CORRIDOR MPO Smarter Transportation, Better Community

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MEETING NOTICE

The Corridor MPO (Metropolitan Planning Organization)
Transportation Technical Advisory Committee (TTAC) will meet
September 1, 2016 at 2:00 p.m.
Five Seasons Conference Room – Cedar Rapids City Services Center
500 15th Avenue SW, Cedar Rapids

Chair: Kesha Billings - Marion
Vice Chair: Nate Kampman – Cedar Rapids
TTAC Voting Members: Steve Gannon & Randy Burke - Linn County; Dick Ransom - Hiawatha; Shane Wicks – Fairfax; Dan Whitlow - Marion; Scott Pottorff - Ely; Matt Shock – Palo; Kelli Scott - Robins; Ron Griffith, Seth Gunnerson, Daniel Gibbins, Dave Wallace, Doug Wilson, Matt Myers, Steve Hershner, & Jason Middlekauff - Cedar Rapids; John Wauer - Linn County Trails Association.
TTAC Non-voting Members: Cathy Cutler - Iowa DOT; Darla Hugaboom- FHWA; Mark Bechtel - FTA

AGENDA

Call to Order

Public Comment Period

Action/Discussion Items

1. **Approve Minutes – July 7, 2016.** Attached.

2. **Long Range Transportation Plan Amendments**
   - **Roads (Andy Gomez)** Cover Sheet Attached.
     i. *Discussion Item*
   - **Trails (Brandon Whyte)** Cover Sheet Attached.
     i. *Discussion Item*

3. **Review Transit Fiscally Constrained Projects (Brandon Whyte)** Documents Attached.
   - *Recommended Action: Provide Policy Board with recommended projects to include in the Transit FCP.*

Informational Items

4. **Overview of 2016 Transit Study (Brandon Whyte)**

Report Items/Member Updates

Next Scheduled Meeting

- October 6, 2016 at 2:00 p.m. Five Seasons Conference Room

Anyone who requires an auxiliary aid or 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.org as soon as possible, but no later than 48 hours before the event.

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Transportation Technical Advisory Committee (TTAC)
Meeting Notes – July 7, 2016

Present: Kesha Billings, Nate Kampman, Dick Ransom, Dave Wallace, John Wauer, Kelli Scott, Steve Hershner, Cathy Cutler, Ron Griffith, Matt Myers, Seth Gunnerson, Nicole Burlage for Dan Whitlow, Jason Middlekauff, Daniel Gibbins, Dick Ransom for Shane Wicks

Absent: Aaron Anderson, Randy Burke, Doug Wilson, Matt Shock, Steve Gannon

Staff: Andy Gomez, Hilary Hershner, Brandon Whyte, Anne Kroll

Others Present: Tim Wallace, Brad DeBrower, Nick D'Amico, Barbara Solberg, Brock Grenis

Kesha Billings called the meeting to order at 2:03 p.m.

No public comment.

AGENDA

Action/Discussion Items

1. **Approve Minutes – June 2, 2016**
   Nate Kampman made a motion to approve the minutes from June 2, 2016. Seth Gunnerson seconded the motion. The motion passed unanimously.

2. **Review and Recommend Transit Scoring Criteria**
   Hilary Hershner reviewed each of the six (6) goals for the scoring criteria and the projects that were tested with the scoring criteria.

   Brandon Whyte stated that all the members of TSAG are in attendance and can help answer any questions about the criteria. The members of TSAG are Whyte, H. Hershner, Brad DeBrower, Nick D'Amico, Barbara Solberg, and Brock Grenis.

   Billings asked if it was clarified from the last meeting if only CR Transit and LIFTs can apply for the funding and that the jurisdictions would have to work with them for their transit projects. H. Hershner stated that the LRTP states that only CR Transit and LIFTs can apply. Whyte stated he does not think that a member community could be precluded from applying for the funding, so this needs to be clarified with the DOT.

   H. Hershner stated that there was a comment from the last meeting about Ride Connect. Ride Connect is not on the DOT's website at this time as a public transit agency, so they are not eligible for funding.

   Kelli Scott asked if there is anything about expansion of transit services. For example, Robins has no bus service but has expressed the desire to have it. Whyte stated that the key

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component to expanding services is buses, so it is not to the extent that Robins wants, but expansion is included with expansion buses. Scott asked if the goal is to maintain the existing system, expand the existing system, or to just have funds available to have a start to score these. What is the ultimate goal? H. Hershner stated that the goal is to support transit. As far as maintaining or expanding, at the Federal level they would like to maintain; however, expansion scores in the middle, so it is not favoring one over the other.

The Committee discussed why certain areas scored higher than others. Whyte stated that staff did not want to change anything until TTAC saw the scores. The formulas and weights are open for discussion and can be changed as this is just a starting point.

Steve Hershner arrived at 2:24 p.m.

The Committee discussed whether the funding should be used for replacement of busses or for other items such as expansion or shelters. Whyte stated that is up to debate and that TTAC, TSAG, and the Policy Board should each give their opinion.

Dick Ransom stated that the first thing we need to do is solve Brad DeBrower's problem to replace a bus fleet that is really old. DeBrower stated that he told the Policy Board last year that this funding is just enough for replacement buses for CR Transit and LIFTS each year. Ransom asked why we are going through this process of scoring if the scores are not coming out to satisfy CR Transit's needs. Whyte stated that the point is to satisfy the needs that TTAC believes it should. The fact is that DeBrower has his opinion, which is greatly respected, but that is not the exact same opinion as the Policy Board's. There also needs to be an equal process for roads, trails, and transit that is impartial and objective with as viable numbers as possible. Ransom would like DeBrower's opinion on the scoring.

DeBrower stated that he did sit through the process of figuring out the scoring which is near to what is established for roads and trails, but this is first time he has seen how the numbers turned out. Whyte noted that TSAG was sent the numbers on Friday, so this should not be the first time DeBrower has seen the numbers. DeBrower stated that as far as using the funding, one question is whether those funds would be converted to an FTA grant because the way the process works now is you send your letter to the DOT and the DOT sends the letter on to FTA to convert these funds. Whyte stated that we will ask the DOT for the answer. We allocate the STP and it is not converted until you are just about ready to do the project. DeBrower stated that it can emerge into an FTA grant that CR Transit has to be the one to submit the applications to the FTA. Whyte stated that a community can put in for a transit project and then when it comes time to do it, it gets transferred to FTA. DeBrower asked if the funds need to be converted to the FTA. DeBrower is all in favor of sidewalk improvements on bus routes and for more bus routes to have shelters, but does it make sense to go through transit first or would it make more sense for those dollars to be allocated specifically for those improvements that goes to those public works departments and they go through the process. Whyte stated that just because we set aside transit money does not mean it has to go to the FTA.

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Whyte discussed how TSAG came up with the weights for the scoring and the Committee discussed whether or not to change some of the weights. Whyte stated that the Policy Board will have a chance to look at the weights and change them if they choose to. This meeting is to find out what TSAG and TTAC want. If these two (2) groups want to maintain the system then that is what the scoring will reflect.

Ransom asked if this needs to be decided today. Whyte stated that is ideal, but if it is not decided today then that means that there will have to be a special TTAC meeting before the Policy Board meeting on July 21, 2016 or TTAC can hand this over to TSAG to make a recommendation. It is a lot easier for TSAG to meet multiple times then for TTAC to meet again.

Ransom asked if TTAC is comfortable with letting TSAG make the recommendation to the Executive Committee. Scott stated that the money is going to go to transit regardless and with roads and trails we know what our needs are, so transit is going to know what their needs are for this funding more than anyone else. We can go through this exercise, but the shelters can rank last and we can decide that is the project that gets funded anyway.

Seth Gunnerson stated that he would like to see jurisdictions find some way to do improvements to the infrastructure of the system. Gunnerson is fine with giving TTAC's thoughts to TSAG and having them make the recommendation.

Ron Griffith made a motion to approve turning over the transit criteria to TSAG to make a recommendation to the Executive Committee on behalf of TTAC. Scott seconded the motion. The motion passed unanimously.

Informational Items

Item 4 was considered next.

4. Review Requirements of Notice of Award and Status Reports

Whyte stated that after July 21, 2016 the Notice of Awards for those that received funding this year will be sent out. Staff will also be asking for Status Reports around the same time. Whyte went through the Notice of Award and noted some of the changes.

Billings asked if the cost increased but the federal dollars do not why is it so pertinent that staff know if say Marion participated more in the project. Whyte stated that staff wants to get a handle on the original cost estimates. There is a potential that some of the original cost estimates were optimistic which makes the project score better, so staff would like a better idea long term what the average overage is or if it is under. Additionally, it is not uncommon to receive that additional funding request. That is not necessarily a bad thing since costs increase and asking for more money for a good project is a good thing.

Scott asked if your funds are revoked are you eligible to apply in the next TIP cycle or will you be punished. Whyte stated that there is no official punishment, but it is up to the Policy

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Board on how they look at it. When a project is revoked the jurisdiction has to ask for the project to be added back into the FCP in order to apply for funding again.

3. Review of FAST Act

Andy Gomez stated that Whyte will discuss the scoring criteria next and the new FAST Act planning factors will play into that. There are two (2) additional items to consider when looking at those goals. Gomez discussed those two (2) planning factors. Gomez also discussed intercity bus and commuter vanpools, transportation and transit enhancement activities, Connections 2040 criteria and weights, consultation with other planning officials, resilience and environmental mitigation activities, participation by interested parties in the planning process, and safety performance measures. Gomez stated that this is important to let TTAC know that there are a lot of things that will change with the next LRTP that are not currently in law and this is a very big effort.

Matt Myers asked if we set the targets. Gomez stated that the State DOT is supposed to come up with targets in coordination with the MPOs at the end of August next year. Then the MPOs have the opportunity six (6) months later to come up with their own targets if they are not satisfied with what has been set.

Dave Wallace left the meeting at 3:16 p.m.

Gomez stated that this will be very time consuming and hopes that TTAC can see that there will be a lot of work that has not been done before in the past when we do the next LRTP. So to change the criteria and weights that is adding a lot more work and it was just done last year. There are a lot of new things that cannot be incorporated yet because they are not final. The process for the new LRTP will start in 2018.

5. Timeline of Scoring Criteria Update

Whyte shared three (3) timelines for changing the current evaluation criteria for roads and trails.

Cathy Cutler left the meeting at 3:22 p.m.

Ransom stated that we will have to do this all over again with the new LRTP. We would have to redo the FCP again in order for new projects to be submitted and that all has to happen in January, so between now and before January we would have to go through that process in order to know what is in the FCP and then turn around again in 2017 with the new criteria and new law. That seems like a lot of work. Gomez stated that there is already something in place and you may or may not like the scores. If you do not like the scores you can always discuss and choose the project you would like funded.

Daniel Gibbins left the meeting at 3:27 p.m.

Griffith stated that TTAC makes an engineering recommendation, but when you have a scoring system that does not back up that recommendation we feel like that makes us look

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bad. As an engineer, we always want to tweak the system to make the recommendation line up with the scoring. Gomez stated that when you develop any kind of model you have a set of assumptions so whenever you see a low scoring project you can say you know what the assumptions are, but you can make a case for this project. It is a combination of looking at the scores and the technical judgement and then the policy makers can make their decision based on everything put together.

Ransom stated that the scores are not the end all be all they are just a starting point. They are part of a tool box and you have to understand what the projects are and what they will provide overall.

6. Overview of 2016 Transit Study

This item was moved to the next meeting.

7. Highway 100 Corridor Plan

This item was moved to the next meeting.

Gunnerson made a motion to adjourn the meeting. Scott seconded the motion, which passed unanimously. The meeting adjourned at 3:36 p.m.

Respectfully submitted,

Anne Kroll, Administrative Assistant II

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LRTP Road Project Amendment

The Policy Board received two road project amendment requests to the LRTP at the July meeting. The request includes one project to be in the Vision Plan and another in the Fiscally Constrained Plan (FCP). The City of Cedar Rapids requested that Collins Rd NE from F Ave NE to approximately 500 feet of Northland Ave be in the Vision Plan. The communities in the northern metro (Cedar Rapids, Hiawatha, Linn County, Marion, and Robbins) requested I-380 Interchange with Tower Terrace Road project include federal funds from the Corridor MPO and in the Fiscally Constrained Plan.

The three scenarios presented below are not an exhaustive list. The scenarios are based on the methodology approved by the Policy Board. The Transportation Technical Advisory Committee and Executive Committee will have an opportunity to review the scenarios and make any changes. The Policy Board will review and potentially adopt the recommended changes or make further modifications at the October meeting.

1.) Collins Road Project – Vision Plan

At the July Policy Board meeting, City of Cedar Rapids requested to add Collins Rd NE from F Ave NE to approximately 500 feet of Northland Ave to the Vision Plan. The project was scored using the Policy Board approved criteria and weights. The project was added to the Vision Plan in the first time band (years 2020-2024) and the project's score is 237.8. Collins Road is a regional employment corridor that provides commercial and industrial jobs to the metro area. The City of Cedar Rapids will incorporate their Complete Street Policy in this project, which provides commuters with access to multiple modes of transportation that move people to their jobs and provide easier access to shopping. This project reconstructs and increases capacity to the road segment to include three through lanes in each direction. Additionally, this project includes improvements to the C Ave intersection at Old Marion Rd and the C Ave intersection with Collins Rd. The intersection improvements include appropriate turn lanes and traffic signal installations. The non-motorized component will include sidewalks and a multi-use trail.

Adding new projects to the transportation plan potentially will change the sores of existing projects because some of the criteria require scoring projects based on quartiles. The single fiscally constrained project listed in the list below (F Avenue NW at Wiley Blvd Traffic Signal) remained in the same time band (2025-2029) after rescoring. The following existing projects had their scores change and were reordered based on scores in the LRTP in descending order:

1. **Fiscally Constrained Plan (FCP)**
    a. F Avenue NW at Wiley Blvd Traffic Signal from Score: 167.9 to Score: 158.65

2. **Vision Plan**
    a. Edgewood Road from Ellis Boulevard to Glass Road from Score: 218.6 to Score: 234.65
    b. North Center Point Road Widening Phase 2 from Score: 204.75 to Score: 193.1
    c. Highway 13 from Score: 181.15 to Score: 190.4

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2.) I-380 Interchange at Tower Terrace – Fiscally Constrained Plan

At the July Policy Board meeting the northern metro communities requested Interstate 380 Interchange at Tower Terrace Road to be in the FCP. The future interchange is located in the cities of Cedar Rapids and Hiawatha and costs approximately $19,900,000. The request is for $4,000,000 of federal funds. The $1,000,000 local match will be divided equally amongst northern metro communities with the remaining $15,000,000 funded by Iowa DOT. The interchange will provide another access to the northern metro areas and reduce congestion from existing parallel roadways once the entire Tower Terrace Road corridor is fully developed.

3.) Scenarios

All scenarios include the Interchange in the third time band (2030-2040) in the Fiscally Constrained Plan. Both Scenarios 2 and 3 resulted in a project moving from the third time band in the FCP to the Vision Plan.

Scenario 1: Existing Fiscally Constrained Plan

This scenario will not include Interstate 380 Interchange at Tower Terrace Road project in the fiscally constrained plan for MPO funding.

Scenario 2: Lowest Scoring Project Moves to Vision Plan

The methodology used in this scenario is based on a combination of project scores (descending order) and meeting the fiscally constrained requirement by time periods.

The lowest scoring project, Tower Terrace 3, was moved from the third time band (2030-2040) in the FCP to the Vision Plan. The score for Tower Terrace 3 was 127.5.

The Interstate 380 Interchange of Tower Terrace Road project has a score of 165.35 and was added to the third time band (2030-2040) in the FCP based on the method described in this scenario.

Scenario 3: 16th Ave SW Resurfacing Project Moves to Vision Plan

The methodology used in this scenario is based on a combination of project scores (descending order) and meeting the fiscally constrained requirement by time periods. As an alternate scenario the second lowest scoring project is moved to the Vision Plan.

The second lowest scoring project, 16th Ave SW Resurfacing from Wiley Blvd to Rockford Rd, was moved from the third time band (2030-2040) to the Vision Plan. The score for 16th Ave SW Resurfacing from Wiley Blvd to Rockford Rd was 158.75.

The Interstate 380 Interchange of Tower Terrace Road project has a score of 165.35 and was added to the third time band (2030-2040) in the FCP based on the method described in this scenario.

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Scenario 4: F Ave NW at Wiley Blvd Project Moves to Vision Plan

The methodology used in this scenario is based on a combination of project scores (descending order) and meeting the fiscally constrained requirement by time periods. As an alternate scenario this project is tied as the second lowest scoring project. This project is moved to the Vision Plan.

