

Fiscal Year 2011 Transportation, Housing and Urban Development Appropriations

Intended Recipient	Project Name	Location	Purpose	Amount Requested by Organization	Justification (provided by the intended recipient)
TRANSPORTATION					
Allison	Allison Federal Aid Route Rehabilitation	Allison	For rehabilitation of the federal aid route, which includes 7th Street from IA Highway 14 to Locust Street; Locust Street from 7th Street to 6th Street; 6th Street from Locust Street to Elm Street; and Elm Street from 6th Street to 200th Street	\$325,327	Allison's federal aid route is one of only two routes that connect the city to the state highway system, and is thus vital to its accessibility and economic health. This project will ensure that the route remains open and safe, and enable the City to address more of its transportation needs.
Ames	Grand Avenue Extension	Ames	For an arterial street and multi-use trail extension to connect downtown Ames to the south part of the city, as well as the Iowa State University College of Veterinary Medicine and the Iowa State Center. This extension will also relieve heavy traffic pressure on South Duff Avenue (US Highway 69). This project is intended to improve traffic safety along with a reducing congestion and delays, which should result in improved air quality due to lower emissions	\$1,200,000	This project will divert through-traffic from an increasingly overcrowded urban corridor on the Primary Highway System (US 69), resulting in air quality mitigation as well as improving the safety and efficiency of traffic operations in the corridor. It will also enhance multi-modal access to the Iowa State University College of Veterinary Medicine and the Iowa State Center.
Ankeny	Interstate 35 Interchange/I-35 Realignment at NE 36th Street	Ankeny	For construction of the interchange and widening of Interstate 35	\$2,500,000	This interchange will reduce traffic congestion and provide a safer roadway for motorists and commuters. The population growth in Ankeny and the increased traffic between Ames and Des Moines are generating traffic issues on I-35 and at the 1st Street Interchange. The construction of the new interchange and widening of I-35 will improve immediate traffic issues and provide a long term solution for this corridor.
Asbury	Seippel Road Improvement Project	Asbury	For a roadway project which is approximately 3,700 feet in length and serves as a collector roadway between Asbury Road and Middle Road and connection to the proposed SW Arterial Project in Dubuque County	\$2,100,000	The proposed roadway project will benefit the region by diverting traffic on Asbury Road to Highway 20 and connecting to the future SW Arterial Project.

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Bettendorf	Interstate 74 Corridor Project	Bettendorf	For preconstruction and construction activities including right-of-way acquisition concerning replacement of i-74 Bridge and associated roadway work from 53rd Street in Davenport, Iowa to Avenue of the Cities in Moline, Illinois. The completed project will provide improved access for vehicles, transit, and bicycles as the current bridge is too narrow for reliable transit service and the new bridge will include additional lanes and a bike path.	\$3,000,000	The I-74 Bridge Corridor project is an urgent transportation need in the Quad City Region because it is functionally obsolete, never met Interstate standards, and carries nearly 70,000 vehicles daily but was designed to handle approximately 50,000 vehicles per day. It provides redundancy to I-80 and access to commercial centers and regional facilities including the Rock Island Arsenal, John Deere Commons, I-Wireless Civic Center, and the Quad City International Airport.
Black Hawk County	Cedar Valley Nature Trail Bridge Replacement at McFarlane Park	Black Hawk County	For replacement of the Cedar Valley Nature Trail Bridge at McFarlane Park in order to fully restore the trail, which is part of the American Discovery Trail, that was severely damaged as a result of the 2008 floods	\$2,350,800	As part of the ADT the CVNT provides non-motorized transportation and recreation between Waterloo/Cedar Falls, Iowa and Cedar Rapids, Iowa. The bridge was damaged beyond repair in the floods of 2008 and has been closed, thus severing this critical trail link in Iowa and the nation.
Boone	Snedden Drive Extension and Overpass Construction	Boone	For the extension of Snedden Drive and construction of an overpass	\$1,000,000	The current configuration of Snedden Drive, a major commercial artery, is stifling economic development opportunities, increasing pollution in the City, and posing an extreme safety hazard.
Camanche	Washington Boulevard Reconstruction	Camanche	For design and construction of an safe motorist and pedestrian corridor through the City of Camanche	\$1,840,000	An improved Washington Boulevard corridor will provide safety travel for motorists, pedestrians, and children. There are areas of this main thoroughfare that have higher traffic counts than federal US Highway 67 bypass around the City, which creates a dangerous situation when combined with the lack of safe pedestrian walkways and crosswalks.
Carroll County	U.S. 30 Four-Lane Project	Carroll County	For completion of the environmental assessment and NEPA review process, preliminary location and design and right of way acquisition of the completion of US 30 four-laning from Carroll to Glidden in Carroll County	\$3,000,000	US 30 between Carroll and Glidden in Carroll County, a distance of approximately 7 miles serves as a principle corridor for commuters, freight and ag-products traveling along US 30. This segment carries the highest volume of traffic on the 2-lane portion of US 30 in the entire state of Iowa. US 30 is part of the National Highway System and is an integral portion of the transportation system for Iowa and the US.

