

CHAPTER 10

FISCALLY CONSTRAINED TRANSPORTATION PLAN

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Overview

The following chapter brings together the Transportation Vision Plan identified in Chapter 8, with the realities of the limited transportation funding in Chapter 9, to develop a Fiscally Constrained Plan based on available funding.

Although this Fiscally Constrained Plan is limited to available revenue and year of expenditure costs, the Fiscally Constrained Plan has flexibility in implementing improvements identified in the Vision (Illustrative) Plan, which are not included in the Fiscally Constrained Plan through earmarks, funding through programs other than Surface Transportation Program (STP) and Federal Transportation Enhancement (TE) funding programs and local contributions. Flexibility also exists by presenting a prioritized list of improvements that is not rigid and is able to respond to project readiness or partially fund elements of a larger project.

This Chapter begins with a summary of the Fiscally Constrained Plan process, a prioritization of roadway and trail projects, the allocation of available funds, and then a summary of what projects are included in the Fiscally Constrained Plan.

Fiscally Constrained Plan Process

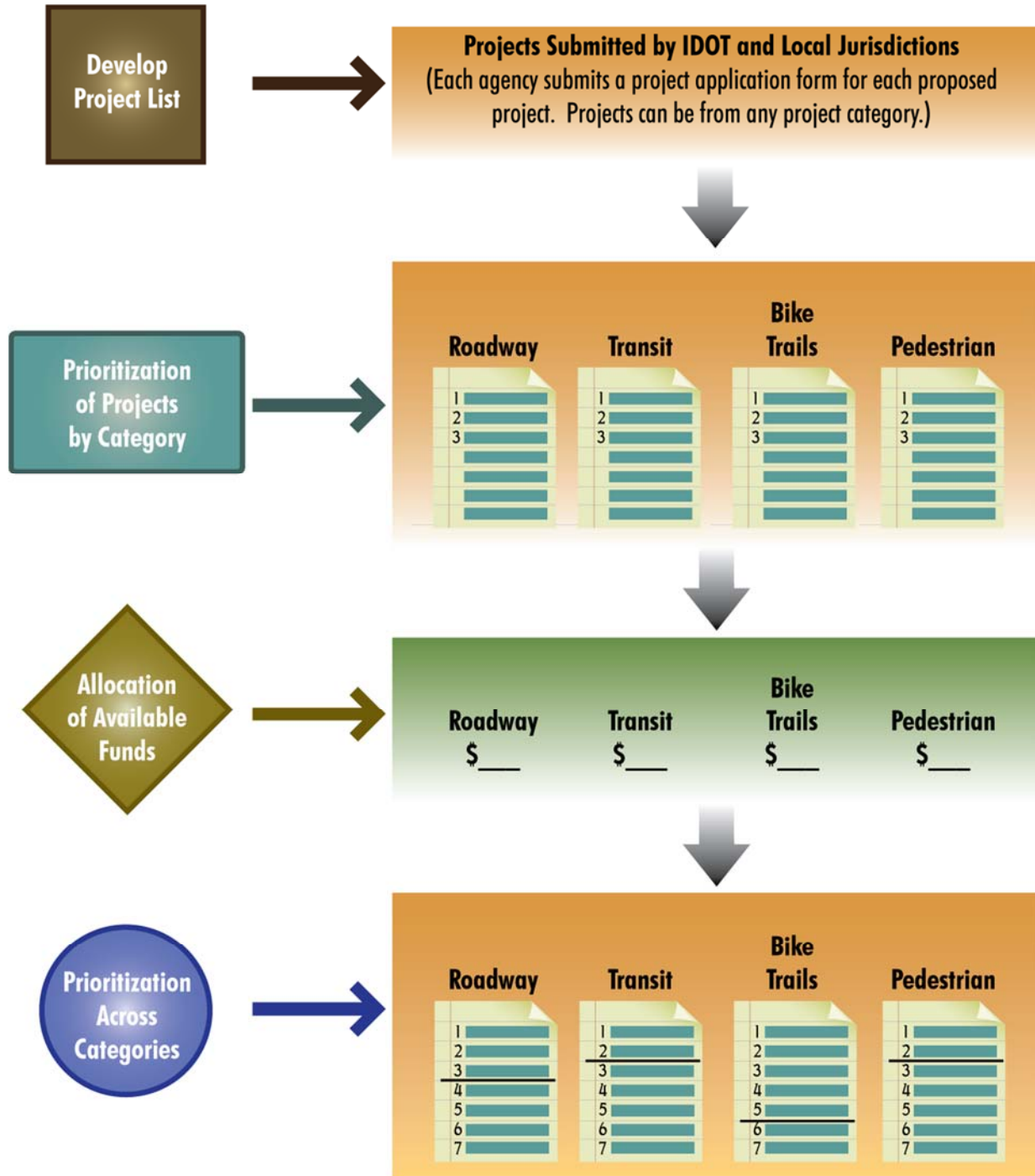
The process for developing the Fiscally Constrained Plan is presented graphically in Figure 10-1. The process began with a list of roadway and trail projects submitted by the Iowa DOT and local jurisdictions. These projects included a description, costs, and narrative as to how each project addressed the goals and objectives of Connections 2040. These projects are included in Chapter 8, the Land Use/Transportation Vision.

The second step was to prioritize the projects based on the evaluation goals and objectives evaluation criteria, presented in Chapter 4. Each project received a score for the eight goals. The composite score was based on the sum of the score of each goal, times the goals weight.

A range of funding options has been presented for consideration by the Corridor MPO Policy Board. These funding options explore different funding categories and local matches to address the regions' needs. The allocation of funds to each category was based on a flat percentage of how much funds were available depending on funding availability.

The final step is to identify how many projects might be included in the Fiscally Constrained Plan, depending on funding level and allocation of funds to each category.

Figure 10-1: Fiscally Constrained Transportation Plan Process



Prioritization of Projects

As presented in Chapter 8, each jurisdiction submitted a range of roadway, trail, maintenance, and ITS projects. Each project included a project description and costs and how each project addressed the Connections 2040 goals.

