# Corridor MPO

*Smarter Transportation, Better Community*

# Transportation Improvement Program
# FFY2021 - FFY2024

**Final TIP - July 16, 2020**

Creating Sustainable Communities through Regional Planning & Civic Engagement

Corridor MPO

# FFY2021 - FFY2024
# Final Transportation Improvement Program
## For the Cedar Rapids Metropolitan Area

### Prepared by
### The Corridor Metropolitan Planning Organization

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CORRIDOR MPO Smarter Transportation, Better Community

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

**RESOLUTION NO. 07-20-02**
**Approval of Final FFY21 – FFY24 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 FFY18 – FFY21 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 FFY18 – FFY21 Transportation Improvement Program;

NOW, THEREFORE, BE IT RESOLVED that the Corridor Metropolitan Planning Organization hereby approves adoption of the Final FY21 – FY24 Transportation Improvement Program.

Passed this 16th day of July, 2020

Councilperson Olson, Chair
Corridor Metropolitan Planning Organization

7/20/2020
Date

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Cedar Rapids, Iowa 52401
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**RESOLUTION NO. 07-20-03**
**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 16th day of July, 2020

Councilperson Olson, Chair
Corridor Metropolitan Planning Organization

7/20/2020
Date

# Table of Contents

Introduction 6

Corridor MPO Structure 7

TIP Financial Information 10

Status Report of FFY20 Projects 15

FFY21 - FFY24 Program of Projects 17

Transit Program of Projects 35

Public Participation 36

Project Review and Selection Process 38

Performance Based Planning 41

Changes to the Transportation Improvement Program 43

Transit Financial Forecasting 44

Appendix 45

- Corridor MPO LRTP Scoring Criteria 46
- Corridor MPO TIP Application 51
- Corridor MPO Notice of Award 69
- TTAC Small Group Reports 72
- Public Comments and Attendance Sheets 90

## 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) 2021 – 2024 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 $3,000,000 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. Next year it is anticipated that a better gender balance on the Policy Board will be achieved. This year a legitimate effort was made to this end, however, this change was not possible.

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. This year an effort was made to create an improved gender balance on the TTAC. This resulted in two male TTAC members being replaced by women and the TTAC Chair is now a female.

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.

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

* Unincorporated Area within Planning Boundary

** Or special census (Marion and Robins)

## Policy Board

| Members | Representation |
|---|---|
| Scott Olson (Chair) | Cedar Rapids Council-member |
| Chuck Hinz (Vice Chair) | Robins Mayor |
| Brad Hart | Cedar Rapids Mayor |
| Ashley Vanorny | Cedar Rapids Council-member |
| Scott Overland | Cedar Rapids Council-member |
| Jeff Pomeranz | Cedar Rapids Staff |
| Sandi Fowler | Cedar Rapids Staff |
| Jen Winter | Cedar Rapids Staff |
| Roy Heseman | Cedar Rapids Staff |
| Ken DeKeyser | Cedar Rapids Staff |
| Eldy Miller | Ely Mayor |
| Bernie Frieden | Fairfax Mayor |
| Bill Bennett | Hiawatha Mayor |
| Brent Oleson | Linn County Supervisor |
| Nick AbouAssaly | Marion Mayor |
| Randy Strnad | Marion Council-member |
| Lon Pluckhahn | Marion Staff |
| Eric Van Kerckhove | Palo Mayor |

## Executive Committee

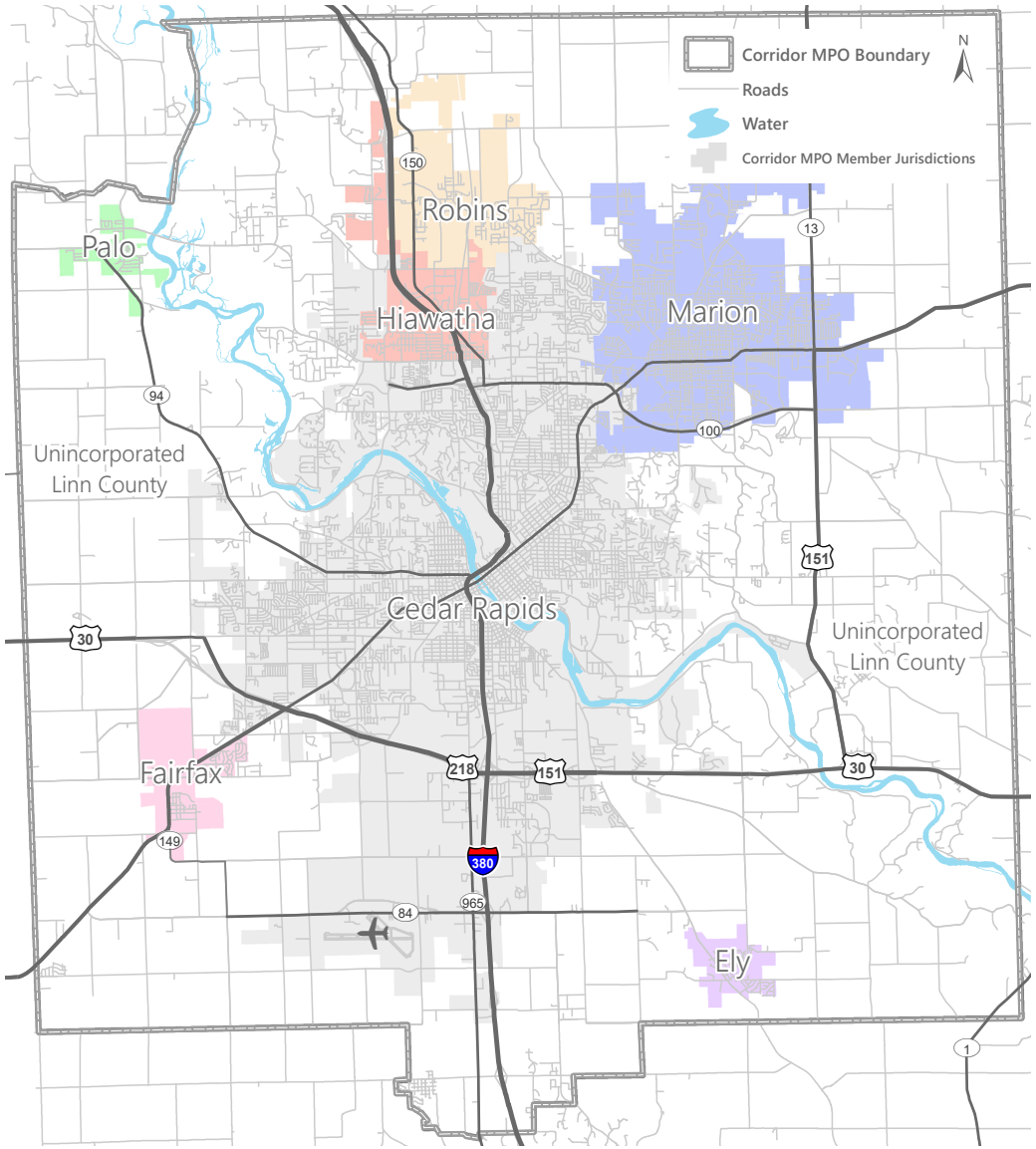
| Members | Representation |
|---|---|
| Scott Olson (Chair) | Cedar Rapids |
| Chuck Hinz (Vice Chair) | Robins |
| Adam Thompson | Ely |
| Bernie Frieden | Fairfax |
| Bill Bennett | Hiawatha |
| Brent Oleson | Linn County |
| Nick AbouAssaly | Marion |
| Eric Van Kerckhove | Palo |

## Transportation Technical Advisory Committee (TTAC)

| Members | Representation |
|---|---|
| Brenna Fall (Chair) | Cedar Rapids |
| Tom Peffer (Vice Chair) | Linn County Trails Association |
| Seth Gunnerson | Cedar Rapids |
| John Witt | Cedar Rapids |
| Doug Wilson | Cedar Rapids |
| Nate Kampman | Cedar Rapids |
| Matt Meyers | Cedar Rapids |
| Ron Griffith | Cedar Rapids |
| Caroline Pauli | Cedar Rapids |
| Jennifer Selby | Cedar Rapids |
| Scott Porttorff | Ely |
| Shane Wicks | Fairfax |
| Matt Johnson | Hiawatha |
| Randy Burke | Linn County Conservation |
| Brad Ketels | Linn County |
| Kesha Billings | Marion |
| Mike Barkalow | Marion |
| Kelli Scott | Robins |
| Jon Bogert | Palo |
| Cathy Cutler (non-voting) | Iowa DOT |
| Darla Hugaboom (non-voting) | FHWA |
| Eva Steinman (non-voting) | FTA |

## Corridor MPO Staff

| Members | Representation |
|---|---|
| Bill Micheel | MPO Manager |
| Brandon Whyte | Multimodal Transportation Planner III |
| Elizabeth Darnall | Regional Transportation Planner II |
| Hilary Hershner | Regional Transportation Planner I |
| Amy Cannon | Administrative Assistant |


Corridor MPO Boundary
Roads
Water
Corridor MPO Member Jurisdictions
N
Robins
Palo
Hiawatha
Marion
Unincorporated
Linn County
Cedar Rapids
Unincorporated
Linn County
Fairfax
Ely
150
13
94
100
151
30
218
151
30
149
380
965
84
1

## 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.

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.

## FFY21 - FFY24 TIP Fiscal Constraint Summary

| Surface Transportation Block Grant (STBG) Funds | | | | |
|---|---|---|---|---|
| | FFY21 | FFY22 | FFY23 | FFY24 |
| Unobligated Balance (Carryover) | $31,805,771 | $2,426,015 | $2,689,015 | $2,344,015 |
| STBG Target | $5,185,358 | $5,066,000 | $5,066,000 | $5,066,000 |
| TAP Flex Target | $198,886 | $199,000 | $199,000 | $199,000 |
| Subtotal | $37,190,015 | $7,691,015 | $7,954,015 | $7,609,015 |
| Transfer to STBG TAP (Flex) | $0 | $199,000 | $199,000 | $199,000 |
| Subtotal | $37,190,015 | $7,492,015 | $7,755,015 | $7,410,015 |
| Programmed STBG | $34,764,000 | $4,803,000 | $5,411,000 | $6,009,000 |
| **Balance (Carryover)** | **$2,426,015** | **$2,689,015** | **$2,344,015** | **$1,401,015** |
| | | | | |
| Transportation Alternatives Program (TAP) Funds | | | | |
| | FFY21 | FFY22 | FFY23 | FFY24 |
| Unobligated Balance (Carryover) | $1,709,220 | $855,988 | $615,988 | $1,075,988 |
| TAP Target | $260,768 | $261,000 | $261,000 | $261,000 |
| STBG TAP Flex Transfer Credit | $0 | $199,000 | $199,000 | $199,000 |
| Subtotal | $1,969,988 | $1,315,988 | $1,075,988 | $1,535,988 |
| Programmed TAP | $1,114,000 | $700,000 | $0 | $56,000 |
| **Balance (Carryover)** | **$855,988** | **$615,988** | **$1,075,988** | **$1,479,988** |

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

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

| **Revenues** | **2021** | **2022** | **2023** | **2024** |
|---|---|---|---|---|
| Primary Road Fund | $708.60 | $719.00 | $721.20 | $725.80 |
| TIME-21 | $135.00 | $135.00 | $135.00 | $135.00 |
| Miscellaneous | $25.00 | $25.00 | $25.00 | $25.00 |
| Federal Aid | $393.80 | $365.70 | $365.70 | $365.70 |
| Total | $1,262.40 | $1,244.70 | $1,246.90 | $1,251.50 |
| | | | | |
| **Statewide Allocations** | | | | |
| Operations & Maintenance | $352.40 | $363.80 | $375.50 | $387.00 |
| Consultant Services | $85.00 | $85.00 | $85.00 | $85.00 |
| Contract Maintenance | $35.40 | $35.40 | $35.40 | $35.40 |
| Railroad Crossing Protection | $5.00 | $5.00 | $5.00 | $5.00 |
| Miscellaneous Programs | $45.30 | $45.30 | $45.30 | $45.30 |
| Total | $523.10 | $534.50 | $546.20 | $557.70 |
| | | | | |
| **Funds Available For ROW/Construction** | $739.30 | $710.20 | $700.70 | $693.80 |

## FY21 - FY24 TIP Period Revenue and Operations and Maintenance (O & M)

| FY21 - FY24 TIP Period Revenue and O & M | | |
|---|---|---|
| Fiscal Year | Forecasted Non Federal Aid Revenues [1] | Forecasted Operations & Maintenance on Federal-Aid System |
| 2021 | $106,142,932 | $3,081,219 |
| 2022 | $108,265,791 | $3,180,895 |
| 2023 | $110,431,107 | $3,283,194 |
| 2024 | $112,639,729 | $3,383,745 |
| | | |
| [1] Inflated 2% per year based on FY19 data. | | |

**Estimated DOT Operations & Maintenance Costs by MPO**

| MPO | 2021 | 2022 | 2023 | 2024 |
|---|---|---|---|---|
| AAMPO | $718,852 | $742,106 | $765,973 | $789,431 |
| Bi State MPO | $3,865,421 | $3,990,466 | $4,118,801 | $4,244,943 |
| Corridor MPO | $3,081,219 | $3,180,895 | $3,283,194 | $3,383,745 |
| DMAMPO | $7,656,921 | $7,904,619 | $8,158,836 | $8,408,707 |
| DMATS | $1,283,276 | $1,324,789 | $1,367,395 | $1,409,273 |
| INRCOG | $2,648,844 | $2,734,533 | $2,822,477 | $2,908,918 |
| MAPA | $1,224,155 | $1,263,756 | $1,304,399 | $1,344,347 |
| MPOJC | $1,798,379 | $1,856,556 | $1,916,264 | $1,974,951 |
| SIMPCO | $1,931,857 | $1,994,352 | $2,058,491 | $2,121,535 |

## FFY21 - FFY24 TIP Costs and Federal Aid Summary

| | FFY21 | | | | FFY22 | | | |
|---|---|---|---|---|---|---|---|---|
| Program | Swap | Federal Aid | Regional Federal Aid | Project Costs | Swap | Federal Aid | Regional Federal Aid | Project Costs |
| CMAQ | $ - | $ 157,000 | $ - | $ 197,000 | $ - | $ - | $ - | $ - |
| NHFP | $ - | $ 925,000 | $ - | $ 1,150,000 | $ - | $ - | $ - | $ - |
| NHPP | $ - | $ 9,006,400 | $ - | $ 11,258,000 | $ - | $ 15,790,500 | $ - | $ 17,545,000 |
| PL | $ - | $ 299,000 | $ - | $ 374,000 | $ - | $ 299,000 | $ - | $ 374,000 |
| PRF | $ - | $ - | $ - | $ 3,508,000 | $ - | $ - | $ - | $ - |
| STBG | $ - | $ 17,927,000 | $ 17,927,000 | $ 22,981,000 | $ - | $ 2,995,000 | $ 2,995,000 | $ 3,752,000 |
| STBG-TAP | $ - | $ 1,372,000 | $ 1,372,000 | $ 1,715,000 | $ - | $ - | $ - | $ - |
| SWAP-STBG | $ 16,579,000 | $ - | $ 16,579,000 | $ 25,953,000 | $ 1,808,000 | $ - | $ 1,808,000 | $ 4,690,000 |
| Grand Total | $ 16,579,000 | $ 29,686,400 | $ 35,878,000 | $ 67,136,000 | $ 1,808,000 | $ 19,084,500 | $ 4,803,000 | $ 26,361,000 |

| | FFY23 | | | | FFY24 | | | |
|---|---|---|---|---|---|---|---|---|
| Program | Swap | Federal Aid | Regional Federal Aid | Project Costs | Swap | Federal Aid | Regional Federal Aid | Project Costs |
| CMAQ | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| NHFP | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| NHPP | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| PL | $ - | $ 299,000 | $ - | $ 374,000 | $ - | $ 299,000 | $ - | $ 374,000 |
| PRF | $ - | $ - | $ - | $ 6,798,000 | $ - | $ - | $ - | $ 4,498,000 |
| STBG | $ - | $ 2,099,000 | $ 2,099,000 | $ 4,057,000 | $ - | $ 3,362,000 | $ 3,362,000 | $ 6,814,000 |
| STBG-TAP | $ - | $ - | $ - | $ - | $ - | $ 1,800,000 | $ 1,800,000 | $ 2,262,000 |
| SWAP-STBG | $ 3,312,000 | $ - | $ 3,312,000 | $ 5,398,000 | $ 903,000 | $ - | $ 903,000 | $ 5,480,000 |
| Grand Total | $ 3,312,000 | $ 2,398,000 | $ 5,411,000 | $ 16,627,000 | $ 903,000 | $ 5,461,000 | $ 6,065,000 | $ 19,428,000 |

# Status Report of FFY20 Projects

| Program | TPMS Number | Project | Sponsor | Total Cost | Fed Aid | Status |
|---|---|---|---|---|---|---|
| Surface Transportation Block Grant Program (STBG) | 25525 | Edgewood Trail Phase 3A | Cedar Rapids | $2,361,000 | $1,686,000 | Planning and enginerring complete. Environmental review underway. Expected letting date April 2021. Rollover to FFY21. |
| | 29789 | Edgewood Rd Trail Phase 2A | Cedar Rapids | $1,358,000 | $1,085,000 | Project let and authorized. |
| | 29791 | Indian Creek Trail | Marion | $2,643,000 | $2,070,000 | Not let or authorized for construction. Planning and Engineering have been authorized for $223,479.20 on 2019.03.08. Expercencing ROW issues. Rollover to FFY21. To be let December 2020. |
| | 29793 | Bowling Street Trail | Cedar Rapids | $760,000 | $608,000 | Project is under discussion with sponsor regarding major project redsign and future viability. Rollover to FFY24. |
| | 30992 | CeMar Trail Cedar Rapids: Phase 4 | Cedar Rapids | $1,827,000 | $1,457,000 | Design is complete. Expected letting date is January 2022. Rollover to FFY22. |
| | 32097 | CeMar Trail Cedar Rapids: Phase 1A | Cedar Rapids | $1,091,000 | $832,000 | Project let and authorized. |
| | 35691 | Lindale Trail Extension Phase 1 | Cedar Rapids | $2,183,000 | $1,663,000 | Design is complete. Right-of-way negotiation under way. Expected letting date is December 2020. Rollover to FFY21. |
| | 35692 | 10th Ave Sidepaths | Marion | $3,537,000 | $2,830,000 | Environmental review taking longer than expected. Expected letting date is March 2021. Rollover to FFY21. |
| | 36938 | Highway 100 Trail East of the River | Linn County Conservation | $908,000 | $726,000 | Letting date moved to November 2020 due to unprecidented demands from the railroad, discussion continues. Rollover to FFY21. |
| | 36955 | Linn County LIFTS Paratransit Bus FFY20 | MPO23/Corridor MPO | $196,000 | $126,000 | A purchase order was issued on 3/5/2020. The COVID situation has delayed delivery of the vehicle, so we have not received or paid for it yet. Project funding transferred to FTA. |
| | 36965 | Cherokee Trail Phase 3 | Cedar Rapids | $2,052,000 | $1,634,000 | Design consultant is undercontract.$70,000 in FFY19 was for advanced right-of-way. Expected letting date is December 2020. Rollover to FFY21. |
| | 36995 | Lindale Trail Extension Phase 2 | Cedar Rapids | $1,190,000 | $950,000 | Design consultant is undercontract.$400,000 in FFY19 was for advanced right-of-way. Expected letting date is January 2021. Rollover to FFY21. |
| | 37075 | Cherokee Trail Phase 2B | Cedar Rapids | $2,200,000 | $1,440,000 | Design is complete. Project is experienceing ROW issues. Expected letting date March 2021. Rollover to FFY21. |
| | 38368 | Edgewood Trail Phase 2C | Cedar Rapids | $200,000 | $160,000 | Project development was stalled due a slow moving non-particpatory soil stablization project - which is now complete. Planning and engineering are underway. Expected letting in 2021. Rollover to FFY21. |
| | 39488 | Highway 100 Trail Segment 4 - Phase 1 | Linn County Conservation | $1,760,000 | $992,000 | Project lets June 2020. |
| | 39554 | CeMar Marion Phase 2 | Marion | $634,000 | $507,000 | Project lets June 2020. |
| | 39555 | CeMar Marion Phase 3 | Marion | $1,444,000 | $1,155,000 | Project let and authorized. |
| | 39556 | CeMar Marion Phase 4 | Marion | $1,812,000 | $1,450,000 | Environmental review taking longer than expected. Expected letting date is April 2021. Rollover to FFY21 |

# Status Report of FFY20 Projects

| Program | TPMS Number | Project | Sponsor | Total Cost | Fed Aid | Status |
|---|---|---|---|---|---|---|
| Transportation Alternatives Program (TAP) | 39578 | Cherokee Trail Phase 2A | Cedar Rapids | $500,000 | $400,000 | Project let May 2020. |
| Iowa Clean Air Attainment Program (ICAAP) | 6695 | Collins Rd. & C Ave. NE Intersection Improvements | Cedar Rapids | $197,000 | $157,000 | City of Cedar Rapids will continue to use for right-of-way acquisition in project area until funds are expended. Rollover to FFY21. |
| STBG - SWAP | 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 October 2020. Rollover to FFY21. |
| | 38879 | On E34 (County Home Rd), at C Ave construction of roundabout | Linn County | $1,000,000 | $800,000 | Project let February 2020. |
| Primary Road Funds (Local) | 38104 | I-380: CC RR 2.5 MI S OF IA 100 (NB) | Iowa DOT | $2,089,000 | $0 | Project let January 2020. |
| | 39289 | IA 922: WCL TO 16TH AVE SW IN CEDAR RAPIDS (STATE SHARE) | Iowa DOT | $3,395,000 | $0 | Project let February 2020. |
| | 39288 | IA 922: 29TH ST NE TO 31ST ST NE IN CEDAR RAPIDS (STATE SHARE) | Iowa DOT | $500,000 | $0 | Project let February 2020. |
| National Highway Performance Program (NHPP) | 38235 | IA 13: 1.0 MI N OF COUNTY HOME RD TO 2.0 MI S OF CENTRAL CITY (SB) | Iowa DOT | $9,540,000 | $7,632,000 | Project let and authorized. |
| | 34210 | 1st Ave and CeMar Trail Phase 3 | Cedar Rapids | $6,077,000 | $3,914,000 | Project let and authorized. |
| | 38105 | I-380: US 30 INTERCHANGE IN CEDAR RAPIDS | Iowa DOT | $7,034,000 | $6,331,000 | Project let and authorized. |
| | 37863 | US 151: DITCH 2.5 MI S OF US 30 IN FAIRFAX | Iowa DOT | $1,781,000 | $1,425,000 | Project let and authorized. |
| | 37860 | US 30: CEDAR RIVER 0.5 MI W OF E JCT US 151 (EB) | Iowa DOT | $10,488,000 | $8,390,000 | Project delayed will let March 2021. Rollover to FFY21. |
| National Highway Freight Program | 39426 | In the City of Cedar Rapids, Air Cargo Logistics Facility at Eastern Iowa Airport | Cedar Rapids Airport Commission | $1,150,000 | $925,000 | Project delayed will let November 2020. Rollover to FFY21. |

