Corridor Metropolitan Planning Organization

Public Participation Plan

Adopted August 8, 2018
Amended January 16, 2020

Creating Sustainable Communities
Through Regional Planning and Civic Engagement
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RESOLUTION NO. 05-18
RESOLUTION ADOPTING THE CORRIDOR MPO 2018 TITLE VI PROGRAM AND AMENDMENTS TO THE 2018 PUBLIC PARTICIPATION PLAN

WHEREAS, the Corridor Metropolitan Planning Organization (CMPO), in cooperation with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Iowa Department of Transportation (Iowa DOT), periodically prepares a Public Participation Plan (PPP) that outlines the MPO's activities in regards to public involvement in the transportation planning process; and

WHEREAS, the CMPO periodically prepares a Title VI Program which ensures recipients of federal funds, including the CMPO, do not have discriminatory policies, programs, and activities and outlines the MPO's processes for reaching traditionally disadvantaged populations, including a Limited English Proficiency (LEP) Plan; and

WHEREAS, the preparation of the PPP is a federal requirement under the current federal transportation bill and Federal Code of Regulations; and

WHEREAS, the Title VI Program is a federal requirement of the Civil Rights Act of 1964, monitored by the FTA and Iowa DOT Office of Public Transportation, and amendments to the CMPO's PPP are required to comply with CMPO's Title VI Program; and

NOW THEREFORE BE IT RESOLVED by the CMPO Policy Board that the CMPO hereby approves and adopts the final Title VI Program and accepts the amendments to the PPP for compliance of Title VI and FTA Corrective Actions.

Passed this 18th day of October, 2018.

Charles Hinz, Chairperson
Corridor Metropolitan Planning Organization

Date 10/18/18
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## ACRONYM LIST

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<th>Full Form</th>
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<tbody>
<tr>
<td>ADA</td>
<td>American with Disabilities Act</td>
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<td>ATTN</td>
<td>Attention</td>
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<tr>
<td>CFR</td>
<td>Code of Federal Regulations</td>
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<tr>
<td>DOT</td>
<td>Department of Transportation</td>
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<td>EPA</td>
<td>Environmental Protection Agency</td>
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<tr>
<td>FAST Act</td>
<td>Fixing America’s Surface Transportation Act</td>
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<tr>
<td>FCP</td>
<td>Fiscally Constrained Plan</td>
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<tr>
<td>FFY</td>
<td>Federal Fiscal Year</td>
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<td>FHWA</td>
<td>Federal Highway Administration</td>
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<td>Federal Register</td>
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<td>Federal Transit Administration</td>
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<td>ICAAP</td>
<td>Iowa Clean Air Attainment Program</td>
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<td>LCRPC</td>
<td>Linn County Regional Planning Commission</td>
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<tr>
<td>LEP</td>
<td>Limited English Proficiency</td>
</tr>
<tr>
<td>LRTP</td>
<td>Long-Range Transportation Plan</td>
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<tr>
<td>MAP-21</td>
<td>Moving Ahead for Progress in the 21st Century Act</td>
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<tr>
<td>MPA</td>
<td>Metropolitan Planning Area</td>
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<td>MPO</td>
<td>Metropolitan Planning Organization</td>
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<tr>
<td>NTS</td>
<td>Neighborhood Transportation Service</td>
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<tr>
<td>POP</td>
<td>Program of Projects</td>
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<tr>
<td>PPP</td>
<td>Public Participation Plan</td>
</tr>
<tr>
<td>PTP</td>
<td>Passenger Transportation Plan</td>
</tr>
<tr>
<td>STBG</td>
<td>Surface Transportation Block Grant</td>
</tr>
<tr>
<td>TAP</td>
<td>Transportation Alternatives Program</td>
</tr>
<tr>
<td>TIP</td>
<td>Transportation Improvement Program</td>
</tr>
<tr>
<td>Title VI</td>
<td>Title VI of the Civil Rights Act of 1964</td>
</tr>
<tr>
<td>TTAC</td>
<td>Transportation Technical Advisory Committee</td>
</tr>
<tr>
<td>USC</td>
<td>United States Code</td>
</tr>
<tr>
<td>VP</td>
<td>Vision Plan</td>
</tr>
</tbody>
</table>
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ABOUT THE CORRIDOR MPO

Organization Background

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

The Corridor MPO is the MPO for the Cedar Rapids Metropolitan Area. Its members include Cedar Rapids, Ely, Fairfax, Hiawatha, Linn County, Marion, Palo, and Robins. The MPO boundary is shown in Figure 1. The Corridor MPO Policy Board provides leadership and direction for the MPO and is shown in the Table 1 on page 8. Representation in the Corridor MPO is based on population for the participating cities and county, and includes at least one elected official from each governing body. Each member jurisdiction contributes a share of the Corridor MPO’s budget through local dues.

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

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

Since its inception, the major activity of the Corridor MPO has been the preparation of regional plans to help guide orderly growth and development within the area. Such plans address issues that include
Figure 1: The Corridor MPO planning boundary is located in southwest Linn County, with a small portion in north central Johnson County. MPO boundaries are required to encompass an entire existing urbanized area (as defined by the Bureau of the Census).
land use, open space and outdoor recreation, transportation, air quality, water and sewer systems, solid waste management, housing, and community development. The Corridor MPO has also conducted joint zoning ordinance studies to encourage modern, uniform public regulations of private land development within the county. In recent years, preparation of the Transportation Improvement Program (TIP), the annual prioritization and programming of Surface Transportation Block Grants (STBG) and Surface Transportation Block Grants- Set Aside, formerly known as Transportation Alternatives Program (TAP), funded projects in the metropolitan area, have been used by the Corridor MPO to promote Complete Streets and multi-modal transportation.

Organizational Structure

**Corridor MPO Boards & Committees**

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

The Executive Committee is a subset of the Policy Board, consisting of eight Policy Board members who represent each member jurisdiction in the MPO on the Executive Committee. Representatives for 2020 are shown in Table 2. The Executive Committee includes the Chair and Vice-Chair of the Policy Board. The Executive Committee was formed to reduce the number of Policy Board meetings and to act as a recommending body to the Policy Board. The Executive Committee meets the second Wednesday of every month.