Based on this information, a project evaluation was made for each project. This process is presented in detail in Chapter 4, but basically consisted of a low (1), medium (2), or high (3) score for each project as to how it addressed the eight goals identified through the Connections 2040 planning process.

A composite score was conducted for each project based on the sum of the goal score, times the goal weight. The goals and weight by importance are as follows:

- Maintain Our Existing Transportation System (Weight 18)
- Support Economic Vitality (Weight 17)
- Maximize Efficiency of the Existing System (Weight 15)
- Protect the Environment and Conserve Resources (Weight 14)
- Offer Travel Choices (Weight 12)
- Provide Safe and Secure Transportation (Weight 11)
- Minimize the Cost of Transportation (Weight 9)
- Minimize Travel Time (Weight 4)

Based on the weight of the goals, projects which include maintenance of the existing transportation system and lower cost improvements with higher returns targeted for infill development, will score the best. Higher cost improvements that will serve future development on the outside edges of the region will receive a lower score, although these improvements are also important.

Roadway Project Prioritization

The roadway project prioritization is presented in Table 10-1. These projects are in addition to the roadway projects identified in the 2011 through 2014 TIP. Because maintenance was identified as a critical element of the roadway plan, there were three projects identified at the top of the list. The remainder of the list is prioritized based on the evaluation process of the eight goals and weights.

As noted previously, this prioritization only looked at the cumulative score and should only be considered as general guidance as to which projects are at the top, those in the middle, and then the lower priorities. Some projects may be very important to the region, but were at the lower end of the list because they may have been very costly or did not directly benefit future infill development targeted areas.



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Table 10-1: Roadway Project Prioritization

Project ID	Project Name	Improvement Type	Limits	Costs \$	How Does The Proposed Project Address The Connections 2040 Goals and Objectives								Composite Score	Cumulative Costs	
					Maintenance	Efficiency	Cost	Travel Choices	Safety/Security	Economic Vitality	Travel Time	Environment			
					18	15	9	12	11	17	4	14			
17	Blairs Ferry Road NE from I 380 to C Avenue	Resurfacing	From I-380 to C Avenue	\$3,000,000											\$3,000,000
39	F Avenue NW, 13th Street to Edgewood Road NW	Resurfacing and Signal Upgrade	From 13th Street to Edgewood Road NW	\$2,500,000											\$5,500,000
46	16th Avenue SW Resurfacing	Resurfacing	Williams Blvd to Rockford Road	\$3,000,000											\$8,500,000
34	1st Avenue NE	Reconstruction and Widening	From 19th Street to 27th Street	\$5,000,000	2	3	3	2	2	3	2	2	241		\$13,500,000
11	North Center Point Road	Pavement Reconstruction	Between Boyson Road and Tower Terrace Road in Hiawatha.	\$3,000,000	3	2	2	2	2	3	2	2	235		\$16,500,000
38	Edgewood Road NW	Geometric/Intersection Improvements	Crestwood Drive to F Avenue	\$1,781,000	3	2	2	2	2	3	2	2	235		\$18,281,000
55	C Street SW	Resurfacing	Wilson to S. of Ely Road	\$3,100,000	3	2	2	2	2	3	2	2	235		\$21,381,000
56	C Street /US 30	New Interchange Legs	Interchange at C Street and U.S. 30	\$9,600,000	3	3	2	1	2	3	1	2	234		\$30,981,000
16	Blairs Ferry Road NE at Leisure Blvd	New Traffic Signal	Blairs Ferry Road NE at Leisure Blvd	\$200,000	2	3	2	2	2	3	2	2	232		\$31,181,000
24	Collins Road at Council Street NE,	Intersection Improvements – Phase I (51st Street)	Council Street, 51st Street/ Park Place and Collins Road	\$1,300,000	2	3	2	2	2	3	2	2	232		\$32,481,000
10	Boyson Road and Southbound Interstate 380	New Loop Ramp	Interchange	\$2,300,000	2	3	2	1	3	3	2	2	231		\$34,781,000
21	Marion Blvd / 7th Avenue / 10th Avenue	Minor Lane Configuration Improvements	Tama Street to 62nd Street	\$6,000,000	1	3	2	2	2	3	2	3	228		\$40,781,000
6	Tower Terrace Road - A	Widen 2 to 5 lanes Pavement Reconstruction & New Interchange at I-380	Interstate 380 and Robins Road	\$32,000,000	1	2	3	3	2	3	3	2	224		\$72,781,000
7	Tower Terrace Road - B	New 2-lane arterial	East of Council Street to East of C Avenue	\$5,000,000	1	2	3	3	2	3	3	2	224		\$77,781,000

