads; \$548,000 available for trails; \$123,000 available for transit
- FFY21 - \$0 available for roads; \$0 available for trails; \$0 available for transit
- FFY22 - \$0 available for roads; \$0 available for trails; \$0 available for transit
- FFY23 - \$2,837,000 available for roads; \$1,702,000 available for trails; \$1,135,000 available for transit
- **Total available for roads: \$3,145,000; Total for trails: \$2,250,000; Total for transit: \$1,258,000**

➤ Trail applicants please note there are \$472,000 in STBG - TAP funds in FFY23 that maybe used in any TIP year.



## 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 Awarded 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:**

- FFY20 - \$308,000 available for roads; \$548,000 available for trails; \$123,000 available for transit
- FFY21 - \$0 available for roads; \$0 available for trails; \$0 available for transit
- FFY22 - \$0 available for roads; \$0 available for trails; \$0 available for transit
- FFY23 - \$2,837,000 available for roads; \$1,702,000 available for trails; \$1,135,000 available for transit
- **Total available for roads: \$3,145,000; Total for trails: \$2,250,000; Total for transit: \$1,258,000**

➤ Trail applicants please note there are \$472,000 in STBG - TAP funds in FFY23 that maybe used in any TIP year.





## 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:

- FFY20 - \$308,000 available for roads; \$548,000 available for trails; \$123,000 available for transit
- FFY21 - \$0 available for roads; \$0 available for trails; \$0 available for transit
- FFY22 - \$0 available for roads; \$0 available for trails; \$0 available for transit
- FFY23 - \$2,837,000 available for roads; \$1,702,000 available for trails; \$1,135,000 available for transit
- **Total available for roads: \$3,145,000; Total for trails: \$2,250,000; Total for transit: \$1,258,000**

➤ Trail applicants please note there are \$472,000 in STBG - TAP funds in FFY23 that maybe used in any TIP year.



## Attachment B

### Connections 2040 Design Factors

#### **Required Information**

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

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

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

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

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

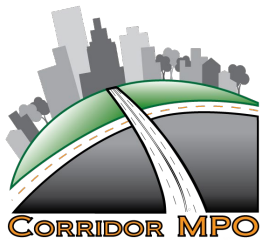
Posted Speed:	<input type="text"/>
Parking Width (If provided):	<input type="text"/>
Transit - Is the project on a bus route? If so what accommodations will be provided?	<input type="text"/>
Number and Width of Through Travel Lanes:	<input type="text"/>
Median Width (If provided):	<input type="text"/>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



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

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

[http://www.cedar-rapids.org/local\\_government/departments\\_and\\_community\\_development/mpo/connections\\_2040.php](http://www.cedar-rapids.org/local_government/departments_and_community_development/mpo/connections_2040.php)



## Attachment E – Authorization Information Accuracy

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

---

TO: County Engineers, City Representatives, and Consultants

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

FROM: Office of Local Systems

SUBJECT: Authorization Information Accuracy

DATE: June 15, 2012

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

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

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

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



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

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

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

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

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



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

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

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

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

Sincerely,

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

\*\*\*\*\*

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





## Attachment F – Estimated Project Cost

Project Name:

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



## **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://cms.revize.com/revize/cedarrapids/Community%20Development/MPO/Final\\_Connections2040\\_20171221.pdf](http://cms.revize.com/revize/cedarrapids/Community%20Development/MPO/Final_Connections2040_20171221.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 Marion.**

XXXXXX

Adopted - January 2016

CREATING SUSTAINABLE COMMUNITIES  
THROUGH REGIONAL PLANNING & CIVIC ENGAGEMENT







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

**XXXX** in the amount of \$ **XXX** in **STBG** funds, which will become available on October 1<sup>st</sup> of **XXX**. The total available for this project is now XXXX in STBG FFYXX funds.

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 FY13 projects will be reported on in the FY14 – FY17 Transportation Improvement Program (TIP). The Status Report consists of the following information (Attachment A and provided electronically):

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

The Status Report will be required annually (August 31<sup>st</sup>) or when significant changes occur.



### **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 FY17, has until August 31<sup>st</sup> of 2020 to show progress. A project that receives funding in FY17, FY18, and FY19 would have until August 31<sup>st</sup> of 2022 to show progress. Progress is defined as having a signed agreement with the Iowa DOT. Letters will be sent to funding recipients in February of the third year to provide a reminder that signed agreements with Iowa DOT must be in place or requests for extensions must be received by August 31<sup>st</sup>. If neither is received by August 31<sup>st</sup>, then the funding recipient is considered in default and the following will occur:

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

### **Iowa DOT Correspondence**

The recipient will electronically notify the Corridor MPO of its progress through the Iowa DOT's Project Development Process (Concept Statement, Preliminary Plans, Check Plans, Final Plans & Project Development Certification, Contracts Turn-In, Letting Date, and "Notice to Proceed" to expend federal funds).

### **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.



### **TTAC Road Project Report for 1st Avenue East from 27th to 34th Streets for the City of Cedar Rapids**

#### **Project Description**

Reconstruction of 1st Avenue from 28th Street to 31st Street. Realign 27th St NE and SE at 1st Ave. New traffic signals on 1st Ave at 27th Street and 29th Street. Replace existing pavement, correct intersection alignment deficiencies, upgrades/replaces existing traffic signal equipment, improve sight distance, combine or close driveways where possible, replace or fill sidewalk gaps, widen 1st Ave through old railroad overpass north of 29th Street, realigns on-street parking along 3200 block of 1st Ave and provides ADA parking spaces. Coordinates with CeMar Trail extension that passes underneath 1st Ave (projects bid together).

This is an additional funding request. \$4,739,000 was previously allocated to this project.