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

<table>
<thead>
<tr>
<th>Corridor MPO Policy Board</th>
<th>Jurisdiction</th>
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<tbody>
<tr>
<td>Nick AbouAssaly</td>
<td>Marion</td>
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<tr>
<td>Bill Bennett</td>
<td>Hiawatha</td>
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<tr>
<td>Ken DeKeyser</td>
<td>Cedar Rapids</td>
</tr>
<tr>
<td>Bernie Frieden</td>
<td>Fairfax</td>
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<tr>
<td>Sandi Fowler</td>
<td>Cedar Rapids</td>
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<tr>
<td>Brad Hart</td>
<td>Cedar Rapids</td>
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<tr>
<td>Roy Heseman</td>
<td>Cedar Rapids</td>
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<tr>
<td>Chuck Hinz</td>
<td>Robins</td>
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<tr>
<td>Eldy Miller</td>
<td>Ely</td>
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<td>Brent Oleson</td>
<td>Linn County</td>
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<td>Scott Olson</td>
<td>Cedar Rapids</td>
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<tr>
<td>Scott Overland</td>
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<tr>
<td>Lon Pluckhahn</td>
<td>Marion</td>
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<tr>
<td>Jeff Pomeranz</td>
<td>Cedar Rapids</td>
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<tr>
<td>Randy Strnad</td>
<td>Marion</td>
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<tr>
<td>Eric Van Kerkhove</td>
<td>Palo</td>
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<tr>
<td>Ashley Vanorny</td>
<td>Cedar Rapids</td>
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<tr>
<td>Jen Winter</td>
<td>Cedar Rapids</td>
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Table 1: The Policy Board members for calendar year 2020.
Corridor MPO Staff

Policy Board
Cedar Rapids  Ely  Fairfax  Hiawatha  Linn County
Marion  Palo  Robins

Jennifer Pratt  
Executive Director

Bill Micheel  
Manager

MPO Staff

Amy Cannon  
Administrative Assistant

MPO Staff

Hilary Hershner  
Regional Transportation Planner
Title VI Coordinator

MPO Staff

Elizabeth Darnall  
Regional Transportation Planner

MPO Staff

Brandon Whyte  
Multimodal Transportation Planner

Corridor MPO Executive Committee

<table>
<thead>
<tr>
<th>Member</th>
<th>Jurisdiction</th>
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<tbody>
<tr>
<td>Nick AbouAssaly</td>
<td>Marion</td>
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<tr>
<td>Bill Bennett</td>
<td>Hiawatha</td>
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<tr>
<td>Bernie Frieden</td>
<td>Fairfax</td>
</tr>
<tr>
<td>Scott Olson</td>
<td>Cedar Rapids</td>
</tr>
<tr>
<td>Jeff Horne</td>
<td>Ely</td>
</tr>
<tr>
<td>Chuck Hinz</td>
<td>Robins</td>
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<tr>
<td>Brent Oleson</td>
<td>Linn County</td>
</tr>
<tr>
<td>Eric Van Kerkhove</td>
<td>Palo</td>
</tr>
</tbody>
</table>

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

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

REGULATIONS RELEVANT TO MPO PUBLIC PARTICIPATION PROCESS

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

Federal Requirements

Fixing America’s Surface Transportation Act (FAST Act)

Signed into law by President Barack Obama on December 4, 2015, the FAST Act was the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act continues to focus on safety and streamline project delivery, keeps intact the established structure of various highway-related programs, and, for the first time, authorizes a dedicated source of federal dollars for freight projects. The FAST
Act continues to build on the changes made by previous transportation bills and aims to improve mobility on America’s highways, create jobs, support economic growth, accelerate project delivery, while promoting innovation. The FAST Act is the current federal reauthorization bill which continues most of MAP-21’s requirements.

Interested parties, participation, and consultation (23 C.F.R. § 450.316)

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

Moving Ahead for Progress in the 21st Century (MAP-21)

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

Title VI of the Civil Rights Act of 1964 (Title VI)

Title VI is a Federal statute which provides that, “no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” Title VI imposes statutory and regular requirements which are much broader in scope than environmental justice (discussed in Executive Order 12898 on page 13).

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

Americans with Disabilities Act of 1990 (ADA)

This legislation was modeled after the Civil Rights Act of 1964 and it is the first comprehensive civil rights law that addresses the needs of people with disabilities. The ADA prohibits
discrimination of persons with disabilities in employment, public services, public accommodations, and telecommunication, and it guarantees that people with disabilities have the same opportunities to the mainstream American life. The ADA ensures the same “equal opportunity” to persons with disabilities as people without a disability. In order to be protected by the ADA, a person must have a disability, which is defined by the ADA as, “a physical or mental impairment that substantially limits one or more major life activities, a person who has a history or record of such impairment, or a person who is perceived by others as having such an impairment.”

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

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

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

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

Executive Order 13166 (Improving Access to Services with Persons with Limited English Proficiency)

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

As a recipient of Federal funds, the Corridor MPO must abide by this order, and does so through the Iowa DOT’s contract with thebigword. The Iowa DOT has contracted with thebigword for telephone interpreter services to help fulfill LEP obligations under Title VI. The Iowa DOT’s contract is available to sub-recipients, such as the Corridor MPO, to assist in providing meaningful
access to LEP persons. The service provides telephone interpreting service for over 250 languages and is available at all times, every day. This service provides immediate benefit for verbal communication with LEP persons.

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

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

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

**Executive Order 12372 (Intergovernmental Review of Federal Programs)**

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

**State Requirements**

**Iowa Open Meetings Law (Iowa Code, Chapter 21)**

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

This law applies to the Corridor MPO Policy Board, Executive Committee, TTAC, and other groups that maybe created by the Policy Board. The Corridor MPO keeps minutes as public record to show the date, time, members present, and actions taken during a given meeting. Additional records may also be kept by staff and are considered to be public record. The MPO provides
reasonable notice of meetings to the public through media releases, online messaging, and by posting tentative agendas to a board on the main floor of Cedar Rapids City Hall, the location of the Corridor MPO offices.

*Iowa Public Records Law (Iowa Code, Chapter 22)*

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

*Local Requirements*

*Corridor MPO Bylaws (Corridor MPO Policy Board)*

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

**PARTICIPATION PLAN REQUIREMENTS AND POLICIES**

**Public Participation Plan Requirements**

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

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

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

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

**Desired Outcomes for the Public Participation Plan**

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

**MPO Board and Committee Meetings**

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

The Executive Committee meets monthly on the second Wednesday of the month at 8:30 am and TTAC
Smarter Transportation, Better Community

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

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

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

**Corridor MPO Open Houses and Events**

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

<table>
<thead>
<tr>
<th>MPO Plan</th>
<th>Required Public Meetings</th>
<th>MPO Public Meetings</th>
</tr>
</thead>
<tbody>
<tr>
<td>LRTP</td>
<td>Yes</td>
<td>A minimum of 2 meetings</td>
</tr>
<tr>
<td>TIP</td>
<td>At least 1 meeting</td>
<td>2 meetings each TIP cycle: 1 in March/April and 1 in May/June</td>
</tr>
<tr>
<td>TPWP</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>PPP</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>PTP</td>
<td>None</td>
<td>2 meetings</td>
</tr>
</tbody>
</table>

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

The public will be notified of public meetings via:

- Press releases to local media
- Announcements on front page of corridormpo.com
- Emails to interested parties and agencies
- Facebook event pages for the public meeting
The Corridor MPO will consider hosting a third open house during the TIP process if a transportation project seeking MPO funds would have a significant impact on Title VI populations (low-income, minority, limited English proficiency, disabled, or senior 65+). The MPO will consider collaborating with a local organization representing these populations to attend and provide information at one of their public events, or the MPO shall host a third TIP open house at a location close to the significantly impacted populations.

**General Public Comment**

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

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

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

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

**Public Comment Periods**

Public comment is always welcomed on any Corridor MPO plan, document, program, activity, or policy. A specific public comment period may be set while soliciting public comment related to a particular action. For plans without a defined public comment period, the public comments will be accepted throughout the planning process. The public will be notified of each opportunity for comment via the notification methods discussed on pages 24 and 25.