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Project ID	Project Name	Improvement Type	Limits	Costs \$	How Does The Proposed Project Address The Connections 2040 Goals and Objectives								Composite Score	Cumulative Costs
					Maintenance	Efficiency	Cost	Travel Choices	Safety/Security	Economic Vitality	Travel Time	Environment		
					18	15	9	12	11	17	4	14		
8	Tower Terrace Road - C	Widen 2 to 5-lane and New 5-lane arterial	Robins Road to Highway 13	\$38,000,000	1	2	3	3	2	3	3	2	224	\$115,781,000
48	I-380 ITS	ITS	US 30 north	\$6,500,000	3	3	2	1	2	2	2	2	221	\$122,281,000
49	C Street SW	New 2-lane arterial with Bridge Over Cedar River	C Street SW to Otis Road SE and C Street SW at Union Pacific Railroad	\$35,000,000	1	3	2	3	3	2	2	2	220	\$157,281,000
4	Main Street	Widening and Reconstruction	North Center Point Road to Mentzer Road	\$4,700,000	3	2	2	2	2	2	2	2	218	\$161,981,000
12	Boyson Road	Resurfacing	Hawkeye Drive to Robins Road	\$1,500,000	3	2	2	2	2	2	2	2	218	\$163,481,000
35	Cottage Grove Avenue NE Reconstruction from 1st Avenue to Forest Drive	Reconstruction	1st Avenue to Forest Drive	\$800,000	3	2	2	2	2	2	2	2	218	\$164,281,000
36	E Avenue NW	Reconstruction and Widening	West Post Road to City Limits	\$4,000,000	3	2	2	2	2	2	2	2	218	\$168,281,000
43	Mt. Vernon Road & 19th Street SE	Intersection Improvement	Mt. Vernon Road and 19th Street	\$2,000,000	3	2	2	2	2	2	2	2	218	\$170,281,000
44	Mt. Vernon Road SE	Turn Lane Improvements	38th Street to 42nd Street	\$1,300,000	3	2	2	2	2	2	2	2	218	\$171,581,000
15	Blairs Ferry Road NE	Widening -Turn Lane Improvements	Miller Road to Gibson Drive	\$2,400,000	2	2	2	2	2	3	2	2	217	\$173,981,000
22	Edgewood Road NE	Widening 4 to 6 lanes	Blairs Ferry to Glass Road	\$15,000,000	2	2	2	2	2	3	2	2	217	\$188,981,000
33	Center Point Road NE	Widening 2 to 4 lanes	29th to 32nd Street	\$1,400,000	2	2	2	2	2	3	2	2	217	\$190,381,000
57	Wright Brothers Blvd SW	Capacity (5 lanes) and Turn Lane Improvements	6th Street to Kirkwood Blvd	\$14,000,000	2	2	2	2	2	3	2	2	217	\$204,381,000
61	Backage Road	New 2-lane	Old Marion Road / C Street to Northland Avenue NE Extension	\$6,000,000	2	2	2	2	3	2	3	2	215	\$210,381,000
18	Council Street NE at 60th Street	New Traffic Signal	Council Street NE at 60th Street	\$200,000	2	3	2	2	2	2	2	2	215	\$210,581,000
19	C Avenue NE	Widening -Turn Lane Improvements	From Greenfield St to South of Broderick Drive	\$600,000	2	3	2	2	2	2	2	2	215	\$211,181,000

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Project ID	Project Name	Improvement Type	Limits	Costs \$	How Does The Proposed Project Address The Connections 2040 Goals and Objectives								Composite Score	Cumulative Costs
					Maintenance	Efficiency	Cost	Travel Choices	Safety/Security	Economic Vitality	Travel Time	Environment		
					18	15	9	12	11	17	4	14		
20	Blairs Ferry Road NE at C Avenue NE	Intersection Improvement	Blairs Ferry Road NE at C Avenue NE	\$500,000	2	3	2	2	2	2	2	2	215	\$211,681,000
32	Edgewood Road NW	Bridge Replacement/ Reconstruction	Glass Road to 1000 ft south of Ellis Blvd intersection	\$46,000,000	2	2	2	2	3	2	2	2	211	\$257,681,000
42	Ellis Blvd & 6th Street NW Connector	New 2-lane Arterial	Ellis Blvd & F Avenue NW to 6th Street & 1st Avenue W	\$5,200,000	2	2	2	2	3	2	2	2	211	\$262,881,000
25	Collins Road NE (Iowa Highway 100) - A	Reconstruction and Corridor Improvements – Phase II Widen 4 to 6 lanes	Center Point Road to F Avenue	\$40,000,000	3	2	1	2	2	2	2	2	209	\$302,881,000
26	Collins Road NE (Iowa Highway 100) - B	Reconstruction and Corridor Improvements – Phase I Widen 4 to 6 lanes	F Avenue to Twixt Town Road	\$45,000,000	3	2	1	2	2	2	2	2	209	\$347,881,000
27	Collins Road NE (Iowa Highway 100) - C	Widen 4 to 6 lanes	From Twixt Town Road to past 1st Avenue	\$8,500,000	3	2	1	2	2	2	2	2	209	\$356,381,000
9	Edgewood Road Extension	New 5-lane arterial	Blairs Ferry Road to Boyson Road	\$3,800,000	1	2	2	2	2	3	3	2	203	\$360,181,000
28	1st Avenue NE	Turn Lane Improvements	Lindale Crossing north driveway to Twixt Town Road	\$600,000	2	3	2	1	2	2	2	2	203	\$360,781,000
13	Boyson Road NE	Reconstruction and Widening	Dry Creek to Boxwood Lane	\$700,000	2	2	2	2	2	2	2	2	200	\$361,481,000
14	North 10th Street	Minor Lane Configuration Improvements	5th Avenue to North City Limits	\$8,400,000	2	2	2	2	2	2	2	2	200	\$369,881,000
37	F Avenue and Wiley Blvd NW	Intersection Improvement	F Avenue and Wiley Blvd NW	\$1,300,000	2	2	2	2	2	2	2	2	200	\$371,181,000
45	16th Avenue SW	Widening 2 to 5 lanes	West Post Road to City Limits	\$1,700,000	2	2	2	2	2	2	2	2	200	\$372,881,000
47	6th Street SW	Turn Lane Improvements	16th to 33rd Avenue	\$5,600,000	2	2	2	2	2	2	2	2	200	\$378,481,000
40	E Avenue NW at Wiley Blvd	New Traffic Signal	E Avenue NW at Wiley Blvd	\$200,000	1	3	2	2	2	2	2	2	197	\$378,681,000
41	E Avenue NW Reconstruction and Widening	Turn Lane Improvements	15th Street to 23rd Street	\$1,000,000	2	2	2	2	2	2	1	2	196	\$379,681,000