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Cedar Falls	Greenhill Road Extension Project	Cedar Falls	For construction of an extension of Greenhill Road from its current terminus west of Hudson Road northward to University Avenue and then to West 27th Street in Cedar Falls to improve safety and reduce congestion around the University of Northern Iowa, improve accommodations for bicycles and pedestrians, and provide access to current and future development areas.	\$3,000,000	The Greenhill Road project provides a major street access for future developments west of Hudson Road including additional access locations into existing neighborhoods. It will reduce traffic congestion on Hudson road during sporting events, concerts, and other large-scale events at the UNI-Dome and McLeod Center area while providing a pedestrian/bikeway path between the events area and nearby apartments and residential areas.
Cedar Rapids	Iowa Highway 100 Extension	Cedar Rapids	For completion of a seven mile segment of Iowa Highway 100 from Edgewood Road NE to US Highway 30/218 in order to continue the partially completed beltway system and provide connections between major highways including US Highways 30, 151, Business 151, and 218, Iowa Highway 13, and Interstate 80.	\$3,000,000	The Highway 100 extension will significantly reduce congestion and increase safety for the community; provide an efficient connection between the city's west and northeast areas, the City of Marion, and Interstate 380, the Cedar Rapids/Iowa City Corridor; accommodate planned growth and associated travel demands, and provide a much needed additional crossing of the Cedar River during extreme flood events like in 2008, when 9 of 10 metro area river crossings were closed due to inundation, with the sole exception being I-380.
Clinton	19th Avenue North Extension Project	Clinton	For extension of 19th Avenue North which will provide alternative means of transportation through Clinton, which will lessen congestion on the existing street system including US Highway 30. This project provides vehicles with a bypass around the urbanized area of Clinton. It will provide a quicker and more fuel efficient route from Highway 67 North of Clinton to Highway 30 southwest of Clinton.	\$2,200,000	The 19th Avenue North Extension will benefit residents of both Iowa and Illinois. The project will connect US Highway 30 in Illinois to US Highway 30 in Iowa, via the Mill Creek Parkway Bypass and Highway 136 Bridge. The Highway 30 Coalition in Illinois and Iowa are working towards the eventual four-lane construction of US Highway 30. Upon completion, it is anticipated that many commuters will use Highway 30 instead of Interstates 80 or 88 when travelling between Chicago and Des Moines. With these expected future increased traffic volumes, the 19th Avenue North Extension will become essential to the entire region within the bi-state area.
Coralville	Coralville Intermodal Facility	Coralville	For construction of the Coralville Intermodal Facility that will be located in the Iowa River Landing District. The facility will include a 500 park and ride spaces, hub for Coralville transit, bicycle parking, and a child care center.	\$3,000,000	This project is a multi-modal facility that will serve the needs and manage the transportation demands of the Coralville/Iowa City area with services for all the modes of transportation including automobiles, transit, bike, and pedestrian.

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Council Bluffs	Interstate 80 Reconstruction and Utility Relocation	Council Bluffs	For relocation approximately 1000 LF or 48" sanitary sewer that is in conflict with the planned interstate improvements	\$640,000	Iowa Department of Transportation policy is for the relocation of the sewer to be a city responsibility, even though it is caused by the interstate reconstruction. This cost of the sewer relocation is not budgeted by the city. The benefits will be to allow the city to relocate the sewer in a timely fashion to facilitate the state's efforts of interstate improvements.
CyRide	Ames Intermodal Facility	Ames	For construction of an Intermodal facility coordinating intercity private bus operators with public transit, bicycle, pedestrian and parking to serve the general public in Ames, thereby providing a city-wide transportation network reducing vehicle miles traveled, energy consumption, and more efficiently expending taxpayer dollars.	\$3,000,000	This project will help provide a coordinated transportation network in the Ames area reducing duplication of public funds, efficiently expending taxpayer dollars on transportation and reducing fuel consumption through the coordinated network.
Davenport	Transit Maintenance Garage	Davenport	For construction of a transit maintenance garage	\$2,800,000	This facility is an important, cost effective answer to the transit maintenance facilities challenges facing the City of Davenport by linking the physical needs of transit with a more seamless management of its operations and maintenance.
Davis County	Bunch Road	Davis	For asphalt overlay of five miles of bunch road	\$1,346,000	Bunch Road is a country public road with 400 vehicles per day. Davis County is concerned that they will lose the road before they can fund an overlay through other funding.
Des Moines	Grand Avenue Bridge Rehabilitation	Des Moines	For rehabilitation of Grand Avenue Bridge, a 92-year old bridge, in order to maintain safety for vehicular and pedestrian traffic.	\$2,000,000	Rehabilitation of this 92-year old structure is necessary to maintain safe accommodation of vehicular and pedestrian traffic. Grand Avenue is a major arterial into downtown Des Moines.
Des Moines Area Regional Transit Authority (DART)	Downtown Des Moines Transit Hub	Des Moines	For construction of a sustainable, multi-modal Transit Hub in downtown Des Moines to replace the Walnut Street Transit Mall	\$1,200,000	The Transit Hub will not only enhance Central Iowa's mobility and travel options for residents, commuters, and visitors, but it will also be a key economic catalyst by creating direct jobs and allowing for significant growth in small business and retail jobs along the vacated Walnut Street bus-only transit mall in downtown Des Moines.
Des Moines County	Des Moines County Highway 99 Bridge Replacement and Mitigation	Des Moines County	For replacement of a functionally deficient bridge and protect a regionally significant highway from repeated flood hazard and damage in Des Moines County, Iowa	\$260,000	This project is a critically important county road and bridge that serves private citizens, business and industry. The bridge provides market access for grain going to export, hogs for finishing and slaughter, and finishes manufactured goods, like construction backhoes, transported for final shipping preparation.