Public comment periods shall be opened by Corridor MPO staff. It is not required to “close” a public
comment period if an expiration date is established when the commenting period is opened (see Table 4 below). Staff will notify the Executive Committee and Policy Board of the opened public comment period via email.

If any Long Range Transportation Plan or Transportation Improvement Program differs significantly from the version that was made available for public comment by the MPO, and raises new issues that interested parties could not reasonably have foreseen, then a new public comment period will be opened. Table 4 outlines the public comment policies in place by the Corridor MPO.

<table>
<thead>
<tr>
<th>MPO Plan</th>
<th>Opportunity for Public Comment Period defined in CFR?</th>
<th>CFR Required Public Comment Period</th>
<th>MPO Public Comment Periods for All Amendments</th>
</tr>
</thead>
<tbody>
<tr>
<td>LRTP</td>
<td>Yes</td>
<td>None</td>
<td>30 days</td>
</tr>
<tr>
<td>TIP</td>
<td>Yes</td>
<td>None</td>
<td>30 days</td>
</tr>
<tr>
<td>TPWP</td>
<td>No</td>
<td>None</td>
<td>30 days</td>
</tr>
<tr>
<td>PPP</td>
<td>Yes</td>
<td>45 days</td>
<td>None</td>
</tr>
<tr>
<td>PTP</td>
<td>No</td>
<td>None</td>
<td>30 days</td>
</tr>
</tbody>
</table>

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

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

- Announcements on front page of corridormpo.com
- Emails to interested parties and agencies

### Revising an Approved Corridor MPO Plan

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

#### Revising an Approved TIP or LRTP

Under federal law, planning agencies may revise their TIPs and LRTPs. Changes or amendments to the TIP or LRTP are classified as either an administrative modification or amendment.
## Plan Amendments

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

*Table 5: Amendments are allowed for each of the Corridor MPO’s five plans.*
An amendment means a revision to a long-range metropolitan plan or TIP which involves a major change to a project or the addition of a new project in the LRTP or TIP. Amendments to the approved TIP and LRTP require Policy Board approval. Additionally, an amendment is a revision that requires public review and comment and a redemonstration of fiscal constraint. Changes to projects that are included only for illustrative purposes do not require an amendment.

Amendments to the TIP and LRTP are required if they meet the following conditions:

- **Project cost**: Project in which the recalculated costs increase federal-aid by more than 30 percent or increase total federal-aid by more than $2 million from the original amount
- **Schedule changes**: Projects added or deleted from the TIP or LRTP
- **Funding sources**: Projects receiving federal funding sources to a project
- **Fiscal constraint**: Changes that result in the TIP no longer being fiscally constrained (makes any of the four federal fiscal years in the TIP not fiscally constrained)
- **Scope changes**: Changing the project termini, the amount of through traffic lanes, type of work from overlay to reconstruction, or change to include widening of the roadway (all changes to a project's scope require an amendment)

Administrative modifications involve minor changes to existing projects in the approved TIP or LRTP. Administrative modifications do not require formal Policy Board approval and are conducted administratively by staff. The Corridor MPO’s Policy Board has requested they be notified of any administrative modifications at their next meeting following the changes conducted administratively by MPO staff.

Administrative modifications to the TIP and LRTP are required if they meet the following conditions:

- **Project cost**: Projects in which the recalculated costs do not increase federal-aid by more than 30 percent and do not increase total federal-aid by more than $2 million from the original amount
- **Schedule changes**: Changes in schedules to project included in the first four years of the TIP
- **Funding sources**: Changes funding from one source to another

**Figure 5**: Corridor MPO staff have partnered with the City of Cedar Rapids and local bicycle shops to host “pit stops” during Bike to Work Week, which is the third week in May. These pit stops allow MPO staff to meet with local residents, share information about cycling and safety, and promote our plans and upcoming events.

Photo Credit: H. Hershner, Corridor MPO
**Corridor MPO LRTP Specific Amendment Processes**

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

<table>
<thead>
<tr>
<th>Program or Plan</th>
<th>Month</th>
<th>Committee or Board</th>
<th>Action by Committee or Board</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fiscally Constrained Plan (FCP) or Vision Plan (VP)</td>
<td>July</td>
<td>Policy Board</td>
<td>Requests to amend the FCP or VP in the LRTP are made to the Policy Board and MPO Staff by July 1st for consideration</td>
</tr>
<tr>
<td></td>
<td>August and September</td>
<td>TTAC and Executive Committee</td>
<td>The proposed amendments will go to TTAC and Executive Committee for discussion about which projects, if any, should be amended into the LRTP’s FCP and/or VP</td>
</tr>
<tr>
<td></td>
<td>October</td>
<td>TTAC and Executive Committee</td>
<td>A recommendation on the FCP/VP amendments will be made to the Policy Board by TTAC and Executive Committee (if a motion was not made at previous meetings in August or September)</td>
</tr>
<tr>
<td></td>
<td>October</td>
<td>Policy Board</td>
<td>Policy Board will vote on the proposed FCP/VP project additions to the LRTP</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Policy Board will open a 30 day public comment period and direct the Executive Committee to take action on proposed amendments</td>
</tr>
</tbody>
</table>

**LRTP Amendments to Include ICAAP Project**

<table>
<thead>
<tr>
<th>Iowa Clean Air Attainment Program (ICAAP) also seeking MPO</th>
<th>Follow the regular FCP and VP amendment process outlined above</th>
</tr>
</thead>
<tbody>
<tr>
<td>Iowa Clean Air Attainment Program (ICAAP) not seeking MPO</td>
<td>Requests for ICAAP projects not seeking MPO funds may be made to MPO staff at any point during the calendar year</td>
</tr>
</tbody>
</table>

*Table 6: Amendments to the VP and FCP (found in Connections 2040 Chapters 8 and 10, respectively) must be made to MPO staff by July 1. ICAAP projects not seeking MPO funds can amend the LRTP to include their project at any time during the calendar year.*
has set a rule that changes to the FCP and VP may only occur in July of each calendar year.

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

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

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

Upon adoption by the Policy Board of any LRTP amendments, other than amending the FCP or VP, MPO staff will work to incorporate the changes as soon as possible and will provide the updated plan online. The process for making amendments to the LRTP are described in Table 6 on page 21.

Access and Outreach

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

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

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

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

It is a priority of the Corridor MPO to include the following traditionally underserved or disadvantaged populations in our public participation process:

- Minorities
- Low-income individuals
- Persons with limited English proficiency
- Persons with disabilities
- Senior (65+) citizens

The Corridor MPO will ensure we adequately access and provide these populations a chance to participate in our public process by:

- Issuing media releases to local stakeholder groups and local non-profit organizations representing those populations
- Issuing media releases to the Corridor MPO’s Media Contact (see Media Contact list in Appendix 3)
- Developing a LEP plan
- Considering hosting a third open house during the development of the TIP if a project seeking MPO funds will have a significant, negative impact upon any of the populations above

**Agency Consultation and Partnerships**

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

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

**Figure 6:** The Corridor MPO had an open house with Cedar Rapids Transit for the 2016 Transit Study. This open house included a demonstration on how to use the new Cedar Rapids Transit app and website, [www.ridecrt.com](http://www.ridecrt.com). This event was held on February 16th, 2016 at the CRT’s Ground Transportation Center.
PUBLIC NOTIFICATION METHODS

Website - www.corridormpo.com

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

There are plans to update the Corridor MPO’s website. It should be noted that the forthcoming website update will likely be organized differently but will largely contain the same information as the current version. The PPP will be updated to reflect these changes, if necessary.