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Project ID	Project Name	Improvement Type	Limits	Costs \$	How Does The Proposed Project Address The Connections 2040 Goals and Objectives								Composite Score	Cumulative Costs
					Maintenance	Efficiency	Cost	Travel Choices	Safety/Security	Economic Vitality	Travel Time	Environment		
					18	15	9	12	11	17	4	14		
3	North Center Point Road	Turn Lane Improvements	Tower Terrace Road to County Home Rd	\$6,100,000	2	2	2	1	2	2	2	2	188	\$385,781,000
51	Edgewood Road SW from 60th Avenue to 76th Avenue	Reconstruction and Widening Turn Lane Improvements	60th Avenue to 76th Avenue	\$3,800,000	2	2	2	1	2	2	2	2	188	\$389,581,000
5	Council Street NE	Reconstruction & Widening	74th Street to Shannon Drive	\$4,500,000	3	2	2	2	2	1	2	1	187	\$394,081,000
23	42nd Street NE at I-380 Northbound Ramp	Geometric Improvement / Intersection Improvements	42nd Street and Northbound I-380 Ramps	\$900,000	2	2	2	2	2	2	2	1	186	\$394,981,000
29	Iowa Highway 100	Minor Lane Configuration Improvements	Cedar Rapids to Highway 13 / 151	\$1,500,000	2	2	2	2	2	2	2	1	186	\$396,481,000
50	33rd Avenue SW	Turn Lane Improvements	6th Street to 10th Street	\$600,000	2	2	2	2	2	1	2	2	183	\$397,081,000
52	Edgewood Road SW	Widening 2 to 4 lanes	Prairie Valley Court to 60th Avenue	\$17,000,000	1	2	2	2	2	2	2	2	182	\$414,081,000
30	Highway 13	Minor Lane Configuration Improvements	Highway 30 to County Home Road	\$1,500,000	2	2	2	2	2	1	2	1	169	\$415,581,000
2	County Home Road	Turn Lane Improvements	C Avenue to Iowa State Highway 13	\$5,566,000	1	2	2	1	2	2	1	1	152	\$421,147,000
60	County Home Road	Widening 2 to 5 lanes	I-380 to North Center Point Road	\$3,000,000	1	2	2	1	2	2	1	1	152	\$424,147,000
31	Iowa Highway 100 Extension	New 4-lane Freeway	Edgewood Road NE to US Highway 30	\$160,000,000	1	1	2	1	2	2	3	1	145	\$584,147,000
53	6th Street SW Roadway	Turn Lane Improvements (five lanes)	Prairie Creek to Ingleside Drive	\$3,400,000	2	1	1	2	2	1	2	1	145	\$587,547,000
54	6th Street SW Roadway	Turn Lane Improvements (five lanes)	America Drive (north of Wright Bros Blvd) to Waconia Avenue	\$18,000,000	2	1	1	2	2	1	2	1	145	\$605,547,000
59	6th Street SW	Turn Lane Improvements	Waconia Avenue to 120th St	\$12,000,000	2	1	1	2	2	1	2	1	145	\$617,547,000
1	Tower Terrace Rd	Widening 2 to 5 lanes	I-380 to Miller Rd	\$1,600,000	2	1	1	1	2	1	2	1	133	\$619,147,000
58	Tower Terrace Road Extension	New 2-lane Arterial	Miller Road to Blairs Ferry Rd	\$8,000,000	1	1	1	1	2	1	2	1	115	\$627,147,000

Trails Projects Prioritization

Similar to the Roadway Projects, the trails were evaluated based on four of the eight goal criteria. These included:

- Maximize Efficiency of the Existing System
- Offer Travel Choices
- Support Economic Vitality
- Minimize Travel Time

The reason Maintain Our Existing Transportation System, Protect the Environment and Conserve Resources, Provide Safe and Secure Transportation, and Minimize the Cost of Transportation evaluation criteria was not included in the evaluation was that trails are inherently the same.

The resulting prioritization of trails projects for those not currently in the 2011 through 2014 TIP are presented in Table 10-2.



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Table 10-2: Trails Project Prioritization

Project ID	Project Name	Limits	Costs \$	How Does The Proposed Project Address The Connections 2040 Goals And Objectives				Composite Score	Cumulative Costs
				Maximize Efficiency	Travel Choices	Economic Vitality	Travel Time		
				15	12	17	4		
16	CEMAR Trail	Cedar River/Cedar Lake Loop Trail to Legion/ Thomas park	\$3,500,000	2	3	3	3	144	\$3,500,000
11	Cedar River Trail	Boyson Road Trail to Old River Road	\$1,725,000	2	3	3	3	144	\$5,225,000
19	Ellis Trail	Edgewood Road Trail to Cedar River Trail	\$1,100,000	3	3	3	2	140	\$1,100,000
17	Indian Creek Trail	Sac & Fox Trail near East Post Road SE to CEMAR Trail	\$2,100,000	2	3	2	3	127	\$3,200,000
9	Edgewood Road Trail - Aegon Segment	O Avenue Bikeway to Tower Terrace Trail/Bikeway	\$3,900,000	3	3	2	2	123	\$7,100,000
5	Dry Creek Trail	Boyson Road Trail (Hiawatha) to the Boyson Trail (Marion)	\$3,700,000	3	3	2	2	123	\$10,800,000
4	Boyson Road Trail	Miller Road to North Center Point Road	\$193,000	3	3	2	2	123	\$10,993,000
24	Edgewood Road SW Multi-Use Bridge/Walkway at US Highway 30	Prairie Valley Court to 37th Avenue	\$1,500,000	3	2	3	3	117	\$12,493,000
25	Prairie Creek Trail	Prairie Creek and Williams Blvd in Fairfax to Cedar River Trail	\$8,200,000	2	2	3	3	117	\$20,693,000
15	NW NE Connector Trail Bridge	Ellis Road Trail to Cedar Lake Loop Trail	\$2,200,000	3	2	3	2	113	\$22,893,000
12	CEMAR/Krumholtz Trail Connection	Legion/Thomas park to Boyson Trail	\$2,000,000	3	2	3	2	113	\$24,893,000
7	Marion Railroad Trail	West of City to 31st Street (includes bridge over to Dry Creek Trail)	\$2,100,000	3	2	3	2	113	\$26,993,000