# FFY21 - FFY24 Program of Projects

SWAP-STBG

| Project ID<br>Sponsor<br>STIP ID | Project Number<br>Location<br>Work Codes | Approval Level<br>Letting Date | | 2021 | 2022 | 2023 | 2024 | Totals |
|---|---|---|---|---|---|---|---|---|
| 39462<br>Cedar Rapids | STBG-SWAP-1187(808)--SG-57<br>Tower Terrace Rd aprx 300' E of Edgewood Rd to aprx 1,000' W of Miller Rd & all intersections.<br>1001 - Grade and Pave, 1501 - Pavement Widening, 9509 - Ped/Bike Grade & Pave | Draft TIP Approved<br>7/20/2021 | **Total**<br>**Federal Aid**<br>**Regional**<br>**Swap** | **$1,893,000**<br><br>$1,514,000<br>$1,514,000 | | | | **$1,893,000**<br><br>**$1,514,000**<br>**$1,514,000** |
| 34198<br>Cedar Rapids | STBG-SWAP-1187(807)--SG-57<br>In the city of Cedar Rapids, On EDGEWOOD RD NE, from Hwy 100 north to Blairs Ferry Rd<br>1509 - Pavement Rehab, 3552 - Sanitary Sewer, 9508 - Ped/Bike Paving | Draft TIP Approved<br>10/20/2020 | **Total**<br>**Federal Aid**<br>**Regional**<br>**Swap** | **$1,952,000**<br><br>$925,000<br>$925,000 | | | | **$1,952,000**<br><br>**$925,000**<br>**$925,000** |
| 25545<br>Cedar Rapids | STBG-SWAP-1187(787)--SG-57<br>In the City of Cedar Rapids On Tower Terrace Road, from C Avenue NE to Alburnett Road in Marion<br>1001 - Grade and Pave, 9509 - Ped/Bike Grade & Pave | Draft TIP Approved<br>10/20/2020 | **Total**<br>**Federal Aid**<br>**Regional**<br>**Swap** | **$12,726,000**<br><br>$8,102,000<br>$8,102,000 | | | | **$12,726,000**<br><br>**$8,102,000**<br>**$8,102,000** |
| 25544<br>Cedar Rapids | STBG-SWAP-1187(803)--SG-57<br>In the City of Cedar Rapids On Tower Terrace Road NE, at C Avenue NE<br>1001 - Grade and Pave, 5041 - Traffic Signals | Draft TIP Approved<br>11/17/2020 | **Total**<br>**Federal Aid**<br>**Regional**<br>**Swap** | **$655,000**<br><br>$524,000<br>$524,000 | | **$3,095,000**<br><br>$2,476,000<br>$2,476,000 | | **$3,750,000**<br><br>**$3,000,000**<br>**$3,000,000** |
| PA Note: $524,000 of SWAP-STBG in FFY21 is for advanced ROW. | | | | | | | | |

SWAP-STBG

| Project ID<br>Sponsor<br>STIP ID | Project Number<br>Location<br>Work Codes | Approval Level<br>Letting Date | | 2021 | 2022 | 2023 | 2024 | Totals |
|---|---|---|---|---|---|---|---|---|
| 39463<br>Hiawatha | STBG-SWAP-3432(611)--SG-57<br>Tower Terrace Rd aprx 300' E of N.Center Point Rd to aprx 75' E of Goldfinch Ln; roundabout at N.Center Point Rd<br>1001 - Grade and Pave, 1501 - Pavement Widening, 9509 - Ped/Bike Grade & Pave | Draft TIP Approved<br>7/20/2021 | **Total**<br>**Federal Aid**<br>**Regional**<br>**Swap** | **$3,727,000**<br><br>$1,514,000<br>$1,514,000 | | | | **$3,727,000**<br><br>**$1,514,000**<br>**$1,514,000** |
| 36940<br>Hiawatha | STBG-SWAP-3432()--SG-57<br>I-380: TOWER TERRACE INTERCHANGE IN HIAWATHA<br>1001 - Grade and Pave, 2021 - Bridge Replacement, 9510 - Ped/Bike Structures | Draft TIP Approved | **Total**<br>**Federal Aid**<br>**Regional**<br>**Swap** | **$5,000,000**<br><br>$4,000,000<br>$4,000,000 | | | | **$5,000,000**<br><br>**$4,000,000**<br>**$4,000,000** |
| 38366<br>Cedar Rapids | STBG-SWAP-1187(804)--SG-57<br>In the city of Cedar Rapids, Connect 6th ST at B Ave NW to Ellis Blvd and E Ave NW.<br>1001 - Grade and Pave, 9509 - Ped/Bike Grade & Pave | Draft TIP Approved<br>11/16/2021 | **Total**<br>**Federal Aid**<br>**Regional**<br>**Swap** | | **$4,690,000**<br><br>$1,808,000<br>$1,808,000 | | | **$4,690,000**<br><br>**$1,808,000**<br>**$1,808,000** |
| 34199<br>Cedar Rapids | STBG-SWAP-1187(785)--SG-57<br>On the proposed Tower Terrace rd, construct Tower Terrace from C Ave to Sumerset Ave<br>1001 - Grade and Pave, 3552 - Sanitary Sewer, 9509 - Ped/Bike Grade & Pave | Draft TIP Approved<br>10/18/2022 | **Total**<br>**Federal Aid**<br>**Regional**<br>**Swap** | | | **$2,303,000**<br><br>$836,000<br>$836,000 | | **$2,303,000**<br><br>**$836,000**<br>**$836,000** |
| 45508<br>Marion | STBG-SWAP-4775()--SG-57<br>On 7th Ave, from 12th ST E to 22nd St<br>1505 - Pavement Rehab/Widen, 6031 - Right of Way | Draft TIP Approved | **Total**<br>**Federal Aid**<br>**Regional**<br>**Swap** | | | | **$5,480,000**<br><br>$903,000<br>$903,000 | **$5,480,000**<br><br>**$903,000**<br>**$903,000** |

ICAAP

| Project ID<br>Sponsor<br>STIP ID | Project Number<br>Location<br>Work Codes | Approval Level<br>Letting Date | | 2021 | 2022 | 2023 | 2024 | Totals |
|---|---|---|---|---|---|---|---|---|
| 6695<br>Cedar Rapids | STP-A-1187(652)--86-57<br>In the City of Cedar Rapids, COLLINS RD: C AVE INTERSECTION<br>1501 - Pavement Widening | Draft TIP Approved<br>11/16/2021 | **Total**<br>**Federal Aid**<br>**Regional**<br>**Swap** | **$197,000**<br>$157,000 | | | | **$197,000**<br>**$157,000** |
| 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 autnorized. | | | | | | | | |

STBG

| Project ID<br>Sponsor<br>STIP ID | Project Number<br>Location<br>Work Codes | Approval Level<br>Letting Date | | 2021 | 2022 | 2023 | 2024 | Totals |
|---|---|---|---|---|---|---|---|---|
| 25525<br>Cedar Rapids | TAP-U-1187(793)--8I-57<br>In the city of Cedar Rapids, On EDGEWOOD RD NE, from Glass Rd NE to approx 350' S of Blairs Ferry Rd NE<br>9509 - Ped/Bike Grade & Pave, 9510 - Ped/Bike Structures | Draft TIP Approved<br>4/20/2021 | **Total**<br>**Federal Aid**<br>**Regional**<br>**Swap** | **$2,240,000**<br>$1,792,000<br>$1,792,000 | | | | **$2,240,000**<br>**$1,792,000**<br>**$1,792,000** |
| PA Note: Project has $1,317,000 in STBG and $475,000 in STBG-TAP | | | | | | | | |
| 36995<br>Cedar Rapids | TAP-U-1187(796)--8I-57<br>Lindale Trail Ext ph2 from Council St NE along abandoned railway to 51st St & the CVNT Trail near Hwy 100<br>9506 - Ped/Bike ROW, 9509 - Ped/Bike Grade & Pave, 9511 - Ped/Bike Miscellaneous | Draft TIP Approved<br>1/20/2021 | **Total**<br>**Federal Aid**<br>**Regional**<br>**Swap** | **$1,190,000**<br>$950,000<br>$950,000 | | | | **$1,190,000**<br>**$950,000**<br>**$950,000** |
| 36938<br>Linn County Conservation Board | TAP-U-C057(141)--8I-57<br>42nd ST N along Preserve Ln to Rock Island Preserve along abandoned rail aprox 250' E of Cedar River<br>9506 - Ped/Bike ROW, 9509 - Ped/Bike Grade & Pave, 9510 - Ped/Bike Structures | Draft TIP Approved<br>11/17/2020 | **Total**<br>**Federal Aid**<br>**Regional**<br>**Swap** | **$908,000**<br>$726,000<br>$726,000 | | | | **$908,000**<br>**$726,000**<br>**$726,000** |
| 36956<br>MPO 23 / CMPO | RGTR-PA23()--ST-57<br>CR Transit Route 5 two Heavy-Duty (35' diesel) Bus Replacements<br>9513 - Transit Investments | Draft TIP Approved | **Total**<br>**Federal Aid**<br>**Regional**<br>**Swap** | **$1,032,000**<br>$825,000<br>$825,000 | | | | **$1,032,000**<br>**$825,000**<br>**$825,000** |
| PA Note: Replacing bus numbers 2091 and 2092. | | | | | | | | |
| 36957<br>MPO 23 / CMPO | RGTR-PA23()--ST-57<br>Purchase 1 medium-duty 33' replacement ADA paratransit service bus.<br>9513 - Transit Investments | Draft TIP Approved | **Total**<br>**Federal Aid**<br>**Regional**<br>**Swap** | **$205,000**<br>$164,000<br>$164,000 | | | | **$205,000**<br>**$164,000**<br>**$164,000** |

STBG

| Project ID<br>Sponsor<br>STIP ID | Project Number<br>Location<br>Work Codes | Approval Level<br>Letting Date | | 2021 | 2022 | 2023 | 2024 | Totals |
|---|---|---|---|---|---|---|---|---|
| PA Note: Replacing bus numbers 2402 | | | | | | | | |
| 36958<br>MPO 23 / CMPO | RGTR-PA23()--ST-57<br>In the City of Marion bus stop improvements located on non-local roads.<br>9513 - Transit Investments | Draft TIP Approved | **Total**<br>**Federal Aid**<br>**Regional**<br>**Swap** | **$394,000**<br>$315,000<br>$315,000 | | | | **$394,000**<br>**$315,000**<br>**$315,000** |
| 29791<br>Marion | TAP-U-4775(631)--8I-57<br>10TH ST, Over Indian Creek, from the to be built Tower Terrace Rd South 2.1 M to Boyson Trail north of 8th Ave.<br>9509 - Ped/Bike Grade & Pave, 9510 - Ped/Bike Structures, 9512 - Ped/Bike Development | Draft TIP Approved<br>12/15/2020 | **Total**<br>**Federal Aid**<br>**Regional**<br>**Swap** | **$2,643,000**<br>$2,070,000<br>$2,070,000 | | | | **$2,643,000**<br>**$2,070,000**<br>**$2,070,000** |
| PA Note: Project authorized for $223,479; total STIP limit 2,294,000. | | | | | | | | |
| 35692<br>Marion | TAP-U-4775(635)--8I-57<br>In the city of Marion, 10TH AVE,Construct 10' side paths in ROW on N&S sides of street from 35th St to Eagleview Dr<br>9509 - Ped/Bike Grade & Pave | Draft TIP Approved<br>3/16/2021 | **Total**<br>**Federal Aid**<br>**Regional**<br>**Swap** | **$3,537,000**<br>$2,830,000<br>$2,830,000 | | | | **$3,537,000**<br>**$2,830,000**<br>**$2,830,000** |
| PA Note: Project has $2,583,000 in STBG and $247,000 in TAP. | | | | | | | | |
| 38368<br>Cedar Rapids | TAP-U-1187()--8I-57<br>On EDGEWOOD RD NE,from the north side of the Edgewood Rd Bridge to the ext.trail aprox 1K' north.<br>9509 - Ped/Bike Grade & Pave | Draft TIP Approved | **Total**<br>**Federal Aid**<br>**Regional**<br>**Swap** | **$200,000**<br>$160,000<br>$160,000 | | | | **$200,000**<br>**$160,000**<br>**$160,000** |

STBG

| Project ID<br>Sponsor<br>STIP ID | Project Number<br>Location<br>Work Codes | Approval Level<br>Letting Date | | 2021 | 2022 | 2023 | 2024 | Totals |
|---|---|---|---|---|---|---|---|---|
| 35691<br>Cedar Rapids | TAP-U-1187(792)--8I-57<br>Lindale Trl Ext from existing trail along &under Blairs Ferry Rd. Along abandoned Rail to Council Street NE<br>9506 - Ped/Bike ROW, 9509 - Ped/Bike Grade & Pave, 9510 - Ped/Bike Structures | Draft TIP Approved<br>12/15/2020 | **Total**<br>**Federal Aid**<br>**Regional**<br>**Swap** | **$2,183,000**<br>$1,663,000<br>$1,663,000 | | | | **$2,183,000**<br>**$1,663,000**<br>**$1,663,000** |
| PA Note: 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. | | | | | | | | |
| DOT Note: Project eligible for FHWA TAP funding | | | | | | | | |
| 36965<br>Cedar Rapids | TAP-U-1187(801)--8I-57<br>From Midway Dr along Vinton Ditch to E Ave along E Ave to Vinton Ditch, to & along F Ave until 13th Street<br>9509 - Ped/Bike Grade & Pave, 9510 - Ped/Bike Structures | Draft TIP Approved<br>12/15/2020 | **Total**<br>**Federal Aid**<br>**Regional**<br>**Swap** | **$2,052,000**<br>$1,634,000<br>$1,634,000 | | | | **$2,052,000**<br>**$1,634,000**<br>**$1,634,000** |
| 39556<br>Marion | TAP-U-4775(638)--8I-57<br>In the city of Marion, From E side of Indian Creek Bridge over Marion Bvld E to 7th St<br>9509 - Ped/Bike Grade & Pave, 9510 - Ped/Bike Structures | Draft TIP Approved<br>4/20/2021 | **Total**<br>**Federal Aid**<br>**Regional**<br>**Swap** | **$1,812,000**<br>$1,450,000<br>$1,450,000 | | | | **$1,812,000**<br>**$1,450,000**<br>**$1,450,000** |
| 37075<br>Cedar Rapids | TAP-U-1187(799)--8I-57<br>In the city of Cedar Rapids, FromCherryHill Pk,to Sharon Ln along Gordon Ave,Cherokee Pk to Midway Dr<br>9506 - Ped/Bike ROW, 9509 - Ped/Bike Grade & Pave | Draft TIP Approved<br>3/16/2021 | **Total**<br>**Federal Aid**<br>**Regional**<br>**Swap** | **$2,200,000**<br>$1,440,000<br>$1,440,000 | | | | **$2,200,000**<br>**$1,440,000**<br>**$1,440,000** |
| PA Note: Project has $1,275,000 in STBG and $165,000 in TAP. | | | | | | | | |

STBG

| Project ID / Sponsor / STIP ID | Project Number / Location / Work Codes | Approval Level / Letting Date | | 2021 | 2022 | 2023 | 2024 | Totals |
|---|---|---|---|---|---|---|---|---|
| 39557<br>Marion | TAP-U-4775(639)--8I-57<br>From City Limits E under Hwy 100 Bridge over Indian Creek to Grand Ave spur<br>9506 - Ped/Bike ROW, 9509 - Ped/Bike Grade & Pave, 9510 - Ped/Bike Structures | Draft TIP Approved<br>6/15/2021 | **Total**<br>**Federal Aid**<br>**Regional**<br>**Swap** | **$1,510,000**<br>$1,208,000<br>$1,208,000 | | | | **$1,510,000**<br>**$1,208,000**<br>**$1,208,000** |
| 30992<br>Cedar Rapids | TAP-U-1187(786)--8I-57<br>CeMar Cedar Rapids Phase 4-Lindale Connector,Marion City Limit N to Hwy100 and Lindale Mall Shopping Centers<br>9506 - Ped/Bike ROW, 9509 - Ped/Bike Grade & Pave, 9510 - Ped/Bike Structures | Draft TIP Approved<br>1/19/2022 | **Total**<br>**Federal Aid**<br>**Regional**<br>**Swap** | | **$1,827,000**<br>$1,457,000<br>$1,457,000 | | | **$1,827,000**<br>**$1,457,000**<br>**$1,457,000** |
| 39453<br>Linn County Conservation Board | TAP-U-C057()--8I-57<br>Worcester Rd W to 80th St NW, then N until Ellis Rd then along Hwy 100 and abandoned rail ROW to Covington Rd<br>9506 - Ped/Bike ROW, 9509 - Ped/Bike Grade & Pave | Draft TIP Approved | **Total**<br>**Federal Aid**<br>**Regional**<br>**Swap** | | **$875,000**<br>$700,000<br>$700,000 | **$2,172,000**<br>$709,000<br>$709,000 | | **$3,047,000**<br>**$1,409,000**<br>**$1,409,000** |
| PA Note: Project has $700,000 of TAP in FFY22 for advanced ROW. Project also has $709,000 of STBG in FFY23. | | | | | | | | |
| 38373<br>MPO 23 / CMPO | RGTR-PA23()--ST-57<br>Purchase 1 medium-duty 33' replacement ADA paratransit service bus.<br>9513 - Transit Investments | Draft TIP Approved | **Total**<br>**Federal Aid**<br>**Regional**<br>**Swap** | | **$216,000**<br>$172,000<br>$172,000 | | | **$216,000**<br>**$172,000**<br>**$172,000** |
| PA Note: Replacing bus numbers 2403 | | | | | | | | |
| 38374<br>MPO 23 / CMPO | RGTR-PA23()--ST-57<br>CR Transit Route 5 two Heavy-Duty (35' diesel) Bus Replacements<br>9513 - Transit Investments | Draft TIP Approved | **Total**<br>**Federal Aid**<br>**Regional**<br>**Swap** | | **$1,084,000**<br>$866,000<br>$866,000 | | | **$1,084,000**<br>**$866,000**<br>**$866,000** |

STBG

| Project ID<br>Sponsor<br>STIP ID | Project Number<br>Location<br>Work Codes | Approval Level<br>Letting Date | | 2021 | 2022 | 2023 | 2024 | Totals |
|---|---|---|---|---|---|---|---|---|
| PA Note: Replacing bus numbers 2093 and 2094. | | | | | | | | |
| 38370<br>Cedar Rapids | TAP-U-1187()--8I-57<br>In the city of Cedar Rapids, On EDGEWOOD RD Bridge NE, widen existing ped bridge to 8' for trail development.<br>9510 - Ped/Bike Structures | Draft TIP Approved | **Total**<br>**Federal Aid**<br>**Regional**<br>**Swap** | | **$625,000**<br>$500,000<br>$500,000 | | | **$625,000**<br>**$500,000**<br>**$500,000** |
| 39455<br>Cedar Rapids | TAP-U-1187()--8I-57<br>In the city of Cedar Rapids, Filling sw gaps b/w O & 16 Ave & add bus pads at stops & 4 benches & 2 shelters<br>9509 - Ped/Bike Grade & Pave, 9513 - Transit Investments | Draft TIP Approved | **Total**<br>**Federal Aid**<br>**Regional**<br>**Swap** | | | **$554,000**<br>$325,000<br>$325,000 | | **$554,000**<br>**$325,000**<br>**$325,000** |
| 38775<br>MPO 23 / CMPO | RGTR-PA23()--ST-57<br>CR Transit Route 5 two Heavy-Duty (35' diesel) Bus Replacements<br>9513 - Transit Investments | Draft TIP Approved | **Total**<br>**Federal Aid**<br>**Regional**<br>**Swap** | | | **$1,116,000**<br>$893,000<br>$893,000 | | **$1,116,000**<br>**$893,000**<br>**$893,000** |
| PA Note: Replacing bus numbers 2131 and 2132. | | | | | | | | |
| 39454<br>MPO 23 / CMPO | RGTR-PA23()--ST-57<br>Purchase 1 medium-duty 33' replacement ADA paratransit service bus.<br>9513 - Transit Investments | Draft TIP Approved | **Total**<br>**Federal Aid**<br>**Regional**<br>**Swap** | | | **$215,000**<br>$172,000<br>$172,000 | | **$215,000**<br>**$172,000**<br>**$172,000** |
| PA Note: Replacing bus numbers 875 | | | | | | | | |
| 29793<br>Cedar Rapids | TAP-U-1187()--8I-57<br>Bowling St from 33rd Ave N to 21st Ave a 10' Trail. From 21 st Ave to A Ave on Bowling ST &21st Ave 6' sidewalk &on-st.<br>9509 - Ped/Bike Grade & Pave, 9512 - Ped/Bike Development | Draft TIP Approved | **Total**<br>**Federal Aid**<br>**Regional**<br>**Swap** | | | | **$760,000**<br>$608,000<br>$608,000 | **$760,000**<br>**$608,000**<br>**$608,000** |