Social Media - Facebook

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

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

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

VISUALIZATION TECHNIQUES

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

Visualization techniques often employed by the Corridor MPO include:

- Bar charts
- Design renderings
- Diagrams
- Flow charts
- Histograms
- Images
- Line charts
- Maps
- Photos
- Pie charts
- Sidebars
- Tables
- Word clouds
- Videos

MPO PLAN PREPARATION AND SUBMITTAL GUIDELINES

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

Table 7 on page 26 outlines the processes the MPO will follow in developing, preparing, and submitting plans.
<table>
<thead>
<tr>
<th>MPO Plan</th>
<th>Plan Update Frequency</th>
<th>Draft Plan</th>
<th>Draft Plan Submittal Requirements</th>
<th>Final Plan</th>
<th>Final Plan Submittal Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>LRTP</td>
<td>5 Years</td>
<td>Required; due in June of calendar year that plan update is due</td>
<td>Draft chapters must be submitted as they are developed; chapters should not be submitted all at once</td>
<td>Required; due in July of calendar year that plan update is due</td>
<td>Provide electronic copy of Final LRTP to Iowa DOT Office of Systems Planning, Iowa DOT District 6 Planner, FHWA, and FTA</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Submit electronically to Iowa DOT Office of Systems Planning, Iowa DOT District 6 Planner, FHWA, and FTA</td>
<td></td>
<td>Provide one hard copy of the Final LRTP to Iowa DOT Office of Systems Planning, Iowa DOT District 6 Planner, FHWA, and FTA</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Draft LRTP must include deadline for Iowa DOT, FHWA, and FTA to return comments to MPO staff</td>
<td></td>
<td>Minutes or resolution showing approval by Policy Board must be included with the final LRTP</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Must be approved by Policy Board</td>
<td></td>
<td>Final LRTP must be posted on website</td>
</tr>
<tr>
<td>TIP</td>
<td>Annually</td>
<td>Required; due June 15th of each calendar year</td>
<td>Draft TIP should be submitted electronically to Iowa DOT Office of Program Management, Iowa DOT Office of Public Transit, Iowa DOT District 6 Planner, FHWA, and FTA</td>
<td>Required; due July 15th of each calendar year</td>
<td>Final TIP must be submitted with any revisions (as a result of Iowa DOT, FHWA, and FTA review) by July 15th</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>A single hard copy of the draft TIP should be submitted to the Office of Program Management</td>
<td></td>
<td>A single hard copy of final TIP must be submitted to the Iowa DOT’s Office of Program Management.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Must be approved by Policy Board</td>
<td></td>
<td>Final TIP must be submitted electronically to Iowa DOT Office of Program Management, Iowa DOT Office of Public Transit, Iowa DOT District 6 Planner, FHWA, and FTA</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Must be approved by Policy Board</td>
<td></td>
<td>Must be approved by Policy Board</td>
</tr>
</tbody>
</table>

Table 7: There are the requirements for the preparation and submission of MPO plans. The requirements for MPO plans are found in 23 U.S.C. § 134, 23 U.S.C. § 420, 23 U.S.C. § 450, and 49 U.S.C. § 5303. The Iowa DOT provides MPOs with guidelines for the TIP, LRTP, PTP, and TPWP.
<table>
<thead>
<tr>
<th>MPO Plan</th>
<th>Plan Update Frequency</th>
<th>Draft Plan</th>
<th>Draft Plan Submittal Requirements</th>
<th>Final Plan</th>
<th>Final Plan Submittal Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>TPWP</td>
<td>Annually</td>
<td>Required; due April 1st of each calendar year</td>
<td>The word &quot;DRAFT&quot; must be included on front cover</td>
<td>Required; due June 1st of each year</td>
<td>The word &quot;FINAL&quot; and date last updated must be included on front cover</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Comments from Iowa DOT, FHWA, and FTA shall be addressed before Policy Board approval</td>
<td></td>
<td>Send electronic copies of final TPWP to Iowa DOT District 6 Planner, Iowa DOT Office of Systems Planning for comments</td>
</tr>
<tr>
<td>PPP</td>
<td>As needed or prior to LRTP update process</td>
<td>Required; no set due date</td>
<td>Send electronic copy of draft PPP to Iowa DOT District 6 Planner and Iowa DOT Office of Systems Planning for comments</td>
<td>Required; no set due date</td>
<td>Send electronic copy of final PPP to Iowa DOT District 6 Planner and Iowa DOT Office of Systems Planning for comments</td>
</tr>
<tr>
<td>PTP</td>
<td>5 Years</td>
<td>Required; due February 1st in calendar year that the plan is due</td>
<td>Must be approved by Policy Board</td>
<td>Required; due May 1st in calendar year that the plan is due</td>
<td>Must be approved by Policy Board</td>
</tr>
</tbody>
</table>
Corridor Metropolitan Planning Organization
Public Participation Plan

APPENDICES
APPENDIX ONE - 23 CFR 450.316

§ 450.316 Interested parties, participation, and consultation.

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

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

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

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

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

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

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

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

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

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

(ix) Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and
(x) Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.

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

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

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

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

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

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

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

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

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

APPENDIX TWO - 2017 MPO Engagement Survey Results

A Community Engagement Survey was issued during the 2017 TIP process. The survey was available online through SurveyMonkey and in-person on June 1st, 2017 at the 2017 TIP Open House at NewBo City Market in Cedar Rapids, Iowa. The online survey opened on May 25th and closed June 8th.

QUESTION 1

How do you hear about community events?

<table>
<thead>
<tr>
<th>Method</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Social Media (Facebook, Twitter, etc.)</td>
<td>70.1%</td>
</tr>
<tr>
<td>Email</td>
<td>44.8%</td>
</tr>
<tr>
<td>Local newspapers</td>
<td>42.5%</td>
</tr>
<tr>
<td>City websites</td>
<td>19.5%</td>
</tr>
<tr>
<td>Local television</td>
<td>32.2%</td>
</tr>
<tr>
<td>Local radio</td>
<td>35.6%</td>
</tr>
<tr>
<td>Smartphone/Tablet app</td>
<td>14.9%</td>
</tr>
<tr>
<td>Word of mouth</td>
<td>46.0%</td>
</tr>
<tr>
<td>Bulletin boards</td>
<td>5.7%</td>
</tr>
<tr>
<td>Other (please specify)</td>
<td>6.9%</td>
</tr>
</tbody>
</table>

Other Responses (6)

1. Hoopla
2. Newsletters & hoopla
3. Hoopla website
4. online newspapers
5. local newspaper website
6. Corridor Daily Newsletter
APPENDIX TWO - 2017 MPO Engagement Survey Results

QUESTION 2

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

- Email: 41.4%
- Social Media (Facebook, Twitter, etc.): 37.9%
- Local television: 5.7%
- Website: 3.4%
- Local newspapers: 4.6%
- Local radio: 2.3%
- Smartphone/Tablet app: 1.1%
- Word of mouth: 1.1%
- Bulletin boards: 1.1%
- Other (please specify): 1.1%

Other Responses (1)

1. What is MPO? What does it stand for? That might help me answer
QUESTION 3

What community are you from?