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Project ID	Project Name	Limits	Costs \$	How Does The Proposed Project Address The Connections 2040 Goals And Objectives				Composite Score	Cumulative Costs
				Maximize Efficiency	Travel Choices	Economic Vitality	Travel Time		
				15	12	17	4		
2	Tower Terrace Trail/Bikeway	Edgewood Road Trail to C Avenue Bikeway	\$7,000,000	2	2	3	2	113	\$33,993,000
8	Lincoln Trail	Mt. Vernon to CEMAR	\$3,895,000	1	2	3	2	113	\$37,888,000
21	Bowling Street Trail	76th Avenue Trail to Cedar River Trail	\$2,100,000	3	2	2	3	100	\$39,988,000
33	Sand Pit Trail	Connects to Sac & Fox Trail Extension	\$710,000	2	2	2	3	100	\$40,698,000
22	Otis Road Trail	16th Avenue Bridge to Sac & Fox Trail near Cole Road SE	\$3,900,000	3	2	2	2	96	\$44,598,000
18	Cherokee Trail	Stoney Point Road Bikeway to Ellis Trail	\$4,000,000	3	2	2	2	96	\$48,598,000
32	Robins Trail	Cedar Valley Nature Trail to Robin's City Park	\$120,000	2	2	2	2	96	\$48,718,000
29	Edgewood Road Trail - General Mills Segment	76th Avenue Trail to SW Cross-town Bikeway	\$1,700,000	2	2	2	2	96	\$50,418,000
28	Amana Road Trail	Intersection of Vanderbilt Street and Linn Street to Amana Road and St Patrick's Road	\$1,200,000	2	2	2	2	96	\$51,618,000
27	Vanderbilt Street Trail	Prairie Avenue and Williams Blvd to Vanderbilt Street and Linn Street	\$600,000	2	2	2	2	96	\$52,218,000
26	Sac & Fox Trail Bridge	Sac & Fox Trail near Cole Road SE to Cedar River Trail	\$2,200,000	2	2	2	2	96	\$54,418,000
20	Squaw Creek Trail	Squaw Creek Park regional trailhead to Sac and Fox Trail	\$2,100,000	2	2	2	2	96	\$56,518,000
13	Squaw Creek Connection Trail	Marion Trail to the park trail system	\$700,000	2	2	2	2	96	\$57,218,000

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Project ID	Project Name	Limits	Costs \$	How Does The Proposed Project Address The Connections 2040 Goals And Objectives				Composite Score	Cumulative Costs
				Maximize Efficiency	Travel Choices	Economic Vitality	Travel Time		
				15	12	17	4		
6	Indian Creek/North 10th Street Trail	Indian Creek/10th Street north to 4500 10th Street (Lowe Park)	\$700,000	2	2	2	2	96	\$57,918,000
1	Wickiup Hill Trail Connection to Cedar Valley Nature Trail	Wickiup Hill Outdoor Learning Area to Edgewood Road	\$2,700,000	2	2	2	1	92	\$60,618,000
10	Seminole Valley Trail	Hwy 100 Trail to Cedar River Trail	\$3,500,000	2	2	1	2	79	\$64,118,000
23	East Cemetery Road and 80th Street Trail	East Cemetery Road and Williams Blvd to Williams Blvd and 80th Street	\$600,000	2	2	1	2	79	\$64,718,000
3	Highway 100 to Wickiup Hill Outdoor Learning Area Connection	Iowa Northern Railway and Highway 100 into the Wickiup Hill area	\$4,500,000	1	2	1	2	79	\$69,218,000
30	76th Avenue SW Trail	Edgewood Road SW Trail to Cedar River/Hoover Nature Trail	\$2,200,000	2	1	2	3	73	\$71,418,000
31	Hoover Trail Extension/Ely Connection Trail	End of Ely Connection Trail (E3) to City Hall and County line at Seven Sisters Road	\$1,858,000	3	1	1	2	52	\$73,276,000
14	Hwy 100 Trail	Fairfax Connector Trail to Cedar River Trail	\$9,800,000	1	1	1	1	48	\$83,076,000

Fiscally Constrained Revenues by Category

As presented in Chapter 9, there were a number of funding options considered and the Connections 2040 Long Range Transportation Plan has selected a conservative revenue estimate of only STP and TE funds plus an 80/20% local match.



The allocation of available funds was based on a prorated share between total vision plan costs for roadway, trails, bicycle lanes and sidewalks, and TSM/ITS and available funding. The transit funding is separate and includes all operations and maintenance revenues. These resulting funding allocations are presented in Table 10-3.

Table 10-3: Fiscally Constrained Plan Funding Allocations by Category (\$1M)

Funding Category	Vision Plan Costs	Available Revenues	Fiscally Constrained Plan Budget
Roadway	\$627 (72%)	\$190	\$137 (72%)
Trails	\$172 (20%)		\$38 (20%)
Bicycle Lanes/Sidewalks	\$18 (2%)		\$4 (2%)
TSM/ITS	\$50 (6%)		\$11 (6%)
Sub-Total	\$867 (100%)		\$190 (100%)
Transit (30 years operations/maintenance)	\$787	\$359	\$359
Total Vision Plan	\$1,654	\$549	\$549

Fiscally Constrained Roadway and Trails Projects

The fiscally constrained roadway projects are presented in Table 10-4 and presented graphically in Figure 10-2. A requirement from SAFETEA-LU is that fiscally constrained projects be allocated by year of expenditure costs. As presented, costs have been identified by year for the years 2011 through 2015 and then aggregated by a 5-year increment between 2016 and 2020, and 10-year increments between 2020 and 2040. The year of expenditure for the 2016 to 2020 is 2018. Similarly the year of expenditure for the 2020 to 2030 period is 2025 and for the 2030 to 2040 period, it is 2035.