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DeWitt	11th Street HMA Resurfacing	DeWitt	For replacement of an aging and worn street surface and install new storm sewer catch basins on DeWitts most used street.	\$500,000	The City of DeWitt's most travelled roadway currently has an aging and deteriorating surface that requires resurfacing. 11th Street is a key component of central Clinton County's transportation system. 11th Street, formerly US Highway 30, serves as a local route to the north side of Clinton. Additionally, 11th Street intersects with the City of DeWitt's main north/south route, which is 6th Avenue, formerly US 61. Finally, 11th Street in west DeWitt connects directly with US Highway 30 and US 61 Highway interchange.
Dubuque	Southwest Arterial Project	Dubuque	For completion of the final development phases of the Southwest Arterial project, a 6.1 mile, four-lane divided, hard-surface freeway facility on a new alignment between Highways 61/151 and Highway 20 with priority 1-access control	\$2,000,000	This project provides an alternate, direct, and efficient route for traffic through southwestern Dubuque, thereby improving mobility and providing environmental benefits by reducing traffic congestion on the local street system, including Central Avenue (Highway 52/3) through the downtown, Kelly Lane, which is through a residential neighborhood and will relieve congestion and improve safety on Highway 61/151 and highway 20 through Dubuque.
Eldridge	Long Grove Cody Multipurpose Recreation Trail	Eldridge	For approximately two miles of separated multi-purpose recreational trail along County Road Y64 ROW in Scott County, connecting existing recreation trails in Long Grove and Eldridge, is part of the historic Buffalo Bill Cody Trail and provides an extension of a safe route to North Scott Middle School.	\$1,020,000	The Long Grove Eldridge Cody Trail project involves the creation of a two-mile paved separated multi-use trail from the terminus points of existing trails in the Cities of Long Grove and Eldridge, Iowa.
Fayette County	Turkey River Recreational Corridor	Fayette County	For construction of a recreational trail in conjunction with the Turkey River Recreational Corridor project.	\$3,000,000	The Turkey River Recreational Corridor - Recreational Trail is comprised of over 50 miles stretching between multiple counties and communities, tying those communities together socially and economically.
Fort Dodge	Business US 20 Corridor Redevelopment Initiative	Fort Dodge	For a redevelopment initiative to act as a catalyst for a more functional environment through public sector capital improvements including safety and aesthetics, and incentives that partner with the private sector for economic development along this corridor	\$3,000,000	This "Corridor of Commerce" generates a significant portion of the City of Fort Dodge's Local Option Sales Tax proceeds. These funds are then used to replace and repair other infrastructure within the City including streets, water main, sanitary sewers, and storm sewers. As this Corridor continues to develop with the assistance of this public-sector investment, then additional revenue will be generated for infrastructure improvements and the taxpayers of the City will see less of a tax burden for those same improvements.

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Fort Madison	Interchange at US Highway 61 Fort Madison Bypass and County Road J40	Fort Madison	For construction of an interchange at the intersection of the US Highway 61 bypass of Fort Madison and Lee County Route J40. This project will include the purchase of any additional right of way, drainage structures, grading, paving, lighting, a and signing of the interchange	\$366,150	This project was originally planned to be included as part of the construction of the US Highway 61 bypass, but was eliminated due to funding limitations from the Iowa DOT. Taxpayer funding should be used to complete this project as originally planned as it will improve traffic safety, traffic efficiency, and support economic development.
Guthrie County	Khrushchev in Iowa Trail	Guthrie County	For development of the 17-mile trail along a key Iowa segment of the cross-country American Discovery Trail, providing increased access to important Iowa environmental and historical assets.	\$1,291,500	The trail will connect existing trails, enhance tourism opportunities, support health and recreation, create safe routes to schools, and provide economic development opportunities for west-central Iowa.
Hiawatha	Tower Terrace Corridor	Hiawatha	For the interchange to be located at Tower Terrace Road provides a planned transportation corridor for east/west travel in the northern part of the Cedar Rapids Metro area. This corridor serves the cities of Hiawatha, Robins, Cedar Rapids, and Marion. The proposed I-380 interchange anchors the corridor travel on the West at an at-grade intersection is planned at State Highway 13 (east anchor) in Marion, Iowa.	\$1,500,000	The project facilitates East-West travel in the northern portion of the Cedar Rapids MSA. The MSA does not currently have a safe way to move trips from east to west. The project will reduce vehicle travel currently experienced on the parallel local streets of Blairs Ferry Road and Boyson Road. The region is expected to have an increase of 34,000 vehicle trips on the west (I-380) and 19,000 on the east (St Hwy 13), the additional trips cannot be accommodated safely without significantly reducing the level of service by the existing transportation network.
Howard and Mitchell Counties	Wapsi Great Western Line Trail	Howard and Mitchell Counties	For surfacing of trail surface, construction of trail and compaction, site preparation, clearing and grubbing of brush and trees, erosion control, signage for trail, bridges, fencing archeological surveys, culverts, rocks seeding, mulching, and engineering.	\$725,109	This planned multi-use trail project is located in both Iowa and southern Minnesota. The miles of trail that do exist in Iowa are disconnected and scattered in short stretches. Once the planned trail is connected to the trails in Minnesota, there will be over 100 miles of trail system for residents and visitors to enjoy.