- Cedar Rapids: 62.1%
- Marion: 16.1%
- Hiawatha: 8.0%
- Robins: 1.1%
- Palo: 0.0%
- Fairfax: 1.1%
- Ely: 1.1%
- Other Linn County: 3.4%
- Other (please specify): 6.9%

Other Responses (6)
1. Marion
2. Tiffin
3. Iowa City
4. Rural
5. Coralville
6. Iowa City
APPENDIX TWO - 2017 MPO Engagement Survey Results

**QUESTION 4**

What age are you?

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Over 76</td>
<td>2.3%</td>
</tr>
<tr>
<td>66-75</td>
<td>6.9%</td>
</tr>
<tr>
<td>56-65</td>
<td>13.8%</td>
</tr>
<tr>
<td>46-55</td>
<td>21.8%</td>
</tr>
<tr>
<td>35-45</td>
<td>24.1%</td>
</tr>
<tr>
<td>26-35</td>
<td>24.1%</td>
</tr>
<tr>
<td>18-25</td>
<td>6.9%</td>
</tr>
<tr>
<td>Under 18</td>
<td>0.0%</td>
</tr>
</tbody>
</table>

**QUESTION 5**

Please provide any comments you have about the metropolitan area; especially about trail, transit, and road projects, as well as, public engagement. We appreciate your interest and value your input!

(For future public comments feel free to fill out a form)

<table>
<thead>
<tr>
<th>Comment</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public comment</td>
<td>53.7%</td>
</tr>
<tr>
<td>Not at this time</td>
<td>46.3%</td>
</tr>
</tbody>
</table>
# APPENDIX TWO - 2017 MPO Engagement Survey Results

## Responses (44)

<table>
<thead>
<tr>
<th></th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>I appreciate trails such as the Boyson Road Trail and the Cedar Valley Nature Trail. I also enjoy the Lowe Park Trail and activities at this location.</td>
</tr>
<tr>
<td>2</td>
<td>I would like to see more bike connections to other communities and I don’t mean Marion that should have been done 20 years ago. Trails and or bike shoulders to Mt. Vernon, Palisades State Park, Fairfax, etc.</td>
</tr>
<tr>
<td>3</td>
<td>No comment at this time</td>
</tr>
<tr>
<td>4</td>
<td>Need a senior center</td>
</tr>
<tr>
<td>5</td>
<td>I THINK WE ARE A GOOD COMMUNITY WITH ADDITIONAL TRAILS AND TRANSIT. WE ARE GROWING AND ADVANCING TO A LARGE GROUP OF DIVERSIFIED PEOPLE WOULD BE NICE TO BE OPEN TO IDEAS.</td>
</tr>
<tr>
<td>6</td>
<td>Would like to see Park and Ride when there are big events downtown. I cannot attend many events because of the parking being too far from the event and I am unable to walk that far. Having a bus that could drop me close to the event, such as the Saturday morning Farmers Market would allow me the ability to attend.</td>
</tr>
<tr>
<td>7</td>
<td>More resources need to be put in place to develop more bicycle trails. I’m not interested in sharing the road with cars.</td>
</tr>
<tr>
<td>8</td>
<td>I appreciate all of the additional trails starting to connect to the larger network of trails. I wish our public transit would get more love from funding and ridership.</td>
</tr>
<tr>
<td>9</td>
<td>I feel we are unfortunate to be the victims of both Federal corruption (preventing us from obtaining needed flood protection and State (pick and choose who gets a casino and who doesn’t - and/or perhaps the highest bidder).</td>
</tr>
<tr>
<td>10</td>
<td>I am a frequent user of the bike trails in the region and would love to see more paved trails and bike lanes. Keep up the good work in making the corridor more bike/pedestrian friendly!</td>
</tr>
<tr>
<td>11</td>
<td>Love all the bike trails and the constant improvements being made.</td>
</tr>
<tr>
<td>12</td>
<td>The connectivity between Iowa City and Cedar Rapids is becoming more crucial as the communities continue to merge together. Public transportation between the two cities seems like a growing priority. I don’t know if we have the population to substantiate a light rail (yet), but I would rather see that as an option instead of widening 380. Less of a reliance on cars would serve our communities well in the long run. At the very least a carpool lane (instead of adding a regular lane) on 380 would encourage ride sharing.</td>
</tr>
<tr>
<td>13</td>
<td>I think bike signles should be part of the driving test so driveres are aware of what a biker is doing or going to do</td>
</tr>
<tr>
<td>14</td>
<td>I love the improvements and extensions that have been happening on the bike trails! Keep it up and let’s get CEMAR completed!</td>
</tr>
<tr>
<td>15</td>
<td>I look forward to progress on reducing the density of vehicular traffic along I-380.</td>
</tr>
<tr>
<td>16</td>
<td>Continue to prioritize trail connectivity, particularly near schools, transit and low-income areas.</td>
</tr>
<tr>
<td>17</td>
<td>My daughter and I rollerblade and therefore use paved trails. (Yes, I’m 76 year old). There aren’t many paved trails that are good enough to skate on in the area. The best ones are the Cedar Valley Nature trail north of Hiawatha and the short Prairie Lakes fishery trail. Sadly, the Cedar River trail through downtown and especially around Cedar Lake has gotten to rough to skate on and tree roots humping up the trail are a problem south of the old landfill toward prairie creek. It used to be a favorite. And the trail is now a flood berm at Czech village.</td>
</tr>
</tbody>
</table>
## APPENDIX TWO - 2017 MPO Engagement Survey Results

I have been pleased to see progressive changes taking place in CR. More sidewalks, trails, hopefully pedestrian bridges. Making Cedar Lake into a real recreational area would be a big asset. We need to attract and retain younger people here in our city. They do not want casinos, they want things to do outdoors. Our one major trail through CR is packed on the weekends!! People need to have the option to be able to walk and bike safely along the streets--complete streets is a necessity if we are to be desirable to young and old alike. Keep up the good work! Keep pushing our city forward! I would like pedestrian crosswalks at all intersections with traffic lights please. Thank you for reading this.