The F Ave NW at Wiley Blvd Traffic Signal, was moved from the second time band (2025-2029) to the Vision Plan. The score for F Ave NW at Wiley Blvd Traffic Signal was 158.65.

The Edgewood Road Improvements from F Ave to O Ave, was moved from the third time band (2030-2040) to the second time band (2025-2029). Moving the project between time bands was needed after adding the interchange because a positive carryover for each time band is a requirement in the fiscally constrained plan.

The Interstate 380 Interchange of Tower Terrace Road project has a score of 165.35 and was added to the third time band (2030-2040) in the FCP based on the method described in this scenario.

Scenario 1: No Change to Existing Fiscally Constrained Plan or Vision Plan

Fiscally Constrained Plan

Year of Available Funding: 2020-2024 (Roads)

Project ID	Project Name	Jurisdiction Applying for Funding	Total Cost (2015)	Year of Construction Cost	Year of Construction	Score
37	Boyson Road between Hawkeye Drive and Robins Road	Hiawatha	$1,289,000	$1,674,669	2020-2024	265.55
16	Center Point Road NE Improvements from 29th St to 32nd St	Cedar Rapids	$2,000,000	$2,598,400	2020-2024	248.45
46	Marion Blvd/7th Ave/10th Ave	Marion	$6,000,000	$7,795,200	2020-2024	242.15
12	C Avenue NE Improvements from Greenfield St to Broderick Dr	Cedar Rapids	$1,000,000	$1,299,200	2020-2024	232.75
36	Boyson Road between Robins Road & East City Limits	Hiawatha	$950,000	$1,234,240	2020-2024	228.9
4	E Avenue NW at Wiley Blvd Traffic Signal	Cedar Rapids	$250,000	$324,800	2020-2024	174.65
41	*Interstate 380 Interchange at Tower Terrace Road**	*Hiawatha/Cedar Rapids/Iowa DOT*	*$19,900,000*	*$25,854,080*	*2020-2024*	*165.35*
43	*I-380 six lane US 30 to MPO boundary in Johnson County**	*Iowa DOT*	*$60,000,000*	*$77,952,000*	*2020-2024*	*110.15*
42	*I-380 six lane from County Home Road through Blairs Ferry Road**	*Iowa DOT*	*$28,000,000*	*$36,377,600*	*2020-2024*	*100.9*
		FY20 - FY24 Projects		$155,110,189		
		*Iowa DOT funding**		*$140,183,680*		
		FY20 - FY24 Budget		$15,834,700		
		FY20 - FY24 Budget + Iowa DOT funds		$156,018,380		
		FY20 - FY24 Budget carryover		$908,191		

* Indicates Iowa DOT funding only. None of the Corridor MPO's STP Fiscally Constrained Plan Budget is impacted by these projects.

Year of Available Funding: 2025-2029 (Roads)

Project ID	Project Name	Jurisdiction Applying for Funding	Total Cost (2015)	Year of Construction Cost	Year of Construction	Score
13	C Street SW Improvements from Wilson Ave to south of Old Ely Rd	Cedar Rapids	$3,500,000	$5,521,600	2020-2024	222.05
21	Ellis Boulevard & 6th Street NW Connector	Cedar Rapids	$6,000,000	$9,465,600	2020-2024	184.7
3	F Avenue NW at Wiley Blvd Traffic Signal	Cedar Rapids	$1,750,000	$2,760,800	2020-2024	167.9
34	Blairs Ferry Rd & 12th Ave Traffic Signalization	Hiawatha	$250,000	$394,400	2020-2024	160.5
		FY25 - FY29 Projects		$18,142,400		
		FY25 - FY29 Budget		$21,161,250		
		FY20 - FY24 Budget carryover		$908,191		
		FY25 - FY29 Budget with FY21 - FY24 carryover		$22,069,441		
		FY25 - FY29 Budget carryover		$3,927,041		

Year of Available Funding: 2030-2040 (Roads)

Project ID	Project Name	Jurisdiction Applying for Funding	Total Cost (2015)	Year of Construction Cost	Year of Construction	Score
24	Edgewood Road Improvements from F Avenue to O Avenue	Cedar Rapids	$4,000,000	$7,980,800	2020-2024	218.35
52	North 10th Street	Marion	$8,400,000	$16,759,680	2020-2024	218.35
45	County Home Road (E34) - Paving and Signalization	Linn County/Robins	$2,800,000	$4,648,816	2020-2024	196.9
2	Council Street NE at 60th Street Traffic Signal	Cedar Rapids	$250,000	$498,800	2020-2024	195.55
5	16th Ave SW Resurfacing from Wiley Blvd to Rockford Rd	Cedar Rapids	$4,000,000	$7,980,800	2020-2024	158.75
50	Tower Terrace Road 3 (Indian Creek Rd to 35th St.)	Marion	$2,200,000	$4,389,440	2020-2024	127.5
44	Highway 100 and US 30/218 Interchange at 80th Street SW	Iowa DOT/Cedar Rapids	$7,500,000	$14,964,000	2025-2029	74.45
		FY30 - FY40 Projects		$57,222,336		
		FY30 - FY40 Budget		$57,840,750		
		FY25 - FY29 Budget carryover		$3,927,041		
		FY30 - FY40 Budget with FY25 - FY29 carryover		$61,767,791		
		FY30 - FY40 Budget remaining		$4,545,455		

Scenario 1: No Change to Existing Fiscally Constrained Plan or Vision Plan

Vision Plan

Project ID	Project Name	Jurisdiction Applying for Funding	Total Cost (2015)	Year of Construction Cost	Year of Construction	Score
7	33rd Ave SW Roadway Improvements	Cedar Rapids	$750,000	$974,400	2020-2024	248.45
20	E Avenue NW Reconstruction & Improvements from Hwy. 100 to Edgewo	Cedar Rapids	$8,000,000	$10,393,600	2020-2024	211.85
51	Tower Terrace Road 4 (35th St. to HWY 13)	Marion	$5,500,000	$7,145,600	2020-2024	175.15
49	Tower Terrace Road 2 (10th St. to Indian Creek Rd)	Marion	$9,750,000	$12,667,200	2020-2024	161.7
57	Robins Road PCC Overlay	Robins/Hiawatha	$2,330,000	$3,027,136	2020-2024	154.5
48	Tower Terrace Road 1 (Alburnett Rd to 10th St.)	Marion	$1,500,000	$1,948,800	2020-2024	98.45
6	16th Ave SW Roadway Improvements from City limits to West Post Rd	Cedar Rapids	$2,250,000	$3,549,600	2025-2029	279.2
29	Mount Vernon Road SE Improvements at 19th Street	Cedar Rapids	$4,000,000	$6,310,400	2025-2029	253.4
10	Blairs Ferry Road NE Roadway Improvements from Miller Road to Milburr	Cedar Rapids	$3,000,000	$4,732,800	2025-2029	245.1
28	Mount Vernon Road SE Improvements from 38th Street to 42nd Street	Cedar Rapids	$2,500,000	$3,944,000	2025-2029	232.4
35	Tower Terrace Road from I-380 to 700 feet east of North Center Point Roa	Hiawatha	$3,360,000	$5,300,736	2025-2029	218.85
22	Edgewood Road from Ellis Boulevard to Glass Road	Cedar Rapids	$46,000,000	$72,569,600	2025-2029	218.6
15	C Street SW Overpass of the UP Railroad	Cedar Rapids	$5,500,000	$8,676,800	2025-2029	214.9
47	Highway 100	Marion	$1,500,000	$2,366,400	2025-2029	206.45
23	Edgewood Road NE Improvements from Glass Road to Highway 100	Cedar Rapids	$9,000,000	$14,198,400	2025-2029	191.15
39	Edgewood Road Extension Phase 2	Hiawatha/Cedar Rapids	$5,000,000	$7,888,000	2025-2029	185.1
30	Tower Terrace Road Construction from Council Street to Summerset Aver	Cedar Rapids	$3,000,000	$4,732,800	2025-2029	184.4
11	Boyson Road NE Reconstruction & improvements from Dry Run Creek to E	Cedar Rapids	$1,000,000	$1,577,600	2025-2029	184.15
53	Highway 13	Marion/Linn County	$1,500,000	$2,366,400	2025-2029	181.15
1	Blairs Ferry Rd NE at Leisure Blvd Traffic Signal	Cedar Rapids	$250,000	$394,400	2025-2029	173.25
38	Edgewood Road Extension Phase 1	Hiawatha/Cedar Rapids	$5,995,000	$9,457,712	2025-2029	169.7
31	Tower Terrace Road from Council Street to Robins Road	Cedar Rapids	$18,575,200	$29,303,920	2025-2029	161.7
9	Blairs Ferry Road NE from I-380 to C Avenue NE	Cedar Rapids	$4,000,000	$6,310,400	2025-2029	156.75
27	F Avenue NW Restoration from Edgewood Road to 13th Street	Cedar Rapids	$3,000,000	$4,732,800	2025-2029	125.65
32	Wright Brothers Boulevard SW Improvements from 6th Street to Kirkwoo	Cedar Rapids	$14,000,000	$27,932,800	2030-2040	264.55
17	Collins Rd at Council St NE - Intersection Improvements	Cedar Rapids	$2,000,000	$3,990,400	2030-2040	238.75
54	North Center Point Road Widening Phase 1	Robins/Hiawatha	$2,988,000	$5,961,658	2030-2040	236.85
18	Collins Rd Improvements from Center Point Rd to F Ave	Cedar Rapids	$40,000,000	$79,808,000	2030-2040	235.45
40	Tower Terrace Road from North Center Point Road to Robins Road Pavem	Hiawatha/Robins	$5,785,000	$11,542,232	2030-2040	230.5
33	State Street Upgrade: Turning Lane, Sidewalks, and Trail	Ely	$3,199,063	$6,382,770	2030-2040	227.6
25	Edgewood Road SW from 60th Avenue to 76th Avenue Improvements	Cedar Rapids	$4,000,000	$7,980,800	2030-2040	220.75
56	North Center Point Road Widening Phase 3	Robins	$3,345,000	$6,673,944	2030-2040	211.55
55	North Center Point Road Widening Phase 2	Robins	$2,435,000	$4,858,312	2030-2040	204.75
19	Council Street NE & S. Mentzer Road Improvements from 74th Street to \	Cedar Rapids/Robins	$6,500,000	$12,968,800	2030-2040	193.4
8	1st Ave West Elevated Rail Crossing from 6th St to 11th St	Cedar Rapids	$10,000,000	$19,952,000	2030-2040	186.9
26	Edgewood Road SW Improvements from Prairie Valley Court to 60th Ave	Cedar Rapids	$8,000,000	$15,961,600	2030-2040	149.4
14	C Street SW to Otis Road SE Bridge over Cedar River	Cedar Rapids	$35,000,000	$69,832,000	2030-2040	129

Scenario 2: Move Tower Terrace 3 from FCP to Vision Plan

Fiscally Constrained Plan

Year of Available Funding: 2020-2024 (Roads)

Project ID	Project Name	Jurisdiction Applying for Funding	Total Cost (2015)	Year of Construction Cost	Year of Construction	Score
37	Boyson Road between Hawkeye Drive and Robins Road	Hiawatha	$1,289,000	$1,674,669	2020-2024	265.55
16	Center Point Road NE Improvements from 29th St to 32nd St	Cedar Rapids	$2,000,000	$2,598,400	2020-2024	248.45
46	Marion Blvd/7th Ave/10th Ave	Marion	$6,000,000	$7,795,200	2020-2024	242.15
12	C Avenue NE Improvements from Greenfield St to Broderick Dr	Cedar Rapids	$1,000,000	$1,299,200	2020-2024	232.75
36	Boyson Road between Robins Road & East City Limits	Hiawatha	$950,000	$1,234,240	2020-2024	228.9
4	E Avenue NW at Wiley Blvd Traffic Signal	Cedar Rapids	$250,000	$324,800	2020-2024	174.65
41	*Interstate 380 Interchange at Tower Terrace Road**	*Hiawatha/Cedar Rapids/Iowa DOT*	*$19,900,000*	*$25,854,080*	*2020-2024*	*165.35*
43	*I-380 six lane US 30 to MPO boundary in Johnson County**	*Iowa DOT*	*$60,000,000*	*$77,952,000*	*2020-2024*	*110.15*
42	*I-380 six lane from County Home Road through Blairs Ferry Road**	*Iowa DOT*	*$28,000,000*	*$36,377,600*	*2020-2024*	*100.9*
		FY20 - FY24 Projects		$155,110,189		
		*Iowa DOT funding**		*$140,183,680*		
		FY20 - FY24 Budget		$15,834,700		
		FY20 - FY24 Budget + Iowa DOT funds		$156,018,380		
		FY20 - FY24 Budget carryover		$908,191		

* Indicates Iowa DOT funding only. None of the Corridor MPO's STP Fiscally Constrained Plan Budget is impacted by these projects.

Year of Available Funding: 2025-2029 (Roads)

Project ID	Project Name	Jurisdiction Applying for Funding	Total Cost (2015)	Year of Construction Cost	Year of Construction	Score	
13	C Street SW Improvements from Wilson Ave to south of Old Ely Rd	Cedar Rapids	$3,500,000	$5,521,600	2020-2024	222.05	
21	Ellis Boulevard & 6th Street NW Connector	Cedar Rapids	$6,000,000	$9,465,600	2020-2024	184.7	
34	Blairs Ferry Rd & 12th Ave Traffic Signalization	Hiawatha	$250,000	$394,400	2020-2024	160.5	
3	F Avenue NW at Wiley Blvd Traffic Signal	Cedar Rapids	$1,750,000	$2,760,800	2020-2024	158.65	<-- Score *decreased* from 167.9 to 158.65
		FY25 - FY29 Projects		$18,142,400			
		FY25 - FY29 Budget		$21,161,250			
		FY20 - FY24 Budget carryover		$908,191			
		FY25 - FY29 Budget with FY21 - FY24 carryover		$22,069,441			
		FY25 - FY29 Budget carryover		$3,927,041			

Year of Available Funding: 2030-2040 (Roads)

Project ID	Project Name	Jurisdiction Applying for Funding	Total Cost (2015)	Year of Construction Cost	Year of Construction	Score	
24	Edgewood Road Improvements from F Avenue to O Avenue	Cedar Rapids	$4,000,000	$7,980,800	2020-2024	218.35	
52	North 10th Street	Marion	$8,400,000	$16,759,680	2020-2024	218.35	
45	County Home Road (E34) - Paving and Signalization	Linn County/Robins	$2,800,000	$4,648,816	2020-2024	196.9	
2	Council Street NE at 60th Street Traffic Signal	Cedar Rapids	$250,000	$498,800	2020-2024	195.55	
41	Interstate 380 Interchange at Tower Terrace Road	Hiawatha/Cedar Rapids/Iowa DOT	$4,000,000	$7,980,800	New Project	165.35	<-- Project added into FCP. *Moved Tower Terrace 3 to VP.*
5	16th Ave SW Resurfacing from Wiley Blvd to Rockford Rd	Cedar Rapids	$4,000,000	$7,980,800	2020-2024	158.75	
44	Highway 100 and US 30/218 Interchange at 80th Street SW	Iowa DOT/Cedar Rapids	$7,500,000	$14,964,000	2025-2029	74.45	
		FY30 - FY40 Projects		$60,813,696			
		FY30 - FY40 Budget		$57,840,750			
		FY25 - FY29 Budget carryover		$3,927,041			
		FY30 - FY40 Budget with FY25 - FY29 carryover		$61,767,791			
		FY30 - FY40 Budget remaining		$954,095			