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Table 10-4: Fiscally Constrained Roadway Projects

Year of Expenditure	Project ID	Project Name	Improvement Type	Limits	Year of Expenditure Costs
2011	S1	1st Avenue	Roadway Improvements	27th Street to 40th Street	\$4,141,000
2011	S2	Boyson Road/Robins	Intersection Improvement	Boyson Road/Robins	\$578,000
2011	S3	C Avenue NE	Widen	Collins to Blairs Ferry	\$404,000
2011	S4	Williams Blvd.	Intersection Improvement	Wiley to Edgewood	\$108,000
2011	S5	1st Avenue	Reconstruction	Home Depot Ent to Collins Road	\$640,000
2011	S6	Tower Terrace	Construction	Robins to Council	\$1,506,000
2011	IS1	IA 13	Resurfacing	North of County Home Road	\$4,000,000
2011	B1	6th Street SW Bridge	Bridge Replacement	Over Prairie Creek	\$1,000,000
2011	I1	C Street NE	Traffic Signal Improvements	Boyson Road to Collins	\$264,000
2011	I2	Collins Road	Widening and Signal	C Avenue to 1st Avenue	\$1,000,000
2011	I3	Wiley Road & 16th SW	Traffic Signal Interconnect	Wiley Road & 16th SW	\$252,000
2011	I4	Collins Road & 1st	Intersection Improvements	Collins Road & 1st	\$590,000
2011	I5	Mt Vernon & Hwy 13	Intersection Improvements	Mt Vernon & Hwy 13	\$352,000
2011	I6	Collins Road & C Street	Intersection Improvements	Collins Road & C Street	\$1,400,000
2011	IM1	I-380	NB Rest Area Improvement	South of Cedar Rapids	\$2,816,000
2012	S6	Tower Terrace	Construction	Robins to Council	\$2,782,000
2012	N1	IA 100	Improvements	W of Council to 1st Avenue	\$1,802,000
2012	N2	IA 100	Design	Covington Road to Edgewood	\$2,010,000
2013	S7	42nd/I-380	Interchange Improvements	42nd Street NE at I-380	\$690,000
2013	S8	County Home Road	Roadway Improvements (Turn Lane Improvements)	E of Center Point to E of C Avenue	\$1,787,000
2013	S9	Edgewood Road NW	Improvements	O Avenue to Crestwood Drive	\$529,000
2013	IM2	I-380 NB	Rehab	CRANDIC RR to 1.4 miles north of County Home Road	\$10,049,000
2013	IM3	I-380 SB	Rehab	CRANDIC RR to 1.4 miles north of County Home Road	\$10,049,000
2013	N1	IA 100	Improvements	W of Council to 1st Avenue	\$1,104,000
2013	N2	IA 100	Design	Covington Road to Edgewood	\$1,461,000
2014	B2	US 151 Bridge	Bridge Replacement	Bridge over Ditch	\$642,000
2015	39	F Avenue NW, 13th Street to Edgewood Road NW	Resurfacing and Signal Upgrade	From 13th Street to Edgewood Road NW	\$3,025,000
2016-2020	17	Blairs Ferry Road NE from I 380 to C Avenue	Resurfacing	From I-380 to C Avenue	\$3,930,000
2016-2020	46	16th Avenue SW Resurfacing	Resurfacing	Williams Blvd to Rockford Road	\$3,930,000
2016-2020	34	1st Avenue NE	Reconstruction and Widening	From 19th Street to 27th Street	\$6,550,000
2021-2030	11	North Center Point Road	Pavement Reconstruction	Between Boyson Road and Tower Terrace Road in Hiawatha	\$5,400,000
2021-2030	38	Edgewood Road NW	Geometric/Intersection Improvements	Crestwood Drive to F Avenue	\$3,206,000
2021-2030	55	C Street SW	Resurfacing	Wilson to S. of Ely Road	\$5,580,000
2021-2030	56	C Street /US 30	New Interchange Legs	Interchange at C Street and U.S. 30	\$17,280,000

CHAPTER 10
RECOMMENDED PLANNED IMPROVEMENTS: FISCALLY CONSTRAINED PLAN

Year of Expenditure	Project ID	Project Name	Improvement Type	Limits	Year of Expenditure Costs
2021-2030	16	Blairs Ferry Road NE at Leisure Blvd	New Traffic Signal	Blairs Ferry Road NE at Leisure Blvd	\$360,000
2021-2030	24	Collins Road at Council Street NE	Intersection Improvements – Phase I (51st Street)	Council Street, 51st Street/ Park Place and Collins Road	\$2,340,000
2021-2030	10	Boyson Road and Southbound Interstate 380	New Loop Ramp	Interchange	\$4,140,000
2021-2030	21	Marion Blvd / 7th Avenue / 10th Avenue	Minor Lane Configuration Improvements	Tama Street to 62nd Street	\$10,800,000
2031-2040	6	Tower Terrace Road - A	Widen 2 to 5	Interstate 380 and Robins Road	\$18,200,000
2031-2040	7	Tower Terrace Road - B	New 2-lane Arterial	East of Council Street to East of C Avenue	\$13,000,000
2031-2040	8	Tower Terrace Road - C	Construct 2-lane Arterial	Robins Road to Highway 13	\$23,630,000
Total Year of Expenditure Roadway Costs					\$173,327,000