**Funding Requested** \$308,000 FFY20

**Project Score** N/A

**Construction** 9/1/2021

**TTAC Recommendation** The full TTAC recommended funding this project for \$308,000 on May 2, 2019.

#### **Roads Small Group 2019**

Brad Ketels (Linn County), Shane Wicks (Fairfax), Nate Kampman (Cedar Rapids), Dick Ransom (Hiawatha), Dax Suntken (for Kelli Scott) (Robins), Mike Barkalow (Marion), Doug Wilson (Cedar Rapids), John Witt (Cedar Rapids), Matt Myers (Cedar Rapids), Corridor MPO Staff - Bill Micheel, Brandon Whyte, Hilary Hershner, Liz Darnall

#### **Small Group Discussion**

**Design:** Dick Ransom of Hiawatha asked if the CeMar trail funding is included in the application. Brandon Whyte of the Corridor MPO responded that funding sources are kept separate and noted there is approximately \$2M in federal aid for the trail component of the project.

**Transit stops:** The transit aspects of this project were reviewed on 2/19/2019 at the Transit Small Group. Liz Darnall provided an overview of the existing stop locations and infrastructure. Darnall also shared that it is unclear based on provided preliminary plans if the existing infrastructure will be replaced after construction of bus pads. Brenna Fall noted those are not in the cost estimate. DeBrower noted that often contractors do not replace what they remove. Brandon Whyte said at minimum, it needs to be acknowledged somewhere that infrastructure needs to be reinstalled by contractors, whether it is replaced or bought new.

*Motion: Billings made a motion recommending to replace infrastructure that is there with equal or better value amenities, maybe new. Clearly conveying to contractor that, at minimum, what is there is put back. Gunnerson seconded the motion. All TTAC Transit Small Group members present approved.*

Brad DeBrower asked if there was going to be a right turn lane installed in front of Walgreens to turn on to 29th St. Dr. SE when heading north on 1st Ave E. DeBrower recalled telling Gary Peterson about a year ago that if a right turn lane was installed, the stop location would need to move as the bus cannot stop in a turn lane. DeBrower noted if the turn lane extends back to 28th St. Dr., he would have to do a far side (of the intersection) bus stop. Seth Gunnerson asked if the turn lane needs to be as long as it is currently shown. Brad DeBrower noted the stop could be before the turn lane if the lane was shorter. Keshia Billings of Marion asked if the driveway into Walgreens was going away and if the turn lane needed to be that long. Brandon Whyte asked Brenna Fall of Cedar Rapids if she thought turn lane needed to be that long. Fall said she would need to check with traffic engineering.

*Motion: Gunnerson made a motion recommending an alternative location for bus stop near that intersection since the stop at the right turn lane does not work. Billings seconded the motion. All TTAC Transit Small Group members present approved.*

Liz Darnall said bus pad at stop in front of Cellar Door does not connect to sidewalk. Darnall asked if the group would like to recommend a change to this issue.

*Motion: Gunnerson made a motion to recommend connecting pad to sidewalk. Billings seconded the motion. All TTAC Transit Small Group members present approved.*



### **TTAC Road Project Report for 7th Ave Reconstruction from 12th to 22nd Street (Marion)**

#### **Project Description**

Reconstruction of 7th Avenue between 12th Street and 22nd Street from a 4-lane cross section to a 3-lane cross section with a center dual left turn lane. Project includes additional infrastructure improvements like storm sewer, sanitary sewer, watermain, sidewalk, lighting, and other improvements.

**Funding Requested** \$776,000 FFY23

**Project Score** 242.15

**Construction** 12/01/2024

**TTAC Recommendation** The full TTAC recommended not funding this project on May 2, 2019.

#### **Roads Small Group 2019**

Brad Ketels (Linn County), Shane Wicks (Fairfax), Nate Kampman (Cedar Rapids), Dick Ransom (Hiawatha), Dax Suntken (for Kelli Scott) (Robins), Mike Barkalow (Marion), Doug Wilson (Cedar Rapids), John Witt (Cedar Rapids), Matt Myers (Cedar Rapids), Corridor MPO Staff - Bill Micheel, Brandon Whyte, Hilary Hershner, Liz Darnall

#### **Project Discussion**

**Project Discussion:** No questions or comments

**Funding:** No comments.

**Project Costs:** No comments.

**Time-line:** Project time-line is appropriate.



## **TTAC Road Project Report for County Home Road (E34) Roundabout for Linn County**

### **Project Description**

Construct a roundabout at C Ave Ext. and County Home Road. County Home Road corridor (I-380 to HWY 13) include: 5-lane bridges at Gilmore Road & N 10th Street, grading and culvert extensions/replacements for future paving, and paving from C Ave Ext to Gilmore Road.

**Funding Requested** \$800,000 FFY20

**Project Score** 168.85

**Construction** 12/1/2020

**TTAC Recommendation** The full TTAC recommended fully funding this project on Thursday, May 2, 2019.

### **Roads Small Group 2019**

Brad Ketels (Linn County), Shane Wicks (Fairfax), Nate Kampman (Cedar Rapids), Dick Ransom (Hiawatha), Dax Suntken (for Kelli Scott) (Robins), Mike Barkalow (Marion), Doug Wilson (Cedar Rapids), John Witt (Cedar Rapids), Matt Myers (Cedar Rapids), Corridor MPO Staff - Bill Micheel, Brandon Whyte, Hilary Hershner, Liz Darnall

### **Small Group Discussion**

**Design:** Matt Myers of Cedar Rapids asked if this was a single lane roundabout. Doug Wilson of Cedar Rapids approves of the focus on spot improvements in this area. Brad Ketels of Linn County added that there would be another roundabout east of this intersection. Hilary Hershner of the Corridor MPO noted safety will improve by lessening severity of crashes with installation of roundabout. Brad Ketels noted that in last few years fatalities have been documented at this intersection.