STBG

| Project ID<br>Sponsor<br>STIP ID | Project Number<br>Location<br>Work Codes | Approval Level<br>Letting Date | | 2021 | 2022 | 2023 | 2024 | Totals |
|---|---|---|---|---|---|---|---|---|
| PA Note: _ | | | | | | | | |
| DOT Note: Project eligible for FHWA TAP funding | | | | | | | | |
| 39452<br>Fairfax | TAP-U-2462()--8I-57<br>On E CEMETERY RD, from Driftwood Ln E to Fairfax City Limits<br>9506 - Ped/Bike ROW, 9509 - Ped/Bike Grade & Pave | Draft TIP Approved | **Total**<br>**Federal Aid**<br>**Regional**<br>**Swap** | | | | **$1,071,000**<br>$857,000<br>$857,000 | **$1,071,000**<br>**$857,000**<br>**$857,000** |
| 45503<br>MPO 23 / CMPO | RGTR-PA23()--ST-57<br>CR Transit Route 5 two Heavy-Duty (35' diesel) Bus Replacements<br>9513 - Transit Investments | Draft TIP Approved | **Total**<br>**Federal Aid**<br>**Regional**<br>**Swap** | | | | **$1,116,000**<br>$893,000<br>$893,000 | **$1,116,000**<br>**$893,000**<br>**$893,000** |
| PA Note: Replacing bus numbers 2133 and 2134 | | | | | | | | |
| 45504<br>MPO 23 / CMPO | RGTR-PA23()--ST-57<br>Linn County LIFTS Bus 2024<br>9513 - Transit Investments | Draft TIP Approved | **Total**<br>**Federal Aid**<br>**Regional**<br>**Swap** | | | | **$215,000**<br>$172,000<br>$172,000 | **$215,000**<br>**$172,000**<br>**$172,000** |
| PA Note: Replacing bus number 2876 | | | | | | | | |
| 45505<br>Cedar Rapids | TAP-U-1187()--8I-57<br>On Cottage Grove Ave SE, from CeMar Trail SE to East Post Road<br>9506 - Ped/Bike ROW, 9509 - Ped/Bike Grade & Pave | Draft TIP Approved | **Total**<br>**Federal Aid**<br>**Regional**<br>**Swap** | | | | **$2,827,000**<br>$425,000<br>$425,000 | **$2,827,000**<br>**$425,000**<br>**$425,000** |
| 45506<br>Robins | TAP-U-6520()--8I-57<br>On W MAIN ST, from N. Center Point Rd SE to the Cedar Valley Nature Trail<br>9507 - Ped/Bike Grading | Draft TIP Approved | **Total**<br>**Federal Aid**<br>**Regional**<br>**Swap** | | | | **$825,000**<br>$407,000<br>$407,000 | **$825,000**<br>**$407,000**<br>**$407,000** |

STBG-TAP

| Project ID<br>Sponsor<br>STIP ID | Project Number<br>Location<br>Work Codes | Approval Level<br>Letting Date | | 2021 | 2022 | 2023 | 2024 | Totals |
|---|---|---|---|---|---|---|---|---|
| 38371<br>Cedar Rapids | TAP-U-1187()--8I-57<br>W side of WILEY BLVD SW,from 16th Ave to Williams Blvd SW incd all req intersection improvements.<br>5041 - Traffic Signals, 9509 - Ped/Bike Grade & Pave, 9511 - Ped/Bike Miscellaneous | Draft TIP Approved | **Total**<br>**Federal Aid**<br>**Regional**<br>**Swap** | **$1,715,000**<br>$1,372,000<br>$1,372,000 | | | | **$1,715,000**<br>**$1,372,000**<br>**$1,372,000** |
| PA Note: Project has $227,000 in TAP and $1,145,000 in STBG | | | | | | | | |
| 36964<br>Cedar Rapids | TAP-U-1187()--8I-57<br>F Ave NW from 13th St NW to the Cedar River;Along the River N to I Ave NW & S to 1st Ave W<br>9509 - Ped/Bike Grade & Pave | Draft TIP Approved | **Total**<br>**Federal Aid**<br>**Regional**<br>**Swap** | | | | **$2,262,000**<br>$1,800,000<br>$1,800,000 | **$2,262,000**<br>**$1,800,000**<br>**$1,800,000** |
| PA Note: Project includes TAP $56K and STBG $1,744K<br/> | | | | | | | | |
| DOT Note: Project eligible for FHWA TAP funding | | | | | | | | |

NHFP

| Project ID<br>Sponsor<br>STIP ID | Project Number<br>Location<br>Work Codes | Approval Level<br>Letting Date | | 2021 | 2022 | 2023 | 2024 | Totals |
|---|---|---|---|---|---|---|---|---|
| 39426<br>Cedar Rapids Airport Commission | NHFP-CRAC(001)--2F-57<br>In the City of Cedar Rapids, Air Cargo Logistics Facility at Eastern Iowa Airport<br>7010 - Buildings | Draft TIP Approved<br>11/16/2020 | **Total**<br>**Federal Aid**<br>**Regional**<br>**Swap** | **$1,150,000**<br>$925,000 | | | | **$1,150,000**<br>**$925,000** |

PL

| Project ID / Sponsor / STIP ID | Project Number / Location / Work Codes | Approval Level / Letting Date | | 2021 | 2022 | 2023 | 2024 | Totals |
|---|---|---|---|---|---|---|---|---|
| 17107<br>MPO 23 / CMPO | RGPL-PA23()--PL-00<br>MPO: Planning Funds<br>9514 - Trans Planning | Draft TIP Approved | **Total**<br>**Federal Aid**<br>**Regional**<br>**Swap** | **$374,000**<br>$299,000 | **$374,000**<br>$299,000 | **$374,000**<br>$299,000 | **$374,000**<br>$299,000 | **$1,496,000**<br>**$1,196,000** |

NHPP

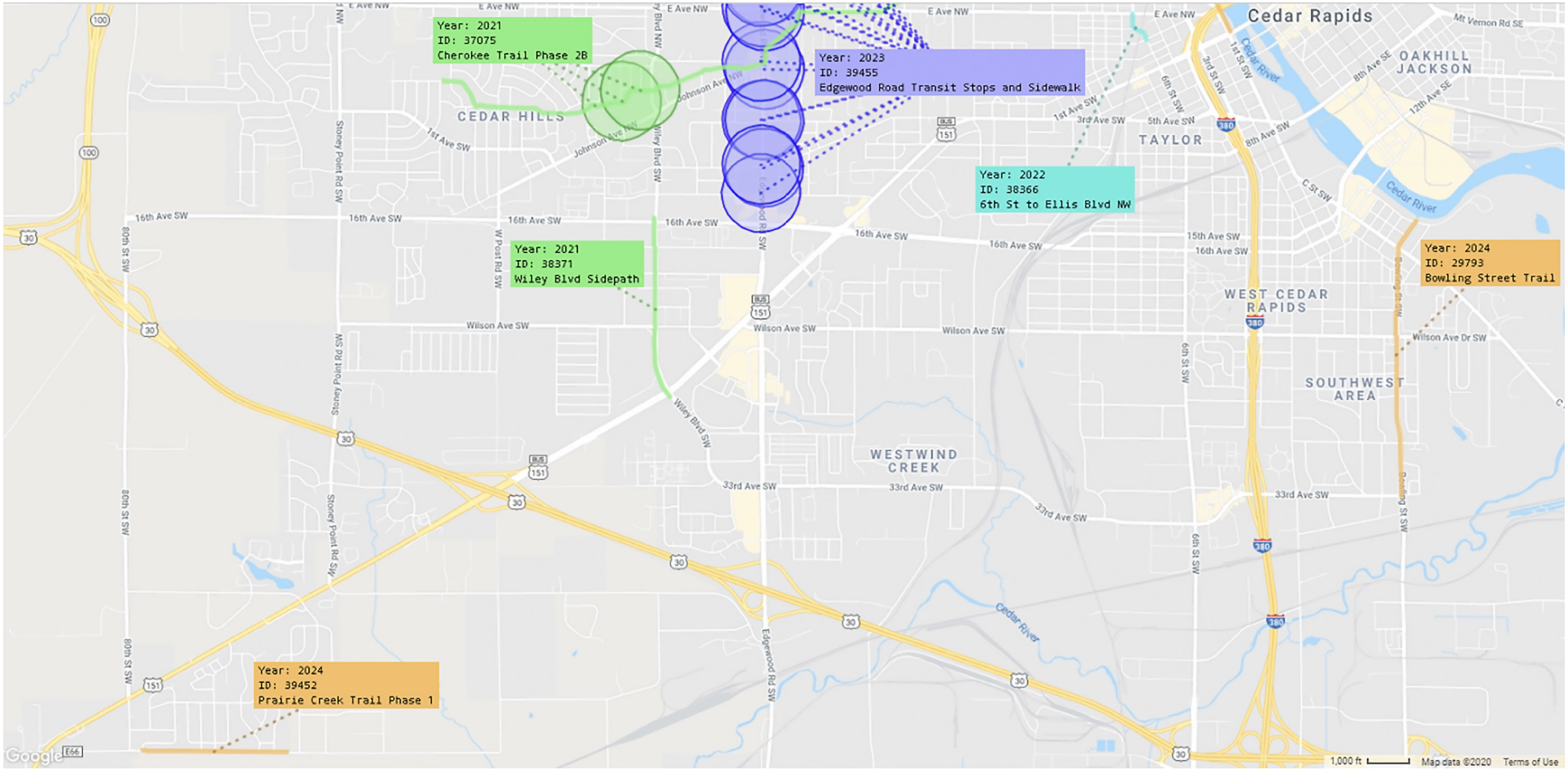
| Project ID / Sponsor / STIP ID | Project Number / Location / Work Codes | Approval Level / Letting Date | | 2021 | 2022 | 2023 | 2024 | Totals |
|---|---|---|---|---|---|---|---|---|
| 37860<br>Iowa Department of Transportation | BRF-30()--38-57<br>US30: CEDAR RIVER 0.5 MI W OF E JCT US 151 (EB)<br>2021 - Bridge Replacement, 5062 - Traffic Signs | Draft TIP Approved | **Total**<br>**Federal Aid**<br>**Regional**<br>**Swap** | **$11,258,000**<br>$9,006,400 | | | | **$11,258,000**<br>**$9,006,400** |
| 38070<br>Iowa Department of Transportation | IM-380()--13-57<br>I-380: TOWER TERRACE INTERCHANGE IN HIAWATHA (STATE SHARE)<br>1001 - Grade and Pave, 2021 - Bridge Replacement, 5062 - Traffic Signs | Draft TIP Approved | **Total**<br>**Federal Aid**<br>**Regional**<br>**Swap** | | **$17,545,000**<br>$15,790,500 | | | **$17,545,000**<br>**$15,790,500** |

PRF

| Project ID / Sponsor / STIP ID | Project Number / Location / Work Codes | Approval Level / Letting Date | | 2021 | 2022 | 2023 | 2024 | Totals |
|---|---|---|---|---|---|---|---|---|
| 45259<br>Iowa Department of Transportation | BRFN-30()--39-57<br>US30: CIC RR 0.8 MI W OF I-380 IN CEDAR RAPIDS (EB)<br>2522 - Bridge Deck Overlay | Draft TIP Approved | **Total**<br>**Federal Aid**<br>**Regional**<br>**Swap** | | | | **$800,000** | **$800,000** |
| 45295<br>Iowa Department of Transportation | IMN-380()--0E-57<br>I-380: 27TH AVE 1.7 MI N OF US 30<br>2522 - Bridge Deck Overlay | Draft TIP Approved | **Total**<br>**Federal Aid**<br>**Regional**<br>**Swap** | | | | **$600,000** | **$600,000** |

PRF

| Project ID / Sponsor / STIP ID | Project Number / Location / Work Codes | Approval Level / Letting Date | | 2021 | 2022 | 2023 | 2024 | Totals |
|---|---|---|---|---|---|---|---|---|
| 38106<br>Iowa Department of Transportation | IMN-380()--0E-57<br>I-380: GLASS RD 1.1 MI S OF IA 100 IN CEDAR RAPIDS<br>2522 - Bridge Deck Overlay | Draft TIP Approved | **Total**<br>**Federal Aid**<br>**Regional**<br>**Swap** | **$808,000** | | | | **$808,000** |
| 45288<br>Iowa Department of Transportation | NHSN-151()--2R-57<br>US151: E JCT US 30 TO MT VERNON RD (SB)<br>1501 - Pavement Widening | Draft TIP Approved | **Total**<br>**Federal Aid**<br>**Regional**<br>**Swap** | **$600,000** | | | | **$600,000** |
| 45396<br>Iowa Department of Transportation | NHSN-151()--2R-57<br>US151: IA 13 TO IA 1 (VAR LOC)<br>1509 - Pavement Rehab | Draft TIP Approved | **Total**<br>**Federal Aid**<br>**Regional**<br>**Swap** | **$2,100,000** | | | | **$2,100,000** |
| 39284<br>Iowa Department of Transportation | BRFN-30()--39-57<br>US30: UP RR 1.6 MI W OF E JCT US 218 (WB)<br>2522 - Bridge Deck Overlay | Draft TIP Approved | **Total**<br>**Federal Aid**<br>**Regional**<br>**Swap** | | | **$1,762,000** | | **$1,762,000** |
| 39286<br>Iowa Department of Transportation | IMN-380()--0E-57<br>I-380: SB REST AREA 3.0 MI S OF CEDAR RAPIDS<br>1001 - Grade and Pave, 7040 - Rest Area Improvement | Draft TIP Approved | **Total**<br>**Federal Aid**<br>**Regional**<br>**Swap** | | | **$4,336,000** | **$1,998,000** | **$6,334,000** |
| 39287<br>Iowa Department of Transportation | IMN-380()--0E-57<br>I-380: CC RR AND ASH PIT 2.9 MI S OF IA 100 IN CEDAR RAPIDS (NB & SB)<br>2513 - Bridge Rehabilitation | Draft TIP Approved | **Total**<br>**Federal Aid**<br>**Regional**<br>**Swap** | | | **$700,000** | | **$700,000** |
| 45434<br>Iowa Department of Transportation | IMN-380()--0E-57<br>I-380: BLAIRS FERRY RD 0.6 MI N OF IA 100<br>2522 - Bridge Deck Overlay | Draft TIP Approved | **Total**<br>**Federal Aid**<br>**Regional**<br>**Swap** | | | | **$1,100,000** | **$1,100,000** |