Scenario 2: Move Tower Terrace 3 from FCP to Vision Plan

Vision Plan

Project ID	Project Name	Jurisdiction Applying for Funding	Total Cost (2015)	Year of Construction Cost	Year of Construction	Score	
7	33rd Ave SW Roadway Improvements	Cedar Rapids	$750,000	$974,400	2020-2024	248.45	
61	Collins Rd NE from F Ave NE to approx. 500 ft. E of Northland Ave	Cedar Rapids	$31,000,000	$40,275,200	2020-2024	238.8	<-- New project added to Vision Plan
20	E Avenue NW Reconstruction & Improvements from Hwy. 100 to Edgewoc	Cedar Rapids	$8,000,000	$10,393,600	2020-2024	211.85	
51	Tower Terrace Road 4 (35th St. to HWY 13)	Marion	$5,500,000	$7,145,600	2020-2024	175.15	
49	Tower Terrace Road 2 (10th St. to Indian Creek Rd)	Marion	$9,750,000	$12,667,200	2020-2024	161.7	
57	Robins Road PCC Overlay	Robins/Hiawatha	$2,330,000	$3,027,136	2020-2024	154.5	
50	Tower Terrace Road 3 (Indian Creek Rd to 35th St.)	Marion	$2,200,000	$2,858,240	2020-2024	127.5	<-- *Moved from FCP to VP.* Score stayed the same.
48	Tower Terrace Road 1 (Alburnett Rd to 10th St.)	Marion	$1,500,000	$1,948,800	2020-2024	98.45	
6	16th Ave SW Roadway Improvements from City limits to West Post Rd	Cedar Rapids	$2,250,000	$3,549,600	2025-2029	279.2	
29	Mount Vernon Road SE Improvements at 19th Street	Cedar Rapids	$4,000,000	$6,310,400	2025-2029	253.4	
10	Blairs Ferry Road NE Roadway Improvements from Miller Road to Milburn	Cedar Rapids	$3,000,000	$4,732,800	2025-2029	245.1	
22	Edgewood Road from Ellis Boulevard to Glass Road	Cedar Rapids	$46,000,000	$72,569,600	2025-2029	234.65	<-- Score *increased* from 218.6 to 234.65
28	Mount Vernon Road SE Improvements from 38th Street to 42nd Street	Cedar Rapids	$2,500,000	$3,944,000	2025-2029	232.4	
35	Tower Terrace Road from I-380 to 700 feet east of North Center Point Roa	Hiawatha	$3,360,000	$5,300,736	2025-2029	218.85	
15	C Street SW Overpass of the UP Railroad	Cedar Rapids	$5,500,000	$8,676,800	2025-2029	214.9	
47	Highway 100	Marion	$1,500,000	$2,366,400	2025-2029	206.45	
23	Edgewood Road NE Improvements from Glass Road to Highway 100	Cedar Rapids	$9,000,000	$14,198,400	2025-2029	191.15	
53	Highway 13	Marion/Linn County	$1,500,000	$2,366,400	2025-2029	190.4	<-- Score *increased* from 181.15 to 190.4
39	Edgewood Road Extension Phase 2	Hiawatha/Cedar Rapids	$5,000,000	$7,888,000	2025-2029	185.1	
30	Tower Terrace Road Construction from Council Street to Summerset Aven	Cedar Rapids	$3,000,000	$4,732,800	2025-2029	184.4	
11	Boyson Road NE Reconstruction & improvements from Dry Run Creek to E	Cedar Rapids	$1,000,000	$1,577,600	2025-2029	184.15	
1	Blairs Ferry Rd NE at Leisure Blvd Traffic Signal	Cedar Rapids	$250,000	$394,400	2025-2029	173.25	
38	Edgewood Road Extension Phase 1	Hiawatha/Cedar Rapids	$5,995,000	$9,457,712	2025-2029	169.7	
31	Tower Terrace Road from Council Street to Robins Road	Cedar Rapids	$18,575,200	$29,303,920	2025-2029	161.7	
9	Blairs Ferry Road NE from I-380 to C Avenue NE	Cedar Rapids	$4,000,000	$6,310,400	2025-2029	156.75	
27	F Avenue NW Restoration from Edgewood Road to 13th Street	Cedar Rapids	$3,000,000	$4,732,800	2025-2029	125.65	
32	Wright Brothers Boulevard SW Improvements from 6th Street to Kirkwooc	Cedar Rapids	$14,000,000	$27,932,800	2030-2040	264.55	
17	Collins Rd at Council St NE - Intersection Improvements	Cedar Rapids	$2,000,000	$3,990,400	2030-2040	238.75	
54	North Center Point Road Widening Phase 1	Robins/Hiawatha	$2,988,000	$5,961,658	2030-2040	236.85	
18	Collins Rd Improvements from Center Point Rd to F Ave	Cedar Rapids	$40,000,000	$79,808,000	2030-2040	235.45	
40	Tower Terrace Road from North Center Point Road to Robins Road Pavem	Hiawatha/Robins	$5,785,000	$11,542,232	2030-2040	230.5	
33	State Street Upgrade: Turning Lane, Sidewalks, and Trail	Ely	$3,199,063	$6,382,770	2030-2040	227.6	
25	Edgewood Road SW from 60th Avenue to 76th Avenue Improvements	Cedar Rapids	$4,000,000	$7,980,800	2030-2040	220.75	
56	North Center Point Road Widening Phase 3	Robins	$3,345,000	$6,673,944	2030-2040	211.55	
19	Council Street NE & S. Mentzer Road Improvements from 74th Street to V	Cedar Rapids/Robins	$6,500,000	$12,968,800	2030-2040	193.4	
55	North Center Point Road Widening Phase 2	Robins	$2,435,000	$4,858,312	2030-2040	193.1	<-- Score *decreased* from 204.75 to 193.1
8	1st Ave West Elevated Rail Crossing from 6th St to 11th St	Cedar Rapids	$10,000,000	$19,952,000	2030-2040	186.9	
26	Edgewood Road SW Improvements from Prairie Valley Court to 60th Ave	Cedar Rapids	$8,000,000	$15,961,600	2030-2040	149.4	
14	C Street SW to Otis Road SE Bridge over Cedar River	Cedar Rapids	$35,000,000	$69,832,000	2030-2040	129	

New Project or Modified Funding on Existing Project
Project Moved to Another Time Band in Fiscally Constrained Plan or Moved to Vision Plan
Score Changed for Existing Projects because New Project was Added to the LRTP

Fiscally Constrained Plan

Scenario 3: Move 16th Ave SW Resurfacing from FCP to Vision Plan

Year of Available Funding: 2020-2024 (Roads)

Project ID	Project Name	Jurisdiction Applying for Funding	Total Cost (2015)	Year of Construction Cost	Year of Construction	Score
37	Boyson Road between Hawkeye Drive and Robins Road	Hiawatha	$1,289,000	$1,674,669	2020-2024	265.55
16	Center Point Road NE Improvements from 29th St to 32nd St	Cedar Rapids	$2,000,000	$2,598,400	2020-2024	248.45
46	Marion Blvd/7th Ave/10th Ave	Marion	$6,000,000	$7,795,200	2020-2024	242.15
12	C Avenue NE Improvements from Greenfield St to Broderick Dr	Cedar Rapids	$1,000,000	$1,299,200	2020-2024	232.75
36	Boyson Road between Robins Road & East City Limits	Hiawatha	$950,000	$1,234,240	2020-2024	228.9
4	E Avenue NW at Wiley Blvd Traffic Signal	Cedar Rapids	$250,000	$324,800	2020-2024	174.65
41	*Interstate 380 Interchange at Tower Terrace Road**	*Hiawatha/Cedar Rapids/Iowa DOT*	*$19,900,000*	*$25,854,080*	*2020-2024*	*165.35*
43	*I-380 six lane US 30 to MPO boundary in Johnson County**	*Iowa DOT*	*$60,000,000*	*$77,952,000*	*2020-2024*	*110.15*
42	*I-380 six lane from County Home Road through Blairs Ferry Road**	*Iowa DOT*	*$28,000,000*	*$36,377,600*	*2020-2024*	*100.9*
		FY20 - FY24 Projects		$155,110,189		
		*Iowa DOT funding**		*$140,183,680*		
		FY20 - FY24 Budget		$15,834,700		
		FY20 - FY24 Budget + Iowa DOT funds		$156,018,380		
		FY20 - FY24 Budget carryover		$908,191		

* Indicates Iowa DOT funding only. None of the Corridor MPO's STP Fiscally Constrained Plan Budget is impacted by these projects.

Year of Available Funding: 2025-2029 (Roads)

Project ID	Project Name	Jurisdiction Applying for Funding	Total Cost (2015)	Year of Construction Cost	Year of Construction	Score	
13	C Street SW Improvements from Wilson Ave to south of Old Ely Rd	Cedar Rapids	$3,500,000	$5,521,600	2020-2024	222.05	
21	Ellis Boulevard & 6th Street NW Connector	Cedar Rapids	$6,000,000	$9,465,600	2020-2024	184.7	
34	Blairs Ferry Rd & 12th Ave Traffic Signalization	Hiawatha	$250,000	$394,400	2020-2024	160.5	
3	F Avenue NW at Wiley Blvd Traffic Signal	Cedar Rapids	$1,750,000	$2,760,800	2020-2024	158.65	<-- Score *decreased* from 167.9 to 158.65
		FY25 - FY29 Projects		$18,142,400			
		FY25 - FY29 Budget		$21,161,250			
		FY20 - FY24 Budget carryover		$908,191			
		FY25 - FY29 Budget with FY21 - FY24 carryover		$22,069,441			
		FY25 - FY29 Budget carryover		$3,927,041			

Year of Available Funding: 2030-2040 (Roads)

Project ID	Project Name	Jurisdiction Applying for Funding	Total Cost (2015)	Year of Construction Cost	Year of Construction	Score	
24	Edgewood Road Improvements from F Avenue to O Avenue	Cedar Rapids	$4,000,000	$7,980,800	2020-2024	218.35	
52	North 10th Street	Marion	$8,400,000	$16,759,680	2020-2024	218.35	
45	County Home Road (E34) - Paving and Signalization	Linn County/Robins	$2,800,000	$4,648,816	2020-2024	196.9	
2	Council Street NE at 60th Street Traffic Signal	Cedar Rapids	$250,000	$498,800	2020-2024	195.55	
41	Interstate 380 Interchange at Tower Terrace Road	Hiawatha/Cedar Rapids/Iowa DOT	$4,000,000	$7,980,800	New Project	165.35	<-- Project added into FCP. *Moved 16th Ave SW Resurfacing to VP.*
50	Tower Terrace Road 3 (Indian Creek Rd to 35th St.)	Marion	$2,200,000	$4,389,440	2020-2024	127.5	
44	Highway 100 and US 30/218 Interchange at 80th Street SW	Iowa DOT/Cedar Rapids	$7,500,000	$14,964,000	2025-2029	74.45	
		FY30 - FY40 Projects		$57,222,336			
		FY30 - FY40 Budget		$57,840,750			
		FY25 - FY29 Budget carryover		$3,927,041			
		FY30 - FY40 Budget with FY25 - FY29 carryover		$61,767,791			
		FY30 - FY40 Budget remaining		$4,545,455			

Scenario 3: Move 16th Ave SW Resurfacing from FCP to Vision Plan

Vision Plan

Project ID	Project Name	Jurisdiction Applying for Funding	Total Cost (2015)	Year of Construction Cost	Year of Construction	Score	
7	33rd Ave SW Roadway Improvements	Cedar Rapids	$750,000	$974,400	2020-2024	248.45	
61	Collins Rd NE from F Ave NE to approx. 500 ft. E of Northland Ave	Cedar Rapids	$31,000,000	$40,275,200	2020-2024	238.8	<-- New project added to Vision Plan
20	E Avenue NW Reconstruction & Improvements from Hwy. 100 to Edgewoc	Cedar Rapids	$8,000,000	$10,393,600	2020-2024	211.85	
51	Tower Terrace Road 4 (35th St. to HWY 13)	Marion	$5,500,000	$7,145,600	2020-2024	175.15	
49	Tower Terrace Road 2 (10th St. to Indian Creek Rd)	Marion	$9,750,000	$12,667,200	2020-2024	161.7	
5	16th Ave SW Resurfacing from Wiley Blvd to Rockford Rd	Cedar Rapids	$4,000,000	$5,196,800	2020-2024	158.75	<-- *Moved from FCP to VP.* Score stayed the same.
57	Robins Road PCC Overlay	Robins/Hiawatha	$2,330,000	$3,027,136	2020-2024	154.5	
48	Tower Terrace Road 1 (Alburnett Rd to 10th St.)	Marion	$1,500,000	$1,948,800	2020-2024	98.45	
6	16th Ave SW Roadway Improvements from City limits to West Post Rd	Cedar Rapids	$2,250,000	$3,549,600	2025-2029	279.2	
29	Mount Vernon Road SE Improvements at 19th Street	Cedar Rapids	$4,000,000	$6,310,400	2025-2029	253.4	
10	Blairs Ferry Road NE Roadway Improvements from Miller Road to Milburn	Cedar Rapids	$3,000,000	$4,732,800	2025-2029	245.1	
22	Edgewood Road from Ellis Boulevard to Glass Road	Cedar Rapids	$46,000,000	$72,569,600	2025-2029	234.65	<-- Score *increased* from 218.6 to 234.65
28	Mount Vernon Road SE Improvements from 38th Street to 42nd Street	Cedar Rapids	$2,500,000	$3,944,000	2025-2029	232.4	
35	Tower Terrace Road from I-380 to 700 feet east of North Center Point Roa	Hiawatha	$3,360,000	$5,300,736	2025-2029	218.85	
15	C Street SW Overpass of the UP Railroad	Cedar Rapids	$5,500,000	$8,676,800	2025-2029	214.9	
47	Highway 100	Marion	$1,500,000	$2,366,400	2025-2029	206.45	
23	Edgewood Road NE Improvements from Glass Road to Highway 100	Cedar Rapids	$9,000,000	$14,198,400	2025-2029	191.15	
53	Highway 13	Marion/Linn County	$1,500,000	$2,366,400	2025-2029	190.4	<-- Score *increased* from 181.15 to 190.4
39	Edgewood Road Extension Phase 2	Hiawatha/Cedar Rapids	$5,000,000	$7,888,000	2025-2029	185.1	
30	Tower Terrace Road Construction from Council Street to Summerset Aven	Cedar Rapids	$3,000,000	$4,732,800	2025-2029	184.4	
11	Boyson Road NE Reconstruction & improvements from Dry Run Creek to E	Cedar Rapids	$1,000,000	$1,577,600	2025-2029	184.15	
1	Blairs Ferry Rd NE at Leisure Blvd Traffic Signal	Cedar Rapids	$250,000	$394,400	2025-2029	173.25	
38	Edgewood Road Extension Phase 1	Hiawatha/Cedar Rapids	$5,995,000	$9,457,712	2025-2029	169.7	
31	Tower Terrace Road from Council Street to Robins Road	Cedar Rapids	$18,575,200	$29,303,920	2025-2029	161.7	
9	Blairs Ferry Road NE from I-380 to C Avenue NE	Cedar Rapids	$4,000,000	$6,310,400	2025-2029	156.75	
27	F Avenue NW Restoration from Edgewood Road to 13th Street	Cedar Rapids	$3,000,000	$4,732,800	2025-2029	125.65	
32	Wright Brothers Boulevard SW Improvements from 6th Street to Kirkwooc	Cedar Rapids	$14,000,000	$27,932,800	2030-2040	264.55	
17	Collins Rd at Council St NE - Intersection Improvements	Cedar Rapids	$2,000,000	$3,990,400	2030-2040	238.75	
54	North Center Point Road Widening Phase 1	Robins/Hiawatha	$2,988,000	$5,961,658	2030-2040	236.85	
18	Collins Rd Improvements from Center Point Rd to F Ave	Cedar Rapids	$40,000,000	$79,808,000	2030-2040	235.45	
40	Tower Terrace Road from North Center Point Road to Robins Road Pavem	Hiawatha/Robins	$5,785,000	$11,542,232	2030-2040	230.5	
33	State Street Upgrade: Turning Lane, Sidewalks, and Trail	Ely	$3,199,063	$6,382,770	2030-2040	227.6	
25	Edgewood Road SW from 60th Avenue to 76th Avenue Improvements	Cedar Rapids	$4,000,000	$7,980,800	2030-2040	220.75	
56	North Center Point Road Widening Phase 3	Robins	$3,345,000	$6,673,944	2030-2040	211.55	
19	Council Street NE & S. Mentzer Road Improvements from 74th Street to V	Cedar Rapids/Robins	$6,500,000	$12,968,800	2030-2040	193.4	
55	North Center Point Road Widening Phase 2	Robins	$2,435,000	$4,858,312	2030-2040	193.1	<-- Score *decreased* from 204.75 to 193.1
8	1st Ave West Elevated Rail Crossing from 6th St to 11th St	Cedar Rapids	$10,000,000	$19,952,000	2030-2040	186.9	
26	Edgewood Road SW Improvements from Prairie Valley Court to 60th Ave	Cedar Rapids	$8,000,000	$15,961,600	2030-2040	149.4	
14	C Street SW to Otis Road SE Bridge over Cedar River	Cedar Rapids	$35,000,000	$69,832,000	2030-2040	129	

New Project or Modified Funding on Existing Project
Project Moved to Another Time Band in Fiscally Constrained Plan or Moved to Vision Plan
Score Changed for Existing Projects because New Project was Added to the LRTP

Scenario 4: Move F Avenue NW at Wiley Blvd from FCP to Vision Plan

Fiscally Constrained Plan

Year of Available Funding: 2020-2024 (Roads)

Project ID	Project Name	Jurisdiction Applying for Funding	Total Cost (2015)	Year of Construction Cost	Year of Construction	Score
37	Boyson Road between Hawkeye Drive and Robins Road	Hiawatha	$1,289,000	$1,674,669	2020-2024	265.55
16	Center Point Road NE Improvements from 29th St to 32nd St	Cedar Rapids	$2,000,000	$2,598,400	2020-2024	248.45
46	Marion Blvd/7th Ave/10th Ave	Marion	$6,000,000	$7,795,200	2020-2024	242.15
12	C Avenue NE Improvements from Greenfield St to Broderick Dr	Cedar Rapids	$1,000,000	$1,299,200	2020-2024	232.75
36	Boyson Road between Robins Road & East City Limits	Hiawatha	$950,000	$1,234,240	2020-2024	228.9
4	E Avenue NW at Wiley Blvd Traffic Signal	Cedar Rapids	$250,000	$324,800	2020-2024	174.65
41	*Interstate 380 Interchange at Tower Terrace Road**	*Hiawatha/Cedar Rapids/Iowa DOT*	*$19,900,000*	*$25,854,080*	*2020-2024*	*165.35*
43	*I-380 six lane US 30 to MPO boundary in Johnson County**	*Iowa DOT*	*$60,000,000*	*$77,952,000*	*2020-2024*	*110.15*
42	*I-380 six lane from County Home Road through Blairs Ferry Road**	*Iowa DOT*	*$28,000,000*	*$36,377,600*	*2020-2024*	*100.9*
		FY20 - FY24 Projects		$155,110,189		
		*Iowa DOT funding**		*$140,183,680*		
		FY20 - FY24 Budget		$15,834,700		
		FY20 - FY24 Budget + Iowa DOT funds		$156,018,380		
		FY20 - FY24 Budget carryover		$908,191		

* Indicates Iowa DOT funding only. None of the Corridor MPO's STP Fiscally Constrained Plan Budget is impacted by these projects.