**Trail Component:** John Witt of Cedar Rapids asked about the Cedar Rapids Master Trails Plan and if there would need to be changes in the future. Brandon Whyte of the Corridor MPO responded that, at this time, the trail is not a requirement, but this project is on the agenda for the TTAC Trails Small Group to discuss on 2/25/2019.

On 2/25/2019 the Trails Small Group reviewed the project. Whyte stated that MPO policy does not require that any bike or pedestrian accommodations be provided as no official plans include bike or pedestrians improvements at County Home Road and C Ave. However, if the TTAC would like to have them added they are allowed to make that request of the applicant.

Griffith said that there should be accommodations for pedestrians and bikes so they don't have to go through the roundabout. He stated that there should be at least a 10' path that goes around the perimeter of the roundabout. Griffith also said that the City of Cedar Rapids is working on a LRTP 2045 Vision Project application for C Ave and County Home Road so it will be in a plan in the future.

*Motion: Griffith made a motion to accommodate bikes and pedestrians outside of the roundabout at C Ave and County Home Road at a minimum. Burke seconded the motion. All TTAC Trails Small Group members approved.*

Krug asked if something should be provided that would connect the Tuma Soccer Park to the roundabout. Griffith asked to have designers look at best possible connection to Tuma off County Home Road from the roundabout to the nearest drive into the park where there is not currently an entrance. Billings said she did not think that that fits within the project. Griffith stated that he think Tuma would be a destination and he would not want them to have to mix with traffic to get from the roundabout to the park.

*Motion: Griffith made a motion to have designers of the project look at the best possible connection to Tuma Park from County Home Road at the roundabout. Burke seconded. In favor: Griffith, Burke, Krug, Peffer. Opposed: Billings. Bogert left at 4:33 PM before the motion.*

The project sponsor agreed to consider both motions.





## TTAC Transit Project Report for Edgewood Road Multi-use Walkway (16th Ave SW to O Ave NW) for Cedar Rapids

### Project Description

Installation of new sidewalks along the east and west sides of Edgewood Road, 4 concrete bus pads with benches, and 2 shelters. Project includes all required ADA sidewalk ramps and street crossing improvements at intersections and at existing and proposed bus stops along the route. This project will add 1 mi of new sidewalk along a key arterial road in Cedar Rapids. Project does not include repair of existing sidewalk or sidewalk ramps.

**Funding Requested** \$61,000 FFY20  
\$381,000 FFY23

**Project Score** 59

**Construction** 8/1/2023

**TTAC Recommendation** The full TTAC recommended \$94,000 in FFY21 and \$35,000 in FFY23 on May 2, 2019.

### Transit Small Group 2/19/2019

Kesha Billings (Marion), Brad DeBrower (for Jason Middlekauff) (CR Transit), Brenna Fall (City of Cedar Rapids), Seth Gunnerson (City of Cedar Rapids), Corridor MPO Staff - Bill Micheel, Brandon Whyte, Liz Darnall

### Project Discussion

**Bus stop improvements:** Kesha Billings of Marion asked if these are all new shelters and pads. Liz Darnall of the Corridor MPO clarified that all stops would be getting a pad, only some of the stops (at Westgate, E Ave., and Johnson) will get shelters or benches in addition to the pads. Bill Micheel noted the stops are not new, only the infrastructure. Seth Gunnerson of Cedar Rapids asked if the stops get a lot of users. Brad DeBrower said they will be reevaluating this spring to possibly consolidate some stops but Westgate, E Ave., and Johnson stops will stay. Lower ridership ones will be analyzed. Kesha Billings asked if there was a specific design chosen for shelters. Brenna Fall said they used a safe unit cost for planning. Brenna Fall of Cedar Rapids was asked to discuss stop improvement rationale by Brandon Whyte. Liz Darnall said she talked to Brad DeBrower when application was submitted to see if original stops chosen for improvements had any plans to be altered and told Brenna Fall which stops had highest ridership to prioritize. Brenna Fall said she wanted to show detail but if ridership changes before install, plans would be adjusted.

**Sidewalks:** Seth Gunnerson asked if sidewalks would be widened in this project. Brenna Fall said the sidewalks to be installed will be 5-foot wide. Kesha Billings asked if there were any assessments necessary. Brenna Fall said no.



### **TTAC Transit Project Report for Fixed-Route Replacement Buses for Cedar Rapids Transit**

#### **Project Description**

Purchase of two heavy-duty, ADA-accessible buses for fixed-route service.

**Funding Requested** \$893,000 FFY23

**Project Score** 82

**Construction** 10/1/2024

#### **TTAC Recommendation**

The full TTAC recommended fully funding this project on May 2, 2019.

#### **Transit Small Group 2/19/2019**

Kesha Billings (Marion), Brad DeBrower (for Jason Middlekauff) (CR Transit), Brenna Fall (City of Cedar Rapids), Seth Gunnerson (City of Cedar Rapids), Corridor MPO Staff - Bill Micheel, Brandon Whyte, Liz Darnall

#### **Project Discussion**

**Replacement Buses:** Seth Gunnerson of Cedar Rapids, asked if the buses are the same as the buses we have been getting. Liz Darnall of the Corridor MPO confirmed they are.



### Highway 100 Trail (Segment 4)

**Project Description** Construct 5.3 miles of 10 ft wide, hard surfaced trail from E Ave to the west side of the Highway 100 bridge over the Cedar River. Trail will begin at E Ave in Morgan Creek Park, which connects this trail to the Cherokee Trail. The trail will generally follow along the south and east side of Highway 100.