<table>
<thead>
<tr>
<th>Response</th>
<th>Text</th>
</tr>
</thead>
<tbody>
<tr>
<td>18</td>
<td>The NEED for the Tower Terrace Interchange at I380 is very necessary. The congestive traffic flow, concern for safety, delays, are a concern. This interchange is necessary to sustain business &amp; residential growth.</td>
</tr>
<tr>
<td>19</td>
<td>The Tower Terrace interchange in Hiawatha needs to be a priority. The current traffic flow in the area is extremely congested and is becoming a safety concern. In order to sustain the current rate of business and residential growth in the area surrounding Tower Terrace there needs to be prioritized as much as possible.</td>
</tr>
<tr>
<td>20</td>
<td>One of the major issues that needs attention is the Tower Terrace I-380 interchange. The traffic flow issues and over all safety caused by the congestion of traffic in the North Center Point Road, Boyson Road and Tower Terrace Road areas is awful.</td>
</tr>
<tr>
<td>21</td>
<td>I'm interested in hearing more information on the timeline for when the highway 100 extension out to Fairfax and adjacent bike path will be completed. I live in Fairfax and work near the Edgewood Rd and Hwy 100 intersection. When that route is complete I will ride my bike to work a about 25% of the year.</td>
</tr>
<tr>
<td>22</td>
<td>I appreciate our ability to express our opinions. I'm very impressed with the improvements to bike trails that are being considered especially for single track/mountain biking trails. Thank you for the opportunity.</td>
</tr>
<tr>
<td>23</td>
<td>There should be a focus on The Tower Terrace Road Interchange/road improvements and of course Boyson Road interchange improvements. There are certainly safety concerns that need to be addressed and the improvements and interchange construction would greatly improve those concerns. Development will continue to happen in this area.</td>
</tr>
<tr>
<td>24</td>
<td>Resource and financial waste is painfully evident in roads and infrastructure. Witness the installation and pending de-installation of the traffic signals at the Blairs Ferry Rd and Ushers Ferry Rd. Who is responsible for this waste? Was signal placement a political decision? Or take the seemingly constant construction, destruction of fresh-laid concrete and congestion at and for blocks either side of F Ave and Edgewood, who is in charge? Bus service? I personally believe we won't have a &quot;bus service&quot; until you can ride a bus 24 hours per day as you need to. Until then, while bus user's needs are evident, I prefer to think of what exists today as a bizarre &quot;hobby&quot; for the city managers. Trails? OK, seems a fine idea on the surface but I see no provisions made for safety services (police patrol, etc.) I spent 10 years working in a city who had embraced trails (Bloomington, IL) and where attacks on trail users did occur and seemed to be increasing. Plan ahead. Enforcement will potentially be needed at some point and a plan should be begun now.</td>
</tr>
<tr>
<td>25</td>
<td>I live on 29th St NE. You are proposing to put in two bike lanes and side walks - making it so I cannot fit a normal sized vehicle in my driveway and then I'm not allowed to park on the street. You NEED to look at alternatives to this.</td>
</tr>
<tr>
<td>26</td>
<td>There need to be increased options for trails from the West side of town to hook up with the East side trails.</td>
</tr>
</tbody>
</table>
APPENDIX TWO - 2017 MPO Engagement Survey Results

Our firm operates apartment communities in Eastern Iowa including Linn, Johnson and Blackhawk counties. We have seen a significant increase in the desire of new residents to have access to bike trails. We believe this trend will continue and now make it part of our process as we decide what and where to build. The second goal is connectivity to neighborhoods on both sides of the river. I have worked here for almost 30 years and you cannot safely ride your bike from the NE side Glass rd to O Ave NW. I think the MPO is working hard to solve some of these issues and look forward to the progress.

28 The East-West corridor of Tower Terrace seems to be languishing for want of Cedar Rapids support. Is there any movement by Cedar Rapids near term?

We moved here 3 years ago. The trail system was ok but not great. The improvement and expansion of the trail system in the area has been outstanding and is one of the reasons we continue to live here. I would like to see continued work on high density areas (downtown/New Bo). These areas should be destinations and not thoroughfares. Possibly a reduction in the speed limit to 15-20 mph would encourage thru motorists to seek alternate routes.

29 The Tower Terrace Interchange needs to be a major priority for the MPO. Hiawatha is a growing community and has a significant growth opportunity from a business perspective, as well. The challenge that faces Hiawatha is congestion at N. Center Point Road and Boyson Road/I380 and not only for our citizens, but employees that come to work for employers in our city. Potential economic growth is being suppressed, as businesses want easy access on and off of I380 for their employees, customers and shipments. Today, this is a major problem. With the addition of an interchange at Tower Terrace Road, much of the commercial traffic can use that interchange to get to new and expanding businesses in North Hiawatha, while many of our residents, who are trying to travel on Boyson Road, east and west at the interstate, will experience much less congestion. For someone that travels this area everyday, it is the best interest of the MPO to look at the safety issues being caused by congestion at N. Center Point Road and Boyson/I380. Traffic is backed-up off the exit during morning and afternoon rush hours, creating an unsafe driving situation for our citizens. Please consider the Tower Terrace interchange and how it will benefit the citizens and businesses of Hiawatha, Robins and Cedar Rapids.

30 I am thrilled the Cedar Rapids area is investing in more trails. My husband and I frequent the Cedar Valley and Sac & Fox trails several times a week, and we’re looking forward to the Cemar trail extension. Trails are vital to the quality of life in this area, and they were a reason why we moved here and why we’ll stay here. I’m not sure if this falls in your jurisdiction, but we need to find a sustainable solution for travel between Cedar Rapids and Iowa City. Extending 380 is not the answer. Most urban planning scholars agree that "if you build it, they will come" and that adding lanes only increases traffic. I drive 380 to work every day and am honestly scared of being in a car accident after averaging three close calls each week due to erratic and texting drivers. Instead, I strongly support rail or light rail between Cedar Rapids and Iowa City and would happily pay more in taxes to make this a reality. Sadly, no progress has been made in this area from what I’ve read, but what a great opportunity to be a leader and benchmark that other metros can look to. Thanks for listening.
<table>
<thead>
<tr>
<th>Response</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>33</td>
<td>There is no question one of the highest road project priorities, if not the highest, is the completion of the Tower Terrace Road Interchange. This priority is shared by community leaders and elected officials in Cedar Rapids, Marion, Robins, &amp; Hiawatha. The TTR interchange will solve the tremendous traffic congestion at the Boyson Road Interchange which on a daily basis creates unsafe back-up conditions extending onto I-380. The TTR Interchange is also a critical project for economic development from I-380 all the way to Marion on Tower Terrace Road. The DOT also agrees with the TTR priority based on including funding in their 3-5 year plan. The support of the Corridor MPO for the TTR Interchange is imperative.</td>
</tr>
<tr>
<td>34</td>
<td>Too much focus on bike lanes for limited amount of people I see using them and seasons of the year biking is a viable transportation solution. More trails is ok but fix our lacking road infrastructure first!</td>
</tr>
<tr>
<td>35</td>
<td>Need better airfares from CID.</td>
</tr>
<tr>
<td>36</td>
<td>Please don't pave the sac fox trail.</td>
</tr>
<tr>
<td>37</td>
<td>Starting to notice improvements with the Paving for Progress program. However some segments of the metro area are still hard to access by bike or foot without venturing onto busy/crowded streets. Rather than adding new trails and green space (trail along the new segment of Hwy 100 for example), how about focusing on connecting neighborhoods with the existing trail structure within the metro area? Completing the CEMAR trail would be a big plus. Adding sidewalks to neighborhoods that don't have them and connect these neighborhoods to the larger sidewalk system would be another plus. We don't necessarily need sidewalks on both sides of the streets, but on at least ONE side would be great. Trails alongside busy roads are preferable to bike lanes (Edgewood Rd, Blairsferry Rd, Collins Rd for example).</td>
</tr>
<tr>
<td>38</td>
<td>Kudos to the corridor MPO for all the success so far. Needs: MUP from Edgewood &amp; Ellis northbound across bridge up to Blairs Ferry. Any bike/MUP eastbound from the CVT on the north side (Collins Rd/Blairs Ferry area) North/south bike/MUP on the east side (between MedQuarter and Lindale) It's my opinion that the proposed &quot;sleeping giant&quot; is a waste. It doesn't add any connectivity (it's too close to the 16th Ave Lion Bridge) and I fear it will eat up grant/budget money that could be used for more vital needs. If we are adding another bridge on the south side, something that connects Tait Cummins to Prairie Park Fishery would be ideal.</td>
</tr>
<tr>
<td>39</td>
<td>Need to get the Tower Terrace interchange in asap! The Boyson Road/I380/Ct. Point intersections are dangerous and very inefficient for business and residential inhabitants</td>
</tr>
<tr>
<td>40</td>
<td>Avid biker. Bike trails in any direction and location are the highest desire for me.</td>
</tr>
<tr>
<td>41</td>
<td>I like the improvements that are being made to the bike trail system as well as access to the trails on the City's streets. Looking forward to more improvements in the future.</td>
</tr>
<tr>
<td>42</td>
<td>New focus on transit, trails, multi-modal transportation is encouraging. Transit needs to be improved, expanded, and better integrated into the metro and other corridor communities (Iowa City).</td>
</tr>
<tr>
<td>43</td>
<td>Need more trails that loop and interconnect</td>
</tr>
<tr>
<td>44</td>
<td>I love what you are doing with bike trails! Please keep up this great work! I am especially excited for the CeMar trail to connect Marion to Cedar Rapids. Thanks for all you do.</td>
</tr>
</tbody>
</table>
APPENDIX THREE - Corridor MPO Media Contact List