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Iowa City	Dubuque Street Elevation and Park Road Bridge Replacement Project	Iowa City	For reconstruction and elevation of Dubuque Street and the Park Road Bridge well above the 2008 flood event level. Dubuque Street and the Park Road Bridge, south of Interstate 80 in Iowa City, were heavily impacted by the 2008 and 1993 floods.	\$3,000,000	This funding will allow the construction of a flood recovery and mitigation project of great importance to Iowa city and the regional facilities within the community such as the University of Iowa, University of Iowa Hospitals and Clinics, and the VA Hospital. These regional facilities along with the central business district, rely on Dubuque Street as the primary and most vital link to I80 and areas north. Dubuque Street was inundated by the Iowa River for 32 days in 2008 and for 60 days in 1993. It also floods for shorter periods from local rains nearly every year. Compounding this problem is the Park Road Bridge, which was also closed by the flood, produced 14 inches of backwater at the peak of the 2008 flood. The impacts of this backwater contributed to the flooding of Dubuque Street as well as two Iowa City neighborhoods and all the way into Coralville, impacting businesses along Highway 6 and 1st Avenue. This funding will be used to reconstruct and elevate Dubuque Street and replace the Park Road Bridge with a structure that produces significantly less backwater.
Iowa Department of Transportation	U.S. 20 Relocated Four-Lane Project	Calhoun County	For completion of paving four lanes of new roadway, signing, and erosion control	\$3,000,000	U.S. 20 is known locally as "the Midwest Connector" because it connects with US 20 in Illinois which is being expanded to four lanes from Chicago to East Dubuque. It also connects with US 141 at Dubuque, a four-lane highway extending from Dubuque to Milwaukee, Wisconsin. On the western side of the state, it connects with Nebraska 3t in South Sioux City, which is also being expanded to a four-lane roadway connecting to I-80 near Grand Island. In Iowa, US 20 intersects with several major north-south highways including I-380, I-35, US 71, and I-29.
Iowa Department of Transportation	U.S. 61 Fort Madison Bypass	Lee County	For construction of a new 9 mile-long four-lane controlled access bypass around the City of Fort Madison	\$3,000,000	The current roadway through the city, which was one of Iowa's original wagon roads and first paved in 1937 can no longer accommodate the existing or projected traffic volumes. Numerous at-grade cross street intersections and private access driveways do not meet current design standards and result in increasingly frequent periods of traffic congestion and higher crash rates. In addition, very high truck volumes also place a significant strain on the design integrity of the current roadway.

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Iowa Department of Transportation	U.S. 63 Widening and Reconstruction	Bremer County	For construction/paving of an 8.7 mile long segment of reconstructed/widened US 63 expressway	\$3,000,000	US 63 a key commercial highway linking the Waterloo metropolitan area with I-90 in southern Minnesota and the Twin Cities metropolitan area in Minnesota. Almost 20 percent of the vehicles on this highway are commercial trucks carrying cargo. A significant portion of the traffic into and out of a growing number of regional distribution and warehousing facilities in the Waterloo metro area are served by US 63.
Iowa Department of Transportation	U.S. 169 Widening/ Reconstruction	Humboldt and Webster Counties	For reconstruction including re-grading shoulders, replacing bridges, culverts, and new paving.	\$3,000,000	US 169 is a key commercial/commuter highway linking US 20 and US 18 in North Central Iowa. The highway continues northerly into Minnesota providing a key link to I-90 in southern Minnesota.
Iowa Department of Transportation	Statewide Bus and Bus Facilities	Statewide	For replacement of overage vehicles and upgrades to transit support facilities which are critical to maintain public transit as a viable transportation option for the people of Iowa.	\$15,000,000	Expansion vehicles are critical to allowing Iowa's transit systems to respond to the public's increasing need for transit services both to serve an aging population and to support economic development.
Iowa State University	Center of Excellence for Geospatial Analysis in Transportation Safety - CEGATS	Ames	For implementation of the US Road Assessment Program, a unique mapping construct that identifies high risk corridors, enabling state transportation agencies to deploy effective countermeasures and the general public to learn where and when to expend additional caution.	\$1,000,000	Each year in the US 6 million car crashes result in over 40,000 highway deaths, 2 million injuries and an economic toll of more than \$230 billion. To reduce serious crashes and related injuries and fatalities the AAA Foundation for Traffic Safety and the Institute for Transportation at ISU have been pilot testing a unique mapping construct called the US Road Assessment Program that identifies high risk road corridors based on crashes that result either from human behavior or from engineering features that increase the likelihood of injury or death. The resulting maps provide otherwise unavailable information for transportation agencies to deploy effective countermeasures, and for the general public to learn which roads are safest and where and when to expend additional caution. The proposed initiative will launch development of a Center of Excellence for Geospatial Analysis in Transportation Safety to support implementation of the usRAP program in every state, either through direct map and countermeasure development, or through technical support and guidance to states with existing mapping capabilities.

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Iowa State University	Center for Renewable Transportation Infrastructure and Fuels	Ames	For development of a US based, renewable asphalt products and fuels that will reduce energy costs associated with building and maintain road and fueling vehicles.	\$3,000,000	<p>Petroleum currently is the foundation of not only our nation's transportation fuel source but also of the asphalt that makes up more than 90 percent of the nation's highway surfaces. The high cost of petroleum fuels and products has strained the US economy, in turn causing the cost of transportation and road construction and maintenance to increase rapidly. The proposed center will develop US based, renewable asphalt products and fuels that will reduce energy costs associated with building and maintaining roads and fueling vehicles. The center, a collaborative effort involving the Bioeconomy Institute , the Institute for Physical Research and Technology, and the Institute of Transportation, all at ISU, will have direct and substantial impact on Iowa's economy and will contribute measurably to the urgent goal of energy independence.</p>
Iowa State University	Earthworks Engineering Research Center - EERC	Ames, IA	For development of a new and innovative geo-and construction engineering approaches to the US' civil engineering needs, improving fundamental understanding of earth mechanics and spurring integration of new and developing technologies to create improved machine systems.	\$1,500,000	<p>The American Society of Civil Engineers estimated in 2009 that it would require \$2.2 trillion to bring the nation's infrastructure to good condition. Addressing this staggering challenge will require new and innovative geo-construction engineering approaches. The EEERC is an ambitious effort at ISU expressly intended to develop new geo-construction systems and approaches. The core f the Center will be a new testing facility that will replicate field conditions for evaluating innovative earthmoving technologies and enable full-scale validation of geotechnical design models. With this facility, the EERC will conduct cross-disciplinary research through industry and multi-university partnerships to improve fundamental understanding of earth mechanics, while spurring integration of new and developing technologies to create improved machine systems. These technologies and system will improve the overall quality, longevity, and performance of our civil infrastructure, reducing billions in costs to the public and minimizing environmental impacts</p>