Year of Available Funding: 2025-2029 (Roads)

Project ID	Project Name	Jurisdiction Applying for Funding	Total Cost (2015)	Year of Construction Cost	Year of Construction	Score
13	C Street SW Improvements from Wilson Ave to south of Old Ely Rd	Cedar Rapids	$3,500,000	$5,521,600	2020-2024	222.05
24	Edgewood Road Improvements from F Avenue to O Avenue	Cedar Rapids	$4,000,000	$6,310,400	2020-2024	218.35
21	Ellis Boulevard & 6th Street NW Connector	Cedar Rapids	$6,000,000	$9,465,600	2020-2024	184.7
34	Blairs Ferry Rd & 12th Ave Traffic Signalization	Hiawatha	$250,000	$394,400	2020-2024	160.5
		FY25 - FY29 Projects		$21,692,000		
		FY25 - FY29 Budget		$21,161,250		
		FY20 - FY24 Budget carryover		$908,191		
		FY25 - FY29 Budget with FY21 - FY24 carryover		$22,069,441		
		FY25 - FY29 Budget carryover		$377,441		

<-- Moved from 3rd time band to 2nd time band in FCP. Project score stays the same.

Year of Available Funding: 2030-2040 (Roads)

Project ID	Project Name	Jurisdiction Applying for Funding	Total Cost (2015)	Year of Construction Cost	Year of Construction	Score
52	North 10th Street	Marion	$8,400,000	$16,759,680	2020-2024	218.35
45	County Home Road (E34) - Paving and Signalization	Linn County/Robins	$2,800,000	$4,648,816	2020-2024	196.9
2	Council Street NE at 60th Street Traffic Signal	Cedar Rapids	$250,000	$498,800	2020-2024	195.55
41	Interstate 380 Interchange at Tower Terrace Road	Hiawatha/Cedar Rapids/Iowa DOT	$4,000,000	$7,980,800	New Project	165.35
5	16th Ave SW Resurfacing from Wiley Blvd to Rockford Rd	Cedar Rapids	$4,000,000	$7,980,800	2020-2024	158.75
50	Tower Terrace Road 3 (Indian Creek Rd to 35th St.)	Marion	$2,200,000	$4,389,440	2020-2024	127.5
44	Highway 100 and US 30/218 Interchange at 80th Street SW	Iowa DOT/Cedar Rapids	$7,500,000	$14,964,000	2025-2029	74.45
		FY30 - FY40 Projects		$57,222,336		
		FY30 - FY40 Budget		$57,840,750		
		FY25 - FY29 Budget carryover		$377,441		
		FY30 - FY40 Budget with FY25 - FY29 carryover		$58,218,191		
		FY30 - FY40 Budget remaining		$995,855		

<-- Project added into FCP. *Moved F Ave at Wiley Blvd to VP and Edgewood Road from F Ave to O Ave up to second FCP time band.*

Scenario 4: Move F Avenue NW at Wiley Blvd from FCP to Vision Plan

Vision Plan

Project ID	Project Name	Jurisdiction Applying for Funding	Total Cost (2015)	Year of Construction Cost	Year of Construction	Score	
7	33rd Ave SW Roadway Improvements	Cedar Rapids	$750,000	$974,400	2020-2024	248.45	
61	Collins Rd NE from F Ave NE to approx. 500 ft. E of Northland Ave	Cedar Rapids	$31,000,000	$40,275,200	2020-2024	238.8	<-- New project added to Vision Plan
20	E Avenue NW Reconstruction & Improvements from Hwy. 100 to Edgewo	Cedar Rapids	$8,000,000	$10,393,600	2020-2024	211.85	
51	Tower Terrace Road 4 (35th St. to HWY 13)	Marion	$5,500,000	$7,145,600	2020-2024	175.15	
49	Tower Terrace Road 2 (10th St. to Indian Creek Rd)	Marion	$9,750,000	$12,667,200	2020-2024	161.7	
3	F Avenue NW at Wiley Blvd Traffic Signal	Cedar Rapids	$1,750,000	$2,273,600	2020-2024	158.65	<-- *Moved from FCP to VP.* Project score *decreased* from 167.9 to 158.65.
57	Robins Road PCC Overlay	Robins/Hiawatha	$2,330,000	$3,027,136	2020-2024	154.5	
48	Tower Terrace Road 1 (Alburnett Rd to 10th St.)	Marion	$1,500,000	$1,948,800	2020-2024	98.45	
6	16th Ave SW Roadway Improvements from City limits to West Post Rd	Cedar Rapids	$2,250,000	$3,549,600	2025-2029	279.2	
29	Mount Vernon Road SE Improvements at 19th Street	Cedar Rapids	$4,000,000	$6,310,400	2025-2029	253.4	
10	Blairs Ferry Road NE Roadway Improvements from Miller Road to Milburr	Cedar Rapids	$3,000,000	$4,732,800	2025-2029	245.1	
22	Edgewood Road from Ellis Boulevard to Glass Road	Cedar Rapids	$46,000,000	$72,569,600	2025-2029	234.65	<-- Score *increased* from 218.6 to 234.65
28	Mount Vernon Road SE Improvements from 38th Street to 42nd Street	Cedar Rapids	$2,500,000	$3,944,000	2025-2029	232.4	
35	Tower Terrace Road from I-380 to 700 feet east of North Center Point Roa	Hiawatha	$3,360,000	$5,300,736	2025-2029	218.85	
15	C Street SW Overpass of the UP Railroad	Cedar Rapids	$5,500,000	$8,676,800	2025-2029	214.9	
47	Highway 100	Marion	$1,500,000	$2,366,400	2025-2029	206.45	
23	Edgewood Road NE Improvements from Glass Road to Highway 100	Cedar Rapids	$9,000,000	$14,198,400	2025-2029	191.15	
53	Highway 13	Marion/Linn County	$1,500,000	$2,366,400	2025-2029	190.4	<-- Score *increased* from 181.15 to 190.4
39	Edgewood Road Extension Phase 2	Hiawatha/Cedar Rapids	$5,000,000	$7,888,000	2025-2029	185.1	
30	Tower Terrace Road Construction from Council Street to Summerset Aver	Cedar Rapids	$3,000,000	$4,732,800	2025-2029	184.4	
11	Boyson Road NE Reconstruction & improvements from Dry Run Creek to E	Cedar Rapids	$1,000,000	$1,577,600	2025-2029	184.15	
1	Blairs Ferry Rd NE at Leisure Blvd Traffic Signal	Cedar Rapids	$250,000	$394,400	2025-2029	173.25	
38	Edgewood Road Extension Phase 1	Hiawatha/Cedar Rapids	$5,995,000	$9,457,712	2025-2029	169.7	
31	Tower Terrace Road from Council Street to Robins Road	Cedar Rapids	$18,575,200	$29,303,920	2025-2029	161.7	
9	Blairs Ferry Road NE from I-380 to C Avenue NE	Cedar Rapids	$4,000,000	$6,310,400	2025-2029	156.75	
27	F Avenue NW Restoration from Edgewood Road to 13th Street	Cedar Rapids	$3,000,000	$4,732,800	2025-2029	125.65	
32	Wright Brothers Boulevard SW Improvements from 6th Street to Kirkwoo	Cedar Rapids	$14,000,000	$27,932,800	2030-2040	264.55	
17	Collins Rd at Council St NE - Intersection Improvements	Cedar Rapids	$2,000,000	$3,990,400	2030-2040	238.75	
54	North Center Point Road Widening Phase 1	Robins/Hiawatha	$2,988,000	$5,961,658	2030-2040	236.85	
18	Collins Rd Improvements from Center Point Rd to F Ave	Cedar Rapids	$40,000,000	$79,808,000	2030-2040	235.45	
40	Tower Terrace Road from North Center Point Road to Robins Road Pavem	Hiawatha/Robins	$5,785,000	$11,542,232	2030-2040	230.5	
33	State Street Upgrade: Turning Lane, Sidewalks, and Trail	Ely	$3,199,063	$6,382,770	2030-2040	227.6	
25	Edgewood Road SW from 60th Avenue to 76th Avenue Improvements	Cedar Rapids	$4,000,000	$7,980,800	2030-2040	220.75	
56	North Center Point Road Widening Phase 3	Robins	$3,345,000	$6,673,944	2030-2040	211.55	
19	Council Street NE & S. Mentzer Road Improvements from 74th Street to \	Cedar Rapids/Robins	$6,500,000	$12,968,800	2030-2040	193.4	
55	North Center Point Road Widening Phase 2	Robins	$2,435,000	$4,858,312	2030-2040	193.1	<-- Score *decreased* from 204.75 to 193.1
8	1st Ave West Elevated Rail Crossing from 6th St to 11th St	Cedar Rapids	$10,000,000	$19,952,000	2030-2040	186.9	
26	Edgewood Road SW Improvements from Prairie Valley Court to 60th Ave	Cedar Rapids	$8,000,000	$15,961,600	2030-2040	149.4	
14	C Street SW to Otis Road SE Bridge over Cedar River	Cedar Rapids	$35,000,000	$69,832,000	2030-2040	129	

New Project or Modified Funding on Existing Project
Project Moved to Another Time Band in Fiscally Constrained Plan or Moved to Vision Plan
Score Changed for Existing Projects because New Project was Added to the LRTP

CONNECTIONS 2040 UPDATE
PROJECT APPLICATION FAQ & FORM

WHY IS THIS APPLICATION IMPORTANT?

The Corridor MPO is beginning an update to Connections 2040, the MPO's long-range transportation plan for the region, which was first adopted in 2010. According to federal requirements, this update must be completed by July 2015. MPO member jurisdictions should consider submitting an application for any major regional transportation project envisioned during the next 25 years, especially if a request for federal transportation funds is being contemplated.

In order for the MPO to rank projects that are key to the region's transportation network and make them eligible to receive federal funds, basic information about each project and how it addresses the Plan's Vision and Goals must be provided.

WHAT DO I NEED TO SUBMIT?

Each project should be summarized on a separate one-page application form, provided on page 4. This form can be filled in electronically or printed and completed by hand. The instructions on the following pages provide some guidance on how to complete this basic, but important, application.

IF I COMPLETE THIS APPLICATION, IS MY PROJECT GUARANTEED FUNDING?

Unfortunately, there usually aren't enough funds to cover every project submitted. In order to be eligible to receive funding each year through the Transportation Improvement Program (TIP), a project must make it into the Connections 2040 Fiscally Constrained Plan. The projects that make it into the Fiscally Constrained Plan usually have the highest rank or the greatest need and impact, as determined by the MPO Policy Board. Submitting a complete and thorough application helps a project's chances of getting an accurate and deserving ranking in the Fiscally Constrained Plan.

WHEN WILL FUNDING DECISIONS FROM THIS UPDATE GO INTO EFFECT?

The new Fiscally Constrained Plan adopted as part of the Connections 2040 Update will be used by jurisdictions to select projects for funding beginning with TIP year FY20 (October 2019).

When is the application due?

The due date for providing applications for road and trail projects is October 10th, 2014.

Application Guidelines

There are just six sections in the application, and four of them take no more than one or two lines of text to complete. Below is some helpful guidance for each text field.

1. Project Applicant(s)

The jurisdiction responsible for the project should identify itself as the project sponsor. If a candidate project involves more than one jurisdiction, all jurisdictions supporting the project should be listed.

2. Project Name

Select a simple name for your proposed candidate project so that it can be easily identified in a master list. The project might be a street or trail name followed by an action or segment identifier. (For example, "Main Avenue – Complete Streets Project" or "Eden Park Trail – Segment A".)

Trails eligible to receive funding are those identified on the Metro Trail System Map shown in ATTACHMENT 1. Applications may be submitted for new trails or improvements to existing trails, as long as the trail is shown on the system map.

Because the Connections 2040 Long Range Transportation Plan is a regional transportation plan, roadway projects eligible for funding are limited to the Regionally Significant Corridors Map shown on ATTACHMENT 2, or a roadway that provides benefit to a regionally significant corridor. Eligible examples include local intersections and improvements adjacent to a freeway on and off ramp, or a parallel facility that would provide relief to a regional significant corridor.

The regionally significant corridors in the Corridor MPO include all on-system freeways, federal and state roadways. They also include most major arterials that provide connections between jurisdictions or provide connections to major activity areas. Some shorter major arterials were not included as they either did not provide the longer trip continuity or they had other parallel regionally significant corridors providing similar service. In some limited instances a minor arterial was included if it was part of a longer facility that changes from major to minor.

3. Project Description

Provide a clear, but concise description of the proposed project and its major components. Any specifics about the project are helpful, such as no new right-of-way is required or the improvement will require a bridge. Transit descriptions need to be of sufficient detail to understand the project proposed. Information such as the reason for the project, project readiness or its importance to another project are also helpful. The better the description, the more accurately a project can be scored.

4. Limits

Define the beginning and endpoint of the proposed improvement.

- If the project is an intersection or trail connection, specify the cross streets or trails connected.
- If a project does not follow an existing corridor, provide a basic map with an aerial photograph detailing its general location. For example, if a trail project follows a creek instead of a roadway, a map should be provided showing the anticipated course of the trail.
- For an ITS project, describe the geographic coverage area of the project.
- For transit service, define the facility, capital purchase, route and length of service in years or proposed change in operational service, such as frequency of service or service hours.

It is important to note that projects submitted at a future date for funding in the Transportation Improvement Program need to match the project description limits or be contained within the limits of the project as it is listed in the Connections 2040 Update. Any part of the project outside of the project limits listed in Connections 2040 Update will not be eligible for funding.

5. Costs

List estimated project costs in 2015 dollars for the proposed improvement. If the project includes both road and trail components, break out the total costs separately for roads and trails. Include all costs such as construction, acquisition, and engineering. If it is for a service such as transit, specify the duration of service, such as number of years, hours of operation, etc.

6. Vision and Goals

The Connections 2040 Long-Range Transportation Plan (LRTP) process has developed eight goals, which were adapted from the SAFETEA-LU planning factors with input from the public. The ranking and selection of a list of preferred financially constrained projects will depend on how the project addresses the vision and goals. It is recognized that many of these goals may have similar objectives. For example, some projects might be argued to improve safety, minimize travel time, and support economic vitality. Other projects might only address one specific goal, like maintenance. Please provide supportive information in as many categories as you feel apply.