Corridor MPO Media Contact Group as of January 23, 2020

- Local non-profits (staff & general) and special interest groups
  - AARP
    - AARP State Director, Brad Anderson
    - Connie Eastman
  - UWECI
    - Leslie Wright, Senior Vice President of Community Building
    - Shannon Hanson, Vice President of Marketing & Communications
  - Willis Dady Homeless Services
    - General: services@willisdady.org
  - African American Museum of Iowa
    - Director of Operations, Brianna Kim
    - Communications Associate, Veronica Weeks
  - NAACP of Cedar Rapids
    - dedricdoolin@gmail.com
  - HACAP (includes WIC office)
    - Communications Director, Joe Horaney
    - Executive Director, Karmin McShane
  - Solid Waste Agency
    - Communications Director, Joe Horaney
    - Executive Director, Karmin McShane
  - Cedar Rapids Metro YMCA
    - Marketing Director, Shannon Brendengen
    - Helen G. Nassif Branch Executive, Eric Petersen
    - Marion Branch Executive, Sarah Hoeger
    - Director of Healthy Living at MISP Fitness Center Staff and Mercy Health Plaza, Naomi Engelken
    - Stoney Point Associate Branch Director, Dale Emerson
  - Big Brothers Big Sisters of Cedar Rapids and East Central Iowa
    - Program Director, Erin Koehn
    - Operations Specialist, Brittani Albright
  - Greater Cedar Rapids Community Foundation
    - Director of Marketing and Communications, Corinne Ramler
    - Director of Development Services, Josie Velles
    - Senior Vice President, Programs and Community Investment, Karla Twedt-Ball
  - Neighborhood Development Corporation of Cedar Rapids (NDCCR)
    - General: ndcccedarrapids@gmail.com
  - Go Cedar Rapids
    - General: info@gocedarrapids.com
  - Iowa Culture Corridor Alliance
    - General: info@culturalcorridor.org
  - ICR Iowa
    - President and CEO, Jennifer Daly
  - PFLAG CR
    - General: pflagcr@gmail.com
  - US Freedom Foundation
    - General: elias@usfreedomfoundation.org
  - Peer Action Disability Support (PADS)
    - General: power2pwd@yahoo.com
  - Iowa Compass (Center for Disabilities and Development)
    - General: iowa-compass@uiowa.edu
  - ARC of East Central Iowa
    - Anne Armknecht, Executive Director
  - Community Hands/Intercultural Center of Iowa
    - President and CEO, Rama Muzo
    - Director of Community Hands Deaf Services, Jennifer Keaton

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Public Participation Plan
APPENDIX THREE - Corridor MPO Media Contact List

- Eastern Iowa Health Center
  - Outreach Coordinator, Diane Buffo
- REM Iowa (Hiawatha Locations)
  - shawna.wallerich@thementornetwork.com
  - katarina.lacina@thementornetwork.com
  - jessica.burns@thementornetwork.com
  - staci.siddell@thementornetwork.com
  - shay.andersen@thementornetwork.com
  - darla.iburg@thementornetwork.com
  - danielle.smith@thementornetwork.com
  - Shelby.janes@thementornetwork.com
- Area Substance Abuse Council (ASAC)
  - General: info@asac.us
- Churches
  - Churches (with what appears to include large minority congregation or has services in languages besides English)
    - Mt. Zion Missionary Baptist Church (2nd oldest black congregation in CR)
      - General email, mtzionmbchurch@msn.com
    - St Paul’s United Methodist Church (offers worship in Swahili and Kirundi)
      - Director of Communications, Holli Schneekloth
      - Front Desk, Hospitality, & Events Coordinator, Kristin Simon
    - Calvary Baptist Church
      - Associate Pastor for Worship & Administration, Michael Frey
      - Senior Pastor, Jay Jentink
    - Immanuel Baptist Church (have services in Korean and Spanish)
      - General email, office@immanuelcr.org
    - Bethel Ame Church (black church in CR, National Historic Place)
      - Reverend, Leoma Leigh-Williams
    - King of Kings Lutheran Church (has “African Worship”)
      - General, office@kingofkingscr.org
      - Pastor, Mark Halvorson
    - New City Church
      - General, info@newcitycr.org
    - First Church of the Open Bible
      - Pastor, Harris Holsapple VI
      - General, info@firstopenbible.com
    - Immaculate Conception Catholic Church (has noon Sunday service in Spanish)
      - Pastoral Associate, Hispanic Ministry, Nadia Garza
      - Reverend, Christopher Podhajsky
    - Islamic Center of Cedar Rapids
      - General, info@cromosque.com
    - Cedar Rapids Zen Center (Buddhist)
      - General, crzc@cedarrapidszencenter.org
    - Unity Center of Cedar Rapids
      - General, office@unitycr.org
    - Peoples Church Unitarian Universalist
      - General, office@peoplesuu.org
    - Hindu Temple Association of Eastern Iowa
      - General, econtact@iowahindutemple.org
    - Temple Judah
      - General/office, office@templejudah.org
      - Rabbi Todd, rabbi@templejudah.org
APPENDIX THREE - Corridor MPO Media Contact List

- **Local media**
  - Local TV Media
    - KGAN
    - KWWL
    - KCRG
  - Radio
    - Iowa Public Radio
    - AM 600 WMT
    - KCCK
    - RadioZ 95.5 (Spanish radio station)
  - Print/Online
    - Marion Times
      - news@mariontimesonline.com
      - Robyn Ireland, robyn.ireland@wcinet.com
    - Corridor Business Journal
      - news@corridorbusiness.com
    - The Gazette
      - General
      - Brian Morelli
      - Mitchell Schmidt