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Iowa State University	JET: Jet Engine Technology Inspection to Support Continued Airworthiness	Ames	For development of advanced inspection techniques for jet engine components to enable the use of more fuel efficient engine technologies and to ensure its implementation does not compromise the FAA's excellent safety record.	\$1,500,000	JET is dedicated to developing advance inspection techniques for jet engine components and materials to enable the use of new, more fuel efficient engine technologies. Diligence is demanded to ensure that changes in design philosophy, operational approaches, and introduction of new materials and processes do not compromise public safety in future engine designs. In the coming year, continued airworthiness of propulsion systems will be the focus of the JET initiative.
Iowa State University	National Concrete Pavement Technology Center	Ames	For development of longer-lasting, better-performing concrete pavement systems to improve the performance of the nation's highway infrastructure	\$3,000,000	The economic competitiveness of the US economy and quality of life that Americans enjoy is directly related to our ability to efficiently move goods and people rapidly and predictably on our nation's highway system. The investment in this system is enormous, roughly \$130 billion annually. Public agencies are struggling with a crisis of increased demand and inadequate resources, and transportation officials desperately need cost effective approaches to extend the functional life of existing roadways, as well as to identify novel approaches to building new facilities. The Center at the Institute for Transportation at ISU in partnership with the industry and government, has developed a strong research and implementation program to address such problems and to develop and deploy longer-lasting, better-performing concrete pavement systems at lower costs. Continued efforts will enhance the payoffs from public and private sector investments in pavement systems across the nation, and in turn, the quality of American life and national economy.
Johnson County	Mehaffey Bridge Replacement Project	Johnson County	For replacement of the original bridge constructed when the Coralville Reservoir was constructed	\$3,000,000	This project has both regional and national significance by alleviating closures during high water events and will allow HS-20 legal loads to drive over the structure reducing miles driven. This structure will also allow the availability to have pedestrian traffic cross over the reservoir, which is currently not accommodated. As referenced the new bridge will also allow for safer recreational water traffic on the Corps of Engineers reservoir.

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Keokuk	Carbide Lane Reconstruction	Keokuk	For Carbide Lane reconstruction for a safe and modern infrastructure for the arterial road between US Highway 61 By-Pass and US Highway 218.	\$1,811,026	Carbide Lane is the primary ingress and egress into Keokuk's industrial area. The existing roadways were constructed in the late 1960s. The 6-inch P.C. Concrete pavement is insufficient for the increased number of semi-trucks delivering raw materials, agricultural products, and finished commodities leaving. The pavement is totally distressed by heaving and differential cracking. Issues regarding safety, reasonable turning radius, and ADA access have occurred.
Linn County	E-24 (County Home Road) Paving and Widening	Linn County	For construction of a 3-lane facility (8" concrete) and traffic signalization within the project corridor	\$2,240,000	County Home Road is of great importance since it is a direct route from I-380 to Iowa Highway 13. County Home Road also connects the west and east sides of the Cedar Rapids metropolitan area.
Lisbon	Washington Street Improvements	Lisbon	For reconstruction of a deteriorated roadway to improve traffic and safety	\$1,344,000	This project will improve safety, traffic operation and driving comfort for the public using the roadway through the City of Lisbon.
Louisa County	Highway 99 Bridge Replacement Project	Louisa County	For replacement of tow sixty-two year old bridges over the Iowa River that are rated fracture critical and scour critical. Devastation resulting from the 2008 Iowa floods and recent inspections of these structures indicate that they have a useable lifetime of less than eight years	\$2,000,000	The Iowa River is a major river with limited crossings in Louisa County, this access provides a critical path for goods and services from farms to markets that sustain the County's economy. Using Louisa County road funds for replacing these structures will deplete the county's highway and bridge funds for an estimated eighteen year period and the County would have no road funds available to maintain the remaining highway infrastructure.
Marion	Central Corridor Transportation Improvement Project	Marion	For redesign and reconstruction of 7th Avenue/Highway 151	\$2,800,000	The current alignment of Highway 151/7th Avenue has several deficiencies (e.g. lack of access control, conflicts between vehicular and pedestrian traffic, and a number of operational inefficiencies). Safety is a major consideration.
Mason City	North Eisenhower and 12th Street NW Project	Mason City	For widening Eisenhower Avenue from Highway 122 to 12th Street NW, wide 12th Street NW from Eisenhower to Pierce Avenue, and replace a deteriorated bridge on 12th Street NW near Taft Avenue. The project would widen the paved surface of the roadway in each lane and resurface the current roadway	\$525,000	The roadway is critical for industry that is located in the northeast part of the community. The additional traffic and current road design are not functioning well together and need to be widened for safety reasons. The roadway is critical to serve a couple of the major industries in the community. The roadway is receiving more traffic because of a new overpass constructed on 12th Street NW and needs to be improved because of the highway volume.