Year: 2021
ID: 37075
Cherokee Trail Phase 2B
Year: 2023
ID: 39455
Edgewood Road Transit Stops and Sidewalk
Year: 2022
ID: 38366
6th St to Ellis Blvd NW
Year: 2021
ID: 38371
Wiley Blvd Sidepath
Year: 2024
ID: 29793
Bowling Street Trail
Year: 2024
ID: 39452
Prairie Creek Trail Phase 1
Cedar Rapids
CEDAR HILLS
TAYLOR
OAKHILL JACKSON
WEST CEDAR RAPIDS
SOUTHWEST AREA
WESTWIND CREEK
Cedar River
16th Ave SW
Wilson Ave SW
33rd Ave SW
Google
1,000 ft
Map data ©2020
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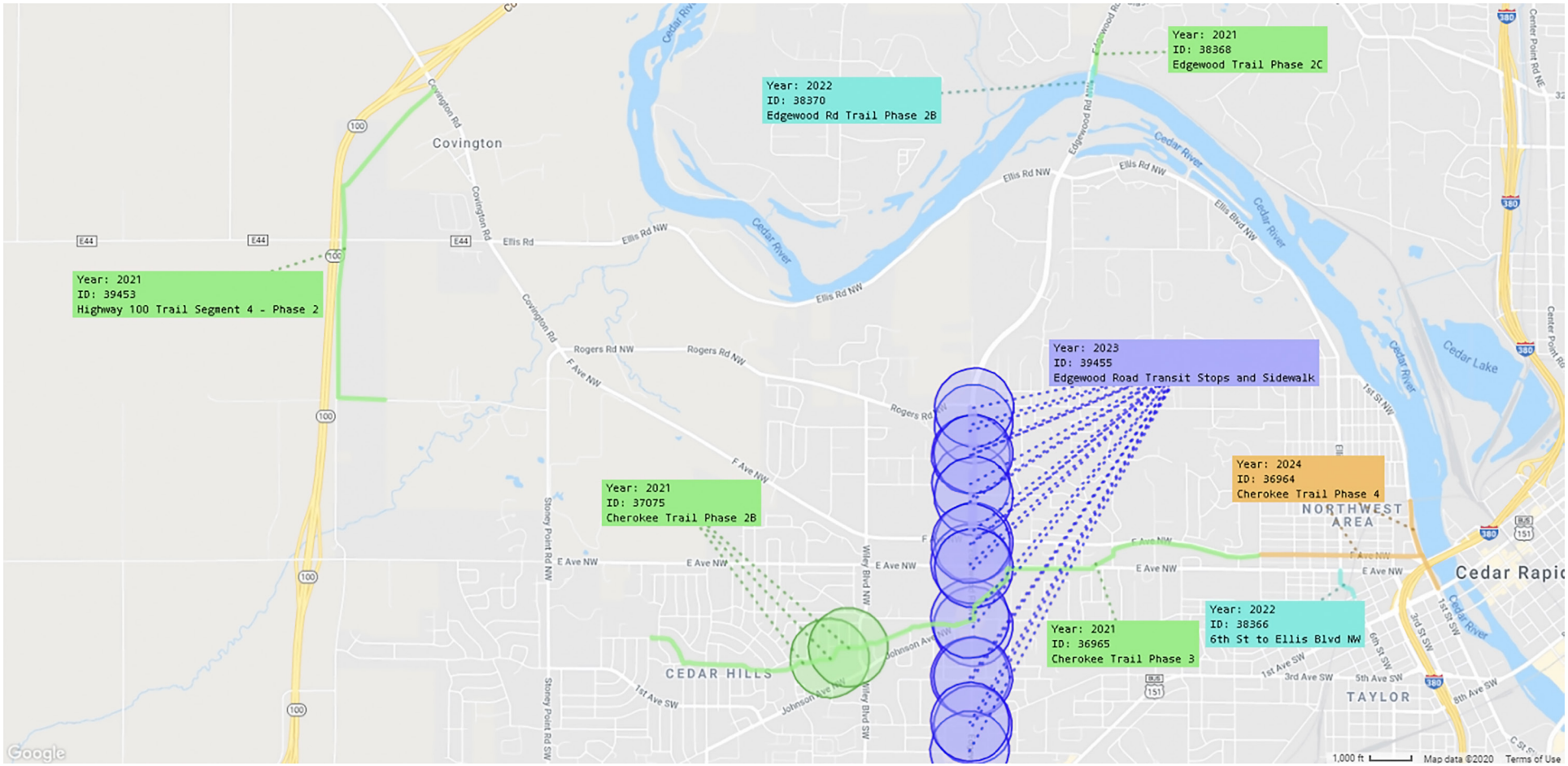
Year: 2021
ID: 39453
Highway 100 Trail Segment 4 - Phase 2
Year: 2022
ID: 38370
Edgewood Rd Trail Phase 2B
Year: 2021
ID: 38368
Edgewood Trail Phase 2C
Year: 2023
ID: 39455
Edgewood Road Transit Stops and Sidewalk
Year: 2021
ID: 37075
Cherokee Trail Phase 2B
Year: 2024
ID: 36964
Cherokee Trail Phase 4
Year: 2021
ID: 36965
Cherokee Trail Phase 3
Year: 2022
ID: 38366
6th St to Ellis Blvd NW
Covington
CEDAR HILLS
NORTHWEST AREA
TAYLOR
Cedar Lake
Cedar River
Ellis Rd NW
Rogers Rd NW
E Ave NW
F Ave NW
Google
1,000 ft
Map data ©2020
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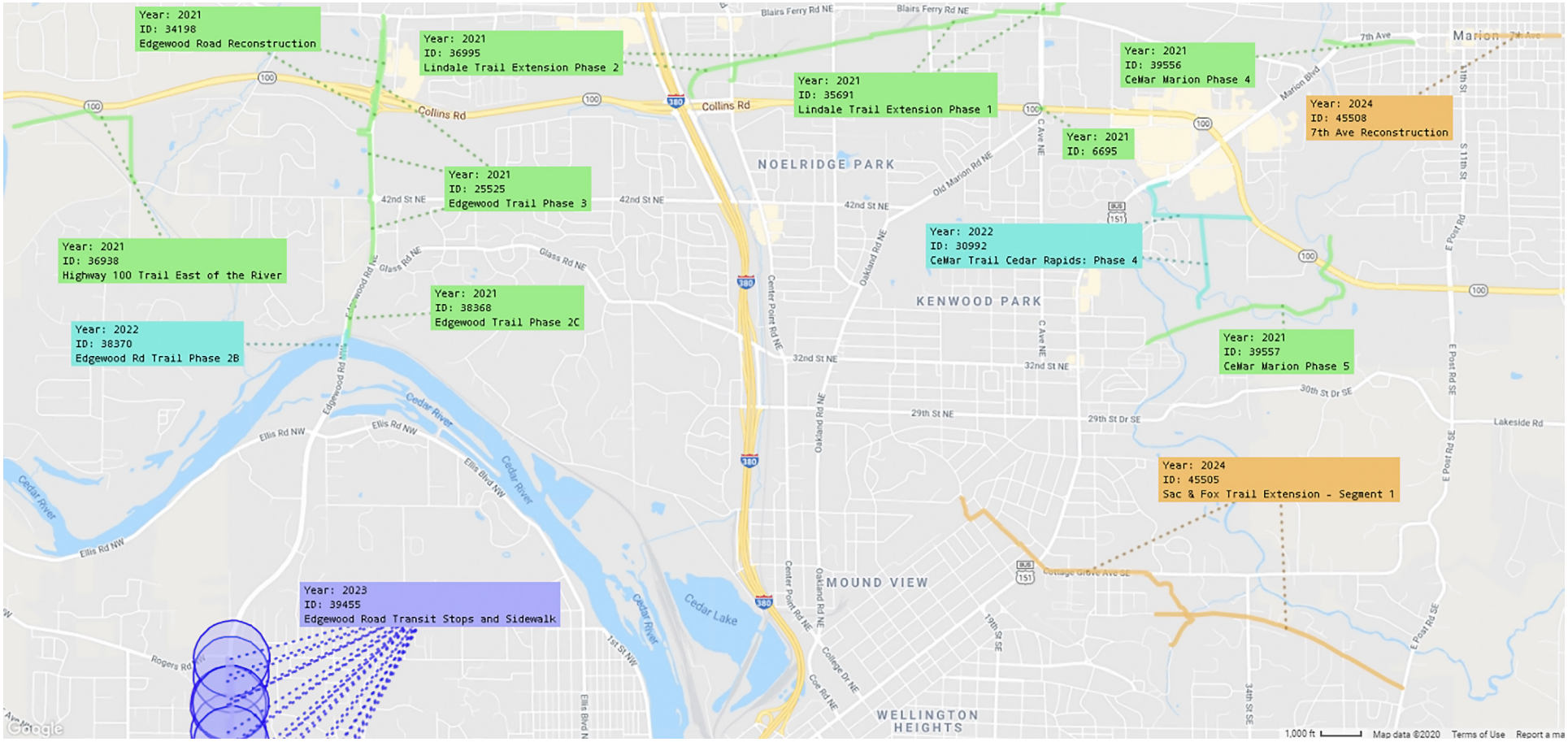
Year: 2021
ID: 34198
Edgewood Road Reconstruction
Year: 2021
ID: 36995
Lindale Trail Extension Phase 2
Year: 2021
ID: 35691
Lindale Trail Extension Phase 1
Year: 2021
ID: 39556
CeMar Marion Phase 4
Year: 2024
ID: 45508
7th Ave Reconstruction
Year: 2021
ID: 6695
Year: 2021
ID: 25525
Edgewood Trail Phase 3
Year: 2021
ID: 36938
Highway 100 Trail East of the River
Year: 2022
ID: 30992
CeMar Trail Cedar Rapids: Phase 4
Year: 2021
ID: 38368
Edgewood Trail Phase 2C
Year: 2022
ID: 38370
Edgewood Rd Trail Phase 2B
Year: 2021
ID: 39557
CeMar Marion Phase 5
Year: 2024
ID: 45505
Sac & Fox Trail Extension - Segment 1
Year: 2023
ID: 39455
Edgewood Road Transit Stops and Sidewalk
NOELRIDGE PARK
KENWOOD PARK
MOUND VIEW
WELLINGTON HEIGHTS
Marion
Collins Rd
Blairs Ferry Rd NE
42nd St NE
Glass Rd NE
Edgewood Rd NW
Ellis Rd NW
Cedar River
Cedar Lake
Center Point Rd NE
Oakland Rd NE
Old Marion Rd NE
C Ave NE
32nd St NE
29th St NE
29th St Dr SE
30th St Dr SE
Lakeside Rd
E Post Rd SE
S 11th St
Marion Blvd
7th Ave
College Dr NE
Coe Rd NE
19th St SE
34th St SE
1st St NW
Rogers Rd NW
Ellis Blvd NW
1,000 ft
Map data ©2020
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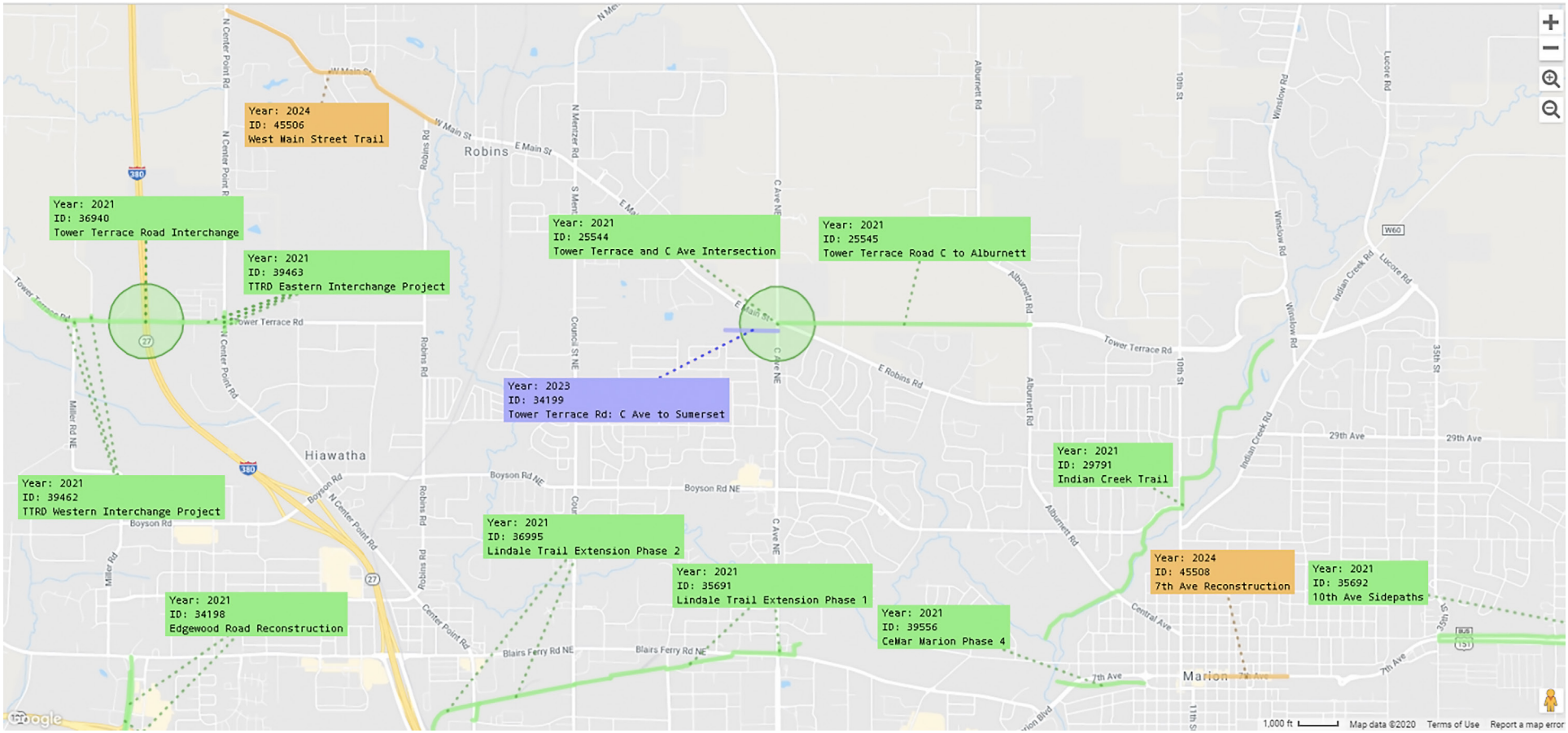
Year: 2024
ID: 45506
West Main Street Trail
Year: 2021
ID: 36940
Tower Terrace Road Interchange
Year: 2021
ID: 39463
TTRD Eastern Interchange Project
Year: 2021
ID: 25544
Tower Terrace and C Ave Intersection
Year: 2021
ID: 25545
Tower Terrace Road C to Alburnett
Year: 2023
ID: 34199
Tower Terrace Rd: C Ave to Sumerset
Year: 2021
ID: 29791
Indian Creek Trail
Year: 2021
ID: 39462
TTRD Western Interchange Project
Year: 2021
ID: 36995
Lindale Trail Extension Phase 2
Year: 2021
ID: 35691
Lindale Trail Extension Phase 1
Year: 2021
ID: 39556
CeMar Marion Phase 4
Year: 2024
ID: 45508
7th Ave Reconstruction
Year: 2021
ID: 35692
10th Ave Sidepaths
Year: 2021
ID: 34198
Edgewood Road Reconstruction
Robins
Hiawatha
Marion
Tower Terrace Rd
Boyson Rd NE
Blairs Ferry Rd NE
E Robins Rd
7th Ave
29th Ave
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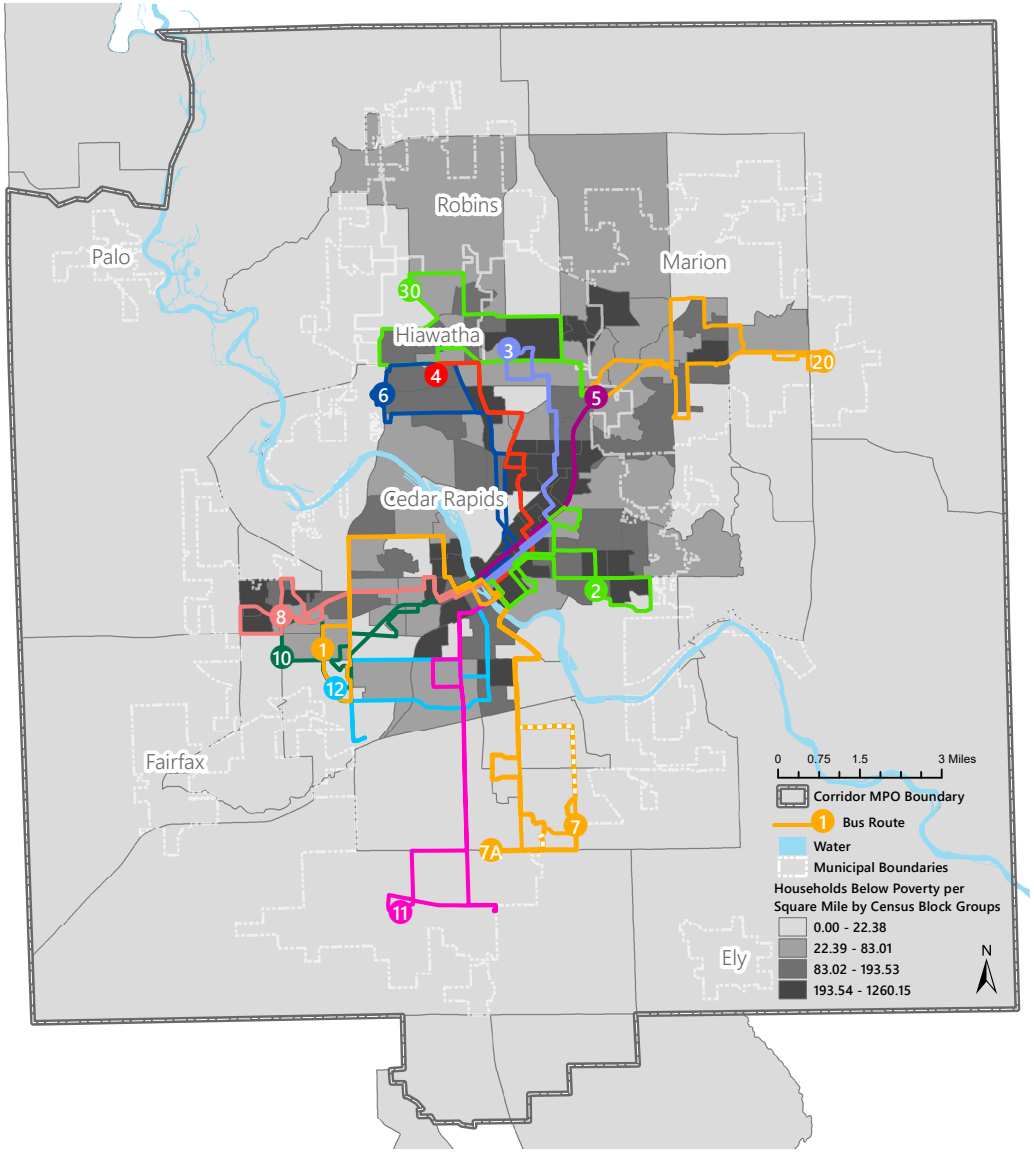
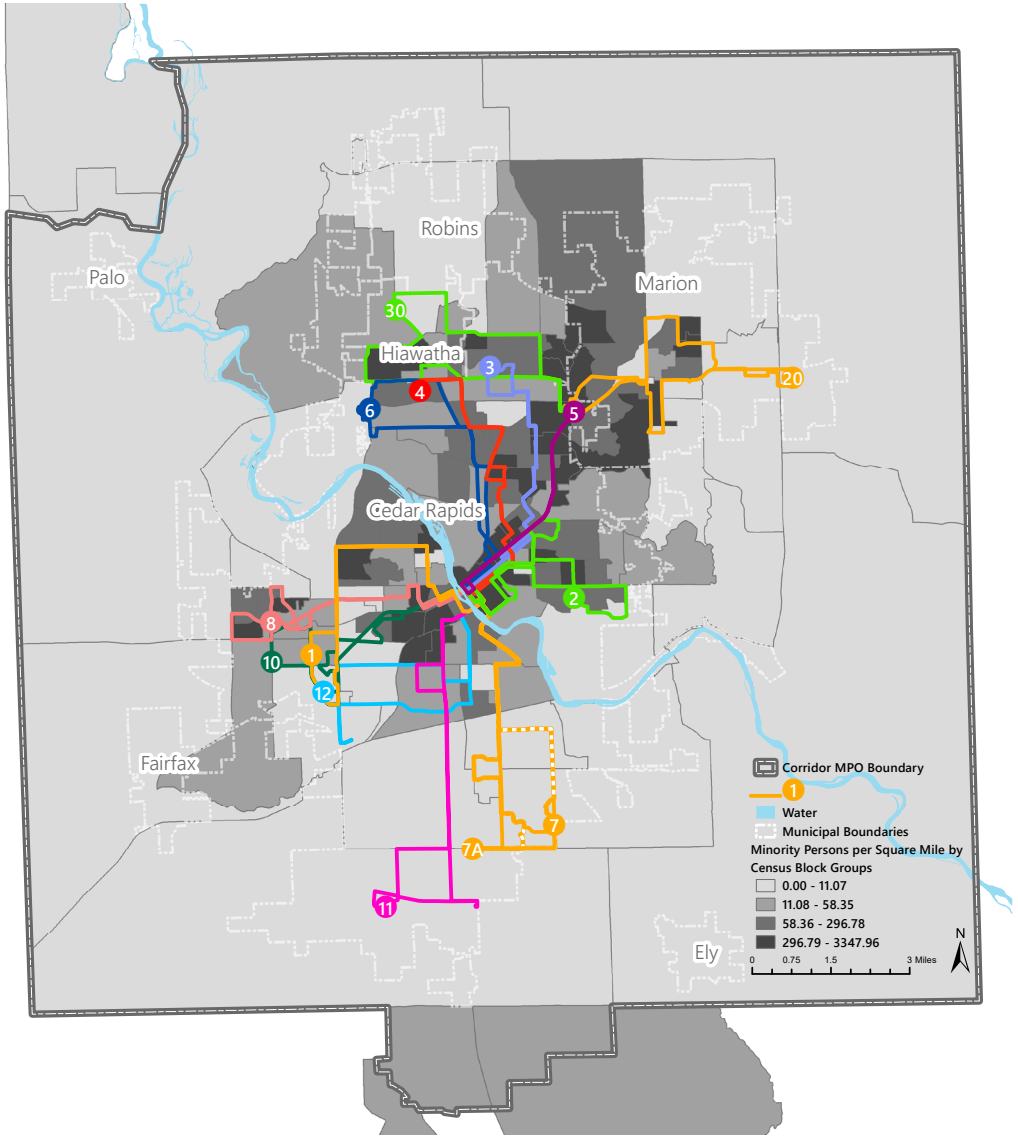
## Density of Households Below Poverty in Corridor MPO



## 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: Vehicle Other All) | | FY21 | FY22 | FY23 | FY24 | Options / Status |
|---|---|---|---|---|---|---|---|---|---|---|
| MPO-23 | 5303 | MPO-23 6080 | Operations Other | 5305d Planning Funds | Total | 87,123 | | | | Approve Reset Submitted |
| | | | | | FA | 69,698 | | | | |
| | | | | | SA | | | | | |
| MPO-23 | STA 5307 5310 | Cedar Rapids 960 | Operations Misc | General Ops./Maint./Admin. | Total | 10,410,000 | 10,390,000 | 10,440,000 | 10,490,000 | Approve Reset Submitted |
| | | | | | FA | 3,270,000 | 3,150,000 | 3,150,000 | 3,150,000 | |
| | | | | | SA | 640,000 | 640,000 | 640,000 | 640,000 | |
| MPO-23 | PTIG | Cedar Rapids 5870 | Capital Other | Construct a Transit Fleet Maintenanc... | Total | 2,400,000 | | | | Approve Reset Submitted |
| | | | | | FA | | | | | |
| | | | | | SA | 600,000 | | | | |
| MPO-23 | STP | Cedar Rapids 4712 | Capital Replacement | CR Transit - 1 medium-duty 32' ADA... | Total | 205,000 | | | | Approve Reset Submitted |
| | | | | | FA | 164,000 | | | | |
| | | | | | SA | | | | | |
| MPO-23 | STP | Cedar Rapids 4711 | Capital Replacement | CR Transit - Purchase 2 Heavy-Duty ... | Total | 1,032,000 | | | | Approve Reset Submitted |
| | | | | | FA | 825,000 | | | | |
| | | | | | SA | | | | | |
| MPO-23 | STP | MPO-23 4708 | Capital Other | In the City of Marion bus stop impro... | Total | 394,000 | | | | Approve Reset Submitted |
| | | | | | FA | 315,000 | | | | |
| | | | | | SA | | | | | |
| MPO-23 | STP | Cedar Rapids 4987 | Capital Replacement | CR Transit - 1 medium-duty 32' ADA... | Total | | 216,000 | | | Approve Reset Submitted |
| | | | | | FA | | 172,000 | | | |
| | | | | | SA | | | | | |
| MPO-23 | STP | Cedar Rapids 4986 | Capital Replacement | CR Transit - Purchase 2 Heavy-Duty ... | Total | | 1,084,000 | | | Approve Reset Submitted |
| | | | | | FA | | 866,000 | | | |
| | | | | | SA | | | | | |
| MPO-23 | STP | Cedar Rapids 5323 | Capital Replacement | CR Transit - Purchase 1 medium-dut... | Total | | | 215,000 | | Approve Reset Submitted |
| | | | | | FA | | | 172,000 | | |
| | | | | | SA | | | | | |
| MPO-23 | STP | Cedar Rapids 5322 | Capital Other | CR Transit - Purchase 2 Heavy-duty ... | Total | | | 1,116,000 | | Approve Reset Submitted |
| | | | | | FA | | | 893,000 | | |
| | | | | | SA | | | | | |
| MPO-23 | STP | MPO-23 5639 | Capital Expansion | Edgewood Road Transit Stops and S... | Total | | | 554,000 | | Approve Reset Submitted |
| | | | | | FA | | | 325,000 | | |
| | | | | | SA | | | | | |
| MPO-23 | STP | Cedar Rapids 5872 | Capital Replacement | CR Transit - 1 medium-duty 32' ADA... | Total | | | | 215,000 | Approve Reset Submitted |
| | | | | | FA | | | | 172,000 | |
| | | | | | SA | | | | | |
| MPO-23 | STP | Cedar Rapids 5873 | Capital Replacement | CR Transit - Purchase 2 Heavy-duty ... | Total | | | | 1,116,000 | Approve Reset Submitted |
| | | | | | FA | | | | 893,000 | |
| | | | | | SA | | | | | |

## Public Participation

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

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

The Corridor MPO encourages public comment at all times and collects public comment during the entire TIP review process prior to adoption of the Transportation Improvement Program (TIP). The Corridor MPO normally holds two open houses during the TIP process (after receiving project requests and prior to adoption). However, due to the novel Coronavirus (COVID-19) pandemic these public meetings have been replaced by a robust online survey and outreach campaign regarding each TIP project. Additionally, just prior to the COVID-19 emergency suspending formal outreach an in-person trail specific meeting was able to happen as part of a monthly trails meeting (the Grant Wood Trails Group), these formal comments are available in the appendix. 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, normally through two Corridor MPO TIP open houses and a Transportation Advisory Group (TAG) meeting. This year the process was brought online with a focused effort to receive feedback. TAG did review the proposed TIP project via virtual format. Normally, the first open house is held in March and followed by a second open house in June however, both of these events were replaced by robust online outreach. Normally both are held at the NewBo City Market during the evening. Additionally, the first TAG meeting of the year is held at the Cedar Rapids public library in February, free lunch is provided to attendees - this year the meeting was virtual. 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 - these meetings were held virtually this year. 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 actives 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 Online Outreach for the FFY21 - FFY24 TIP

A targeted survey was released online via CorridorMPO.com, our member jurisdiction websites, Facebook.com, and via email. This survey allowed for formal public comment and for people to directly weigh in on each project and what projects they preferred as compared to other projects seeking funding. This data is available in the Appendix.

Also, all TIP applications were posted on Facebook for further comment. This process generated a lot of views and comments regarding all projects. MPO staff found this medium of communication to be very effective generating public input.

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

## Summary of Second Online Outreach for the FFY21 - FFY24 TIP

A second online effort to generate comments regarding TIP projects begun on June 15th coinciding with the opening of the formal public comment period. This effort is made to replace the second open house that normally happens in June that is focused on letting citizens know what projects were selected for funding in the draft TIP. This formal open house has been suspended due to the COVID pandemic. These comments can also be found at Facebook.com.