- **Local member jurisdictions**
  - Policy Board representatives
  - Executive Committee representatives
  - TTAC representatives
  - Relevant jurisdiction staff (not on MPO Committee/Board)
    - **Engineering**
      - Marion
        - Assistant City Engineers, Tim Mroch & Darin Andresen
    - **Planning (staff)**
      - Hiawatha
        - Community Development Director, Patrick Parsley
        - Administrative Assistant / Community Development Clerk, Jennifer Goerg
      - Cedar Rapids
        - General Planning Contact, CD-Plan@cedar-rapids.org
      - Marion
        - Community Development Director, Tom Treharne (In Policy Board contact)
      - Linn County
        - Planning and Development Director, Les Beck
    - **Planning (Non-MPO Board/Committee reps whose contact info I can find or already have)**
      - Cedar Rapids
        - City Planning Commission Chair, Jim Halverson
      - Marion
        - Planning & Zoning Commission Staff Contact, David N. Hockett
    - **City manager/administrators/General**
      - Marion
        - City Manager, Lon Pluckhon (in Policy Board contact)
      - Hiawatha
        - City Administrator, Kim Downs
    - **Communications**
      - Cedar Rapids
        - Development Services Communications Coordinator, Emily Breen
        - Communications Division Manager, Maria Johnson
APPENDIX THREE - Corridor MPO Media Contact List

- Marion
  - Amber Bisinger

  - Other (City Clerks/City Hall/Library)
    - Hiawatha
      - General Email: cityclerk@hiawatha-iowa.com
      - Deputy City Clerk, Kari Graber
      - City Clerk, Kelly Kornegor
      - Library Director, Jeaneal Weeks

- Hiawatha
  - Other (City Clerks/City Hall/Library)
    - General Email: cityclerk@hiawatha-iowa.com
    - Deputy City Clerk, Kari Graber
    - City Clerk, Kelly Kornegor
    - Library Director, Jeaneal Weeks

- Robins
  - General City Hall: robinscityhall@fmtcs.com
  - Deputy Clerk, Liz Schura

- Cedar Rapids
  - Library Director, Dana Schmidt
  - General Library, info@crlibrary.org
  - Police Chief, Wayne Jerman
  - Community Outreach Officer, Laura Faircloth
  - Civil Rights Commission
    - General, civilrights@cedar-rapids.org
    - Executive Director/Chief Diversity Officer, LaSheila Yates, lyates@cedar-rapids.org
    - Administrative Assistant/Intake Specialist, Alicia Abernathey, a.abernathey@cedar-rapids.org
  - Sustainability Coordinator, Eric Holthaus
  - Utilities Director, Steve Hershner (in TTAC contact)

- Marion
  - General Library: info@marionpubliclibrary.org
  - Staff contact for Marion Civil Rights Commission, Amanda Kaufman, akaufman@cityofmarion.org

- Linn County
  - Public Health, general, health@linncounty.org
  - Community Services – Core Services, general, lccs-core@linncounty.org
  - Veterans Affairs, general: veteran@linncounty.org

  - Elected officials (not on MPO Committee/Board, whose info. I can find)
    - Cedar Rapids City Council
      - General email - CityCouncil@cedar-rapids.org
    - Marion City Council
      - General email - council@cityofmarion.org

- Local State Legislators/General Assembly
  - Iowa House (serve 2 year terms, elections in even years, no term limits)
    - Liz Bennett, House District 65
    - Art Staed, House District 66
    - Ashley Hinson, House District 67
    - Molly Donahue, House District 68
    - Kristin Running-Marquardt, House District 69
    - Tracy Ehlert, House District 70
    - Amy Nielsen, House District 77
    - Louie Zumbach, House District 95
  - Iowa Senate (serve 4 year terms, no term limits)
    - Robert Hogg, Senate District 33 – up for reelection 20??
    - Liz Mathis, Senate District 34 – up for reelection 2020
    - Todd E. Taylor, Senate District 35 – up for reelection 2022
    - Zach Wahls, Senate District 37 – up for reelection 2022
    - Kevin Kinney, Senate District 39 – up for reelection 20??
APPENDIX THREE - Corridor MPO Media Contact List

- **Linn County Supervisors**
  - Stacey Walker, District 1
  - Ben Rogers, District 2
  - Brent Oleson, District 3

- **Neighborhood Association Presidents/Contacts**
  - Cleveland Area Neighborhood Association, George Heeren
  - Harbor Neighborhood Association, Don Steichen
  - Kenwood Park Neighborhood Association, Erica Yoder
  - Mound View Neighborhood Association, Carol Sindelar
  - Noelridge Park Neighborhood Association, Tim Stevens
  - Northwest Neighbors Neighborhood Association, Al Pierson
  - Oak Hill Jackson Neighborhood Association, Lynette Richards
  - Taylor Area Neighborhood Association (TANA), Steve Nylin
  - Wellington Heights Neighborhood Association, Robin Kash
  - Westdale Area Neighborhood Association, Stephanie Neff

- **Local Housing Authority (Cedar Rapids’ Housing Services Dept)**
  - Housing Services Manager, Sara Buck

- **Local chambers of commerce/economic development groups/business groups**
  - Cedar Rapids Metro Economic Alliance – general email: economicalliance@cedarrapids.org
  - MEDCO – President, Nick Glew
  - HEDCO – general email: info@HEDCO.org
  - Uptown District (Marion) - brooke@marioncc.org
  - Robins Economic Development Initiative (REDI) - TBD

- **Local transportation groups/organizations**
  - Eastern Iowa Airport
    - General: info@crairport.org
  - East Central Iowa Council of Governments (ECICOG)
    - Transportation Director, Mary Rump
    - Transit Administrator/Planner, Brock Grenis
    - Public Information Specialist, Natalie Fraehlich
    - Executive Assistant, Gina Peters
  - LIFTS
    - General: lifts@linncounty.org
    - Tom Hardecopf, tom.hardecopf@linncounty.org
    - Mobility Manager, Terry Bergen

- **Local Businesses**
  - Raygun, contact@raygunsite.com
  - Hall Bicycle, info@hallbicycle.com
  - Northtowner Cycling and Fitness, Info@NorthtowneBikes.com
  - Goldfinch Cyclery, INFO@GOLDFINCHCYCLERY.COM

- **Schools**
  - Higher Education
    - Kirkwood
      - Associate Director of Marketing, Justin Hoehn
  - Coe College
APPENDIX THREE - Corridor MPO Media Contact List

- Director of Marketing, Natalie Milke
  - Mount Mercy College
  - TBD

- K-12
  - Cedar Rapids Community School District
    - Communications Director, Akwi Nji
    - Communications Secretary, Pat Szymanek
  - College Community School District
    - Communications Director, Steve Doser
  - Linn Mar Community School District
    - Communications & Media Coordinator, Matthew May
  - Marion Independent School District
    - Superintendent Secretary, Stephanie Viner
  - Holy Family Xavier Catholic Schools (Xavier, St Jude, Lasalle)
    - Business Office, Nancy Appel
    - Business Office Manager, Julie Dorenkamp
    - Regis Middle School, Principal’s Administrative Assistant, Dianne Clarke
    - Regis Middle School, Receptionist/Activities Administrative Assistant, Tracie Chute