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Mediapolis	Mediapolis Main Street Improvement Project	Mediapolis	For reconstruct of Main Street between Harrison Street and Merrill Street including waterlines, sewers, sidewalks, and the roadway.	\$1,830,000	Improve aging infrastructure, promote economic development, and enhance the community
Mount Vernon	U.S. 30 Corridor Project	Mount Vernon	For reconstruction of the portion of US Highway 30 from the western city limits through the intersection at US 30 and Iowa Highway 1. The improvements will include converting this corridor from a rural cross-section to a three-lane urban roadway with a dedicated pedestrian trail and storm sewer. Access control at various points in he project area will be modified. The intersection at US 30 and 10th Street will include a roundabout and the intersection at US 30 and IA 1 will be either a roundabout or signalized improvement.	\$720,000	Highway 30 is a regional transportation link for Mount Vernon citizens commuting to jobs in the Cedar Rapids and Iowa City metropolitan areas. This corridor is used by thousands of business and pleasure travelers in eastern Iowa and points beyond. The proposed improvements will mitigate congestion issues and contribute to a reduction in crashes currently occurring in the corridor.
North Liberty	Highway 965 Capacity and Safety Improvements	North Liberty	For reconstruction and upgrading of the congested and deteriorating Highway 965 corridor in North Liberty, Iowa. Project includes capacity and safety improvements, as well as complete street and green street features to balance performance with environmental imperatives	\$2,750,000	Highway 965 is a heavily traveled, important metro-area transportation link, used by residents and non-residents for many different purposes. This vital transportation link requires nearly \$30 million in improvements to be brought up to standards. Completion of this project will drastically improve the safety of all users of Highway 965, including pedestrians and bicyclists.
Oelwein	Iowa Highway 140/City Center Revitalization Initiative	Oelwein	For making intersection improvements to comply with ADA standards, include traffic calming designs, and create pedestrian oriented amenities.	\$1,738,735	The project will enhance pedestrian and vehicular safety involving four areas that intersect with Iowa Highway 150 - this is significant considering the current pedestrian areas are not ADA compliant and little traffic calming design features exist in the current roadway system.

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Onawa	Iowa Avenue (Highway 175) Redevelopment	Onawa	For an Iowa Avenue (IA Highway 175) downtown redevelopment project and engineers have recommended a four-to-three lane conversion of IA Highway 175 through Onawa's downtown. Additionally, a roundabout has been recommended at the intersection of 10th and Iowa Avenue instead of replacing the antiquated traffic signals. This project will increase vehicle and pedestrian safety and revitalize the area to retain businesses and attract new ones.	\$1,714,000	The City of Onawa identifies its self as home to the "Widest Main Street in the USA." Onawa is the gateway to the Loess Hills and an access point to the Scenic Byways route in Iowa. It is important to preserve and enhance Onawa's unique relationship to transportation design. This project, if funded, would make a great case study on the effectiveness of the four-to-three lane conversion as well as the effectiveness of a roundabout to solve traffic problems in unique situations such as Onawa's. The project addresses the safety concerns identified in community planning meetings of both vehicle and pedestrian traffic on a farm-to-market road.
Parkersburg	Iowa Highway 14-57 Complete Streets Corridor Improvements	Parkersburg	For repair, replacement, and improvement of the corridors with curb and gutter, storm water, landscaping, lighting, pedestrian, and trail. There will also be intersection improvements and asphalt overlay.	\$1,000,000	In 2008 an EF5 tornado destroyed much of Parkersburg. The Iowa Highway 14/57 corridor was originally built in 1929 as a rural section roadway. Over the years the roadway has developed with a mixture of commercial and residential uses. No pedestrian ways have been developed. Driveways have been allowed along the majority of the corridor which cause turning movement congestion and unsafe intersections. Both the elementary and high schools are north of the roadway with significant residential to the South. Not thought was given to drainage. This issue can be improved with bio-swales and rain gardens rather than direct storm water runoff to Beaver Creek which severely damaged New Hartford during the floods of 2008. In addition landscaping and energy efficient lighting along the corridor can reduce the heat island effect to the neighborhood. This project would provide improvements such as turning lanes, pedestrian ways, proper crossing for the school children and sustainable storm water management in the corridor.
Pella	Interstate 80 to Red Rock Area Connectivity Study	Pella	For a corridor study for a direct link from Interstate 80 to the City of Pella and extension to Iowa Highway 92	\$150,000	The preliminary results of the feasibility study indicate there is a need for a safer more direct route between Red Rock and Interstate 80, which is backed by regional support. Currently, the Lake Red Rock area is home to 7,100 manufacturing jobs which have a tremendous economic impact for the State of Iowa. In order for business to remain competitive, convenient and safe access to Interstate 80 is vital.