**Funding Requested** \$4,400,00 FFY23

**Project Score** 16.35

**Construction** 10/30/2024

**TTAC Recommendation** The full TTAC recommended \$992,000 in FFY20 and \$709,000 in FFY23 on May 2, 2019.

**Trails Small Group**  
**2/25/2019**

Present - Randy Burke (Linn County), Tom Pepper (Linn County Trails Association), Jon Bogert (Palo), Steve Krug (Cedar Rapids), Ron Griffith (Cedar Rapids), Kesha Billings (Marion), Corridor MPO Staff - Brandon Whyte and Liz Darnall  
Absent - Steve Hershner (Cedar Rapids)

**Small Group Discussion**

**Design:** Burke indicated that he may be able to find an alternate crossing of Morgan Creek and use a shorter bridge than the one he quoted in the cost estimate. However, he is not sure of that at this point.

Some right-of-way discussion has begun with property owners, they are not opposed in general to a trail but details remain to be agreed upon.

**Project Development:** Whyte stated the Iowa DOT TAP office in Ames indicated that the County would need a letter of support from the District Office if the trail was to be placed anywhere on DOT property. Burke indicated that he would get that, but that he would not need that for the first phase of the project.

**Sub-phasing:** Burke indicated that he would be able to sub-phase his project in order to take advantage of the \$536,000 in FFY20 funds and the \$472,000 in TAP funds that can be moved up to FFY20. The reason for this is because the project is being designed outside of the federal process and as such design will begin in July of 2019. He believes that he can have construction started on the first section within Morgan Creek Park by October of 2020. Perhaps even as far north as Ellis Road. He sees the Morgan Creek section as important to coincide with the construction of the Cherokee Trail along E Avenue that connects to Morgan Creek park the west side of Cedar Rapids.



## TTAC Transit Project Report for Marion Bus Stops for the City of Marion

### Project Description

Transit stop improvements along future transit routes in Marion. Improvements could include transit stop pad, bench, and/or shelter. This is an additional funding request. \$134,000 was previously allocated to this project.

**Funding Requested** \$115,000 FFY20  
\$67,000 FFY21

**Project Score** 70

**Construction** 8/1/2020

**TTAC Recommendation** The full TTAC recommended fully funding this project on May 2, 2019.

### Transit Small Group 2/19/2019

Kesha Billings (Marion), Brad DeBrower (for Jason Middlekauff) (CR Transit), Brenna Fall (City of Cedar Rapids), Seth Gunnerson (City of Cedar Rapids), Corridor MPO Staff - Bill Micheel, Brandon Whyte, Liz Darnall

### Project Discussion

**Stop locations:** Stop locations included in application because in LRTP application, the bus route(s) in Marion were different. Kesha Billings of the City of Marion noted that only numbered stops on the map will be eligible for MPO funding. Brad DeBrower of CR Transit said that once we get closer, analyzing data and prioritizing stops will be necessary. Bill Micheel of the Corridor MPO asked about stop 22 on the map, Kesha Billings that they want to move the stop to in front of the police station as requests Marion gets requests for service there.

**Number of stops:** Brenna Fall of the City of Cedar Rapids asked about the number of stops for improvement. Kesha Billings said 36 total are still eligible. Originally 18 were planned to get pad with bench and 18 to get pad with shelter. When it comes down to getting the money, they will look at ridership and desired amenities. Liz Darnall of the Corridor MPO clarified that 36 are still eligible with new route in Marion. Kesha Billings said technically 37. Brenna Fall asked if the future route referred to in the application already exists. Kesha Billings clarified that it is the current Route 20.

**Funding:** Seth Gunnerson of Cedar Rapids asked if \$180,000 has already been funded. Brandon Whyte of the Corridor MPO said \$134,00 has been funded. Brandon Whyte asked if Marion does not get the FFY21 \$67,000 what will their plan be. Kesha Billings responded that they will purchase fewer shelters and do what they can with the FFY20 money they receive, if any. Liz Darnall asked to clarify that they asked for the \$67,000 the following year because that they didn't want to apply for more than was available in FFY20. Kesha Billings affirmed.

**Accommodations:** Brandon Whyte suggested that Marion consider cheaper shelters than were included in the cost estimate. Kesha Billings says Marion is not committed to a certain style but wants to have the ability to choose shelters they feel are a good fit for Marion. Seth Gunnerson said it sounds like the project is scalable in terms of funding available. Kesha Billings said Marion does not want to put in a full pad with shelter, bench, and trash receptacle for a stop that does have high usage - there are criteria to follow and numbers to figure out. Brad DeBrower said the addition of pads alone is a huge benefit. Kesha Billings mentioned a few stops where there is just a sign in the grass now.



## **TTAC Transit Project Report for Paratransit Replacement Buses for Cedar Rapids Transit**

### **Project Description**

Purchase of one medium-duty replacement bus for the ADA paratransit service.

**Funding Requested** \$172,000 FFY23

**Project Score** 82

**Construction** 10/1/2024

### **TTAC Recommendation**

The full TTAC recommended fully funding this project on May 2, 2019.