# 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 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 FFY20 to FFY23 safety targets, the Corridor MPO has chosen to support the Iowa DOT's safety targets as published in the Iowa Highway Safety Improvement Program 2019 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

## 2019 Year End Tranist 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 | PT | | 1,246,374 | 41,453 | 254,229 | 1,054,493 | 1,026,134 | 67,979 | $10,307,481 | $870,298 | $530,040 | $328,342 | $5,391,896 | $2,810,429 | $619,134 |
| **Subtotal** | | | **1,246,374** | **41,453** | **254,229** | **1,054,493** | **1,026,134** | **67,979** | **$10,307,481** | **$870,298** | **$530,040** | **$328,342** | **$5,391,896** | **$2,810,429** | **$619,134** |
| **Linn County** | | | | | | | | | | | | | | | |
| ADA Paratransit | PT | | 52,141 | 0 | 52,141 | 157,806 | 149,375 | 13,315 | $1,177,009 | $75,905 | $701,184 | $39,739 | $236,428 | $123,753 | $0 |
| **Subtotal** | | | **52,141** | **0** | **52,141** | **157,806** | **149,375** | **13,315** | **$1,177,009** | **$75,905** | **$701,184** | **$39,739** | **$236,428** | **$123,753** | **$0** |
| **Neighborhood** | | | | | | | | | | | | | | | |
| NTS Subsidy | PT | | 35,177 | 0 | 6,185 | 251,423 | 227,449 | 13,414 | $662,435 | $254,435 | $408,000 | $0 | $0 | $0 | $0 |
| **Subtotal** | | | **35,177** | **0** | **6,185** | **251,423** | **227,449** | **13,414** | **$662,435** | **$254,435** | **$408,000** | **$0** | **$0** | **$0** | **$0** |
| **Grand Total** | | | **1,333,692** | **41,453** | **312,555** | **1,463,722** | **1,402,958** | **94,708** | **$12,146,925** | **$1,200,638** | **$1,639,224** | **$368,081** | **$5,628,324** | **$2,934,182** | **$619,134** |

**Comments:**

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

Brad DeBrower

(Transit Manager Signature)

1/9/2020

01-09-20

(Date)

# Appendix

Corridor MPO Connections 2040 Scoring Criteria 45

Corridor MPO TIP Application 51

Corridor MPO Notice of Award 69

TTAC Small Group Reports 72

TIP Survey Data and Public Comments 90

CORRIDOR MPO Smarter Transportation, Better Community
101 First Street SE
Cedar Rapids, Iowa 52401
319-286-5041 PH
corridormpo@cedar-rapids.org Email
www.corridormpo.com

# 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

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**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.*

Smarter Transportation, Better Community

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319-286-5041 PH
corridormpo@cedar-rapids.org Email
www.corridormpo.com

# 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.

# Application for Surface Transportation Block Grant and Transportation Alternatives

## Due Wednesday, December 11th, 2019 (no exceptions)

September 11th, 2019

CREATING SUSTAINABLE COMMUNITIES
THROUGH REGIONAL PLANNING & CIVIC ENGAGEMENT

CORRIDOR MPO

***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 FFY24 will be used as STBG - TAP funding. In FFY24, the Corridor MPO expects to receive $5,089,000 in new STBG funds, $263,000 in new STBG - TAP funds, and $204,000 in new TAP Flex funds. All estimates of funding are tentative until May of 2020. **Based on the current funding policy, the amount of new and old funding for roads, trails, and transit is as follows:**

- FFY21 - $157,000 available for roads; $456,000 available for trails; $63,000 available for transit
- FFY22 - $0 available for roads; $222,000 available for trails; $0 available for transit
- FFY23 - $213,000 available for roads; $127,000 available for trails; $85,000 available for transit
- FFY24 - $2,776,000 available for roads; $1,665,000 available for trails; $1,110,000 available for transit
- **Total available for roads: $3,173,000; Total for trails: $2,486,000; Total for transit: $1,268,000**

➢ **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 $459,000 in STBG - TAP funds in FFY24, $127,000 in FFY23, and $142,000 in FFY22 that may be used in any TIP year. There is a total of $728,000 in STBG – TAP that may be used in any 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 1st, 2017, all MPO funded projects that utilize STBG - TAP funds and have more than 50% MPO funding are eligible to receive up to 30% Statewide TAP funds (usually $1,000,000 per year) on a competitive basis. This 30% funding cannot be used to offset the local 20% matching funds. STBG - TAP projects must be located along a statewide byway or show a positive benefit for a local school. This is an effort from the Iowa Transportation Commission to encourage Safe Routes to School and Iowa Byways projects.

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

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

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

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

***Required Information***

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

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

- **Project Readiness** – Provide summary information on the following:
  - ROW – Is Right-of-Way (ROW) required or has it already been acquired or is it not necessary.
  - Environmental – Is environmental clearance required or has it already been acquired.
  - Local Match (other funding secured) – **Is the local match secured** (minimum of 20% of the project cost) **or when is it anticipated to be secured.** Identify other funding sources (state or federal) that have been received for the project.
  - Public Engagement – What type of public engagement has been used to date or what is the plan to make sure the public is informed of the project and its impacts. Provide the feedback that has been received to date.
- **Project Schedule** – Provide the anticipated project development schedule, please provide estimates by month and year.
- **Funding Requested** – The amount of federal funding that is requested from the Corridor MPO.
- **Estimated Project Cost** – Estimated cost of the project at the level of detail required for the Iowa DOT's Revitalize Iowa's Sound Economy (RISE) applications. This means providing a description, number of units, unit cost, and total cost for each item related to the construction of the project including design and a contingency (see Attachment F, which will also be provided electronically). **Project costs and requests should be inflated to the year that funding is requested at an inflation rate of 5% per year.** Please include this as a line item on Attachment F.
- **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 from 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 **December 11th, 2020 (no exceptions)** to **Brandon Whyte at B.Whyte@CorridorMPO.com and Hilary Hershner at H.Hershner@CorridorMPO.com.**

***Funding by Year Available***

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

***Increasing Funding for Existing Projects***

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

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

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

# Attachment A - Funding Requests

**Please refer to the "Requirements" section on pages 3 – 4 for guidance.**

Project Name

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

Contact Person

Name

E-mail

City

Phone #

Street Address

Project Description

Purpose & Need Narrative

Project Score (Please see Attachment C)

Project Readiness

| | |
|---|---|
| ROW | |
| Environmental | |
| Local Match | |
| Public Engagement | |

Project Schedule (MM/YYYY)

| | | |
|---|---|---|
| Design | Start Date | Completion Date |
| ROW Acquisition | Start Date | Completion Date |
| Environmental | Start Date | Completion Date |
| Construction | Start Date | Completion Date |

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

# Attachment A - Funding Requests (Continued)

## Application Form for New Projects

**Please refer to the "Requirements" section on pages 3 – 4 for guidance.**

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

Project Name

Funding Requested for Planning and Engineering

**$ FFY Requested**

Funding Requested Right-of-Way

**$ FFY Requested**

Funding Requested for Construction

**$ FFY Requested**

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

**$**

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

**$**

**Project costs and requests should be inflated to the year that funding is requested at a rate of 5% per year. Please document this inflation on your cost estimates indicated on Attachment F.**

**Available Funding:**

- FFY21 - $184,000 available for roads; $472,000 available for trails; $73,000 available for transit
- FFY22 - $0 available for roads; $222,000 available for trails; $0 available for transit
- FFY23 - $213,000 available for roads; $127,000 available for trails; $85,000 available for transit
- FFY24 - $2,776,000 available for roads; $1,665,000 available for trails; $1,110,000 available for transit
- **Total available for roads: $3,173,000; Total for trails: $2,486,000; Total for transit: $1,268,000**

➢ **There is a total of $733,000 in STBG – TAP that may be used in any 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 Awarded**

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 and requests should be inflated to the year that funding is requested at a rate of 5% per year. Please document this inflation on your cost estimates indicated on Attachment F.**

**Available Funding:**

- FFY21 - $184,000 available for roads; $472,000 available for trails; $73,000 available for transit
- FFY22 - $0 available for roads; $222,000 available for trails; $0 available for transit
- FFY23 - $213,000 available for roads; $127,000 available for trails; $85,000 available for transit
- FFY24 - $2,776,000 available for roads; $1,665,000 available for trails; $1,110,000 available for transit
- **Total available for roads: $3,173,000; Total for trails: $2,486,000; Total for transit: $1,268,000**

➢ **There is a total of $733,000 in STBG – TAP that may be used in any 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 and requests should be inflated to the year that funding is requested at a rate of 5% per year. Please document this inflation on your cost estimates indicated on Attachment F.**

**Available Funding:**

- FFY21 - $184,000 available for roads; $472,000 available for trails; $73,000 available for transit
- FFY22 - $0 available for roads; $222,000 available for trails; $0 available for transit
- FFY23 - $213,000 available for roads; $127,000 available for trails; $85,000 available for transit
- FFY24 - $2,776,000 available for roads; $1,665,000 available for trails; $1,110,000 available for transit
- **Total available for roads: $3,173,000; Total for trails: $2,486,000; Total for transit: $1,268,000**

➢ **There is a total of $733,000 in STBG – TAP that may be used in any 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: | |
| Parking Width (If provided): | |
| Transit - Is the project on a bus route? If so what accommodations will be provided? | |
| Number and Width of Through Travel Lanes: | |
| Median Width (If provided): | |
| Sidewalk - Is this residential or commercial area? How wide will the sidewalks be? | |
| Bicycle - Is the project area designated for bikeways in a local plan? | |
| What, if any, bikeways will be provided? | |
| Roadway Width (Back of Curb to Back of Curb): | |
| Public Frontage Width: | |
| Curb Offset (All Curbs): | |
| Sidewalk Distance from Right of Way Line: | |
| Is this a Truck Route? | |
| Will an Integral Curb and Gutter be used? | |
| Will Durable Pavement Markings be used? | |
| **Are any design exceptions required from Iowa DOT?** | |
| **Are any design variances required from TTAC?** | |

# 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_a_-_f/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.

Sincerely,

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

**********

Mailings are available at the Office of Local Systems Weekly Mailings web page at:
http://www.iowadot.gov/local_systems/mailing/main_mailing.htm

# Attachment F – Estimated Project Cost

Project Name:

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

# Attachment G – Funding Policy

Amendments to the Vision Plan & Fiscally Constrained Plan

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

http://www.corridormpo.com/images/files/Connections_2040_2015/Final%20Document/Final_Ch11_7-30-15.pdf

# Attachment H – DOT Approved Resolution of Support - Trails

City (or County) of _____
Linn County, Iowa

Resolution No. _____
Authorizing application to Corridor Metropolitan Planning Organization for regional transportation funds and committing to provide local matching funds contingent upon award and acceptance of transportation grant funds.
(The above can be specific to whatever is currently used in your community)

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

WHEREAS, the City (or County) has the legal jurisdiction and authority to construct, finance, operate and maintain the proposed recreational trail within _____ (your community's name, I.e. Ely) city (or county) limits for a minimum of twenty years.
NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY (or County) OF _____, IOWA, as follows:

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

Aye: (Council members in support)
Nay: (Council members against)
Abstain:
Absent:

Passed and Approved this _____ day of _____, 20__

_____
(Name and position here)

Attest:_____
(Name and position here)

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

City (or County) of _____
Linn County, Iowa

Resolution No. _____
Authorizing application to Corridor Metropolitan Planning Organization for regional transportation funds and committing to provide local matching funds contingent upon award and acceptance of transportation grant funds.
(The above can be specific to whatever is currently used in your community)

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

WHEREAS, the City (or County) has the legal jurisdiction and authority to construct, finance, operate, and maintain the proposed facility within _____ (your community's name, I.e. Ely).
NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY (or County) OF _____, IOWA, as follows:

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

Aye: (Council members in support)
Nay: (Council members against)
Abstain:
Absent:

Passed and Approved this _____ day of _____, 20__

_____
(Name and position here)

Attest:

_____
(Name and position here)

CORRIDOR MPO

*Smarter Transportation, Better Community*

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

XXXXX

Adopted - January 2016

CREATING SUSTAINABLE COMMUNITIES
THROUGH REGIONAL PLANNING & CIVIC ENGAGEMENT

CORRIDOR MPO

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 1st 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 31st) 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 31st of 2020 to show progress. A project that receives funding in FY17, FY18, and FY19 would have until August 31st of 2022 to show progress. Progress is defined as having a signed agreement with the Iowa DOT. Letters will be sent to funding recipients in 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 31st. If neither is received by August 31st, then the funding recipient is considered in default and the following will occur:

1. The funding recipient will be notified of the default
2. The Policy Board will be notified of the default or request for extension
    a. Request for extension will identify why the extension is needed and when a signed agreement with the Iowa DOT is expected
3. The Policy Board will consider approving the extension 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.

CORRIDOR MPO *Smarter Transportation, Better Community*

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

## TTAC Roads Project Report for Tower Terrace Road West of I-380 to Miller Road (City of Cedar Rapids)

**Project Description** Construct Tower Terrace Road NE from the proposed I-380 interchange, to a tie in point approximately 1,000 feet 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** $1,126,500 in FFY24 **Project Score** 191.27 **Construction** 11/1/2022

**TTAC Roads Small Group Recommendation** No motions were made on design changes by the Roads TTAC Small Group. Mr. Witt made a motion to move forward, to the full TTAC, with the project as-is; Mr. Hahn seconded the motion. The motion passed unanimously.

**Roads Small Group 2020** Brad Ketels (Linn County); Matt Myers, Nate Kampman, Brenna Fall, John Witt (Cedar Rapids); Dax Suntken (Robins); Darin Andresen, Jacob Hahn (Marion); Matt Johnson (Hiawatha); Scott Pottorff (Ely); Hilary Hershner, Liz Darnall, Bill Micheel, Brandon Whyte, Amy Cannon (MPO Staff). Also present were Rich Volker &, Wade Greiman from Snyder & Associates (the company that did the traffic study).

**Project Discussion** **Alignment of Edgewood Road/Miller Road:** Mr. Andresen asked about the alignment of Miller Road (will be renamed Edgewood in the future), which is currently south of Tower Terrace Road. He wondered whether Edgewood Road (north of Tower Terrace Road) would eventually shift over to the west to line up with Miller Road (therefore, make the intersection of Tower Terrace Road and Edgewood a four-way intersection). Cedar Rapids staff in the meeting stated that is where they are heading. Mr. Witt noted that where Edgewood currently is (north of Tower Terrace), that will become a right-in/right-out with the reconstruction of this facility; eventually, Edgewood Road will shift west and line up with Miller Road and become a roundabout.

**Sidewalks:** Mr. Suntken asked what was in southeast quadrant of the intersection, where Edgewood Road comes in; he noticed there was a sidewalk that "didn't go to anything". Ms. Fall stated that they [the City of Cedar Rapids] have gone back-and-forth on the sidewalk all the way. Mr. Volker noted that the sidewalk and trail will taper back into the roadway; perhaps there could be bike lanes continuing west. Ms. Fall clarified that Mr. Suntken was discussing the sidewalk on the south side of Tower Terrace and how it goes away before reaching the interchange at I-380. Mr. Volker noted that the Iowa DOT currently owns that section and is unsure when they will give it up.

**Trail leading into paved shoulder:** Just before the Roads Small Group attendees were going to vote on their recommendation for this project, Mr. Suntken stated that he had some concerns about the western edge of the project. He was concerned about the trail leading into the paved shoulder and the fact that further east it becomes 55 mph. Ms. Hershner clarified that Tower Terrace Road to the west of Miller Road is 55 mph [however, when typing this project report, Ms. Hershner looked at Google Maps and the intersection of Tower Terrace and Hunt Road had a sign, just southeast of the intersection on the south side of Tower Terrace, stating the posted speed was 45 mph (the date of the image on Google Maps was from 2016)]. Ms. Hershner asked Mr. Whyte whether there is trail planned this far west on Tower Terrace. Mr. Whyte stated that, yes, a trail is planned there, however the planned trail in that location is not funded. Ms. Hershner asked if the planned trail along this part of Tower Terrace was a part of the Wickiup Hill connection; Mr. Whyte stated it is. Mr. Whyte noted that this section of roadway is currently used by cyclists now and that Mr. Suntken's safety concerns are valid. Mr. Witt asked Mr. Whyte if the Trails Small Group had a recommendation for this; Mr. Whyte stated that the Trails Small Group did not review this project, as we [MPO Staff] did not feel there were any trail-related items that the Trails Small Group needed to review. Mr. Whyte noted this concern could be raised to the full TTAC. Ms. Hershner stated to the group that a recommendation on this project could be "baked" into the recommendation [the recommendation being move forward as is]. Ms. Hershner asked the group whether they would prefer two recommendations (one on moving forward, one noting safety concerns of the west side of the project, where trail merges into the paved shoulder). Mr. Suntken stated that he is fine moving forward with Mr. Witt's recommendation, he just wanted this safety concern noted.

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

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|---|---|
| **Full TTAC Recommendation on Design Changes** | None for Cedar Rapids' Tower Terrace Road west project |

**Full TTAC Recommendation on TIP Funding**

- $903,000 in FFY24 to Marion's 7th Ave Project
- $96,000 in FFY21, $100,000 in FFY23, and $930,000 in FFY24 for Hiawatha's Tower Terrace east project
- $97,000 in FFY21, $99,000 in FFY23, and $930,000 in FFY24 for Cedar Rapids' Tower Terrace west project

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## TTAC Roads Project Report for Tower Terrace Road from I-380 to N. Center Point Road

**Project Description** Reconstruct existing 2-lane rural pavement to an urban 4-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** $2,954,000 in FFY23 **Project Score** 218.85 **Construction** 9/1/2022

**TTAC Roads Small Group Recommendation** For design changes, the Roads TTAC Small Group made the following recommendations: approve the design variance for 6 ft. public frontage instead of 8 ft. (motion by Mr. Johnson, seconded by Mr. Hahn; motion carried); consider installing 5 ft. sidewalk on the north side of TTR and a mid-block crossing (motion by Mr. Suntken, seconded by Mr. Hahn; motion carried); install a single-lane roundabout that can be expanded in the future (motion by Mr. Witt, seconded by Mr. Ketels; motion carried with one opposed, Mr. Johnson).

**Roads Small Group 2020** Brad Ketels (Linn County); Matt Myers, Nate Kampman, Brenna Fall, John Witt (Cedar Rapids); Dax Suntken (Robins); Darin Andresen, Jacob Hahn (Marion); Matt Johnson (Hiawatha); Scott Pottorff (Ely); Hilary Hershner, Liz Darnall, Bill Micheel, Brandon Whyte, Amy Cannon (MPO Staff). Also present were Rich Volker &, Wade Greiman from Snyder & Associates (the company that did the traffic study).

**Project Discussion**

**Traffic Volumes and Full vs. Initial Build of Roadway and Roundabout:**

Ms. Hershner provided traffic volumes in 2040 and 2045 from the old model and new model, respectively. The 2040 volumes provided had the model run Tower Terrace Rd. (TTR) at initial build; the new model, which provided 2045 volumes, had the road at initial build, as well. The old model also included the Fiscally Constrained Projects (FCP) from the current LRTP whereas the new model was run with the network only containing committed projects (those who have funding committed in the TIP). Mr. Witt questioned whether the numbers from the old model where the same ones used for the Tower Terrace/Center Point Road intersection traffic study. Ms. Hershner said she was unsure. Mr. Suntken asked why would't we project future year traffic volumes with TTR at full build and the entire corridor connected? Ms. Hershner stated that the TTR project between Robins Rd and Council St is by far the most expensive section of the corridor and it is unlikely to be constructed by 2040 or 2045; she was trying to model what "for sure" was going to be there in the future and the TTR plan stated that this project would not be constructed by then.

Mr. Witt asked if the projected volume is 17,000, why would we construct this section of TTR at full build? Mr. Johnson stated that 17,000 would be "pushing it" at initial build and that by the time you "taper" the lanes back down from four to two, moving east, and then widen out for the roundabout, all they have done is build a bunch of "throwaway concrete" for when they do widen it.

Mr. Volker showed images of the TTR project and stated that the Iowa DOT is constructing the interchange at four lanes. Mr. Volker also stated that although it appears the designers did "not take into account TTAC's recommendations" from last year, they actually did but this is what was developed even considering that. The decision was made to go four lane because of the "throwaway concrete".

Mr. Volker stated that the roundabout is a single lane but turn lanes need to be added; when looking at growth [Snyder use opening day traffic plus 10 years of growth], it is showing higher growth factor. Mr. Volker continued saying that the DOT is doing the Tower Terrace interchange first and then Boyson Rd, so we need to keep that in mind in terms of design, as well, because more people will use the Tower Terrace interchange once Boyson is closed. Mr. Witt said most people will likely use Blairs Ferry interchange instead of Tower Terrace; Mr. Volker said traffic would "scatter".

Mr. Myers said that when people are driving east bound on TTR, after the roundabout when one of the lanes drops off, he believes most people in Iowa will drive that approach as a single-lane approach and will not pick a lane. Mr. Witt questioned whether this is overbuilt; he stated that based on the numbers given, this roundabout would operate

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Cedar Rapids, Iowa 52401
319.286.5041
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at level of service (LOS) B [considered to be "reasonably free flow"] in its opening year at peak hours; these are all based on growth rates of 5% or 6% per year, which does not seem feasible. Mr. Myers also mentioned that there are three lane approaches [through, left turn, right turn] to north bound traffic on N. Center Point Rd. Mr. Volker noted that there are two lane approaches on the NW side of the roundabout because the projected traffic is expected to have many left turns there; another lane would be added in the full-build. Mr. Volker also said they spoke with trucking outfits to the south and that those companies want the roundabout to be large enough for trucks. There is "quite a bit of" truck traffic that will use TTR and turn south. Ms. Fall noted that the taper to the east side of the roundabout reminds her of the roundabout in Mt. Vernon because in both you will have to "taper so fast" and "you're not quite sure if the guy next to you will turn or go straight"; she noted you just need to be careful because it gets to be a little bit awkward if you show two people can go through the roundabout but tapering so fast causes this to be a tricky spot. Mr. Volker later noted that shorter tapers would help save money on the project. There was discussion about the truck apron and its size in full versus initial build, and Mr. Volker noted that the full build truck apron would not be built right away because some of the original truck apron will need to be removed to eventually to add in a left turn lane. Mr. Suntken asked whether there was a left turn lane for southbound traffic to turn into CBB packaging; Mr. Volker said there was a turn lane to get to their parking lot. Ms. Hershner asked Mr. Volker wither the existing bus stop at CBB packaging would be affected and Mr. Volker said it would not; Ms. Hershner stated she asked this because if this project was impacting the bus stop, we should put it back in place during construction.