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Polk County	Northwest 66th Avenue Reconstruction with Bridge Replacement	Polk County	For roadway and Bridge Reconstruction	\$1,000,000	The improvement will provide nearly 6 million drivers who annually use this corridor a safe and efficient route across the Des Moines River, and also serve as a diversion route for Interstate 35/80. The improvement to this corridor will relieve traffic congestion in the area, increase accessibility to local communities, recreational trails and sports complexes, and promote planned regional growth.
Sergeant Bluff	First Avenue Project	Sergeant Bluff	For roadway replacement, additional paving lane, and new walk trail along the south side of 1st Street. The walking trail will connect portions of the existing Charles Floyd Trail in the City of Sergeant Bluff and poise us for future efforts to connect into he Lewis and Clark Trail. The project will replace deteriorating pavement, give additional traffic lane for increasing demand, and safe route to school for local residential subdivisions.	\$995,000	Provides a better corridor for the increasing traffic demands, a safe access for school students, elderly, and active adults along the City's busiest east-west and north-south corridors, and maintains adequate street for impending development of a highway school complex to the east. National significance is in providing ADA accessibility, promoting healthy living, extending our existing trail system, and connecting to the City's safe routes to school system.
Shueyville	120th Street Reconstruction	Shueyville	For reconstruction of a deteriorated roadway to improve safety and provide facilities for pedestrians and bicyclists	\$2,000,000	This is a primary route to Shueyville and adjacent communities. The project will improve safety and operations.
Sioux City	Interstate 29 Reconstruction and Utility Relocation	Sioux City	For improvement of traffic operations as well as a safe facility that serves the local, regional and national traffic demands of the I-29 Sioux City Corridor in Sioux City	\$3,000,000	I-29 is critical to the traveling citizens of Sioux City, the State of Iowa, and the United States. The City of Sioux City and the Iowa Department of Transportation are committed to providing a safe and efficient transportation system. Providing funding support to assist in this project will provide a safe corridor for which to travel upon, provide an aesthetically pleasing gateway into the City of Sioux City and the State of Iowa, and provide for the more efficient movement of goods and services throughout Sioux City, the State of Iowa, and the United States
Solon	Solon Highway Improvements	Solon	For reconstruction of a deteriorated roadway and construction of turn lanes to improve traffic and safety	\$1,120,000	This project will improve safety, traffic operation, and driving comfort for the public which drive on the tow highways through the City of Solon.

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University of Iowa	Driver Distraction Study	Iowa City	For a multi-institutional approach to investigate the effects of texting on driver distraction, utilizing an existing national network of driving simulators and research collaborators. The goal of this research is to provide data to state and federal policymakers regarding the relative risks associated with texting while driving.	\$2,000,000	The finding of this research program will increase awareness of the distraction risks of all interfaces for texting while driving and will provide guidance to policy makers that could lead to a reduction in the number of lives lost due to distracted driving. The University will publish its findings in major peer-reviewed journals and present at key traffic safety conferences and to legislative panels. The overall program will expand the available body of knowledge regarding the criticality of driver distraction, as well as the benefits of a variety of methodologies and scientific processes in addressing distraction.
University of Iowa	Center of Excellence in Human Vibration Research and Services	Iowa City	For establishment of a University of Iowa Center of Excellence in Human Vibration Research and Services	\$1,600,000	Identification of ways to redesign equipment and systems so as to prevent injuries due to the interaction of people with their physical environments holds the promise of significant cost savings and avoidance of a need for work-related medical treatment. More authoritative data will strengthen the nation's capacity to design equipment and workplaces that will reduce the effects on humans of vibration and repetitive mechanical shock. Iowa will be in the position to take advantage of those insights in terms of product and system, evaluation, improvement, and development.
Van Buren County	Van Buren County Route V56 HMA Resurfacing	Van Buren County	For resurfacing Van Buren County Route V56 from Milton, Iowa to Missouri Highway 15 with hot mix asphalt	\$1,000,000	Van Buren County Route V56 connects IA Highway 2 with Missouri Highway 15. It connects Milton, Iowa to Milton, Missouri. Route V56 connects Van Buren County, Iowa with Scotland County, Missouri. It serves as an interconnection between Iowa and Missouri. As a result of the multi-jurisdictional ownership and maintenance policies, coupled with continuous traffic flow and traffic counts from state highway to county route to state highway; there is a resultant public safety issue. The public is not aware of the policy changes and the unexpected difference in pavement surface particularly during inclement weather.
Washington County	Skunk River Bridge Replacement	Washington County	For replacement of a large existing bridge with a 797' x 30' bridge on Washington County Highway W21. This project is part of a ten mile regarding and paving project that has been occurring the last several years.	\$2,000,000	This crossing is key in the area for commerce to continue. It is the only paved road crossing over the Skunk River in a ten mile stretch of river.

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Waterloo	U.S. 63 Arterial Extension	Waterloo	For relocation of the water main from Newell Street to Donald Street as part of the reconstruction of US Highway 63 in Waterloo. Overall, US Highway 63 is being reconstructed between US Highway 218 and Donald Street to improve traffic operations, capacity, safety, and access while correcting the highway's negative impacts on adjacent low income and minority populations.	\$1,200,000	Reconstruction of US Highway 63 will help to correct the negative impacts to low income and minority neighborhoods along this corridor, improving the lives and homes of many residents. The overall project will improve traffic conditions and create economic development and job opportunities throughout this corridor with improved infrastructure. The relocation of the water main out from under the highway from Newell Street to Donald Street will be of great benefit and must be moved as part of the reconstruction project.
Waukee	Alice's Road/105th Street Interchange and Connecting Roads	Waukee	For paving of 3 lanes of the 6-lane approaches for the Alice's Road/105th Street Bridge	\$2,000,000	The Cities of Waukee and West Des Moines have become a favored area for development and relocation subsequently creating jobs and promoting economic vitality in this region and the State of Iowa. This project will open a major transportation corridor to alleviate current traffic congestion on existing adjacent traffic corridors
West Des Moines	Southwest Connector	West Des Moines	For construction of roadway	\$2,000,000	The Southwest Connector is a transportation connection from Iowa 5 to Iowa 28 and eventually to downtown Des Moines. The connection will relieve traffic on I-35 and I-235 to downtown. This link is part of a planned extension to the southwest, interchanging with I-35 and continuing west as an alternate route around the metropolitan area and is projected to relieve congestion at the I-35/I-80/I-235 systems interchange on the west side of the metropolitan area. The Southwest Connector will also provide a vital transportation link to the Des Moines International Airport.
<b>ECONOMIC DEVELOPMENT INITIATIVES</b>					
Cedar Valley Techworks	TechWorks building renovations	Waterloo	For the renovation of the TechWorks facility, a project that redevelops a blighted area for emerging bio and energy related businesses	\$3,000,000	This project defines sustainable re-use and green development by renovating a former industrial, brownfield, infill site for emerging bio and energy related businesses.
City of Cedar Rapids	Riverfront Redevelopment Initiative	Cedar Rapids	For redevelopment the riverfront area to create green space and support a naturalization effort for a low-income area that was affected by severe flooding in 2008.	\$3,000,000	Economic and physical recovery from the devastating floods of 2008 is both a local and a national priority. Redevelopment of the Riverfront will foster economic development and revitalization of the city, contributing to a livable and vibrant community.