The following are the goals of the Connections 2040 Update:

1. Maintain Our Existing Transportation System
2. Maximize Efficiency Of Existing Transportation System
3. Minimize Cost Of Transportation
4. Offer Travel Choices
5. Provide Safe And Secure Transportation
6. Support Economic Vitality
7. Minimize Travel Time
8. Protect The Environment And Conserve Resources

Separate criteria were developed to rank trail projects and road projects. Trail projects will be scored on how well they meet the four criteria shown on ATTACHMENT 3. Road

projects will be scored on how well they meet the eight criteria shown on ATTACHMENT 4.

Please fill out an application form for each road or trail project and return electronically to Anne Russett (a.russett@cedar-rapids.org) by 5:00 p.m. on Friday, October 10th, 2014.

CONNECTIONS 2040 UPDATE PROJECT APPLICATION FORM

PROJECT APPLICANT(S): City of Hiawatha, City of Cedar Rapids, City of Marion, City of Robins, Linn County
(Please reference Application Guideline #1.)

PROJECT NAME: Interstate 380 Interchange at Tower Terrace Road
(Please reference Application Guideline #2.)

PROJECT DESCRIPTION: Construct a standard diamond interchange on Interstate 380 at Tower Terrace Road.
(Please reference Application Guideline #3.)

LIMITS: Interstate 380 and Tower Terrace Road.
(Please reference Application Guideline #4.)

COSTS:
Road(s): $20,000,000.00 Trail(s): $1,000,000.00

Funds requested; $4,000,000.00
Matching Funds from Local Communities: $1,000,000.00

(Please reference Application Guideline #5.)

HOW DOES THE PROPOSED PROJECT ADDRESS THE CONNECTIONS 2040 GOALS?

(Please reference Application Guideline #6.)

Maintain our Existing Transportation System **In 1978, preliminary design of Interstate 380 included an interchange at Tower Terrace Road and the right-of-way was purchased to accommodate a future interchange. Area development and traffic levels at the time did not warrant contruction of this interchange. However current traffic demands and growth and development in Hiawatha and sourrounding communitues necessitate a study to determine if an interchange is now warranted. This will relieve traffic volumes and improve levels of service at existing Boyson Road and County Home Road interchanges. An IJR Study was identified as a need and started in 2010 by the Iowa D.O.T. A public meeting was held in 2012. A draft IJR was submitted in 2015 and questioned the loop ramp design proposed at the Boyson Road interchange. The DOT decided to package Tower Terrance and Boyson Road into the interchange study with the proposal to**

look at a diverging diamond (DDI) concept at Boyson Road. HNTB consultants have started work on a new IJR to be completed in early 2018.

Maximize Efficiency of Existing Transportation System Existing I-380 interchanges are approximately 3.5 miles apart and do not provide the level of direct access needed to a rapidly urbanizing area. The Corridor MPO 2040 Transportation Plan includes construction of Tower Terrace Road between I-380 and Highway 13. Construction of this facility will provide needed access and mobility for traffic to, from and through Hiawatha and Robins, and then to Cedar Rapids and Marion when the entire corridor is complete.

Minimize Cost of Transportation Tower Terrace Road will complement other east-west corridors as a parallel route, providing a relief option for growing traffic volumes. Wihout this route, the existing corridors require expensive capacity improvements in the form or widening, turn lanes, and traffic signals.

Offer Travel Choices There is currently no safe pedestrian accomodations on Tower Terrace Road. Sidewalks and bicycle accommodations would be incorporated into this project, which would provide a safe alternate travel choice.

Provide Safe and Secure Transportation Dedicated turn lanes will reduce the risk of rear end accidents. Relief of traffic congestion at Boyson Road and Blairsferry Road will reduce accidents in the area. The addition of sidewalks and bicylce accommodations will provide a safe means of alternitve transportation. Hiawatha has developed plans to improve Tower Terrace Road from I-380 easterly to North Center Point Road with pavement widening to a 5 lane section with turn lanes and a new signalized intersection at North Center Point Road. Also included is a new multi-use trail. Total cost anticipated at $3,300,000.00 . Cedar Rapids will also need to consider developing plans for a new traffic signal at Tower Terrace Road and Edgewood Road and widening Tower Terrace west of I-380 to a 5 lane section. Approximate cost estimated to be $4,000,000.00.This project will need to be priortized.

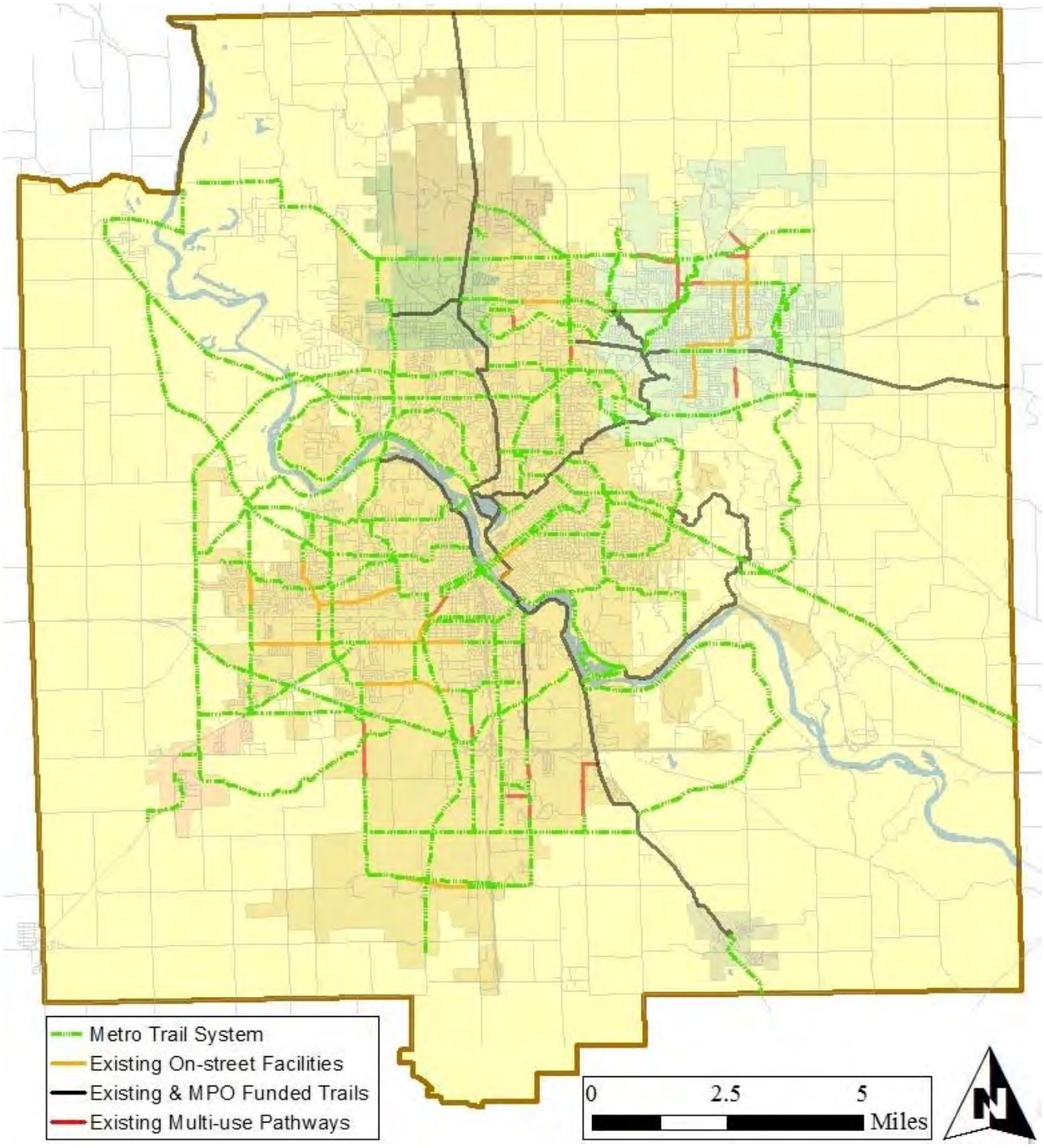
Support Economic Vitality Project defines an arterial transportation network which can act as a catalyst for orderly infill development.

Minimize Travel Time Tower Terrace Road will provide a significantly more direct route to Marion and Highway 13 than what is available now. With a project distance from I-380 to Hwy 13 is 8 miles, Tower Terrace is a direct connection across the northern metro area. Congestion on County Home Road, Boyson

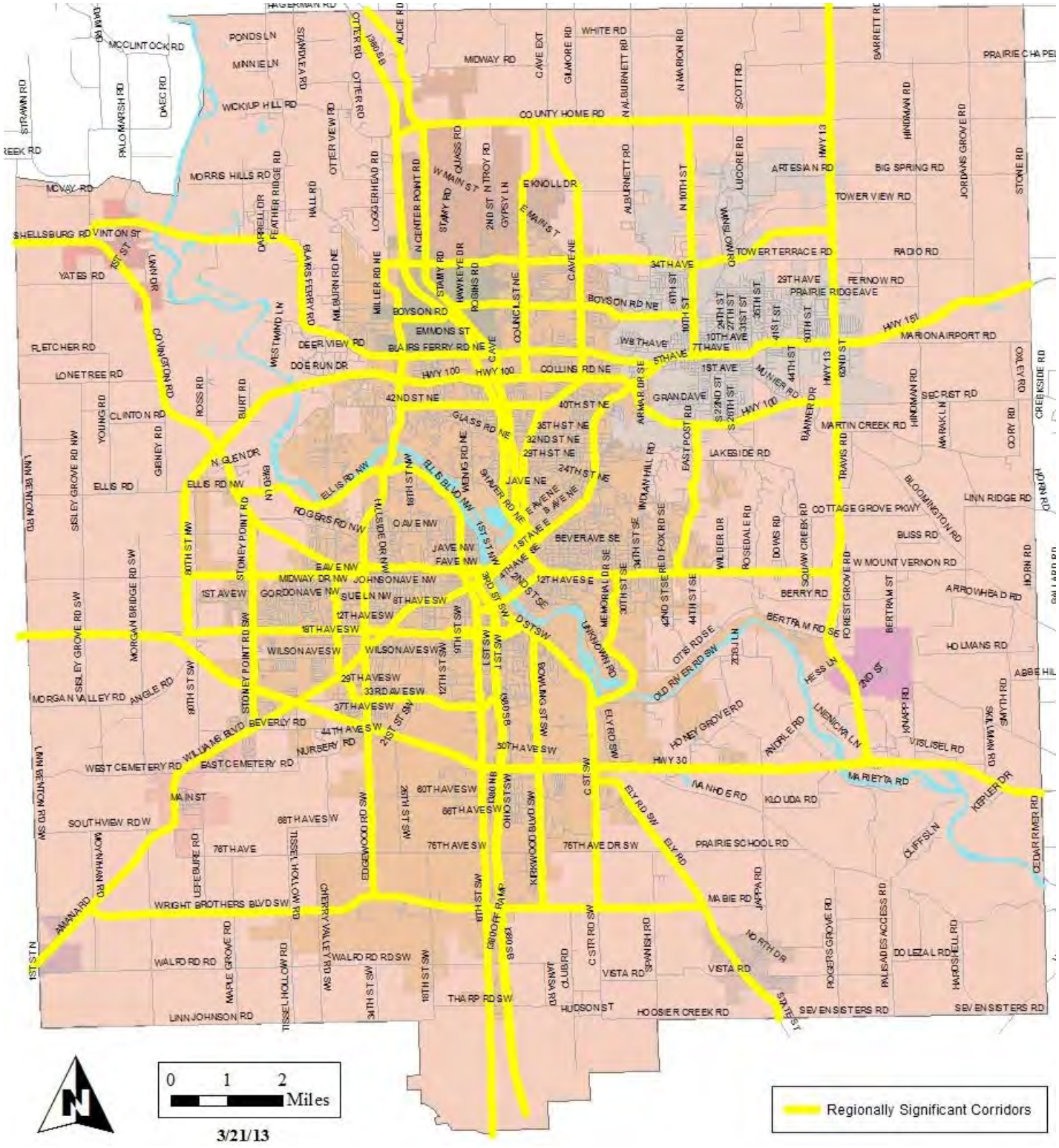
Road and Blairsferry Road will be reduced therefore increasing travel times on those corridors.

Protect the Environment and Conserve Resources **Reducing travel delay will reduce fuel consumption and vehicle emissions. Providing alternative forms of transportation will further reduce vehicle emissions.**

ATTACHMENT 1: METRO TRAIL SYSTEM MAP



ATTACHMENT 2: REGIONALLY SIGNIFICANT CORRIDORS MAP


0 1 2
Miles
3/21/13
Regionally Significant Corridors

ATTACHMENT 3: TRAIL PROJECT SCORING CRITERIA

Goal 1 – Maximize Efficiency of the Existing Transportation System (16.35 weight):

Definition: Whether or not the project connects to existing or proposed trails on the approved Corridor MPO trail system map.

3 points – Trail project connects at least two EXISTING trail segments

2 points – Trail connects to an existing trail segment and connects to at least one future proposed trail segment.

1 point – Trail connects to an existing trail but does not connect to a proposed future trail segment OR trail does not connect to an existing trail but does connect to proposed future trail segment(s).

0 points – Trail does not connect an existing or proposed trail segment.

Goal 3 - Minimize Cost of Transportation (9.25 weight):

Definition: The total project cost per mile.

3 points – Quartile of projects with the lowest cost per mile

2 points – Second least costly quartile of projects

1 point – Third least costly quartile of projects

0 points – Quartile of projects with the highest cost per mile

Goal 4 - Offer Travel Choices (14.45 weight):

Definition: The population living within a ½ mile radius of the trail (Based on census 2010 block data)

3 points – Quartile of projects with the highest population served

2 points – Quartile of projects with the 2nd highest population served

1 point – Quartile of projects with the 3rd highest population served

0 points – Quartile of projects with the least population served

Goal 6 - Support Economic Vitality (16.05 weight):

Definition: The number of destinations served. Destinations that can be counted are: Grocery stores, schools, restaurants, religious institutions, parks, employers, and retailers within a ½ mile of the proposed trail. Applicant may also count destinations served by the first 2 miles of any existing trail connected to the proposed trail.

3 points – Quartile of projects with the most destinations served

2 points – Quartile of projects with the second most destinations served

1 point – Quartile of projects with the third most destinations served

0 points – Quartile of projects with the fewest destinations served

ATTACHMENT 4: ROAD PROJECT SCORING CRITERIA

Goal 1 - Maintain Our Existing Transportation System (4.35 weight):

3 points – Reconstruction, overlay, or signalization that does not add travel or turn lanes
2 points – Reconstruction or overlay that adds new turn lanes with additional pavement width
1 point – Reconstruction or overlay that adds new travel lanes with additional pavement width
0 points – New street

Goal 2 - Maximize Efficiency of Existing Transportation System (19.75 weight):

3 points – Provides intersection improvements and connectivity for autos, transit, bikes or pedestrians
2 points – Provides intersection improvements and/or access control improvements
1 point – Provides connectivity for autos, transit, bikes or pedestrians
0 points – No intersection improvements or connectivity improvements

Goal 3 - Minimize Cost of Transportation (9.25 weight):

3 points – Projects in the highest quartile based on a cost-benefit ratio of annual benefits of congestion reduction divided by total project cost
2 points – Projects in the second highest quartile based on a cost-benefit ratio of annual benefits of congestion reduction divided by total project cost
1 point – Projects in the second lowest quartile based on a cost-benefit ratio of annual benefits of congestion reduction divided by total project cost
0 points – Projects in the lowest quartile based on a cost-benefit ratio of annual benefits of congestion reduction divided by total project cost

Goal 4 - Offer Travel Choices (19.45 weight):

3 points – Provides improvements for transit, bicycles and pedestrians
2 points – Provides improvements for two alternate modes of travel
1 point – Provides improvements for one alternate mode of travel
0 points – Does not provide improvements for transit, bicycles, or pedestrians

Goal 5 - Provide Safe and Secure Transportation (11.65 weight):

3 points – Projects in the highest quartile based on a cost-benefit ratio of annual average value of crash reductions divided by total project cost or constructs a grade separation
2 points – Projects in the second highest quartile based on a cost-benefit ratio of annual average value of crash reductions divided by total project cost or constructs a roundabout
1 point – Projects in the second lowest quartile based on a cost-benefit ratio of annual average value of crash reductions divided by total project cost
0 points – Projects in the lowest quartile based on a cost-benefit ratio of annual average value of crash reductions divided by total project cost

Goal 6 - Support Economic Vitality (16.05 weigh):

3 points – Top third of projects with the highest percentage of adjacent land with commercial/office/industrial zoning and/or future land uses
2 points – Middle third of projects with the highest percentage of adjacent land with commercial/office/industrial zoning and/or future land uses
1 point – Bottom third of projects with the highest percentage of adjacent land with commercial/office/industrial zoning and/or future land uses
0 points – Not adjacent to land with commercial/office/industrial zoning and/or future land uses

Goal 7 - Minimize Travel Time (8.15 weight):

3 points – Reduces travel time and provides additional travel modes
2 points – Only reduces travel time
1 point – Only provides additional travel modes
0 points – Does not reduce travel time or provide additional travel modes

Goal 8 - Protect the Environment and Conserve Resources (11.35 weight):

3 points – Project does not impact an environmentally sensitive area*
2 points – Project impacts one environmentally sensitive area*
1 point – Project impacts two environmentally sensitive areas*
0 points –Project impacts three or more environmentally sensitive areas*

* - *Environmentally sensitive areas are defined as mapped waterways, floodplains, parks, steep topography, forested areas, and wetlands.*

Connections 2040
Smarter Transportation, Better Community

Connections 2040 Update
Project Application FAQ & Form

Why is this application important?