### **Transit Small Group 2/19/2019**

Kesha Billings (Marion), Brad DeBrower (for Jason Middlekauff) (CR Transit), Brenna Fall (City of Cedar Rapids), Seth Gunnerson (City of Cedar Rapids), Corridor MPO Staff - Bill Micheel, Brandon Whyte, Liz Darnall

### **Project Discussion**

**Replacement Schedule:** Brad DeBrower of Cedar Rapids Transit noted that purchasing two heavy-duty buses per year will help keep the state of the buses in good repair and prevent CR from falling behind. The same holds true on the paratransit side whether it is medium- or light-duty buses. They have a shorter life cycle and will allow CR Transit to keep the paratransit fleet up to date as well. Kesha Billings from the City of Marion asked how many paratransit buses are provided. Brad DeBrower said 10 vehicles are provided for LIFTS by CR Transit, but they have other buses used for service beside the complementary paratransit service to CR Transit, for which they get other county and regional funds for. Brad DeBrower clarified that LIFTS has federal funds they receive through Region 10 and allocate federal dollars from the state to divvy up between Benton, Iowa, Johnson, Jones, Cedar, Linn, and Washington.

**Funding:** Kesha Billings asked why the Iowa DOT provided price range in the application for this project limits funding to 85%. Brad DeBrower clarified that MPO money can only fund 80%, but some federal grant programs allow up to 85% depending on source. These sources require a statewide application and to qualify, buses must be very old to compete. Given the alternative, which is CR Transit's preference, they would rather keep up with replacement and only be able to get the 80% match. Bill Micheel asked if the funding is cumulative, in other words, would 5% come from some other federal source. Brad DeBrower said the federal funding source is not there for Cedar Rapids Transit.





### **Fairfax - Cedar Rapids Trail Connection (Name to be changed to Prairie Creek Trail)**

#### **Project Description**

The project will involve constructing phase one of the Fairfax - Cedar Rapids Trail Connection. Phase one will consist of 2,400 ft. of paved trail within the City of Fairfax, beginning at the existing trail located in the center of Fairfax and following Prairie Creek to the eastern corporate limits of Fairfax. The trail will eventually extend another 3.7 miles east through Linn County and into Cedar Rapids as part of a future phase, resulting in a total length of 4.2 miles. Once fully completed, the Fairfax - Cedar Rapids Trail Connection will connect two existing trail systems, one in Fairfax and one along Edgewood Rd in Cedar Rapids. Phase one will require right-of-way/easement acquisition, as the proposed alignment will pass through two private properties. Environmental review will also be required given the proximity to existing woodlands and Prairie Creek. Construction of phase one will involve tree removal, grading, paving (11' wide), and drainage improvements.

**Funding Requested** \$403,000 FFY23

**Project Score** 100.05

**Construction** 10/1/2024

**TTAC Recommendation** The full TTAC recommended fully funding this project on May 2, 2019.

#### **Trails Small Group 2/25/2019**

Present - Randy Burke (Linn County), Tom Pepper (Linn County Trails Association), Jon Bogert (Palo), Steve Krug (Cedar Rapids), Ron Griffith (Cedar Rapids), Kesha Billings (Marion), Corridor MPO Staff - Brandon Whyte and Liz Darnall  
Absent - Steve Hershner (Cedar Rapids)

#### **Small Group Discussion**

**Design:** Iowa DOT commented that SUDAS recommended width for a trail is 10', the Fairfax trail is designed at 11'; this is consistent with the AASHTO recommended width. AASHTO has 10' as minimum but not recommended. Shane Wicks representing Fairfax indicated that they would move to 10' if required but would prefer to keep at 11'. Griffith indicated that 11' is preferred to allow for the safe passage of three trail users at once. Bogert stated that getting the extra foot is a minimal cost increase and is fine. Pepper stated he supports 11' trails. Burke indicated that the width being larger is really only an issue when bridges are considered.

*Motion: Griffith motioned to support the 11' width, Pepper seconded. All members in favor.*

Much discussion was had about the proper thickness of sub-grade and concrete occurred. Griffith indicated the City of Cedar Rapids uses 6 inches of thickness for concrete. Fairfax is considering 5 inches but is open to 6 inches. Bogert said a few inches difference is no problem. Griffith said 5 inches is a good minimum and it depends on the number of heavy vehicles that will use the trail. Burke agreed. Billings asked if this difference would be within the contingency of 10 percent. Wicks indicated he will discuss with his city council and may change the contingency in March.

**Trail Alignment:** Discussion was had about the future alignment east from the Fairfax City Limit and whether the railroad or the creek alignment was better. Consensus was not reached. However, the western alignment requesting funding now would not prevent either future alignment east.

*Motion: Griffith motioned to approve the current alignment but future consideration about how the trail makes a connection to Edgewood Road and the Highway 100 Trail must be given. Burke seconded. All members in favor.*



## **TTAC Road Project Report for Tower Terrace Road Interchange for the City of Hiawatha**

### **Project Description**

Construct a new interchange on Interstate 380 at Tower Terrace Road with associated pavement reconstruction of Tower Terrace Road from approximately 400 ft east of Edgewood Road to approximately 200 ft east of Goldfinch Lane. 10 ft trail included on Tower Terrace through interchange. Interchange is expected to be constructed as a diverging diamond interchange (DDI), but standard diamond interchange is also being considered in environmental process.

**Funding Requested** \$2,000,000 FFY23 **Project Score** 165.35 **Construction** 10/1/2022

**TTAC Recommendation** The full TTAC recommended the \$2,000,000 in funding on Thursday, May 2, 2019.

### **Roads Small Group 2019**

Brad Ketels (Linn County), Shane Wicks (Fairfax), Nate Kampman (Cedar Rapids), Dick Ransom (Hiawatha), Dax Suntken (for Kelli Scott) (Robins), Mike Barkalow (Marion), Doug Wilson (Cedar Rapids), John Witt (Cedar Rapids), Matt Myers (Cedar Rapids), Corridor MPO Staff - Bill Micheel, Brandon Whyte, Hilary Hershner, Liz Darnall

### **Small Group Discussion**

**Project Boundaries:** Matt Myers of Cedar Rapids asked for clarification of project boundaries. Hilary Hershner of the Corridor MPO clarified that the project has been reduced to three, separate projects. This project has been reduced in length and two separate projects, one each in City of Cedar Rapids and City of Hiawatha have been created.