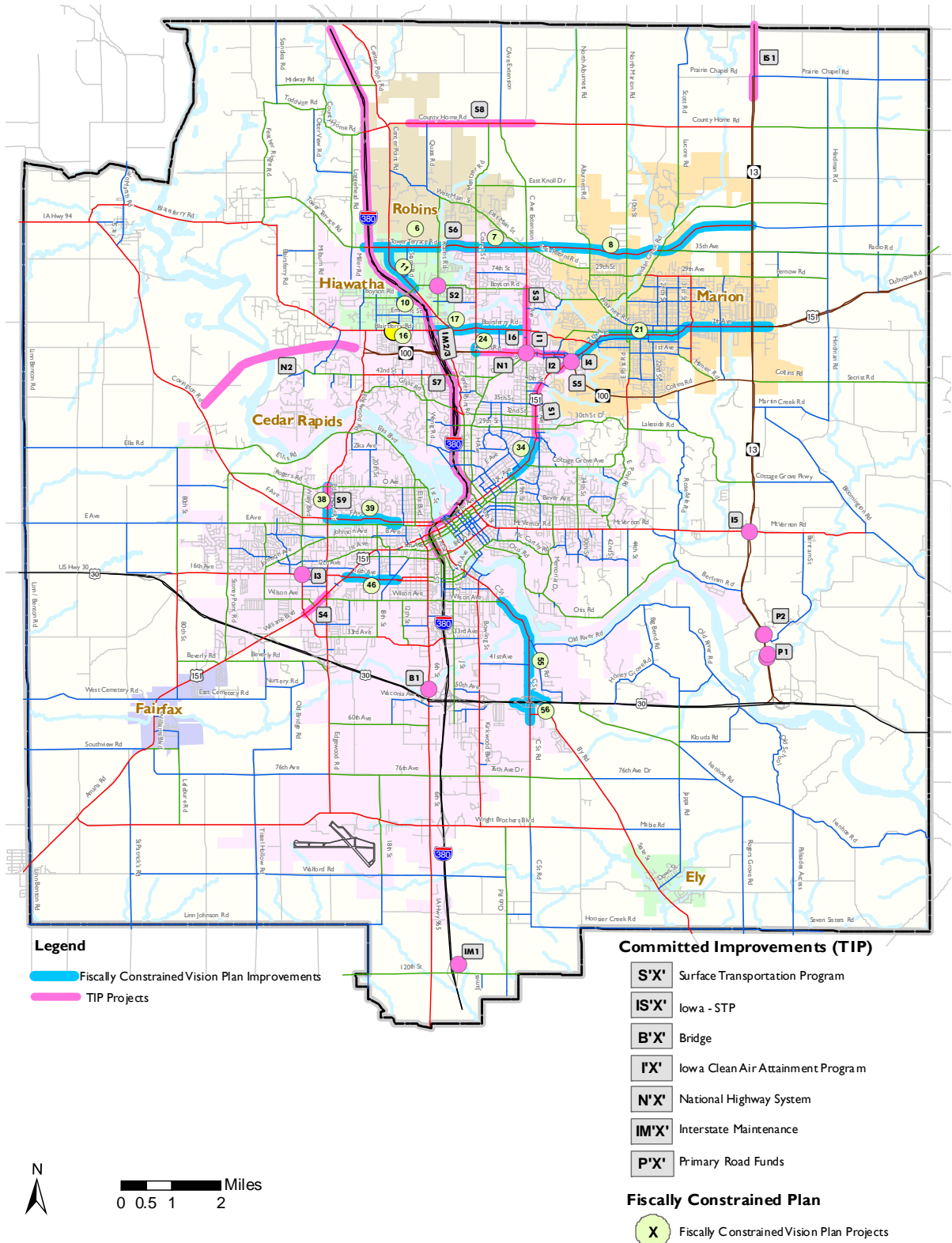
Presented in Table 10-5 is a summary of year of expenditure roadway revenues with year of expenditure costs. In addition to the Corridor MPO total STP, TE and local match roadway revenues, the table includes STP rollover dollars from previous years and short term committed Bridge, Interstate Maintenance, National Highway System and Iowa Clean Air Attainment Program funding. Also presented in Table 10-5 are the cumulative costs and revenues. As presented, costs and revenues match well for each time period.

Table 10-5: Total Year of Expenditure Roadway Revenues and Expenditures (\$1,000)

Year	Total Roadway STP, TE and Local Match	STP/ Rollover	Non STP/TE Funding (BR, IM, NHS & ICAAP)	Total Roadway Revenues	Total Roadway Costs	Cumulative Revenues	Cumulative Cost	Difference
2011	\$3,245	\$4,414	\$7,678	\$15,337	\$19,501	\$15,337	\$19,051	-\$3,714
2012	\$3,336		\$3,812	\$7,148	\$6,594	\$22,485	\$25,645	-\$3,160
2013	\$3,428		\$22,663	\$26,091	\$25,669	\$48,576	\$51,314	-\$2,738
2014	\$3,519		\$642	\$4,161	\$642	\$52,736	\$51,956	\$780
2015	\$3,610			\$3,610	\$3,025	\$56,347	\$54,981	\$1,366
2016 - 2020	\$19,422			\$19,422	\$14,410	\$75,768	\$69,391	\$6,377
2021 - 2030	\$45,695			\$45,695	\$49,106	\$121,463	\$118,497	\$2,966
2031 - 2040	\$54,830			\$54,830	\$54,830	\$176,293	\$173,327	\$2,966
Total Project	\$137,084	\$4,414	\$34,795	\$176,293	\$173,327			