The Corridor MPO is beginning an update to Connections 2040, the MPO's long-range transportation plan for the region, which was first adopted in 2010. According to federal requirements, this update must be completed by July 2015. MPO member jurisdictions should consider submitting an application for any major regional transportation project envisioned during the next 25 years, especially if a request for federal transportation funds is being contemplated.

In order for the MPO to rank projects that are key to the region's transportation network and make them eligible to receive federal funds, basic information about each project and how it addresses the Plan's Vision and Goals must be provided.

What do I need to submit?

Each project should be summarized on a separate one-page application form, provided on page 4. This form can be filled in electronically or printed and completed by hand. The instructions on the following pages provide some guidance on how to complete this basic, but important, application.

If I complete this application, is my project guaranteed funding?

Unfortunately, there usually aren't enough funds to cover every project submitted. In order to be eligible to receive funding each year through the Transportation Improvement Program (TIP), a project must make it into the Connections 2040 Fiscally Constrained Plan. The projects that make it into the Fiscally Constrained Plan usually have the highest rank or the greatest need and impact, as determined by the MPO Policy Board. Submitting a complete and thorough application helps a project's chances of getting an accurate and deserving ranking in the Fiscally Constrained Plan.

When will funding decisions from this update go into effect?

The new Fiscally Constrained Plan adopted as part of the Connections 2040 Update will be used by jurisdictions to select projects for funding beginning with TIP year FY20 (October 2019).

When is the application due?

The due date for providing applications for road and trail projects is October 10th, 2014.

Application Guidelines

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The jurisdiction responsible for the project should identify itself as the project sponsor. If a candidate project involves more than one jurisdiction, all jurisdictions supporting the project should be listed.

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The regionally significant corridors in the Corridor MPO include all on-system freeways, federal and state roadways. They also include most major arterials that provide connections between jurisdictions or provide connections to major activity areas. Some shorter major arterials were not included as they either did not provide the longer trip continuity or they had other parallel regionally significant corridors providing similar service. In some limited instances a minor arterial was included if it was part of a longer facility that changes from major to minor.

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Define the beginning and endpoint of the proposed improvement.

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5. Costs

List estimated project costs in 2015 dollars for the proposed improvement. If the project includes both road and trail components, break out the total costs separately for roads and trails. Include all costs such as construction, acquisition, and engineering. If it is for a service such as transit, specify the duration of service, such as number of years, hours of operation, etc.

6. Vision and Goals

The Connections 2040 Long-Range Transportation Plan (LRTP) process has developed eight goals, which were adapted from the SAFETEA-LU planning factors with input from the public. The ranking and selection of a list of preferred financially constrained projects will depend on how the project addresses the vision and goals. It is recognized that many of these goals may have similar objectives. For example, some projects might be argued to improve safety, minimize travel time, and support economic vitality. Other projects might only address one specific goal, like maintenance. Please provide supportive information in as many categories as you feel apply.

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2. **Maximize Efficiency Of Existing Transportation System**
3. **Minimize Cost Of Transportation**
4. **Offer Travel Choices**
5. **Provide Safe And Secure Transportation**
6. **Support Economic Vitality**
7. **Minimize Travel Time**
8. **Protect The Environment And Conserve Resources**

Separate criteria were developed to rank trail projects and road projects. Trail projects will be scored on how well they meet the four criteria shown on ATTACHMENT 3. Road

projects will be scored on how well they meet the eight criteria shown on ATTACHMENT 4.

Please fill out an application form for each road or trail project and return electronically to Anne Russett (a.russett@cedar-rapids.org) by 5:00 p.m. on Friday, October 10th, 2014.

CONNECTIONS 2040 UPDATE PROJECT APPLICATION FORM

PROJECT APPLICANT(S): City of Cedar Rapids
(Please reference Application Guideline #1.)

PROJECT NAME: Collins Rd NE from F Ave NE to approx 500-ft E of Northland Ave
(Please reference Application Guideline #2.)

PROJECT DESCRIPTION: Reconstruction of Collins Road NE from F Ave NE to approximately 500-ft E of Northland Avenue. This will include full reconstruction of the Collins Road intersection with C Avenue NE from south of the Old Marion Rd intersection with C Avenue to North of Collins Rd. Improvements on Collins Road will include three through lanes in each direction as well as appropriate turn lanes at intersections. Intersection improvements will also include new traffic signal installations
(Please reference Application Guideline #3.)

LIMITS: Collins Rd NE from F Ave to approx 500-ft E of Northland Avenue and C Avenue intersection improvements from south of Old Marion Rd to approximately 300-ft north of Collins Rd along C Ave
(Please reference Application Guideline #4.)

COSTS:
Road(s): $30,000,000.00 Trail(s): $1,000,000.00
(Please reference Application Guideline #5.)

HOW DOES THE PROPOSED PROJECT ADDRESS THE CONNECTIONS 2040 GOALS?

(Please reference Application Guideline #6.)

Maintain our Existing Transportation System **This project involves the reconstruction of the existing Collins Road NE and a portion of C Avenue NE in the vicinity of Collins Road. The completion of this project will maintain the existing transportation system by improving and extending the service life of this important corridor.**

Maximize Efficiency of Existing Transportation System **Project will improve traffic operations and reduce travel times on Collins Road NE by providing an additional through lane in each direction. Intersection improvements at C Avenue NE as well as at C Avenue and Old Marion Rd will reduce large back ups and delays along both Collins Road and C Avenue**

Minimize Cost of Transportation Lane and intersection improvements associated with this project will improve traffic operations and reduce vehicle idling time and fuel consumption.

Offer Travel Choices These improvements will utilize the City of Cedar Rapids Complete Streets Policy which has been adopted by the Cedar Rapids City Council. Project will include sidewalks and a multiuse trail to enhance non-motorized transportation options along the corridor.

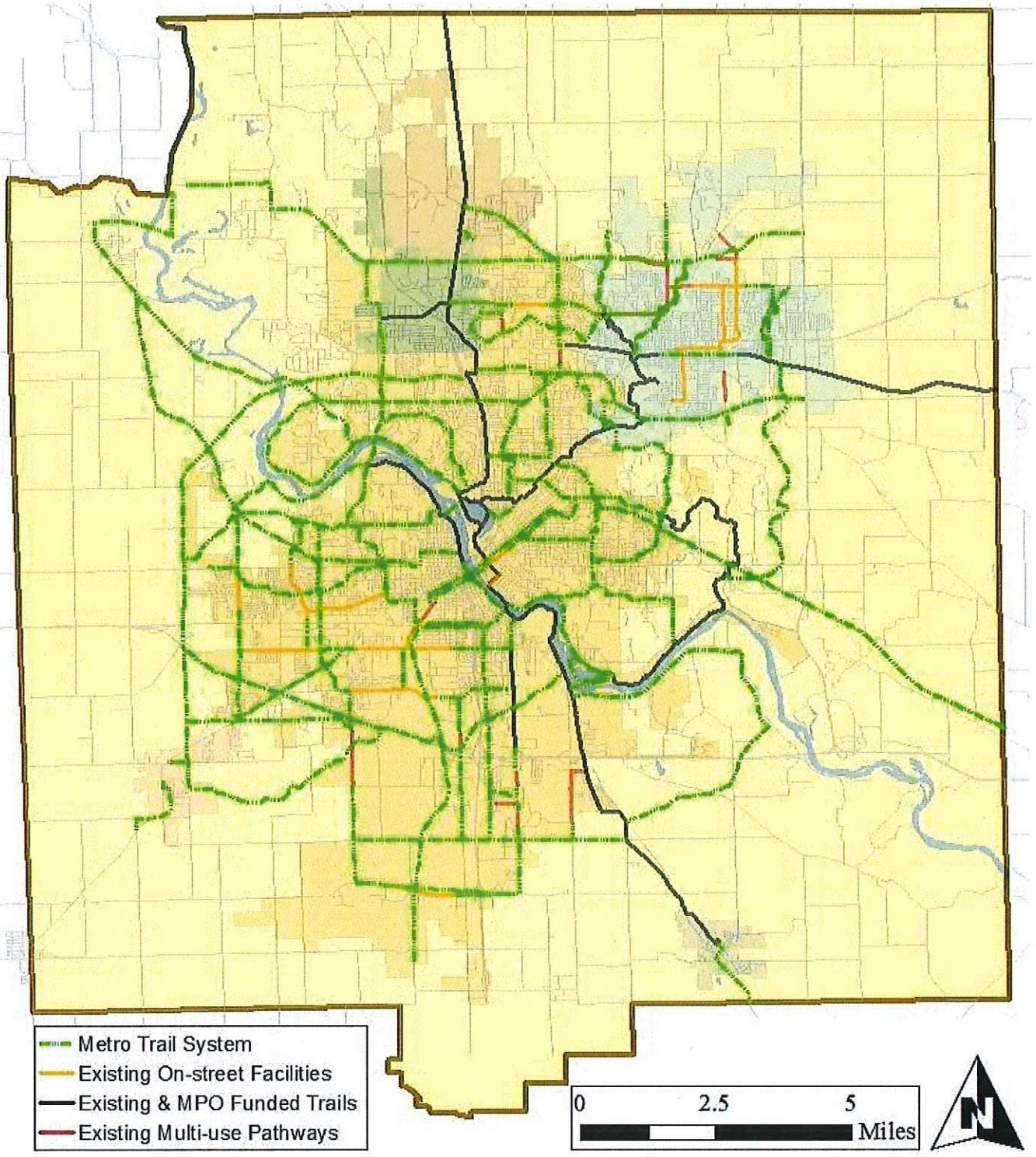
Provide Safe and Secure Transportation Traffic lane and intersection improvements will increase roadway capacity and reduce delays, providing for a safer transportation corridor for vehicles and pedestrians. Geometric intersection improvements as well as improved controls will also enhance safety as a part of this project.

Support Economic Vitality This corridor provides regional access to important commercial centers and areas of employment. These improvements will provide more efficient and safe access to both these existing and future activity centers.

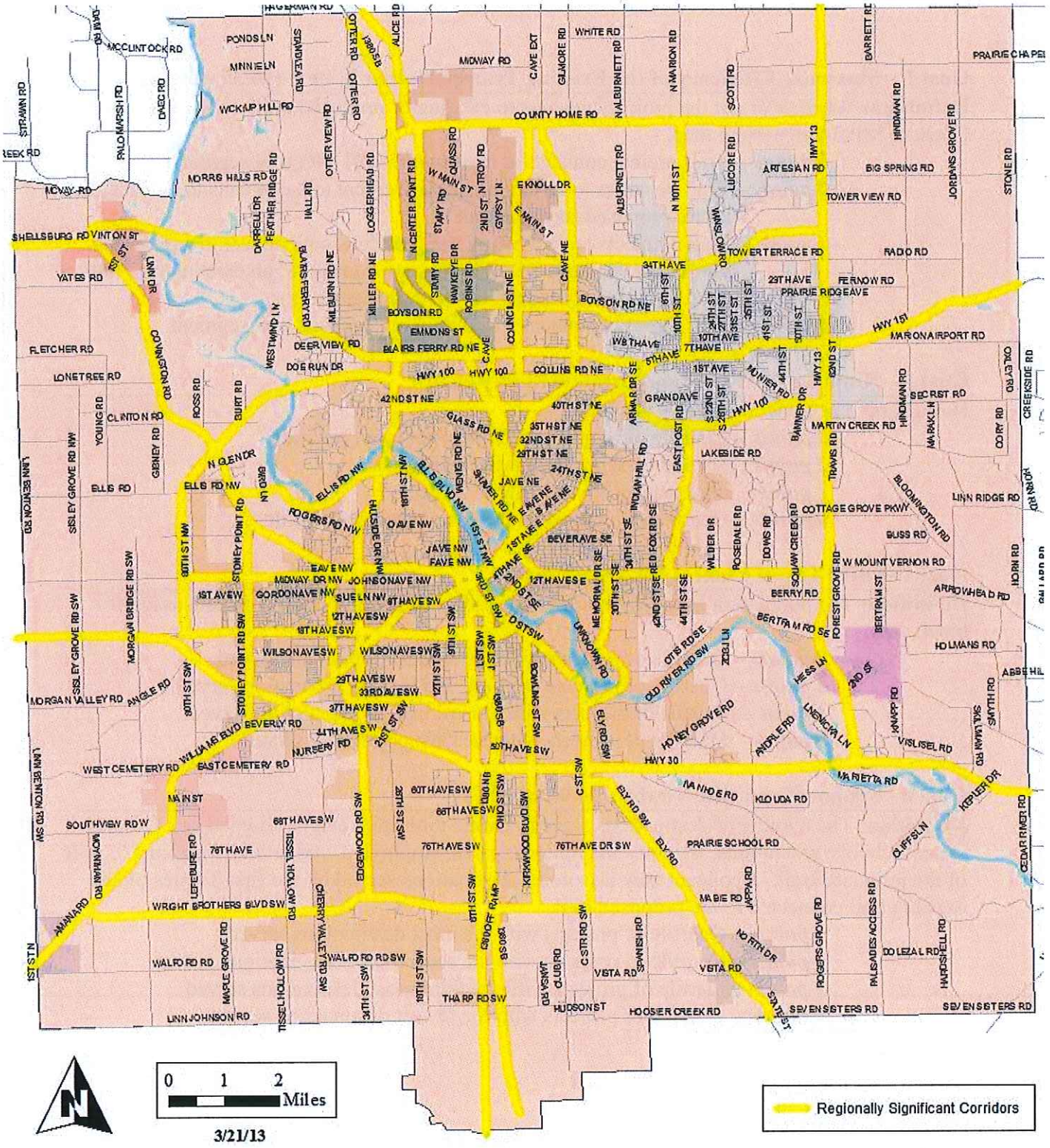
Minimize Travel Time The capacity and traffic improvments along the corridor benefit the users of the overall Collins Road and C Avenue roadway systems by reducing travel times. This project is an important component of the overall longer term improvements along Collins Road NE.

Protect the Environment and Conserve Resources The improvements will increase the capacity of the roadway as well as increase the operational efficiency of the intersections along the corridor. The improvements will reduce vehicle stops, delays, and travel times ultimately reducing fuel consumption and vehicle emissions. The project will also provide opportunities for non-motorized transportation modes by incorporating sidewalks and trails.

Attachment 1: Metro Trail System Map



Attachment 2: Regionally Significant Corridors Map


0 1 2 Miles
3/21/13
Regionally Significant Corridors

ATTACHMENT 3: TRAIL PROJECT SCORING CRITERIA

Goal 1 – Maximize Efficiency of the Existing Transportation System (16.35 weight):

Definition: Whether or not the project connects to existing or proposed trails on the approved Corridor MPO trail system map.

3 points – Trail project connects at least two EXISTING trail segments

2 points – Trail connects to an existing trail segment and connects to at least one future proposed trail segment.

1 point – Trail connects to an existing trail but does not connect to a proposed future trail segment OR trail does not connect to an existing trail but does connect to proposed future trail segment(s).

0 points – Trail does not connect an existing or proposed trail segment.

Goal 3 - Minimize Cost of Transportation (9.25 weight):

Definition: The total project cost per mile.

3 points – Quartile of projects with the lowest cost per mile

2 points – Second least costly quartile of projects

1 point – Third least costly quartile of projects

0 points – Quartile of projects with the highest cost per mile

Goal 4 - Offer Travel Choices (14.45 weight):

Definition: The population living within a ½ mile radius of the trail (Based on census 2010 block data)

3 points – Quartile of projects with the highest population served

2 points – Quartile of projects with the 2nd highest population served

1 point – Quartile of projects with the 3rd highest population served

0 points – Quartile of projects with the least population served

Goal 6 - Support Economic Vitality (16.05 weight):

Definition: The number of destinations served. Destinations that can be counted are: Grocery stores, schools, restaurants, religious institutions, parks, employers, and retailers within a ½ mile of the proposed trail. Applicant may also count destinations served by the first 2 miles of any existing trail connected to the proposed trail.