**Funding:** Bill Micheel of the Corridor MPO noted that this project fulfills the commitment that the local jurisdictions made for \$5M, including the extra \$1M the jurisdictions contributed.

**Design:** Hilary Hershner noted the project will need a design variance from TTAC for 12-foot travel lanes as opposed to 11-foot due to rural road typology. She also clarified that the trail width will be 14 feet wide, not the 12 feet shown in application. Matt Myers mentioned it is odd to say that the Iowa DOT would have TTAC approve the variance for the DDI. Bill Micheel noted it is an exercise required for funding from the MPO. Doug Wilson of Cedar Rapids mentioned the typology could be altered to 12-foot travel lanes. Hilary Hershner noted she discussed with project applicant and they do not feel comfortable changing typology. Dick Ransom of Hiawatha clarified that typologies are established by the MPO. Hilary Hershner agreed and noted they are found in Chapter 7 of the MPO's Long Range Transportation Plan (LRTP). Dick Ransom responded that since it is the MPO's established parameter and said he would agree with taking a recommendation to Policy Board to change that. Dax Suntken of Robins asked if there was a cost-benefit analysis to review for 12- versus 11-foot travel lanes. Hilary Hershner responded that 11-foot travel lanes saves cost, decreases speeds, and in studies and standards, 11-foot is acceptable. Brandon Whyte of the Corridor MPO mentioned this would not be forced on the DOT. Matt Myers clarified traffic in this diverging diamond interchange (DDI) goes from right side of the road travel to left, which requires a lot of turning movements, if built correctly, should not be an issue.

**Trail:** Matt Myers stated Hiawatha is building trail on the south side of the road, with the south sidewalk connection flowing into the DDI, avoiding the mobile home park for now. He asked if sidewalk to the north would be building into the mobile home park/ Brandon Whyte clarified that the latest DOT drawing has no sidewalk on north. Trail that starts to the south and crosses using the middle of the DDI releases on the north side with stoplights controlling the crossing of the off ramps.

There was discussion about funding for all road projects, but Bill Micheel from the Corridor MPO reminded the group that the focus of the small group is the technical aspects of projects.



## TTAC Road Project Report for Tower Terrace Road East of I-380 to 700 ft. east of N Center Point Rd (Hiawatha)

### Project Description

Reconstruct existing 2-lane rural pavement to an urban 2-lane divided roadway section. It includes PCC pavement, medians, storm sewers, water main relocation, a 5 ft. wide sidewalk, a 10 ft. trail, and a roundabout at the intersection of Tower Terrace Road and North Center Point Road.

**Funding Requested** \$3,072,000 FFY23

**Project Score** 218.85

**Construction** 9/1/2022

### Roads Small Group 2019

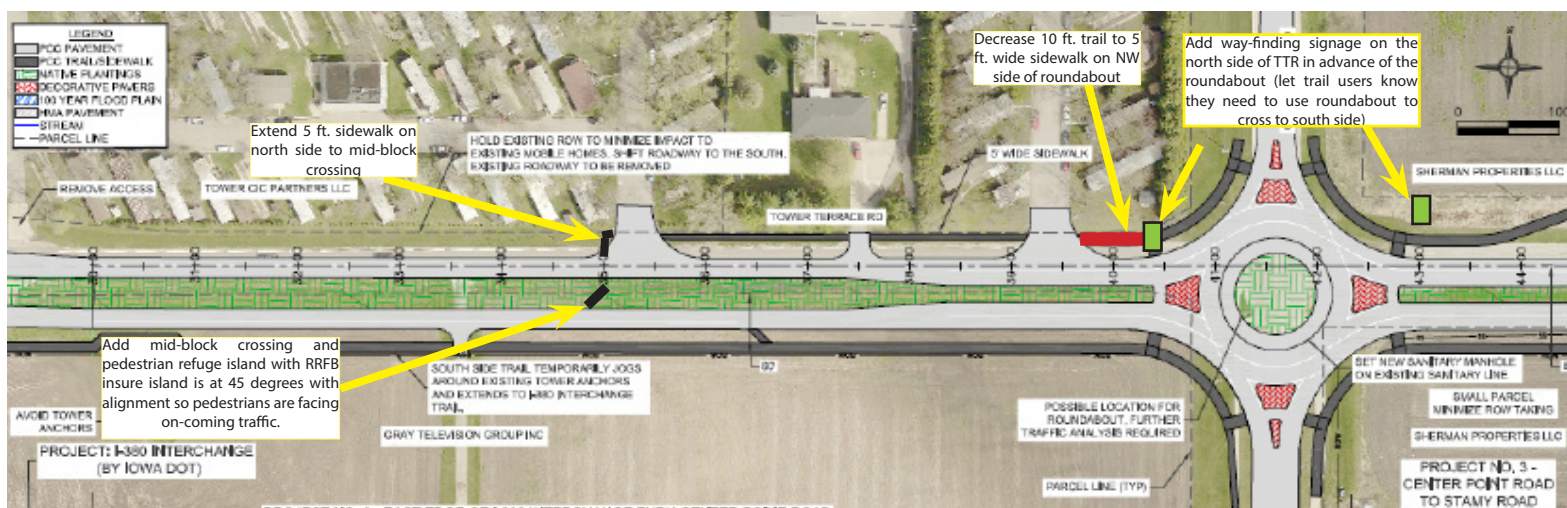
Brad Ketels (Linn County), Shane Wicks (Fairfax), Nate Kampman (Cedar Rapids), Dick Ransom (Hiawatha), Dax Suntken (for Kelli Scott) (Robins), Mike Barkalow (Marion), Doug Wilson (Cedar Rapids), John Witt (Cedar Rapids), Matt Myers (Cedar Rapids), Corridor MPO Staff - Bill Micheel, Brandon Whyte, Hilary Hershner, Liz Darnall