Mr. Myers asked whether it has been considered to build a simpler roundabout because it seemed this was only viewed with a "heavy traffic centric viewpoint". Mr. Myers was curious to know would happen if you constructed a roundabout with fewer lanes initially [given that it is unknown how the area will develop] and then come back and add more later; think of construction in stages rather than constructing all of this right away. Mr. Witt noted this was the recommendation that came out of TTAC last year. Mr. Volker said that they had considered that, but they "don't want to spend millions to construct a roundabout that doesn't work." Mr. Myers clarified and asked whether this had been analyzed; Mr. Volker said they had because he was discussing this with his project engineer, but "opening year plus ten, we need them" [the extra lanes in roundabout]. Mr. Witt questioned whether a 6% growth rate is correct because what evidence do we have to suggest we are going to get close to the volumes projected. Mr. Myer stated he would support a simpler roundabout and that this group needs to make sure this fits the context of this corridor. Mr. Myer stated that "tier-ing" the construction can be considered; Mr. Witt noted that if this is overbuilt, crashes will happen. Mr. Johnson noted that if this is ultimately what we need, given the intersection's "funky geometry" it wouldn't be as easy as "tacking on another lane"; adding on is a little more challenging. Mr. Witt said "this happens all the time" and added that experts say to not overbuild roundabouts. He also noted that if this were to go through the DOT's roundabout review, they would say "don't built it like that". Mr. Johnson clarified he was not necessarily arguing in favor of overbuilding but that if a simpler roundabout were to be constructed first, he does not want that to create additional obstacles to building out the roundabout. Mr. Johnson stated that with the construction of the Boyson interchange, many more cars will come up to Tower Terrace interchange; Mr. Witt disagreed. Mr. Johnson stated that the interchanges to the south [Blairs Ferry and Collins Rd/Hwy 100] are already congested and Mr. Witt noted that "most people" would not drive several miles out of their way to avoid congestion. Mr. Whyte asked Ms. Hershner if this is something we could model [where traffic disperses when Boyson is closed], but Mr. Witt noted that this was analyzed in the Tower Terrace interchange justification report (IJR) and that the volumes "do not warrant" a multi-lane roundabout. Mr. Myer noted that these volume discussions are circular and later Mr. Volker noted that the volumes are the "kicker" in this discussion that no one can seem to agree upon. Mr. Volker suggested Cedar Rapids engineers could meet with his project engineer, Tony, to discuss their concerns and show them the math on the lanes. Mr. Whyte noted that some of the disagreement on the volumes could be solved by using volumes projected from the new model, because the IJR used volumes from the old model, which was arguably too aggressive with its growth.

Mr. Witt noted that it was interesting that the new model showed higher traffic volumes on N. Center Point than TTR. Mr. Witt questioned why that was the case when there is "nothing" out there but yet the model output shows 20,000 cars between TTR and County Home Rd on N. Center Point. Mr. Volker noted this roadway is similar to Delaware

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Road in Ankeny: both are parallel roadways to the interstate and both have interchanges at either end, and every "big box store you could imagine" went in there and they are continually widening Delaware Road. There was then some discussion whether the new model and the old model volumes are an "apples to apples" comparison; Ms. Hershner said it was not for a variety of reasons, primarily that the two models calculate/determine socioeconomic data differently. Mr. Myer stated that it is "inconceivable" that once the Tower Terrace interchange goes in that the quadrants surrounding the roundabout would not be developed, and that is something to keep in mind; developers are not going to be sitting on this property for very long after TTR interchange goes in. After the first motion to approve the public frontage design variance, Mr. Witt questioned whether 20,000 cars on Center Point Rd would actually come to fruition and whether big box stores would go along Center Point Rd, due to the fact single-family home developments are in the area and those residents could be opposed. Mr. Suntken stated that he has heard a school may be put into this location. There was more discussion about traffic volumes in this area.

Mr. Micheel posed the question to the group whether they would like more information. More discussion occurred and then Mr. Suntken wondered whether a new traffic study should, or could, be done using the numbers Ms. Hershner provided from the new model, because they [Snyder] used volumes provided to them and did not do the projections themselves. Mr. Volker noted the IJR numbers were used to be in line with the Iowa DOT projections. Mr. Suntken posed the question whether this group would be more comfortable with different numbers; however, no motion was made.

**Mid-Block Crossing:**

Mr. Volker stated that the Iowa DOT is gaining access control to the intersection of TTR and Morningdove Ln, so that will become the main entrance into the mobile home park, and a left turn lane is being accommodated in that spot [east bound]. The tower will not be in that location; there is talk of that site redeveloping and a left turn lane can be installed then [for west bound traffic turning south into future development]. Mr. Volker stated it "did not seem quite right to put something in and take it away later", referring to the mid-block crossing and the west bound left turn lane that will be added in the future. But they [Snyder] are open to the idea.

Later in the discussion, after Mr. Myers noted that the land around this project is prime for development, Mr. Andresen wondered whether there was an option for mid-block crossing to go further west, closer to the interchange and away from the Morningdove Ln/TTR intersection [keeping in mind the left north bound and future south bound left turn lanes at that intersection] and connecting the 5 ft. sidewalk to that. Mr. Andresen stated anything further west will "encourage people to cross there" and we need to give them the space to do it. Mr. Andresen and Mr. Volker further discussed the location of the mid-block crossing on either side of the left-turn lanes. Mr. Volker noted that per roundabout guidelines that he does not suggest removing the sidewalk on the west side of the roundabout. Mr. Volker also noted that moving the mid-block crossing closer to the interchange would result in pedestrians interacting with high-speed cars.

Mr. Witt asked what the access space was in the TTR corridor management plan [Ms. Hershner looked this up with completing these notes and the plan calls for full access every 1,320 ft. and partial access (right-in/out and left-in) every 600 ft] and then asked what the spacing was from the Morningdove Ln/TTR intersection; Mr. Volker looked that up and stated it was 1,500 ft.

Toward the end of the discussion on this project, Mr. Johnson provided his opinion on the mid-block crossing: he would prefer to see the sidewalk installed on the north side which would connect to the roundabout, where people could cross to the south. Mr. Johnson stated he does not think the mid-block crossing will you somewhere the extending sidewalk couldn't get you to; maybe the mid-block crossing would make sense if the tower area is redeveloped into a pedestrian-friendly destination. Mr. Myers stated that in his career, where there is a mobile home park to the north, even with a fence people will "burrow" underneath to cross the street to the gas station, a pedestrian "attractor".

Mr. Suntken asked what the speed limit was there. Ms. Hershner stated it was 45 mph from west of Miller Road across I-380 to N. Center Point, but a short while after TTR crosses N. Center Point it goes down to 35 mph, and the project's application states it will be 35 mph. Mr. Johnson asked Mr. Volker if the "design speed" was 40 mph and he said yes.

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Cedar Rapids, Iowa 52401
319.286.5041
corridormpo@corridormpo.com
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Mr. Whyte noted the Trails Small Group recommended the 5 ft. sidewalk to the north and a mid-block crossing; Mr. Witt asked whether the Trails Small Group made any recommendations on the design of the mid-block crossing, and Mr. Whyte stated he could not recall any specific design recommendations from the group.

**5 ft sidewalk north side of TTR:**

Mr. Micheel stated that in last year's conversation about this project, mobile home residents will need a way to get to the roundabout via a 5 ft. sidewalk to the mid-block crossing. Ms. Hershner noted that in the future land use map, the mobile home development is still shown and that land use in this area is primarily highway commercial and industrial; therefore, a Casey's or KwikStar could go in [at the site where the tower is currently] and she does not think mobile home residents will walk to the roundabout to cross the street - residents will cut across TTR to get to the south side. A safe path should be made for that trip.

Mr. Whyte stated that in either case [whether people are crossing at a mid-block crossing or walking to the roundabout] there is no connection [no pedestrian facilities] to the mobile home park. Mr. Whyte continued saying that the amount of illegal crossings would decrease dramatically with the sidewalk on the north side, regardless of how people cross TTR [at a mid-block crossing or at the roundabout]. Mr. Whyte also said that there is no connection to the mobile home park. Mr. Volker spoke "at length" with some of the mobile home residents at the open house; they thought we would be taking the first two rows of homes out, and they were happy to learn they were not. There can be a mid-block crossing, but there is "not much of a pedestrian refuge [median] out there when the left turn lanes are in."

Mr. Whyte stated that he does not think anyone would expect mobile home residents to walk to the roundabout to get south. He continued saying that a mid-block crossing was desired by the Trails Small Group but at the least there needs to be sidewalk on the north side of TTR that connects to the "main" part of the mobile home development to the roundabout. Mr. Suntken asked Mr. Volker how wide the median is at the mid-block crossing/intersection of Morningdove Ln and TTR; Mr. Volker said 6 ft., which "isn't much of a pedestrian refuge". Mr. Volker stated that in terms of fitting in a sidewalk [on the north side] is do-able, but the project would need more right of way (ROW) on the NW side of the roundabout. If the mobile home park ever redevelops, Hiawatha plans to obtain a wider ROW in this section, but the whole idea of the design is to have few impacts on the mobile home park. Mr. Suntken asked what the timeline for redevelopment of the tower would be; Mr. Volker was unsure.

**Wayfinding Signage for Trail Users:** During the discussion of the mid-block crossing, Mr. Volker stated that on the NE side of the roundabout "signage" could be placed there to let west bound trail users know to cross to the left side (if they plan to cross I-380).

**Full TTAC Recommendation on Design Changes**

Mr. Witt made the following motion: there shall be a single land roundabout, with no right turn lanes, and one lane in each direction on the Tower Terrace roadway; the intersection of TTR/Morningdove Ln be a 3/4 access; sidewalk on the north side of TTR to a mid-block crossing that has enhanced pedestrian crossing elements; that the roadway receive exception for public frontage (allowing 6 ft. instead of 8 ft.); and construct the project with these elements but do it in such a way that it is least impactful on the surrounding and existing development. Ms. Pauli (of Cedar Rapids) seconded. The motion passed nearly unanimously with Mr. Johnson in opposition.

**Full TTAC Recommendation on TIP Funding**

- $903,000 in FFY24 to Marion's 7th Ave Project
- $96,000 in FFY21, $100,000 in FFY23, and $930,000 in FFY24 for Hiawatha's Tower Terrace east project
- $97,000 in FFY21, $99,000 in FFY23, and $930,000 in FFY24 for Cedar Rapid's Tower Terrace west project

101 First Street SE
Cedar Rapids, Iowa 52401
319.286.5041
corridormpo@corridormpo.com
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## TTAC Roads Project Report for 7th Avenue from 12th to 22nd Street (City of Marion)

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

**Funding Requested** $184,000 in FFY21
$213,000 in FFY23
$2,776,000 in FFY23

**Project Score** 242.15

**Construction** 2024

**TTAC Roads Small Group Recommendation** Mr. Witt made a motion to move forward with the project as designed; Mr. Johnson seconded. Mr. Whyte noted that the cost of ineligible items [sanitary sewer] in this project would be removed. Mr. Micheel noted that is included in the motion. The motion passed unanimously.

**Roads Small Group 2020** Brad Ketels (Linn County); Matt Myers, Nate Kampman, Brenna Fall, John Witt (Cedar Rapids); Dax Suntken (Robins); Darin Andresen, Jacob Hahn (Marion); Matt Johnson (Hiawatha); Scott Pottorff (Ely); Hilary Hershner, Liz Darnall, Bill Micheel, Brandon Whyte, Amy Cannon (MPO Staff). Also present were Rich Volker &, Wade Greiman from Snyder & Associates (the company that did the traffic study).

**Project Discussion** **Sanitary Sewer and Water Main:** Mr. Johnson questioned if the watermain and sanitary sewer work related to the street project, or if it was infrastructure improvements of the water main and sanitary sewer. Mr. Johnson stated he does not think the Roads funding covers improvements to water main and sanitary sewers, unless it is for their relocation. Mr. Andresen stated he would have to take a look at the project to see how the water main is affected. Ms. Hershner reviewed the cost estimate provided in the project application and found several line items related to sanitary sewer. It was decided by the group that because Road funding does not cover these expenses, that those line items would be removed from the cost estimate. Mr. Johnson posed a question to the group, asking if the sanitary sewer line items should be eligible for the roadway funds; Mr. Whyte stated that he is correct, they [sanitary sewer] are not eligible [for MPO (STBG) funds]. The project cost has been updated to reflect the removal of santiary sewer and water main items. $6,445,000 was the original project cost, $964,527 was the cost of ineligible sanitary sewer and water main items, for a new total project cost of $5,480,580.

**Parkway Width:** Mr. Suntken wondered about the parkway width, and asked if the roadway was narrowing. Mr. Andresen stated yes. Mr. Suntken then asked whether the sidewalk is being constructed and moving in closer to the street. Mr. Andresen stated that the edge of the sidewalk is currently at the edge of the right-of-way. Mr. Andresen continued, saying that some parts of the roadway would have sidewalk right next to the roadway, [whereas further east along 7th Ave] there would be room for green space between the sidewalk and roadway. Ms. Fall asked whether the bike route is located on 6th Avenue; Mr. Andresen said yes.

**Full TTAC Recommendation on Design Changes** None for Marion's 7th Avenue project.

**Full TTAC Recommendation on TIP Funding**

- $903,000 in FFY24 to Marion's 7th Ave Project
- $96,000 in FFY21, $100,000 in FFY23, and $930,000 in FFY24 for Hiawatha's Tower Terrace east project
- $97,000 in FFY21, $99,000 in FFY23, and $930,000 in FFY24 for Cedar Rapid's Tower Terrace west project

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

## TTAC Trails Small Group Project Report for Wiley Boulevard Sidepath Phase 1 for Cedar Rapids

**Project Description** This section of trail is 0.8 miles of new paved trail along the proposed 3.9 mile long Wiley Boulevard Sidepath between Williams Blvd SW and 16th Ave SW. This section of trail will connect to the future Wilson Ave Bikeway and Williams Blvd Trail.

**Funding Requested** $469,000 FFY21 **Project Score** 162.05 **Construction** 10/1/2023

**TTAC Trails Small Group Recommendation** Billings made a motion to allow for the bus pads to be included in the trail project with trail funds and if any surplus transit funds exist those be used to build the bus shelters. Motion seconded by Griffith and approved unanimously.

At the Transit Small Group Meeting, the project applicant agreed to include transit improvements in the project based on discussion from the group.

**Trails Small Group 2020** Kesha Billings (Marion); Ron Griffith, Brenna Fall for Steve Hershner, Steve Krug (City of Cedar Rapids); John Bogert (Palo); Randy Burke (Linn County Conservation); Kevin Kirchner for Tom Peffer (Linn County Trails Association); Hilary Hershner, Brandon Whyte, Amy Cannon (MPO Staff). Also present were Shane Wicks and Jon Larson from Hall & Hall Engineering (they are the engineers assigned to Fairfax's project at the firm and Shane is Fairfax's representative on TTAC).

**Project Discussion** **Transit Accommodations:** The Transit Small Group made a recommendation to consider adding transit accommodations at each transit stop in the project area using trails money. Trails money is allowed but not required to build transit facilities. Randy Burke of Linn County Conservation asked how much that would cost. It has not been estimated but would cost between $5,000 and $15,000 per transit stop (there are six in the project area) depending on if a shelter would be provided. Brenna Fall of Cedar Rapids estimates that two shelters would be needed. John Bogert of Palo indicated correctly that trails money has never been used for transit before. Ron Griffith of Cedar Rapids thought the bus pads made sense in order to make an American Disability's Act (ADA) connection but not shelters. Kesha Billings of Marion suggested if any surplus funding from Transit exists then that should pay for shelters. Billings made a motion to allow for the bus pads to be included in the trail project with trail funds and if any surplus transit funds exist those be used to build the bus shelters. The motion was seconded by Griffith and approved unanimously.

**Trees:** Billings asked if there was any bonus in the scoring system for trees at this time. Brandon Whyte of MPO staff indicated there were no additional points for trees at this time. The new scoring system next year does provide points for trees.

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Cedar Rapids, Iowa 52401
319.286.5041
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| **Full TTAC Recommendation on Design Changes** | Allow for the bus pads to be included in the trail project with trail funds and if any surplus transit funds exist those be used to build the bus shelters. |
| **Full TTAC Recommendation on TIP Funding** | Fully fund request of $469,000 in FFY21 |
| **Corridor MPO Staff Recommendation for Funding** | Fully fund request of $469,000 in FFY21 |

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## TTAC Trails Small Group Project Report for Sac & Fox Trail Extension – Segment 1 for Cedar Rapids

**Project Description** This project is Phase 1 of the proposed Sac & Fox Trail Extension. The trail will connect to the Cottage Grove Rd SE bikeway, the 34th St SE bikeway, and the trail along East Post Rd SE. The trail will access the Sac & Fox Greenway, Bever Park, Bever Park Zoo, the Bever Park pool.

**Funding Requested** $1,080,000 FFY24
$192,000 FFY23

**Project Score** 133.75

**Construction** 10/1/2024

**TTAC Trail Small Group Recommendation** Griffith made a motion that trail width should be allowed to vary between 10 and 12 feet depending on engineering judgment; Burke seconded the motion, which passed unanimously.

Griffith made a motion to add a connection to the main portion of the park in the least impact-full manner possible. Seconded by Kirchner, motion passed unanimously.

Griffith made a motion to expand the project limits to the CeMar Trail but without increasing the funding request to the MPO. The additional costs for this change would be covered by a grant from the Iowa DOT Safe Routes to School funding - not MPO SRTS funding. Motion was seconded by Billings and passed unanimously.

Burke made a motion to add a small connection on the western side of the park to add park connectivity. Seconded by Griffith and motion passed unanimously.

**Trails Small Group 2020** Kesha Billings (Marion); Ron Griffith, Brenna Fall for Steve Hershner, Steve Krug (City of Cedar Rapids); John Bogert (Palo); Randy Burke (Linn County Conservation); Kevin Kirchner for Tom Peffer (Linn County Trails Association); Hilary Hershner, Brandon Whyte, Amy Cannon (MPO Staff). Also present were Shane Wicks and Jon Larson from Hall & Hall Engineering (they are the engineers assigned to Fairfax's project at the firm and Shane is Fairfax's representative on TTAC).

**Project Discussion** **Project Contingency:** Kesha Billings inquired upon why a 25 percent contingency was used rather than a more standard contingency between zero and 20 percent. Brenna Fall indicated that due to the routing through the park there are a lot of unknowns of the exact trail path and what drainage structures might be needed.

**Trail Width:** Jon Bogert asked why a 10' trail was used instead of a 12' or 11' trail. Brandon Whyte indicated that 10' is the minimum width and 11' is the preferred width from the AASHTO trail design guidelines. Bogert indicated that he likes 12' of width to better accommodate bikes and pedestrians in what could be a busy park. Ron Griffith supports an 11' width due to potentially heavy use. Griffith indicated that in other trails inside of a city park they went to 12'. Fall questioned the impact of a wider trail on a heavily wooded park like Bever. Griffith noted that extra feet could be costly due to changes in grading and increased tree removal. Bogert mentioned that a wider trail will better serve maintenance and emergency vehicles. Griffith made a motion to change the trail width to 11'. Billings asked if the intention of this trail was to be a major regional trail. It is intended long-term to connect Mt. Vernon and Lisbon to the Cedar Rapids metro. Randy Burke seconded the motion. Fall asked to have the motion allow for flexibility between 10' and 12' across the project boundary. The motion was changed to include this and passed unanimously.

**Trail Connectivity:** Billings asked what trail connections would this make - would it make a loop? Whyte indicated that it would connect to the new CeMar Trail, the existing Sac and Fox and from there the future Sinclair Trail along Otis Road to the Sinclair Levee Trail and then to the Cedar Valley Nature Trail which connects to the CeMar making a loop.

Griffith would like to see a spur connecting to the pool and farm in the Park. Steve Krug is concerned by how many trees might have to be cut to make that happen. Griffith believes there is a path that minimizes this but it is hard to know for sure at this point in the design process. Krug supports another route long the lower side to connect to the pool area.

101 First Street SE
Cedar Rapids, Iowa 52401
319.286.5041
corridormpo@corridormpo.com
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Griffith made a motion to connect to the main lower portion of the park in the least impact-full manner possible. Kevin Kirchner seconded the motion and the motion was passed unanimously.

Krug and Griffith support maintaining a connection to the north to the neighborhood and Washington High School. Shane Wicks is concerned by how much earthwork and tree removal may be needed to make this connection - he did not want to see the natural character of the park affected. Griffith agrees that this is important but as noted by the many public comments making this northern connection is very important. A robust crossing to the High School will be provided by the City of Cedar Rapids with another non-federal project.

Griffith would like to expand the project boundaries all the way to the CeMar Trail. He would like to see this connection, from Washington High School to Franklin Elementary and then the CeMar, made with DOT Safe Routes to School Funds (SRTS). Whyte inquired about the availability of these funds from the DOT and the response from the DOT was "basically guaranteed". But you have to have at least 50 percent MPO funds in order to receive this funding. Along with some data collection that is already underway across the metro. Griffith made a motion to expand the project limits to the CeMar Trail but would not be increasing the funding request to the MPO. Fall wanted to clarify that the spur south to the main park would increase the funding request to the MPO but not these SRTS requests. The motion was seconded by Billings. The motion was passed unanimously.

It was then discussed whether a trail connection should be made from the current trail alignment on 34th St north to Cottage Grove along 34th Street. Burke, was concerned about the cost and amount of earth work required to make that happen. Griffith is not sure about this connection - indicating maybe it should be made if we can't make the primary connection north. This connection would be an alternate route.

Finally, it was discussed that a small straight connection should be made through to the western-side of the park. Burke thinks you should take the trail to the end of Indian Road and then just let people take the local streets to reach the park - this would increase park access. Whyte mentioned that the Grant Wood Trails group wanted as many accesses to the park as possible. Burke mentioned that this section is already heavily used. Burke also mentioned that any additional trail west past the park boundary would probably be better considered as an alternate route if the primary connection could not be made. Burke made a motion to add a small connection on the western side of the park to add park connectivity. The motion was seconded by Griffith and passed unanimously.

| | |
|---|---|
| **Full TTAC Recommendation on Design Changes** | None. All small group changes were made by the applicant prior to full TTAC review. Project cost has increased accordingly. |
| **Full TTAC Recommendation on TIP Funding** | Fund project to its requested amount of 65 percent. Fund project $178,000 FFY21 TAP, $7,000 FFY21 STBG, $7,000 FFY22 STBG, $435,000 FFY24 TAP, and $1,197,000 FFY24 STBG. Same as Staff Recommendation. |
| **Corridor MPO Staff Recommendation for Funding** | Fund project to its requested amount of 65 percent. Fund project $178,000 FFY21 TAP, $7,000 FFY21 STBG, $7,000 FFY22 STBG, $435,000 FFY24 TAP, and $1,197,000 FFY24 STBG. Same as TTAC Recommendation. |

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319.286.5041
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*Smarter Transportation, Better Community*

**TTAC Trails Small Grp Project Report for Edgewood Rd Trail – Glass Road to Blairs Ferry Road for Cedar Rapids**

**Project Description** Construction of a multi-use separated trail on the west side of Edgewood Road NE from Glass Road NE to Blairs Ferry Road NE. The trail will be 10' paved surface with grading, drainage, erosion control, tree planting, and restoration.