3 points – Quartile of projects with the most destinations served

2 points – Quartile of projects with the second most destinations served

1 point – Quartile of projects with the third most destinations served

0 points – Quartile of projects with the fewest destinations served

ATTACHMENT 4: ROAD PROJECT SCORING CRITERIA

Goal 1 - Maintain Our Existing Transportation System (4.35 weight):

3 points – Reconstruction, overlay, or signalization that does not add travel or turn lanes
2 points – Reconstruction or overlay that adds new turn lanes with additional pavement width
1 point – Reconstruction or overlay that adds new travel lanes with additional pavement width
0 points – New street

Goal 2 - Maximize Efficiency of Existing Transportation System (19.75 weight):

3 points – Provides intersection improvements and connectivity for autos, transit, bikes or pedestrians
2 points – Provides intersection improvements and/or access control improvements
1 point – Provides connectivity for autos, transit, bikes or pedestrians
0 points – No intersection improvements or connectivity improvements

Goal 3 - Minimize Cost of Transportation (9.25 weight):

3 points – Projects in the highest quartile based on a cost-benefit ratio of annual benefits of congestion reduction divided by total project cost
2 points – Projects in the second highest quartile based on a cost-benefit ratio of annual benefits of congestion reduction divided by total project cost
1 point – Projects in the second lowest quartile based on a cost-benefit ratio of annual benefits of congestion reduction divided by total project cost
0 points – Projects in the lowest quartile based on a cost-benefit ratio of annual benefits of congestion reduction divided by total project cost

Goal 4 - Offer Travel Choices (19.45 weight):

3 points – Provides improvements for transit, bicycles and pedestrians
2 points – Provides improvements for two alternate modes of travel
1 point – Provides improvements for one alternate mode of travel
0 points – Does not provide improvements for transit, bicycles, or pedestrians

Goal 5 - Provide Safe and Secure Transportation (11.65 weight):

3 points – Projects in the highest quartile based on a cost-benefit ratio of annual average value of crash reductions divided by total project cost or constructs a grade separation
2 points – Projects in the second highest quartile based on a cost-benefit ratio of annual average value of crash reductions divided by total project cost or constructs a roundabout
1 point – Projects in the second lowest quartile based on a cost-benefit ratio of annual average value of crash reductions divided by total project cost
0 points – Projects in the lowest quartile based on a cost-benefit ratio of annual average value of crash reductions divided by total project cost

Goal 6 - Support Economic Vitality (16.05 weigh):

3 points – Top third of projects with the highest percentage of adjacent land with commercial/office/industrial zoning and/or future land uses
2 points – Middle third of projects with the highest percentage of adjacent land with commercial/office/industrial zoning and/or future land uses
1 point – Bottom third of projects with the highest percentage of adjacent land with commercial/office/industrial zoning and/or future land uses
0 points – Not adjacent to land with commercial/office/industrial zoning and/or future land uses

Goal 7 - Minimize Travel Time (8.15 weight):

3 points – Reduces travel time and provides additional travel modes
2 points – Only reduces travel time
1 point – Only provides additional travel modes
0 points – Does not reduce travel time or provide additional travel modes

Goal 8 - Protect the Environment and Conserve Resources (11.35 weight):

3 points – Project does not impact an environmentally sensitive area*
2 points – Project impacts one environmentally sensitive area*
1 point – Project impacts two environmentally sensitive areas*
0 points –Project impacts three or more environmentally sensitive areas*

* - *Environmentally sensitive areas are defined as mapped waterways, floodplains, parks, steep topography, forested areas, and wetlands.*

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Item 2: LRTP Trail Amendment

Amendments to LRTP

At the July Policy Board meeting member communities requested the change below (Highway 100, Trail Segment 2) to the Trail Fiscally Constrained Plan (FCP) and the Vision Plan.

This change will not take effect until the October Policy Board meeting, if approved by the Policy Board. The Transportation Technical Advisory Committee needs to begin its review of the requested change and make recommendations to the Policy Board for any changes to the FCP and inclusion in the Vision Plan.

One trail project has been requested for amendment into the LRTP:

1. **Highway 100 Trail Segment 2** – A request is being made to expand the boundary of the current project to include the areas covered by the current Highway 100 Trail Segment 3.
    - This would expand the boundary from the Cedar River's eastern edge to Covington Road, including the bridge over the Cedar River.
    - The project cost would increase to $8,500,000 from the current estimated cost of $1,750,000. Please see the following pages for the project application and details.
    - The combined project name for Highway 100 Trail Segments 2 and 3 is listed as "Highway 100 Trail Cedar River Crossing".

Item number one above will require the removal of other trail projects from the Trail FCP for inclusion. The changing boundaries of this trail segment will require an update to the project's score. The new score for the combined Highway 100 Trail Segments 2 and 3 into Highway 100 Trail Cedar River Crossing is 110.05. The previous scores for Segments 2 and 3 were 119.3 and 48.75, respectively.

Please note that changes to one project can impact the scores of other projects. This did occur with projects listed in the Vision Plan. Other projects in the FCP did not have a score change. Two projects had a change in score due to this requested amendment. Highway 100 Trail Segment 4 saw it's score increase from 32.7 to 41.5; this did not result in a change in ranking respective to other projects. Prairie Creek Trail Segment 3 saw an increase in score from 41.95 to 58; this did change the order of the last two projects. Prairie Creek Trail Segment 3 moved one spot from the bottom and Highway 100 Trail Segment 5 became the last project in the Vision Plan instead of the second to the last project. *Staff does not see that these changes are consequential.*

Options to Amend the LRTP

The requested changes to the project will increase the costs of the project and other projects will need to be removed in order to maintain the fiscal constraint of the FCP. Staff has prepared alternatives listed below and provided in tables on the following pages. Additionally, the current Trails FCP and FCP map are provided to illustrate the no change option and for reference. Please note that other options not listed here may also be possible.

- Current FCP – No change option. Would not allow funding to be spent on Highway 100 Trail from the eastern edge of the Cedar River to Covington Road.

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- Funding Based – Projects removed to minimize the total amount of unused funding (carryover) in the FCP. Projects moved to the Vision Plan include Otis Rd Trail (map ID 1-18); Cedar River Trail Ext and Bridge, commonly known as the Sleeping Giant Trail Bridge (map ID 1-02); and Edgewood Road North Segment 3 (map ID 1-10). All of these projects are sponsored by the City of Cedar Rapids.

- Municipality Based – Projects removed to correspond to the amendment requesting jurisdiction (Linn County). Projects moved to the Vision Plan include Wickiup Hill Trail Connection to Cedar Valley Nature Trail (map ID 5-04) and Prospect Meadows Trail (map ID 5-05). All of these projects are sponsored by the Linn County.

- Hybrid – This is a mixture of both of the above options. This option maintains funding to Cedar River Trail Ext and Bridge. During the original LRTP planning process, this project was requested to be moved from the Vision Plan to the FCP by the TTAC and the Executive Committee. *Due to the Policy Board's approval of this request, staff does not recommend removing this project from the FCP.* The projects removed from the FCP are Wickiup Hill Trail (map ID 5-04), Otis Rd Trail (map ID 1-18), and Edgewood Road North Segment 3 (map ID 1-10).

- Other – Many other options exist but would require removing a project above Highway 100 Trail Cedar River Crossing on the FCP. This may be a viable alternative; however staff did not feel comfortable suggesting any of these options without input from the Executive Committee or TTAC.

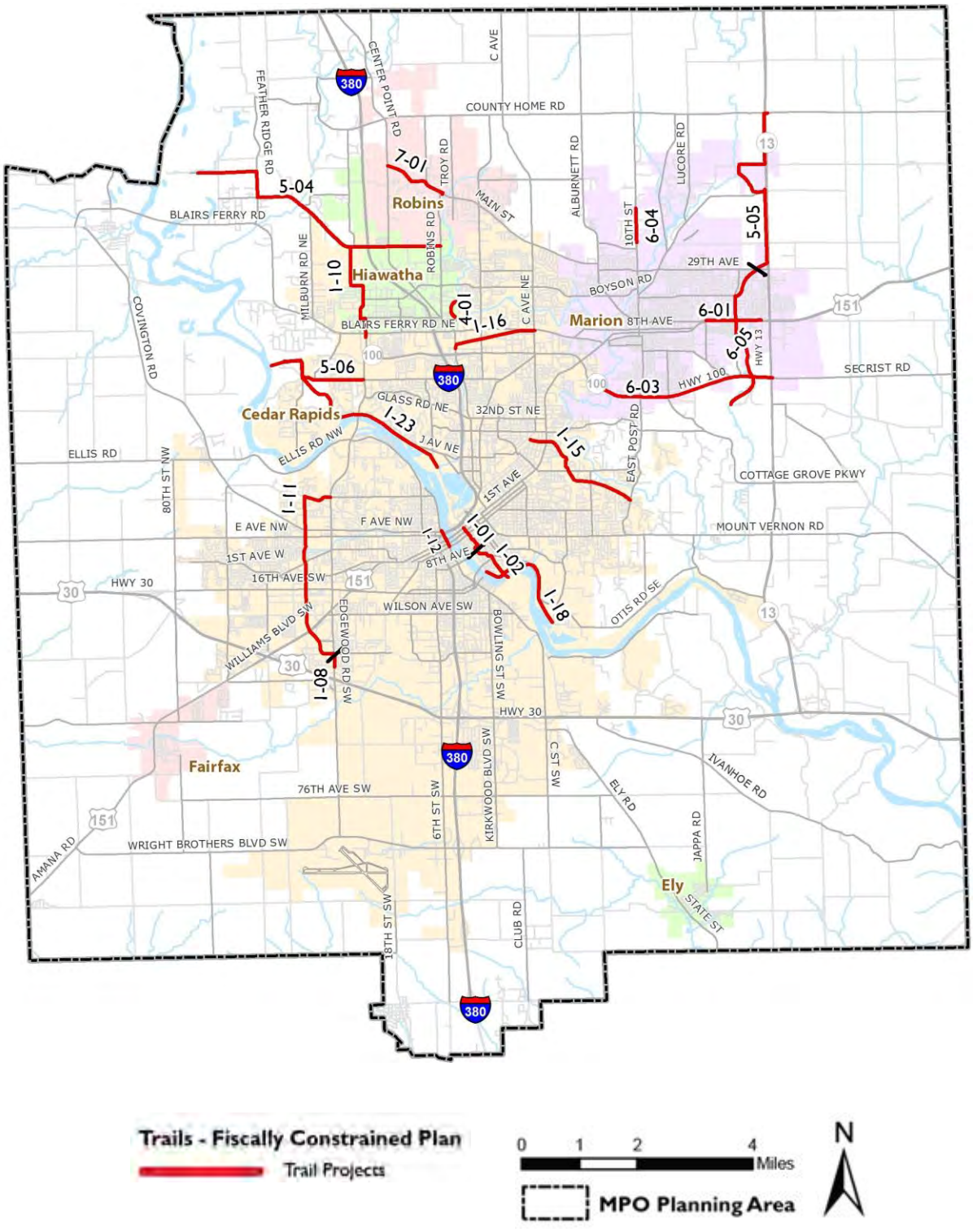
Budget Impact: LRTP ☒ TIP ☐ TPWP ☐ None ☐
At the October Policy Board meeting if the Policy Board acts to approve some of these requests the FCP budget will be impacted, with the potential need to remove other projects from the FCP to maintain fiscal constraint.

Committee Action: TTAC ☒ Executive ☒ None ☐
Recommendations from TTAC and the Executive Committee are customary.

Time Sensitivity: A vote of the Policy Board is required in October.

Recommended Action: None at this time.

Figure 10-4: Fiscally Constrained Trail Projects



Trails - Fiscally Constrained Plan - Current Option

Project ID	Project Name	Jurisdiction Applying for Funding	Total Cost (2015)	Year of Construction Cost	Year of Construction	Score
1-16	Lindale Trail Ext	Cedar Rapids	$ 1,750,000	$ 2,273,600	2020-2024	150.8
1-23	Seminole Valley Trail	Cedar Rapids	$ 3,870,000	$ 5,027,904	2020-2024	149.8
6-01	10th Ave Sidepaths	Marion	$ 1,816,000	$ 2,359,347	2020-2024	142.7
6-05	Squaw Creek Trail	Marion/Linn County	$ 2,312,900	$ 3,004,920	2020-2024	126.65
4-01	Dry Creek Tucker Park Connector	Hiawatha	$ 250,000	$ 324,800	2020-2024	87.6
		FY20 - FY24 Projects		$ 12,990,571		
		FY20 - FY24 Budget		$ 14,227,100		
		FY20 - FY24 carryover		$ 1,236,529		
1-15	Sac and Fox Trail Ext	Cedar Rapids	$ 3,427,000	$ 5,406,435	2020-2024	124.5
5-06	Highway 100 Segment 2	Linn County/Cedar Rapids	$ 1,750,000	$ 2,760,800	2020-2024	119.3
6-03	Highway 100 Sidepath - Marion	Marion	$ 2,482,100	$ 3,915,761	2020-2024	112.2
1-08	Edgewood Road South Segment 1	Cedar Rapids	$ 103,000	$ 162,493	2025-2029	123.35
		FY25 - FY29 Projects		$ 12,245,489		
		FY25 - FY29 Budget		$ 12,696,750		
		FY20 - FY24 carryover		$ 1,236,529		
		FY25 - FY29 Budget with FY20 - FY24 carryover		$ 13,933,279		
		FY25 - FY29 carryover		$ 1,687,790		
1-01	4th Street Trail	Cedar Rapids	$ 1,250,000	$ 2,494,000	2020-2024	100.2
5-04	Wickiup Hill Trail Connection to Cedar Valley Nature Trail	Linn County	$ 3,500,000	$ 6,983,200	2020-2024	96.15
6-04	10th Street Sidepaths	Marion	$ 1,035,100	$ 2,065,232	2020-2024	82
5-05	Prospect Meadows Trail	Linn County	$ 2,225,000	$ 4,439,320	2020-2024	58.55
1-11	Wiley Blvd Sidepath	Cedar Rapids	$ 2,765,000	$ 5,516,728	2025-2029	162.05
1-18	Otis Rd Trail	Cedar Rapids	$ 1,250,000	$ 2,494,000	2025-2029	130.55
1-02	Cedar River Trail Ext and Bridge	Cedar Rapids	$ 3,200,000	$ 6,384,640	2025-2029	128.1
1-10	Edgewood Road North Segment 3	Cedar Rapids	$ 970,000	$ 1,935,344	2025-2029	121.75
7-01	West Main Street Trail	Robins	$ 530,000	$ 1,057,456	2025-2029	76.5
1-12	Ellis Trail South Ext Segment 1	Cedar Rapids	$ 190,000	$ 379,088	2030-2040	125.35
		FY30 - FY40 Projects		$ 33,749,008		

FY30 - FY40 Budget	$ 34,704,450
FY25 - FY29 carryover	$ 1,687,790
FY30 - FY40 Budget with FY25 - FY29 carryover	$ 36,392,240
FY30 - FY40 Budget remaining	$ 2,643,232