### TTAC Recommendation

The roads small group made two motions for design changes. First, the TTAC Roads Small Group made a recommendation to add a mid-block crossing, extending the 5 ft. sidewalk to a mid-block crossing on the north side, and installing 5 ft. sidewalks instead of trail width from N. Center Point to Song Sparrow Rd., with the addition of way-finding signs at the roundabout (unanimous). Second, the TTAC Roads Small Group made a recommendation that the project should be constructed at initial build (two lanes) and not full build (four lanes), this was unanimous except one abstaining, Dick Ransom. The full TTAC supported those motions and recommended \$388,000 in FFY23 funding on Thursday, May 2, 2019. Project sponsor provided an update image (following page).

### Project Discussion

**Mid-Block Crossing:** A design change recommended by the roads small group is to add a mid-block crossing with an RRFB. It was suggested that the mid-block crossing should be angled at 45 degrees so trail users can cross the road at an angle where they see on-coming traffic. Additionally, the mid-block crossing was recommended because in this section of roadway the posted speed will be 35 mph. Dick Ransom of Hiawatha noted that development on this section of Tower Terrace Road would develop on the south side before the north side, and therefore a mid-block crossing may be justified. Ransom also noted that the mobile home park is unlikely to leave anytime soon and will also generate pedestrian traffic to the south side of Tower Terrace Road increasing the potential for illegal crossings without a mid-block crossing. The group also suggested that for west-bound trail users on the north side signage should be provided noting that the trail moves to the south side of the roadway over the I-380 interchange. The way-finding signage should be placed as indicated by the green rectangles in image below.







**Remove north side 10 ft. trail at NW corner of roundabout:** Ransom noted that the trail on the north side should be converted to a 5 ft. sidewalk between Song Sparrow Rd and N. Center Point Rd. The sidewalk would be one indication to cyclists (in addition to way-finding signage) that the trail does not continue across the interchange on the north side and they should move to the trail on the south side at the roundabout or mid-block crossing. Hilary Hershner noted that the

*Motion: Doug Wilson of Cedar Rapids made a motion to recommend the section of trail be reduced to sidewalk, to include a mid-block crossing, and way-finding signage be included. John Witt seconded the motion. The motion passed with no opposed.*

**Initial Build vs. Full Build:** A design change recommended by the roads small group is to construct the roadway at initial build from the Tower Terrace Road Corridor Management Plan (TTRCMP; two travel lanes, one in each direction). Mr. Witt noted that traffic volumes would need to be upwards of 20,000 AADT opening year (according to the application, construction will be completed in 2022) to warrant full build. Hilary Hershner speculated that the MPO model has traffic volumes somewhere between 20,000-23,000 AADT in year 2040.

*Motion: John Witt made a motion to recommend that two-lane initial build. Mike Barkalow from Marion seconded. Dick Ransom from Hiawatha abstained. Motion passed with no opposed.*

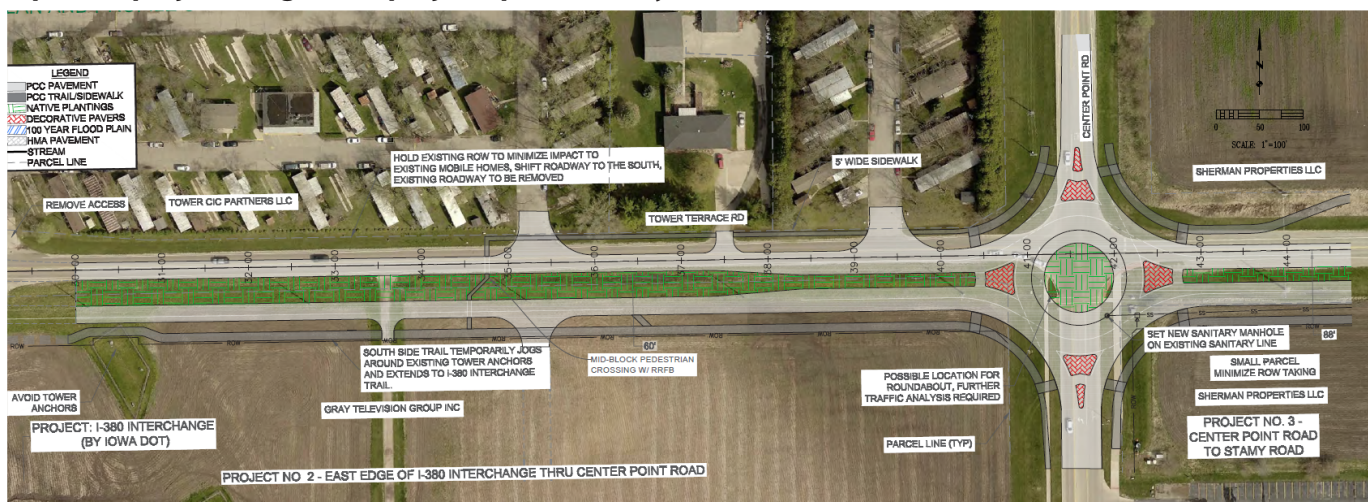
**Design Variances:** This projects meets all of the design factors for a low speed, major arterial roadway so there are no design variances required from TTAC. There are a few design changes for this project that need to be discussed with the full TTAC.