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City of Clinton	Liberty Square Redevelopment	Clinton	For the demolition and remediation of properties in the Liberty Square area	\$3,000,000	This addresses the last properties under the EPA Brownfields Assessment Program initiated in 2000. The Liberty Square area is adjacent to US Highway 30/67, which has received \$18,500,000 in Federal Transportation and STAG funding for reconstruction and redevelopment since 2002.
City of Council Bluffs	West Broadway Corridor	Council Bluffs	For demolition of facilities to make way for mixed used development in the area.	\$1,000,000	The program will assist the City in developing a viable urban community through the provision of decent housing and a suitable living environment, principally for persons of low and moderate income.
City of Dubuque	Housing Incentive Fund	Dubuque	For support a fund to incentivize and supplement the development of workforce housing	\$3,000,000	Dubuque is at the forefront of addressing a lack of workforce housing which will become a critical national issue in the coming years. Employees in the new emerging economy are unable to buy a home and must have rental property. They do not qualify for low income or affordable housing as they are either college graduates with tremendous student loan debt or displaced workers who have left behind a home in foreclosure or were unable to sell a home – in either case – they cannot get a traditional loan to purchase a home nor do they qualify for affordable housing.
City of Fort Dodge	Lincoln Neighborhood	Fort Dodge	For redevelopment of the Lincoln Neighborhood housing area	\$175,000	This project is a creative solution to mitigating a court-imposed problem by providing a conduit to reclaim single-family housing. This problem arose when the larger homes in this neighborhood were converted to multiple-family zoning, which created a density issue, parking issues, and crime and safety issues. Funding would be used to reinstate this neighborhood to single-family zoning.
City of Marion	Central Corridor Redevelopment	Marion	For demolition and remediation efforts	\$1,000,000	Several unsightly and environmentally contaminated properties have limited investment opportunities. The commitment of federal resources will help transform impaired properties into a revitalized commercial district and community gateway. In addition, planned improvements will bring greater stability to surrounding neighborhoods.
City of Marshalltown	Grant Park Neighborhood Redevelopment	Marshalltown	For demolition and relocation of existing buildings for the purposes of removing blight and creating future housing development for mixed income levels	\$700,000	Investment in local downtowns has National significance because they are the center of the communities that provide residents with housing, economic and cultural opportunities. The Grant Park Neighborhood redevelopment project enhances Marshalltown's community core.

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City of Waterloo	Rath Housing Initiative	Waterloo	For stabilization of the existing housing stock in a low to moderate income area	\$300,000	This has been an ongoing target area that new residential and commercial development is now happening. These funds will compliment all the new development by continuing to address the existing older housing stock.
Iowa Department of Economic Development	Main Street Iowa Challenge Grant	Des Moines and statewide	For support of the restoration and rehabilitation of downtown neighborhoods throughout the state	\$1,000,000	Returning physical and economic value to America's Main Streets is critical to community sustainability. A healthier Main Street increases the likelihood of a stronger local economy employing more Americans.
National Cattle Congress	National Cattle Congress Facilities Renovations	Waterloo	For renovation and rebuilding of facilities in the National Cattle Congress so that they do not become blighted areas	\$576,330	Project will help federal government accomplish its goal of economic stimulus in this time of recession. This fairground, as one of the largest in the country, is clearly a national treasure and is an important part of our heritage.
Southeast Iowa Regional Economic and Port Authority	Southeast Iowa Port Development Project	Montrose	For preparation of site plans for properties in Lee County to develop sites for targeted economic activity	\$100,000	Funding Iowa's only port authority could translate into 576 jobs, \$24,392,000 in wages and over \$4 million in taxes by retaining existing businesses and attracting new industries which can use the skills of the unemployed in Lee County (YTD-9.7) and Southeast Iowa (YTD--8.4).
Systems Unlimited	Group Home Repairs	Iowa City	For repair and maintenance of community housing for people with disabilities	\$206,800	The federal government already invests in the cost of direct service provision through the Medicaid Waiver program. Low income guidelines do not sufficiently support housing maintenance. This project helps ensure safe housing.
Woodbury County	Expo Center	Moville	For construction of facilities that showcase agricultural, recreational and educational venues	\$3,000,000	A number of rural community residents will be unemployed and the loss of related business support (machinery and equipment repair) will also negatively impact small businesses located in rural communities. The Expo project represents an opportunity for a small, agriculturally based community to draw business and travelers in to the area for educational, recreational and agricultural events on a regional and national level. The Expo Center focuses on sustainable industries that seek and support facilities such as proposed. Support service type businesses will develop to meet the needs of Expo participants and provide both stimulus and stability for the area.

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