**Funding Requested** $106,000 FFY22 **Project Score** 121.75 **Construction** 11/1/2023

**TTAC Trails Small Group Recommendation** None

**Trails Small Group 2020** Kesha Billings (Marion); Ron Griffith, Brenna Fall for Steve Hershner, Steve Krug (City of Cedar Rapids); John Bogert (Palo); Randy Burke (Linn County Conservation); Kevin Kirchner for Tom Peffer (Linn County Trails Association); Hilary Hershner, Brandon Whyte, Amy Cannon (MPO Staff). Also present were Shane Wicks and Jon Larson from Hall & Hall Engineering (they are the engineers assigned to Fairfax's project at the firm and Shane is Fairfax's representative on TTAC).

**Project Discussion** **Funding:** Kesha Billings asked if this was an additional funding request - it is. The project does have funding already allocated in FFY21. If FFY21 funding was available the City of Cedar Rapids would prefer that.

**Full TTAC Recommendation on Design Changes** None

**Full TTAC Recommendation on TIP Funding** Fund the requested amount of $106,000 of TAP in FFY21. Same recommendation as staff.

**Corridor MPO Staff Recommendation for Funding** Fund the requested amount of $106,000 of TAP in FFY21. Same recommendation as TTAC.

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

## TTAC Trails Small Group Project Report for West Prairie Creek Trail Phase One for Fairfax

**Project Description** The project will involve constructing phase one of the West Prairie Creek Trail (formerly Fairfax - Cedar Rapids Trail Connection). Phase one will consist of 3,500 ft. of paved trail along East Cemetery Road in the City of Fairfax, beginning at Driftwood Lane and following East Cemetery Road to near the eastern corporate limits of Fairfax.

**Funding Requested** $365,000 FFY23 **Project Score** 100.05 **Construction** 10/1/2024

**TTAC Trails Small Group Recommendation** None

**Trails Small Group 2020** Kesha Billings (Marion); Ron Griffith, Brenna Fall for Steve Hershner, Steve Krug (City of Cedar Rapids); John Bogert (Palo); Randy Burke (Linn County Conservation); Kevin Kirchner for Tom Peffer (Linn County Trails Association); Hilary Hershner, Brandon Whyte, Amy Cannon (MPO Staff). Also present were Shane Wicks and Jon Larson from Hall & Hall Engineering (they are the engineers assigned to Fairfax's project at the firm and Shane is Fairfax's representative on TTAC).

**Project Discussion** **East Cemetery Road Design:** Brenna Fall asked what the speed limit is right now - it is 35 MPH. Ron Griffith asked if there were plans to urbanize (install curb and gutter) the roadway. Shane Wicks indicated not at this time. The east end the road becomes gravel. Griffith asked if there has been any issues with this type of trail with a buffer strip and rumble strips rather than a green planted buffer. Wicks indicated there have no issues and that this design minimizes right-of-way costs and utility relocation.

**Cost changes:** Fall asked why did the cost increase? Wicks stated that the forested wetlands discovered increased cost quite a bit more so, even though this alignment is longer than what was originally planned for. The increased length is the reason for the overall increased cost. Staying at the original alignment would have resulted in an even bigger cost increase than this.

**Full TTAC Recommendation on Design Changes** None

**Full TTAC Recommendation on TIP Funding** Fund $73,000 in FFY22 of STBG. Bringing project percent MPO funded to 53 percent. Same recommendation as staff.

**Corridor MPO Staff Recommendation for Funding** Fund $73,000 in FFY22 of STBG. Bringing project percent MPO funded to 53 percent. Same recommendation as TTAC.

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## TTAC Trails Small Group Project Report for West Main Street Trail for Robins

**Project Description** Construction of a 10-foot wide, multi-use trail along West Main Street in Robins, from North Center Point Road to the Cedar Valley Nature Trail.

**Funding Requested** $660,000 FFY24 **Project Score** 76.5 **Construction** 11/1/2024

**TTAC Trails Small Group Recommendation** None

**Trails Small Group 2020** Kesha Billings (Marion); Ron Griffith, Brenna Fall for Steve Hershner, Steve Krug (City of Cedar Rapids); John Bogert (Palo); Randy Burke (Linn County Conservation); Kevin Kirchner for Tom Peffer (Linn County Trails Association); Hilary Hershner, Brandon Whyte, Amy Cannon (MPO Staff). Also present were Shane Wicks and Jon Larson from Hall & Hall Engineering (they are the engineers assigned to Fairfax's project at the firm and Shane is Fairfax's representative on TTAC).

**Project Discussion** **Contingency Cost:** This project has a 25 percent contingency. This is higher than the accepted range for Transportation Improvement Program (TIP) projects of zero to 20 percent.

**Trail Connections:** Kesha Billings of Marion asked what is on North Center Point Road - a planned future trail not yet funded. Ron Griffith of Cedar Rapids also noted that this would connect the neighborhood to the Cedar Valley Nature Trail, he also noted that most of the neighborhood already has a connection to the Cedar Valley Nature Trail. Randy Burke of Linn County Conservation agreed.

**Full TTAC Recommendation on Design Changes** None

**Full TTAC Recommendation on TIP Funding** None

**Corridor MPO Staff Recommendation for Funding** None

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319.286.5041
corridormpo@corridormpo.com
www.corridormpo.com

## TTAC Trails Small Group Project Report for Hwy 100 Trail Segment 4 Phase 2 for Linn County

**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** $721,000 FFY23 **Project Score** 16.35 **Construction** 12/31/2023

**TTAC Trails Small Group Recommendation** None

**Trails Small Group 2020** Kesha Billings (Marion); Ron Griffith, Brenna Fall for Steve Hershner, Steve Krug (City of Cedar Rapids); John Bogert (Palo); Randy Burke (Linn County Conservation); Kevin Kirchner for Tom Peffer (Linn County Trails Association); Hilary Hershner, Brandon Whyte, Amy Cannon (MPO Staff). Also present were Shane Wicks and Jon Larson from Hall & Hall Engineering (they are the engineers assigned to Fairfax's project at the firm and Shane is Fairfax's representative on TTAC).

**Project Discussion** **Alternate Trail Options:** Kesha Billings asked to have the difference between the primary and alternate routes discussed. Randy Burke stated that the primary route is the most direct and along the fence line of Highway 100. The alternate route is also direct and the landowner would like to work with the County. This route is more scenic. Since the County last spoke with the landowner he as sold some of the property for development. This alternate route is the straightest route and utilizes what the City of Cedar Rapids already owns on an abandoned right-of-way.

**Design:** Burke indicated design has already begun and outside of the federal process.

**Full TTAC Recommendation on Design Changes** None

**Full TTAC Recommendation on TIP Funding** No additional funding. Project remains at 23 percent funded.

**Corridor MPO Staff Recommendation for Funding** No additional funding. Project remains at 23 percent funded.

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319.286.5041
corridormpo@corridormpo.com
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## TTAC Transit Project Report for Fixed-route Replacement Buses for Cedar Rapids Transit

**Project Description** This project will include the purchase of two (2) heavy-duty, ADA-accessible, fixed-route buses to replace buses that exceed their 12-year useful life threshold. The purchase of these replacement buses will provide improved reliability, passenger and driver safety comfort, and operating and maintenance efficiencies.

**Funding Requested** $893,000 FFY24 **Project Score** 82 **Construction** FY25

**TTAC Transit Small Group Recommendation** There were no recommended technical changes to this project.

**Transit Small Group 2020** Seth Gunnerson (Cedar Rapids), Brenna Fall (Cedar Rapids), Brad DeBrower for Jason Middlekauff (Cedar Rapids Transit), Kehsa Billings (Marion). MPO Staff present: Bill Micheel, Brandon Whyte, Hilary Hershner, Liz Darnall, Amy Cannon.

**Project Discussion** No discussion on this project.

**Full TTAC Recommendation on Design Changes** No recommended technical changes to this project.

**Full TTAC Recommendation on TIP Funding** TTAC recommended to approve the staff recommendation at the March 5th, 2020 meeting.

**Corridor MPO Staff Recommendation for Funding** Staff recommends to fully fund this project as requested.

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Cedar Rapids, Iowa 52401
319.286.5041
corridormpo@corridormpo.com
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## TTAC Transit Project Report for Paratransit Replacement Bus for Cedar Rapids Transit

**Project Description** This project will include the purchase of one (1) medium-duty, ADA-accessible, paratransit bus to replace a bus that exceeds its useful life threshold. The purchase of these replacement buses will provide improved reliability, passenger and driver safety comfort, and operating and maintenance efficiencies.

**Funding Requested** $172,000 FFY24 **Project Score** 82 **Construction** FY25

**TTAC Transit Small Group Recommendation** There were no recommended technical changes to this project.

**Transit Small Group 2020** Seth Gunnerson (Cedar Rapids), Brenna Fall (Cedar Rapids), Brad DeBrower for Jason Middlekauff (Cedar Rapids Transit), Kehsa Billings (Marion). MPO Staff present: Bill Micheel, Brandon Whyte, Hilary Hershner, Liz Darnall, Amy Cannon.

**Project Discussion** No discussion on this project.

**Full TTAC Recommendation on Design Changes** No recommended technical changes to this project.

**Full TTAC Recommendation on TIP Funding** TTAC recommended to approve the staff recommendation at the March 5th, 2020 meeting.

**Corridor MPO Staff Recommendation for Funding** Staff recommends to fully fund this project as requested.

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319.286.5041
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## TTAC Transit Project Report for Edgewood Transit Stops and Sidewalk for City of Cedar Rapids

**Project Description** This project would include the installation of new sidewalks on both sides of the roadway, 4 concrete bus pads with benches and 2 shelters as needed. The additional sidewalk would provide more connectivity along one of Cedar Rapids main arterial roadways which would provide more access to the new and existing bus stop locations. The project would include providing all required ADA sidewalk ramps and street crossing improvements at intersections and at existing and proposed bus stops along the route. This would add a mile of new sidewalk along a key arterial road in Cedar Rapids. This is a new route to the bus system and has continued to grow since it was added. Additional sidewalk, bus pads and shelters improve access for bus riders. This project will not include any repair of existing sidewalk or sidewalk ramps.

**Funding Requested** Additional Funding Request
$10,000 FFY21
$304,000 FFY24

**Project Score** 50

**Construction** FY25

**TTAC Transit Small Group Recommendation** There were no recommended technical changes to this project.

**Transit Small Group 2020** Seth Gunnerson (Cedar Rapids), Brenna Fall (Cedar Rapids), Brad DeBrower for Jason Middlekauff (Cedar Rapids Transit), Kehsa Billings (Marion). MPO Staff present: Bill Micheel, Brandon Whyte, Hilary Hershner, Liz Darnall, Amy Cannon.

**Project Discussion** The project applicant noted that when the funding is allocated to this project, they would work closely with Cedar Rapids Transit so that all bus stops are still located in the appropriate spot.

**Full TTAC Recommendation on Design Changes** No recommended technical changes to this project.

**Full TTAC Recommendation on TIP Funding** TTAC recommended to approve the staff recommendation at the March 5th, 2020 meeting.

**Corridor MPO Staff Recommendation for Funding** Staff recommends to partially fund this additional funding request with $77,000 in FFY21, $79,000 in FFY23, and $40,000 in FFY24.

## FFY 21-24 Transportation Improvement Program (TIP) Project Comment from Survey Monkey and Facebook Outreach

Transit Project Comments

| | | |
|---|---|---|
| 1 | Apr 14 2020 | The Edgewood Road sidepath is important for safety and reducing the "misery index" for those who have to walk there.<br>How long until Cedar Rapids starts purchasing electric buses when buses are replaced? The savings on fuel would be substantial and the air quality at the GTC would improve. |
| 2 | Apr 13 2020 | Our public transit system is terrible! When I lived in Reno, it was much easier to transfer to a different route throughout the community & not just at one or two hubs. |
| 3 | Apr 08 2020 | Can't see the details. Will the bus be electric? |
| 4 | Apr 07 2020 | A MUP along that stretch of Edgewood is essential. There are numerous apartments and senior care centers directly on that path that will benefit immensely from having a safe walking path. |
| 5 | Apr 09 2020 | Bus replacements - I hope these will be electric! |

Trail Project Comments

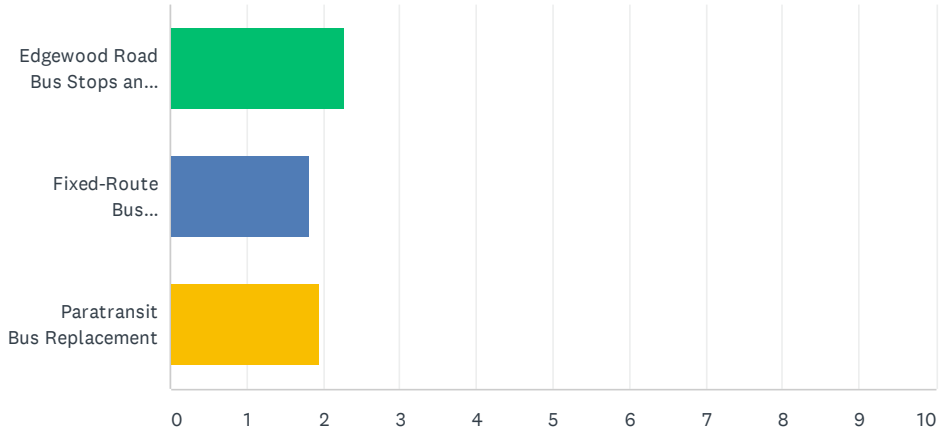
| | | |
|---|---|---|
| 1 | Apr 14 2020 | Wiley Boulevard sidepath is a major safety improvement and increases convenience for transit users. |
| 2 | Apr 14 2020 | Make our natural trails more accessible by linking them to established paved trails! I also welcome new trails but feel they should be built out from existing trail systems so we dont have these "islands" of trails with limited access. |
| 3 | Apr 07 2020 | The sidepaths (Edgewood and Wiley) are essential. They'd provide a safe walking path for the numerous apartments en route.<br>The others are "nice to have". The Sac and Fox extension is already in low-intensity use. And the others are nice extensions into suburban communities -- some of which already have sidewalks. |
| 4 | Apr 06 2020 | Previous projects have focused on the east side of Cedar Rapids. It is past time to get some work done on the west side.<br>Wiley Blvd is important as there is a cow path there now which shows continuing usage.<br>Highway 100 Trail/Covington Trail would be a solid link to establishing a route around the city with a future connection to Palo as an added plus. Even further down the road having connections to Atkins - Newhall - Keystone - VanHorn.<br>Robins trail does not provide any value. Steep hill will be difficult to climb, and have too rapid of a descent. Access is already available via other residential routes. |
| 5 | Apr 13 2020 | Highway 100 Trail - Great trail segment!!! |

Road Project Comments

| | | |
|---|---|---|
| 1 | Apr 14 2020 | No opinions, not in my areas of traffic |
| 2 | Apr 13 2020 | Completing Tower Terrace Rd would help relieve some of the traffic on Boyson. Many more businesses could be built along this route, additionally relieving traffic backups along Boyson, Blairs Ferry & Collins. |
| 3 | Apr 07 2020 | Let the businesses (like Hy-Vee) who are building along Tower Terrace pay for it in taxes. Don't give them a TIF.<br>Hopefully the 7th Ave project includes new pavement, it's pretty bad now. |

# Q2 Please rank the transit projects, where "1" represents the project you would most like to see funded.

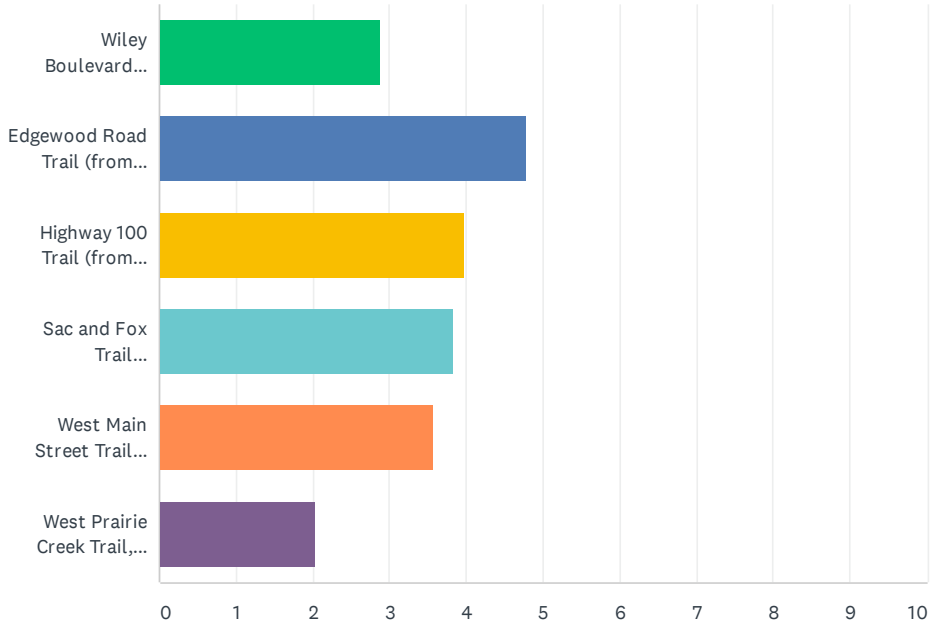
Answered: 35 Skipped: 4




| | 1 | 2 | 3 | TOTAL | SCORE |
|---|---|---|---|---|---|
| Edgewood Road Bus Stops and Multiuse Pathway | 55.88%<br>19 | 17.65%<br>6 | 26.47%<br>9 | 34 | 2.29 |
| Fixed-Route Bus Replacements | 23.53%<br>8 | 35.29%<br>12 | 41.18%<br>14 | 34 | 1.82 |
| Paratransit Bus Replacement | 23.53%<br>8 | 47.06%<br>16 | 29.41%<br>10 | 34 | 1.94 |

# Q4 Please rank the trail projects, where "1" represents the project you would most like to see funded.

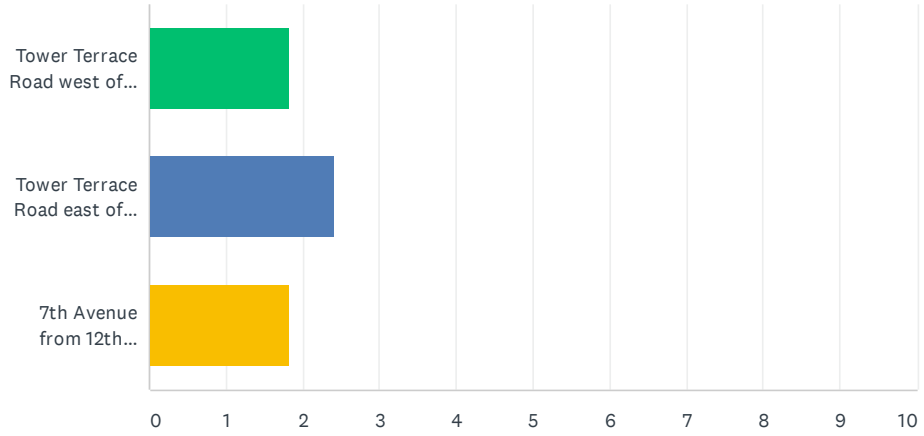
Answered: 33 Skipped: 6




| | 1 | 2 | 3 | 4 | 5 | 6 | TOTAL | SCORE |
|---|---|---|---|---|---|---|---|---|
| Wiley Boulevard Sidepath, Phase 1 (from 16th Ave SW to Williams Blvd SW) | 6.25% 2 | 15.63% 5 | 12.50% 4 | 15.63% 5 | 25.00% 8 | 25.00% 8 | 32 | 2.88 |
| Edgewood Road Trail (from Glass Road NE to Blairs Ferry Road NE) | 39.39% 13 | 24.24% 8 | 21.21% 7 | 6.06% 2 | 9.09% 3 | 0.00% 0 | 33 | 4.79 |
| Highway 100 Trail (from Morgan Creek Park to Covington Road) | 21.21% 7 | 12.12% 4 | 24.24% 8 | 30.30% 10 | 9.09% 3 | 3.03% 1 | 33 | 3.97 |
| Sac and Fox Trail Extension, Segment 1 (paved trail from Cottage Grove SE to East Post Rd and sidepath from CeMar Trail to Bever Park Trail) | 21.21% 7 | 21.21% 7 | 15.15% 5 | 12.12% 4 | 21.21% 7 | 9.09% 3 | 33 | 3.82 |
| West Main Street Trail (from North Center Point Road to the Cedar Valley Nature Trail) | 12.12% 4 | 21.21% 7 | 21.21% 7 | 18.18% 6 | 12.12% 4 | 15.15% 5 | 33 | 3.58 |
| West Prairie Creek Trail, Phase 1 (along East Cemetery Road from Driftwood Lane to eastern City of Fairfax limits) | 0.00% 0 | 6.25% 2 | 6.25% 2 | 18.75% 6 | 21.88% 7 | 46.88% 15 | 32 | 2.03 |

# Q6 Please rank the road projects, where "1" represents the project you would most like to see funded.

Answered: 32 Skipped: 7




| | 1 | 2 | 3 | TOTAL | SCORE |
|---|---|---|---|---|---|
| Tower Terrace Road west of I-380 (from 1,000 ft west of Miller Road to approx. 300 ft east of Miller Road) | 12.90% 4 | 54.84% 17 | 32.26% 10 | 31 | 1.81 |
| Tower Terrace Road east of I-380 (from eastern edge of Iowa DOT's Interchange project to approx. 700 ft east of N Center Point Road) | 56.67% 17 | 26.67% 8 | 16.67% 5 | 30 | 2.40 |
| 7th Avenue from 12th Street to 22nd Street | 31.25% 10 | 18.75% 6 | 50.00% 16 | 32 | 1.81 |

March 2, 2020

Corridor Metropolitan Planning Organization

On behalf of the Linn County Trails Association Board Members with Board approval, I submit the Linn County Trails Association formal recommendation to the CMPO regarding the FFY21-FFY24 Transportation Improvement Funding Requests. The Linn County Trails Association recommends approval of funding for the following projects:

- $469,000 towards the Wiley Blvd. Sidepath Phase 1 Project
- $1,272,000 towards the Sac & Fox Trail Extension – Segment 1
- $721,000 towards the Highway 100 Trail

The Wiley Blvd. Sidepath Project will provide a safe travel option for pedestrians and trail users along the busy Wiley Blvd. where currently, no sidewalk exists. This project connects residents to shopping areas, the post office and is a connector to future trails and bikeways within close vicinity.