**Funding:** No comments from the roads small group.

**Project Costs:** The cost estimate includes a specific line item for "traffic signalization" (in Attachment F of this project's application, see line item 32). The TTRCMP calls for this intersection to be designed as a roundabout. John Witt of Cedar Rapids noticed this in the project cost estimate and said that a single-lane roundabout could cost \$1.5 million. Mr. Witt said the appropriate treatment of this intersection is a single-lane roundabout. A multi-lane roundabout would result in more crashes as it will be more challenging for drivers to navigate.

**Time-line:** The roads small group had no comment on the project timeline.

### Updated project image from project sponsor - May 2019:





## **TTAC Road Project Report for Tower Terrace Road West of I-380 Interchange to Miller Road for Cedar Rapids**

### **Project Description**

Construct Tower Terrace Road NE from proposed I-380 interchange, to a tie-in point approximately 1,000 ft. west of Miller Road. The project will require new right-of-way, pavement, storm sewer improvements, grading, trail and sidewalk along Tower Terrace Road and Edgewood Road, street lighting, and other miscellaneous improvements

**Funding Requested** \$918,500 FFY23

**Project Score** 191.27

**Construction** 6/1/2022

**TTAC Recommendation** The full TTAC recommended funding \$388,000 in FFY23 on Thursday, May 2, 2019.

### **Roads Small Group 2019**

Brad Ketels (Linn County), Shane Wicks (Fairfax), Nate Kampman (Cedar Rapids), Dick Ransom (Hiawatha), Dax Suntken (for Kelli Scott) (Robins), Mike Barkalow (Marion), Doug Wilson (Cedar Rapids), John Witt (Cedar Rapids), Matt Myers (Cedar Rapids), Corridor MPO Staff - Bill Micheel, Brandon Whyte, Hilary Hershner, Liz Darnall

### **Project Discussion**

**Trail Through Interchange:** Mike Barkalow asked whether the trail on the south side was supposed to go to two 10 ft. trail on both sides through the interchange. Hilary Hershner stated that Tower Terrace Road Corridor Management Plan calls for two 10 ft. wide trail on the north and south side of the roadway east of Center Point Road. West of Center Point Road, there will be trail on one side. Linn County has stated in the past that they would like to see the trail on the north side so it can connect to Wickiup Hill. Brandon Whyte noted that trail traffic is expected to drop off at the interchange.

**Funding:** No comments.

**Project Costs:** No comments.

**Time-line:** Project time-line is appropriate.





### COMMENT FORM

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@CorridorMPO.com](mailto:h.hershner@CorridorMPO.com) or [b.whyte@CorridorMPO.com](mailto:b.whyte@CorridorMPO.com) with public comment in the subject line or body of the email. We appreciate your interest and value your input!

**NAME:** Dana Tiegen **Email:** dmtiegen@hotmail.com

**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:**

I am writing today to provide feedback for the new round-about being proposed for C Ave and County Home Road. I live just north of Tuma Soccer Complex on C Ave Extension. The intersection has been so much better with the 4-way stop signs. I feel that most of the issue isn't this intersection itself rather the traffic control inside of Tuma. I do believe that the round-about will help keep things moving on County Home Road until there are youth games in progress. The C Ave Ext entrance to Tuma is more of an issue than the intersection of C Ave Ext and County Home Road. On a typical soccer evening, I have seen a line of cars backed up from inside of Tuma out of the complex all the way to County Home Road. This obviously affects those of us that are traveling home from work. Once the traffic is backed up this far I wonder how it will logically work with the round-about. Will there be a back-up into the round-about and lock it down? I honestly think this is a possibility from what I have seen.

We have lived in our home for 10 years. We deal with the soccer crowd every Spring and Fall. I feel as though if there were changes to the traffic flow into Tuma, that it may help keep the round about traffic moving. For instance, if you make the entrance and exits one way, you would have two gates for incoming traffic on C Ave Extension or Gilmore Road and the Exit on the other end of the complex.

I also volunteer for AYSO so I know what we communicate to our families that use the complex. We remind them that there are two entrances to the complex. Most of our games are held on the west end of the complex, so families want to use the C Ave entrance and wait for other cars to back out, this then creates a traffic back up on C Ave. If for instance, you were to switch the entrance of Tuma Soccer complex to Gilmore Road only, there could be two lines of traffic coming into the complex that can use the length of the complex parking lot as a waiting traffic line while people park. Then everyone would exit the complex on C Ave Ext vice versa.



This would help with the issue on C Ave but then may recreate and bit of an issue on Gilmore Road if there is no round-about there. However, if there were a round-about on both roads, I feel this will help with the desired level of traffic movement that everyone is looking for. On a side note, another issue with the entrance/exit on C Ave Ext, is the lack of line of sight for traffic continuing north and not going into the complex. When the turning lane is full, people exiting the complex can't easily see oncoming traffic or fail to yield to oncoming traffic. There have been several times, myself, my husband and my neighbors have almost t-boned someone coming out of the complex turning south.

Thank you for your time. I appreciate the opportunity to be able to share my thoughts and concerns.

If you do not want to receive updates about the Corridor MPO please circle: NO



**CORRIDOR MPO** Smarter Transportation, Better Community

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# Transportation Improvement Program (TIP) Open House Sign in Sheet June 6<sup>th</sup>, 2019 ♦ 4:30-6:30pm ♦ NewBo City Market

Name	Email Address
Aric Ergel	aricergel@KW.com
Delaney	
DICK MUNDY	
TERESA ZALEWSKI	
Scott Olson	
Scott Overland	
Barbara Stary	
Carly Beastron	
Linda V.	
GREG V.	
Stephanie Schrader	<del>stephan</del> KSNK4@aol.com
Michele Maier	
Greg Maier	greg.maier@collins.com