CHAPTER 10 RECOMMENDED PLANNED IMPROVEMENTS: FISCALLY CONSTRAINED PLAN

Figure 10-2: Fiscally Constrained Roadway Projects



CHAPTER 10
RECOMMENDED PLANNED IMPROVEMENTS: FISCALLY CONSTRAINED PLAN

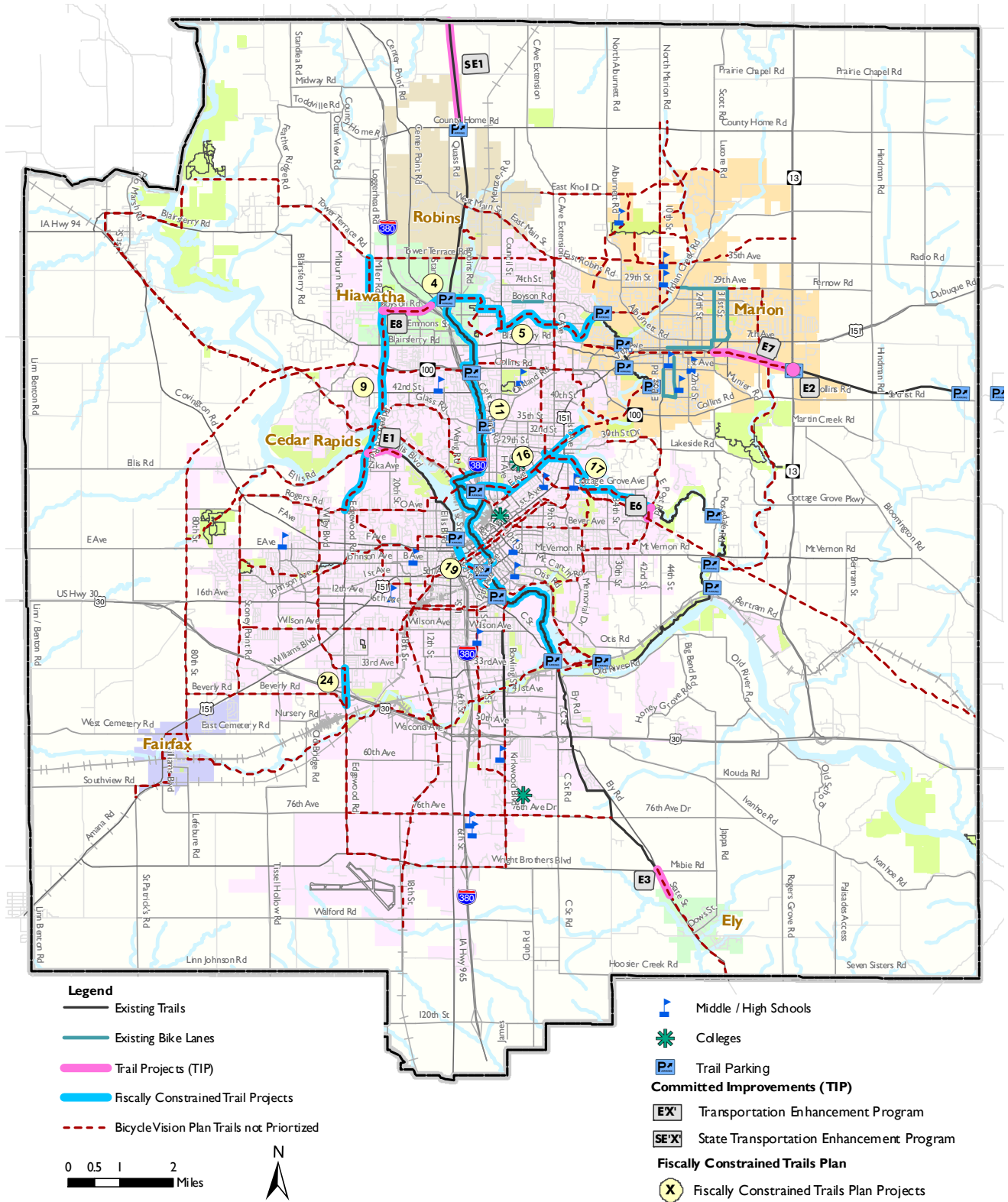
The fiscally constrained trails projects by year of expenditure are presented in Table 10-6. These trails are also presented graphically in Figure 10-3

Table 10-6: Fiscally Constrained Trails

Year of Expenditure	Project ID	Project Name	Limits	Year of Expenditure Costs
2011	E1	Ellis Blvd Trail Extension	Edgewood to E of 20th	\$190,000
2011	E2	Grant Wood Trail Underpass	Highway 13	\$480,000
2011	E3	Ely Connection Trail	Mabie Road to Ely	\$114,000
2011	E6	Lincoln Trail	From Indian Creek south 1,000 ft.	\$164,000
2011	E7	Marion Trail	35th Street to Highway 13	\$95,000
2011	SE1	Cedar Valley Nature Trail Reconstruction	County Home Road North	\$449,000
2012	E7	Marion Trail	35th Street to Highway 13	\$64,000
2012	E8	Boyson Road Trail	Edgewood to I-380	\$168,000
2013	E8	Boyson Road Trail	Edgewood to I-380	\$251,000
2014	E8	Boyson Road Trail	Edgewood to I-380	\$147,000
2016-2020	16	CEMAR Trail	Cedar River/Cedar Lake Loop Trail to Legion/Thomas park	\$4,235,000
2016-2020	11	Cedar River Trail	Boyson Road Trail to Old River Road	\$2,087,000
2021-2030	19	Ellis Trail	Edgewood Road Trail to Cedar River Trail	\$1,980,000
2021-2030	17	Indian Creek Trail	Sac & Fox Trail near East Post Road SE to CEMAR Trail	\$3,780,000
2021-2030	9	Edgewood Road Trail - Aegon Segment	O Avenue Bikeway to Tower Terrace Trail/Bikeway	\$7,020,000
2031-2040	5	Dry Creek Trail	Boyson Road Trail (Hiawatha) to the Boyson Trail (Marion)	\$9,620,000
2031-2040	4	Boyson Road Trail	Miller Road to North Center Point Road	\$502,000
2031-2040	24	Edgewood Road SW Multi-Use Bridge/Walkway at US Highway 30	Prairie Valley Court to 37th Avenue	\$3,900,000
Total Year of Expenditure Trails Costs				\$35,245,000

CHAPTER 10
RECOMMENDED PLANNED IMPROVEMENTS: FISCALLY CONSTRAINED PLAN

Figure 10-3: Fiscally Constrained Trails Projects



CHAPTER 10

RECOMMENDED PLANNED IMPROVEMENTS: FISCALLY CONSTRAINED PLAN

Presented in Table 10-7 is a summary of year of expenditure trails revenues with year of expenditure costs. In addition to the Corridor MPO total STP, TE and local match trails revenues, the table includes additional state funds for 2011. Also presented in Table 10-7 are the cumulative costs and revenues. As presented, costs and revenues match well for each time period.

Table 10-7: Total Year of Expenditure Trails Revenues and Expenditures (\$1,000)

Year	Total Trails STP, TE and Local Match	State Funds	Total Trails Revenues	Total Trails Cost	Cumulative Revenues	Cumulative Cost	Difference
2011	\$899	\$449	\$1,348	\$1,492	\$1,348	\$1,492	-\$144
2012	\$924		\$924	\$232	\$2,272	\$1,723	\$549
2013	\$949		\$949	\$251	\$3,221	\$1,974	\$1,247
2014	\$975		\$975	\$147	\$4,196	\$2,121	\$2,075
2015	\$1,000		\$1,000	\$0	\$5,196	\$2,121	\$3,075
2016 - 2020	\$5,379		\$5,379	\$6,322	\$10,575	\$8,443	\$2,132
2021 - 2030	\$12,656		\$12,656	\$12,780	\$23,232	\$21,223	\$2,009
2031 - 2040	\$15,187		\$15,187	\$14,022	\$38,418	\$35,245	\$3,173
Total Project	\$37,969	\$449	\$38,418	\$35,245			