The Sac & Fox Trail Extension utilizes an abandoned rail line to connect the Sac & Fox Trail to Cottage Grove Rd SE and Bever Park. This project is a great connector to existing trails (Sac & Fox and eventually Cemar Trails), provides trail opportunities for Cedar Rapids Schools, provides residents access to Bever Park and will be a catalyst for future trail development to the West.

The Highway 100 Trail segment is a key component in the development of the Trail system for the Northwest quadrant of Cedar Rapids. This area of Cedar Rapids will see a lot of growth in future years and this project provides connectivity to the Cherokee Trail and future connection to the Cedar Valley Nature Trail. In addition, this project provides future trail connection options to the City of Palo.

Sincerely,

Kevin Kirchner
President,
Linn County Trails Association

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 or 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:** Kurt Rogahn **Email:** KurtR2828@aol.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:**

The Highway 100 trail offers exciting potential for Cedar Rapids and Linn County residents. This is the right time to build it, because development is sure to take place nearby in coming years now that the Highway 100 extension has finally been completed. If we wait, that development could preclude trail right-of way acquisition. It's good to hear that Linn County puts high priority on this project. It will increase the utility of west side Cedar Rapids trails.

I consider this trail, and the Jac and Jan extension to offer a lot of potential to connect our bisected trail system.

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

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 n.hershner@CorridorMPO.com or 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:** Kurt Rogahn **Email:** KurtR2828@aol.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'm particularly excited by plans to build Segment 1 of the Sac and Fox Trail addition. This would help increase use of the Sac and Fox Trail as well as create a start for a trail from Bever Park to Mount Vernon.

In creating this project, I hope to see the city retain and improve the Bever Park trail that runs from Cottage Grove Rd SE across from Washington High School to the area near the duck exhibit. I acknowledge that this area has significant grade challenges. However, this trail also provides access to Bever Park for residents living just east of Washington High School as well as high school students themselves. It's sometimes a route to school, weather permitting. If trail development could include bridges over ravines and winding pathways to mitigate the grade differences, this would retain an access route for many residents.

I used to bike this path. Development would allow me to bike it again, as I live nearby.

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

I already receive updates. Thanks!

COMMENT FORM

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**NAME:** GREGORY JANUSKA **Email:** FJNARDBLICKLE@YAHOO.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:**

WILEY BLVD PROJECT WILL NEED SAFETY ISLANDS AT THE WILLIAMS BLVD CROSSINGS DUE TO HEAVY FLOW OF TRAFFIC AND NUMEROUS LANES.
IN ADDITION CROSSWALK DIAGONAL CROSSINGS SHOULD NOT BE ENCOURAGED.

EXTENDING SAC + FOX TRAIL TO COMAL TRAIL IS A GREAT STEP FORWARD

APPROVE EDGEWOOD RD - GLASS TO BE ROAD

ROBINS WMAN ST - WILL NOT SERVE ENOUGH HOMES - ALREADY AN ACCESS TO TRAIL VIA WOODWARD DRIVE

HIGHWAY 100 TRAIL WOULD BE A GREAT WAY TO COMPLETE A TOTAL LOOP AROUND CR. AND TO PALO AND WESTWARD TO ATKINS, ETC.
TOP PRIORITY FOR FUNDING

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

*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 or p.wayte@CorridorMPO.com with public comment in the subject line or body of the email. We appreciate your interest and value your input!

**NAME:** [illegible] **Email:** _____

**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:**

Trains [illegible] add trains to all projects. We are a [illegible] only.

Intersection of Williams Blvd [illegible] Blvd needs a pedestrian facility to cross [illegible] & [illegible]. People need a safety island in the middle.

[illegible] access to [illegible] Cottage Corner [illegible].

The [illegible] project needs access for residents of Carrington. Example is [illegible] [illegible] [illegible] access for [illegible] residents. Give neighborhood residents easy access.

Bus shelters are needed at every stop. [illegible] respectful of bus [illegible].

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

*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 or 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:** MARTIN T. SMITH **Email:** [illegible]@gmail.com

**Where do you live?**
(Circle one)

Cedar Rapids Fly Fairfax Hiawatha
Linn County Marion Palo Robins

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

CAT & FOX TRAIL EXTENSION - SEGMENT 1

1. IN FAVOR OF CONNECTION TO COTTAGE GROVE AVE & WASHINGTON H.S.
2. I WOULD LIKE TO SEE A WIDE SHOULDER OF GRAVEL OR TUBE TO COMPLEMENT THE SOFT SURFACE OF THE EXISTING [illegible] TRAIL EAST OF EAST POST ROAD.

WIDER SIDE PATHS IMPORTANT FOR PEDESTRIAN SAFETY & CONVENIENCE

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

*COMMENT FORM*

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**NAME:** Tom Peffer **Email:** tpp@shuttleworthlaw.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:**

Sac + Fox Trail Extension - Segment 1

Go west from Bowe Park to Forest Drive

and

Down 34th + up Cottage Grove

or

To the property line + the over to Cottage Grove

Get to the CEDAR TRAIL

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

*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 or 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:** Kelly Bean **Email:** _____

**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:**

Hello! I'm a CR resident and trail user. I'm excited about the proposed Sac/Fox trail extension! I would like to see better north access to Beaver Park with a Sac/Fox trail entry at ~~[illegible]~~ or near 469 Cottage Grove Ave SE

Thanks!

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

*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 or 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:** Amanda Bezr **Email:** _____

**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:**

Hey! I'm a CR resident and I love using the bike trail. I'm quite ecstatic at the possibilty of a Sac/Fox trail extension! I would really like to see better north access to Beaver Park with a Sac/Fox trail entry at or near 469 Cottage Grove Ave SE Thanks!

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

*COMMENT FORM*

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**NAME:** Jon Werner **Email:** Jon01werner@gmail.com.

**Where do you live?** (Circle one)

Cedar Rapids Ely Fairfax Hiawatha
Linn County Marion Palo Robins

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

I/We would like to see better access to North 5.0R Beaver Park and Sac/Fox Trail.

Please Help our Neighbors.

Thank you, Jon Werner

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

*COMMENT FORM*

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**NAME:** DENNIS NOVAK **Email:** NOVAKDENNIS@GMAIL.COM

**Where do you live?** (Circle one)

(Cedar Rapids) Ely Fairfax Hiawatha
Linn County Marion Palo Robins

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

I am a Cedar Rapids resident and trail user. I am excited about the proposed Sac/Fox trail extention. I would like to see better north access to Sac/Fox trail entry at or near 769 Cottage Grove AVE SE.

2-5-20

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

*COMMENT FORM*

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NAME: Shannon Henderson Email: shenderson1217@gmail.com

**Where do you live?** (Circle one)

(Cedar Rapids) Ely Fairfax Hiawatha
Linn County Marion Palo Robins

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

I am a Cedar Rapids resident and trail user. I am excited about the proposed Sac/Fox trail extension. I would like to see better north access to Beaver Park with a Sac/Fox trail entry at or near 6634 Cottage Grove Ave SE

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

*COMMENT FORM*

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**NAME:** Melanie Fisher **Email:** melanie.lee.fisher@gmail.com

**Where do you live?** (Circle one)

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

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

Hello. I am a native of SE Cedar Rapids and would love to see more trails — in particular I would love to see a much better North access to Bever Park.

That would be wonderful for myself & my children.

Melanie Fisher

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

215

CORRIDOR MPO

*COMMENT FORM*

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**NAME:** Kristin Hatfield **Email:** khatfield@crschools.us

**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 a user of Bever Park from the North Side. I would like trail access at/near 4104 Cottage Grove Ave SE. Thank you!

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

*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 or b.white@CorridorMPO.com with public comment in the subject line or body of the email. We appreciate your interest and value your input!

**NAME:** Kyle Cobb **Email:** melanie.fisher gmail.com

**Where do you live?** (Circle one)

Cedar Rapids Ely Fairfax Hiawatha
Linn County Marion Palo Robins

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

I am a native of Cedar Rapids and I would support better trails in Downtown or much better work access to Bever Park on the SE side of CR. Thank you

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

2110

*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 hhershner@CorridorMPO.com or hwhyte@CorridorMPO.com with public comment in the subject line or body of the email. We appreciate your interest and value your input!

**NAME:** Don Poynter **Email:** jpoynter@aol.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 lose on Country Club Pkwy and frequently access the trail from Wash HS
to Beaver Park. I would favor creation of an improved trail spur
from 469 College Grove to the Beaver Park trail.

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

210

## 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 hhershner@CorridorMPO.com or bwhyte@CorridorMPO.com with public comment in the subject line or body of the email. We appreciate your interest and value your input!

**NAME:** Joyce Dupster **Email:** jdupster@aol.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:**

Having young grandchildren, we like to walk the trail and access it at Old College Green. It would be a great asset to the neighborhood.

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

Corridor MPO

*COMMENT FORM*

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**NAME:** Ted Oster **Email:** TedOster51@yahoo.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'm a CR resident & Trail user & would like to see a Trail extension north access to Beaver Park with a SacFox entry near 469 Cottage Grove ave S.E

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

*COMMENT FORM*

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**NAME:** Samara Bain **Email:** Samarabain@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:**

Hi! I live in Cedar Rapids and am a trail user. I am excited about the proposed Sac/Fox trail extension. I would love love love to see better north access to Bever Park of a Sac/Fox trail entry at or near 4109 Cottage Grove Ave SE. Thanks!

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

*COMMENT FORM*

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**NAME:** Amy DeLuce **Email:** amydeluce@mac.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 a resident in the area and regularly use the mall. I would like access at Old Cottage Grove Ave.

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

*COMMENT FORM*

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**NAME:** Jeremy Ford **Email:** jeremy.ford@mac.com

**Where do you live?**
(Circle one)

Cedar Rapids Fly Fairfax Hiawatha
Linn County Marion Palo Robins

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

I live in Cedar Rapids and regularly use the Sac & Fox trail. I am excited about the trail extension and would like to see better Northern access to Beaver Park with an entrance near or at 46.9 Cottage Grove Ave SE.

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

*COMMENT FORM*

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**NAME:** Renee Schmidt **Email:** renee.schmidt21@gmail.com

**Where do you live?**
(Circle one)

Cedar Rapids Ely Fairfax Hiawatha
Linn County Marion Palo Robins

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

I live in Cedar Rapids and use trails often. I am super excited about the proposed extension for the Sac Fox trail. I'd really like the additional trail access to the North of Bever Park near 469 Cottage Grove Ave. SE. Thanks so much!

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

*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 bhershner@CorridorMPO.com or bwhite@CorridorMPO.com with public comment in the subject line or body of the email. We appreciate your interest and value your input!

**NAME:** Kyle Cinkl **Email:** _____

**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 a Cedar Rapids resident and trail user. I am excited about the proposed Sac/Fox trail extension. I would like to see better multi access to Bruce Park with a Sac/Fox trail entry at or near.

4109 Cottage Grove Ave SE

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

*COMMENT FORM*

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**NAME:** Anonymous **Email:** _____

**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 a Cedar Rapids resident and trail user. I am excited about the proposed Sac Fox trail extension. I would like to see better pedestrian access to Beaver Park via the Sac Fox trail entry at 440 Cottage Grove Ave SE

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

*COMMENT FORM*

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**NAME:** DEREK BUCKALOO **Email:** dbuckalo@coe.edu

**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 have heard about the proposed Sac/Fox trail extension and, as a trail user, as well as a resident on the SE side of Cedar Rapids, I would love to see better north access to Beaver Park with a Sac/Fox trail entry at or near 469 Cottage Grove Ave SE.

Extending the Sac/Fox Trail in this way would be most welcome, and I enthusiastically endorse this plan!

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

(YES) NO

*COMMENT FORM*

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**NAME:** Kara Hermstad-Buckalos **Email:** Karakristina@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'm a CR resident and trail user. I am excited about the proposed Sac/Fox trail extension, and would like to see better North access to Bever Park with a Sac/Fox trail entry at 469 Cottage Grove Ave SE

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

*COMMENT FORM*

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**NAME:** James Shannon **Email:** jamesshannon@gmail.com

**Where do you live?** (Circle one)

(Cedar Rapids) Ely Fairfax Hiawatha
Linn County Marion Palo Robins

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

I am a Cedar Rapids resident and frequent trail user. I am excited about the upcoming Sac Fox trail extension. I would like to see better north access to Beaver Park with a trail entry at or near 469 Cottage Grove Ave SE. I believe this would increase accessibility and lead to greater use of the new trail.

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

*COMMENT FORM*

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**NAME:** Tiffany Ford **Email:** N/A

**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 a CR resident + trail user. I am excited about the proposed Sac/Fox trail extension. I would like to see better north access to Bever Park w/ Sac/Fox trail entry at or near.
469 College Grove Ave SE

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

*COMMENT FORM*

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**NAME:** Cliff Jette **Email:** cliffjette@gmail.com

**Where do you live?** (Circle one)

(Cedar Rapids) Ely Fairfax Hiawatha
Linn County Marion Palo Robins

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

I would like to encourage the addition of the North Access Point @ 469 Cottage Grove Ave SE to connect with Sac + Fox trail. As a frequent trail user this would be a huge asset to the trail network in and around Cedar Rapids and the surrounding communities.

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

*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 or 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:** Jake Stigers **Email:** jakestigers@gmail.com

**Where do you live?**
(Circle one)

Cedar Rapids Ely Fairfax Hiawatha
Linn County Marion Palo Robins

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

I'm a marathon runner and I've been training on the trails in our city for years. I've been running on the Cedar River trail stretch in Czech Village but it's currently torn up. I live near Bee-Park, and it would be great to have access to the Sac/Fox trail from the 400 block of Cottage Grove. Please consider adding this proposed extension. Thanks!

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

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 jhershner@CorridorMPO.com or bwhyte@CorridorMPO.com with "public comment" in the subject line or body of the email. We appreciate your interest and value your input!

NAME: Amy Bemus Email: amybemus@gmail.com

**Where do you live?** (Circle one)

(Cedar Rapids) Ely Fairfax Hiawatha
Linn County Marion Palo Robins

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

I would love access to Bever Park with the Sac and Fox trail from Cottage Grove Ave. My kids and my family are users of the trail systems. This is exciting. I have grown up in Cedar Rapids and used the Sac and Fox trail as a child. I would like to see the development of the access from Cottage Grove Ave at 469 Cottage Grove Ave SE.

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

*COMMENT FORM*

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**NAME:** Carson Fixmer **Email:** carson@fixmer.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 a resident of Cedar Rapids and use the trails. I am excited about the proposed Sac/Fox trail extension. I would love to have better north access to Bever Park with a Sac/Fox trail entry or near 469 Cottage Grove Ave SE.

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

*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 or 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:** Tim Fixmer **Email:** tim@fixmer.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:**

As a CR resident we enjoy use of the Sac & Fox trail & are excited about the paving project. Please consider adding a better walk loop to Beaver Park by paving that portion near 469 Cottage Grove Ave SE.

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

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

**NAME:** Anne Conrad Duffy **Email:** anneconrad52@gmail.com

**Where do you live?**

- [x] Cedar Rapids
- [ ] Ely
- [ ] Fairfax
- [ ] Hiawatha
- [ ] Linn County
- [ ] Marion
- [ ] Palo
- [ ] Robins

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

Website Comment

Subject: Sac & Fox/Bever Park Extension Trail

I am a Cedar Rapids resident and trail user. I am excited about the proposed Sac-Fox/ Bever Park extension trail. I would like to see better north side access to the trail and Bever Park via entry at or near 469 Cottage Grove Ave SE.
The current access is often inaccessible due to fallen trees, washed out sections and excessively muddy and dangerous holes.

**Would you like to receive updates about the Corridor MPO?** ☐ YES ☐ NO

CORRIDOR MPO *Smarter Transportation, Better Community*

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

# Public Comment

Please use the space provided below, and if necessary, attach additional pages. Please submit comments by emailing h.hershner@CorridorMPO.com or 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: Brendan Paul

Email: brendanpatrickpaul@gmail.com

Where do you live? (Check one box)

- (●) Cedar Rapids
- ( ) Ely
- ( ) Fairfax
- ( ) Hiawatha
- ( ) Linn County
- ( ) Marion
- ( ) Palo
- ( ) Robins

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

Hello I wanted to submit a formal public comment regarding the Sac and Fox Trail Extension. I am very excited about the Sac and Fox Trail Extension, however I am sad to hear that the project has been delayed by a year. My main interest is accessibility from to north side of Bever Park. It would be wonderful if the north Bever connection could be completed in advance of the trail. In the current climate mental health and wellness are more important than ever. Northern access to the park is only available to able hikers, and then further limited by mud and wash outs. Thank you for your work on this project, it is greatly appreciated by our neighborhood!

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

- ( ) YES
- (●) NO

CORRIDOR MPO *Smarter Transportation, Better Community*

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

# Public Comment

Please use the space provided below, and if necessary, attach additional pages. Please submit comments by emailing h.hershner@CorridorMPO.com or 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: Greg Januska

Email: fjnardblickle@yahoo.com

Where do you live? (Check one box)

- (●) Cedar Rapids
- ( ) Ely
- ( ) Fairfax
- ( ) Hiawatha
- ( ) Linn County
- ( ) Marion
- ( ) Palo
- ( ) Robins

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

This is in response to the funding of a trail project in the city of Robins that will extend from Robins Rd. to N. Center Point Rd.

While it is my belief that not many houses will be served by building this trail (less than 50 homes) my main concern, and a concern of the MPO should be the safety factor of this trail.

West Main Street in Robins west of Robins Road has a very steep grade and the sightlines for traffic coming out of Robins Road whether making a turn to go east or west are very poor. Personally I have ridden my bicycle east on Main St. from the Quass Rd. intersection which is the first intersection that is west of Robins Rd. The grade is very severe, and it is quite easy when not applying brakes for a cyclist to reach speeds in excess of 30 miles per hour.

This trail must be designed with safety as the utmost factor, not convenience. The trail crossing on the south side of Main St. poses several problems concerning the flow of bicyclists and other road traffic. Pedestrian traffic may not be impacted so much.

Bicyclists traveling west would be encountering exiting traffic from Robins Rd which is a major safety concern. It is commonly known that a motorist entering an intersection will not expect, even with signage, a bicyclist approaching from the right.

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

# Public Comment continued

Motorists generally, you can determine tis yourself, look at the center of a traffic lane approaching from the left, before making a right hand turn. Rarely do they concern themselves with looking to the right since they oncoming traffic from the right does not come into play when they are turning. Because cyclists going westbound would be faced with a steep climb immediately after crossing Robins Rd. the human tendency would be to gain any momentum possible to make the climb less of a struggle. That tendency would cause them to NOT come to a complete stop at Robins Rd. That combined with a driver's tendency to NOT look right compounds the problem.

For cyclists coming on such a trail from the west, the tendency is to take advantage of the thrill that accompanies such a downhill segment. The poor sightlines of the cyclist for traffic exiting Robins Rd. make such a maneuver highly dangerous. In addition, as stated a motorist's vision is basically on the center of an approaching traffic lane, not on a sidepath or trail. While neither one is intending to be involved in a collisions, both the cyclist and driver are being put into a truly hazardous situation.

The severe downhill slope has to be accounted for by making a cyclist come to a complete stop well before the intersection, possible with a 90 degree angle to dissuade any attempt to go through the intersection in a straight line. Because of this it may come to pass that cyclists will avoid the trail altogether and just ride on the road, which is perfectly legal, but might defeat the purpose of having the trail there in the first place.

The Cedar Valley Nature Trail is already accessible to the homes on Oak Park Drive, Stamy Road, Tullymore and Wicklow Roads using the trail connection from nearby Woodland Drive. Accessing the trail through the Woodland Drive connection, though a bit longer, is definitely a safer option for residents looking to access the nature trail and Troy Park.

In light of this, I would ask the committee to rethink the construction of this trail, and perhaps see if Robins can make better use of funds to connect other parts of the city less served by off street pedestrian, bicycle connections.

At the least the safety of all should come first.

Respectfully submitted,

Greg Januska

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

CORRIDOR MPO Smarter Transportation, Better Community

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

# Public Comment

Please use the space provided below, and if necessary, attach additional pages. Please submit comments by emailing h.hershner@CorridorMPO.com or 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: Kathy Brooks_____ Email: __kathy.brooks@sui.org_____

Where do you live? (Check one box)

- (●) 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 work for Systems Unlimited, located at 925 American Way SW in Cedar Rapids. When we moved into that building, there was an existing bus route and stop that our employees and clients could utilize. It is no longer there. It is my understanding that the decision for the removal of this route was due to financial reasons. If a route is not able to be reestablished, I would urge leadership to determine alternative and affordable transit options for people to access areas of the community where public transportation is not available. I recognize that there are some alternative options that currently exist, however many people either do not qualify for them or can't afford to use them. It is important that all community members, especially those with limited resources, have affordable options to get where they need to go in areas where the bus doesn't run.

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