Trails - Vision Plan

1-06	Dry Creek Segment 2	Cedar Rapids	$ 1,800,000	$ 2,338,560	2020-2024	150.8
6-02	Christopher Creek Trail	Marion	$ 2,143,000	$ 3,380,767	2025-2029	103.25
1-07	76th Ave SW Sidepath	Cedar Rapids	$ 2,400,000	$ 3,786,240	2025-2029	74.9
1-09	Edgewood Road South Segment 3	Cedar Rapids	$ 860,000	$ 1,356,736	2025-2029	74.9
5-02	Squaw Creek Sac & Fox Connector	Linn County	$ 2,500,000	$ 3,944,000	2025-2029	60.45
5-03	Highway 100 to Wickiup Hill Trial	Linn County	$ 4,200,000	$ 6,625,920	2025-2029	58.55
3-01	Highway 151 and 80th St Trail	Fairfax	$ 1,570,000	$ 2,476,832	2025-2029	58
5-07	Highway 100 Segment 3	Linn County	$ 9,000,000	$ 14,198,400	2025-2029	48.75
5-08	Highway 100 Segment 4	Linn County/Cedar Rapids	$ 5,500,000	$ 8,676,800	2025-2029	32.7
1-13	Ellis Trail South Ext Segment 2	Cedar Rapids	$ 750,000	$ 1,496,400	2030-2040	146.6
1-14	Highway 100 Segment 1	Cedar Rapids	$ 2,420,000	$ 4,828,384	2030-2040	113.75
1-17	NW-NE Cedar Rapids Trail Bridge	Cedar Rapids	$ 2,410,000	$ 4,808,432	2030-2040	111.65
1-19	Prairie Creek Trail Segment 1	Cedar Rapids	$ 1,500,000	$ 2,992,800	2030-2040	88.8
1-22	Sac and Fox Trail Bridge	Cedar Rapids	$ 5,000,000	$ 9,976,000	2030-2040	81.15
1-20	Prairie Creek Trail Segment 2	Cedar Rapids	$ 1,000,000	$ 1,995,200	2030-2040	67.25
5-09	Highway 100 Segment 5	Linn County/Fairfax	$ 7,700,000	$ 15,363,040	2030-2040	47.15
1-21	Prairie Creek Trail Segment 3	Cedar Rapids	$ 2,400,000	$ 4,788,480	2030-2040	41.95

Trails - Vision Plan

1-06	Dry Creek Segment 2	Cedar Rapids	$ 1,800,000	$ 2,338,560	2020-2024	150.8
6-02	Christopher Creek Trail	Marion	$ 2,143,000	$ 3,380,767	2025-2029	103.25
1-07	76th Ave SW Sidepath	Cedar Rapids	$ 2,400,000	$ 3,786,240	2025-2029	74.9
1-09	Edgewood Road South Segment 3	Cedar Rapids	$ 860,000	$ 1,356,736	2025-2029	74.9
5-02	Squaw Creek Sac & Fox Connector	Linn County	$ 2,500,000	$ 3,944,000	2025-2029	60.45
5-03	Highway 100 to Wickiup Hill Trial	Linn County	$ 4,200,000	$ 6,625,920	2025-2029	58.55
3-01	Highway 151 and 80th St Trail	Fairfax	$ 1,570,000	$ 2,476,832	2025-2029	58
5-08	Highway 100 Segment 4	Linn County/Cedar Rapids	$ 5,500,000	$ 8,676,800	2025-2029	41.95
1-13	Ellis Trail South Ext Segment 2	Cedar Rapids	$ 750,000	$ 1,496,400	2030-2040	146.6
1-14	Highway 100 Segment 1	Cedar Rapids	$ 2,420,000	$ 4,828,384	2030-2040	113.75
1-17	NW-NE Cedar Rapids Trail Bridge	Cedar Rapids	$ 2,410,000	$ 4,808,432	2030-2040	111.65
1-19	Prairie Creek Trail Segment 1	Cedar Rapids	$ 1,500,000	$ 2,992,800	2030-2040	88.8
1-22	Sac and Fox Trail Bridge	Cedar Rapids	$ 5,000,000	$ 9,976,000	2030-2040	81.15
1-20	Prairie Creek Trail Segment 2	Cedar Rapids	$ 1,000,000	$ 1,995,200	2030-2040	67.25
1-21	Prairie Creek Trail Segment 3	Cedar Rapids	$ 2,400,000	$ 4,788,480	2030-2040	58
5-09	Highway 100 Segment 5	Linn County/Fairfax	$ 7,700,000	$ 15,363,040	2030-2040	47.15

Project Score Increased from 41.95 to 58 and moved one spot ahead of Highway 100 Segment 5.

Project Score Increased from 32.7 to 41.95. The listed order did not change.

Trails - Fiscally Constrained Plan - Funding Based Option

Project ID	Project Name	Jurisdiction Applying for Funding	Total Cost (2015)	Year of Construction Cost	Year of Construction	Score
1-16	Lindale Trail Ext	Cedar Rapids	$ 1,750,000	$ 2,273,600	2020-2024	150.8
1-23	Seminole Valley Trail	Cedar Rapids	$ 3,870,000	$ 5,027,904	2020-2024	149.8
6-01	10th Ave Sidepaths	Marion	$ 1,816,000	$ 2,359,347	2020-2024	142.7
6-05	Squaw Creek Trail	Marion/Linn County	$ 2,312,900	$ 3,004,920	2020-2024	126.65
4-01	Dry Creek Tucker Park Connector	Hiawatha	$ 250,000	$ 324,800	2020-2024	87.6
		FY20 - FY24 Projects		$ 12,990,571		
		FY20 - FY24 Budget		$ 14,227,100		
		FY20 - FY24 carryover		$ 1,236,529		
1-15	Sac and Fox Trail Ext	Cedar Rapids	$ 3,427,000	$ 5,406,435	2020-2024	124.5
6-03	Highway 100 Sidepath - Marion	Marion	$ 2,482,100	$ 3,915,761	2020-2024	112.2
1-01	4th Street Trail	Cedar Rapids	$ 1,250,000	$ 1,972,000	2020-2024	100.2
6-04	10th Street Sidepaths	Marion	$ 1,035,100	$ 1,632,973	2020-2024	82
1-08	Edgewood Road South Segment 1	Cedar Rapids	$ 103,000	$ 162,493	2025-2029	123.35
7-01	West Main Street Trail	Robins	$ 530,000	$ 836,128	2025-2029	76.5
		FY25 - FY29 Projects		$ 13,925,790		
		FY25 - FY29 Budget		$ 12,696,750		
		FY20 - FY24 carryover		$ 1,236,529		
		FY25 - FY29 Budget with FY20 - FY24 carryover		$ 13,933,279		
		FY25 - FY29 carryover		$ 7,489		
5-06	Highway 100 Trail Cedar River Crossing	Linn County/Cedar Rapids	$ 8,500,000	$ 16,959,230	2020-2024	110.05
5-04	Wickiup Hill Trail Connection to Cedar Valley Nature Trail	Linn County	$ 3,500,000	$ 6,983,200	2020-2024	96.15
5-05	Prospect Meadows Trail	Linn County	$ 2,225,000	$ 4,439,320	2020-2024	58.55
1-11	Wiley Blvd Sidepath	Cedar Rapids	$ 2,765,000	$ 5,516,728	2025-2029	162.05
~~1-18~~	~~Otis Rd Trail~~	~~Cedar Rapids~~	~~$ 1,250,000~~	~~$ -~~	~~2025-2029~~	~~130.55~~
~~1-02~~	~~Cedar River Trail Ext and Bridge~~	~~Cedar Rapids~~	~~$ 3,200,000~~	~~$ -~~	~~2025-2029~~	~~128.1~~
~~1-10~~	~~Edgewood Road North Segment 3~~	~~Cedar Rapids~~	~~$ 970,000~~	~~$ -~~	~~2025-2029~~	~~121.75~~
1-12	Ellis Trail South Ext Segment 1	Cedar Rapids	$ 190,000	$ 379,088	2030-2040	125.35
		FY30 - FY40 Projects		$ 34,277,566		
		FY30 - FY40 Budget		$ 34,704,450		
		FY25 - FY29 carryover		$ 7,489		
		FY30 - FY40 Budget with FY25 - FY29 carryover		$ 34,711,939		
		FY30 - FY40 Budget remaining		$ 434,373		

Requested Amendment

Project known as Sleeping Giant Trail Bridge.

Trails - Fiscally Constrained Plan - Municipality Based Option

Project ID	Project Name	Jurisdiction Applying for Funding	Total Cost (2015)	Year of Construction Cost	Year of Construction	Score
1-16	Lindale Trail Ext	Cedar Rapids	$ 1,750,000	$ 2,273,600	2020-2024	150.8
1-23	Seminole Valley Trail	Cedar Rapids	$ 3,870,000	$ 5,027,904	2020-2024	149.8
6-01	10th Ave Sidepaths	Marion	$ 1,816,000	$ 2,359,347	2020-2024	142.7
6-05	Squaw Creek Trail	Marion/Linn County	$ 2,312,900	$ 3,004,920	2020-2024	126.65
4-01	Dry Creek Tucker Park Connector	Hiawatha	$ 250,000	$ 324,800	2020-2024	87.6
		FY20 - FY24 Projects		$ 12,990,571		
		FY20 - FY24 Budget		$ 14,227,100		
		FY20 - FY24 carryover		$ 1,236,529		
1-15	Sac and Fox Trail Ext	Cedar Rapids	$ 3,427,000	$ 5,406,435	2020-2024	124.5
6-03	Highway 100 Sidepath - Marion	Marion	$ 2,482,100	$ 3,915,761	2020-2024	112.2
1-01	4th Street Trail	Cedar Rapids	$ 1,250,000	$ 1,972,000	2020-2024	100.2
6-04	10th Street Sidepaths	Marion	$ 1,035,100	$ 1,632,973	2020-2024	82
1-08	Edgewood Road South Segment 1	Cedar Rapids	$ 103,000	$ 162,493	2025-2029	123.35
7-01	West Main Street Trail	Robins	$ 530,000	$ 836,128	2025-2029	76.5
		FY25 - FY29 Projects		$ 13,925,790		
		FY25 - FY29 Budget		$ 12,696,750		
		FY20 - FY24 carryover		$ 1,236,529		
		FY25 - FY29 Budget with FY20 - FY24 carryover		$ 13,933,279		
		FY25 - FY29 carryover		$ 7,489		
5-06	Highway 100 Trail Cedar River Crossing	Linn County/Cedar Rapids	$ 8,500,000	$ 16,959,230	2020-2024	110.05
~~5-04~~	~~Wickiup Hill Trail Connection to Cedar Valley Nature Trail~~	~~Linn County~~	~~$ 3,500,000~~	~~$ -~~	~~2020-2024~~	~~96.15~~
~~5-05~~	~~Prospect Meadows Trail~~	~~Linn County~~	~~$ 2,225,000~~	~~$ -~~	~~2020-2024~~	~~58.55~~
1-11	Wiley Blvd Sidepath	Cedar Rapids	$ 2,765,000	$ 5,516,728	2025-2029	162.05
1-18	Otis Rd Trail	Cedar Rapids	$ 1,250,000	$ 2,494,000	2025-2029	130.55
1-02	Cedar River Trail Ext and Bridge	Cedar Rapids	$ 3,200,000	$ 6,384,640	2025-2029	128.1
1-10	Edgewood Road North Segment 3	Cedar Rapids	$ 970,000	$ 1,935,344	2025-2029	121.75
1-12	Ellis Trail South Ext Segment 1	Cedar Rapids	$ 190,000	$ 379,088	2030-2040	125.35
		FY30 - FY40 Projects		$ 33,669,030		
		FY30 - FY40 Budget		$ 34,704,450		
		FY25 - FY29 carryover		$ 7,489		
		FY30 - FY40 Budget with FY25 - FY29 carryover		$ 34,711,939		
		FY30 - FY40 Budget remaining		$ 1,042,909		

Requested Amendment

Trails - Fiscally Constrained Plan - Hybrid Option

Project ID	Project Name	Jurisdiction Applying for Funding	Total Cost (2015)	Year of Construction Cost	Year of Construction	Score
1-16	Lindale Trail Ext	Cedar Rapids	$ 1,750,000	$ 2,273,600	2020-2024	150.8
1-23	Seminole Valley Trail	Cedar Rapids	$ 3,870,000	$ 5,027,904	2020-2024	149.8
6-01	10th Ave Sidepaths	Marion	$ 1,816,000	$ 2,359,347	2020-2024	142.7
6-05	Squaw Creek Trail	Marion/Linn County	$ 2,312,900	$ 3,004,920	2020-2024	126.65
4-01	Dry Creek Tucker Park Connector	Hiawatha	$ 250,000	$ 324,800	2020-2024	87.6
		FY20 - FY24 Projects		$ 12,990,571		
		FY20 - FY24 Budget		$ 14,227,100		
		FY20 - FY24 carryover		$ 1,236,529		
1-15	Sac and Fox Trail Ext	Cedar Rapids	$ 3,427,000	$ 5,406,435	2020-2024	124.5
6-03	Highway 100 Sidepath - Marion	Marion	$ 2,482,100	$ 3,915,761	2020-2024	112.2
1-01	4th Street Trail	Cedar Rapids	$ 1,250,000	$ 1,972,000	2020-2024	100.2
6-04	10th Street Sidepaths	Marion	$ 1,035,100	$ 1,632,973	2020-2024	82
1-08	Edgewood Road South Segment 1	Cedar Rapids	$ 103,000	$ 162,493	2025-2029	123.35
7-01	West Main Street Trail	Robins	$ 530,000	$ 836,128	2025-2029	76.5
		FY25 - FY29 Projects		$ 13,925,790		
		FY25 - FY29 Budget		$ 12,696,750		
		FY20 - FY24 carryover		$ 1,236,529		
		FY25 - FY29 Budget with FY20 - FY24 carryover		$ 13,933,279		
		FY25 - FY29 carryover		$ 7,489		
5-06	Highway 100 Trail Cedar River Crossing	Linn County/Cedar Rapids	$ 8,500,000	$ 16,959,230	2020-2024	110.05
~~5-04~~	~~Wickiup Hill Trail Connection to Cedar Valley Nature Trail~~	~~Linn County~~	~~$ 3,500,000~~	~~$ -~~	~~2020-2024~~	~~96.15~~
5-05	Prospect Meadows Trail	Linn County	$ 2,225,000	$ 4,439,320	2020-2024	58.55
1-11	Wiley Blvd Sidepath	Cedar Rapids	$ 2,765,000	$ 5,516,728	2025-2029	162.05
~~1-18~~	~~Otis Rd Trail~~	~~Cedar Rapids~~	~~$ 1,250,000~~	~~$ -~~	~~2025-2029~~	~~130.55~~
1-02	Cedar River Trail Ext and Bridge	Cedar Rapids	$ 3,200,000	$ 6,384,640	2025-2029	128.1
~~1-10~~	~~Edgewood Road North Segment 3~~	~~Cedar Rapids~~	~~$ 970,000~~	~~$ -~~	~~2025-2029~~	~~121.75~~
1-12	Ellis Trail South Ext Segment 1	Cedar Rapids	$ 190,000	$ 379,088	2030-2040	125.35
		FY30 - FY40 Projects		$ 33,679,006		
		FY30 - FY40 Budget		$ 34,704,450		
		FY25 - FY29 carryover		$ 7,489		
		FY30 - FY40 Budget with FY25 - FY29 carryover		$ 34,711,939		
		FY30 - FY40 Budget remaining		$ 1,032,933		

Requested Amendment

Trails - Fiscally Constrained Plan - Hybrid Based Option Two

Project ID	Project Name	Jurisdiction Applying for Funding	Total Cost (2015)	Year of Construction Cost	Year of Construction	Score
1-16	Lindale Trail Ext	Cedar Rapids	$ 1,750,000	$ 2,273,600	2020-2024	150.8
1-23	Seminole Valley Trail	Cedar Rapids	$ 3,870,000	$ 5,027,904	2020-2024	149.8
6-01	10th Ave Sidepaths	Marion	$ 1,816,000	$ 2,359,347	2020-2024	142.7
6-05	Squaw Creek Trail	Marion/Linn County	$ 2,312,900	$ 3,004,920	2020-2024	126.65
4-01	Dry Creek Tucker Park Connector	Hiawatha	$ 250,000	$ 324,800	2020-2024	87.6
		FY20 - FY24 Projects		$ 12,990,571		
		FY20 - FY24 Budget		$ 14,227,100		
		FY20 - FY24 carryover		$ 1,236,529		
1-15	Sac and Fox Trail Ext	Cedar Rapids	$ 3,427,000	$ 5,406,435	2020-2024	124.5
~~6-03~~	~~Highway 100 Sidepath - Marion~~	~~Marion~~	~~$ 2,482,100~~	~~$ -~~	~~2020-2024~~	~~112.2~~
1-01	4th Street Trail	Cedar Rapids	$ 1,250,000	$ 1,972,000	2020-2024	100.2
6-04	10th Street Sidepaths	Marion	$ 1,035,100	$ 1,632,973	2020-2024	82
5-05	Prospect Meadows Trail	Linn County	$ 2,225,000	$ 3,510,160	2020-2024	58.55
1-08	Edgewood Road South Segment 1	Cedar Rapids	$ 103,000	$ 162,493	2025-2029	123.35
7-01	West Main Street Trail	Robins	$ 530,000	$ 836,128	2025-2029	76.5
		FY25 - FY29 Projects		$ 13,520,189		
		FY25 - FY29 Budget		$ 12,696,750		
		FY20 - FY24 carryover		$ 1,236,529		
		FY25 - FY29 Budget with FY20 - FY24 carryover		$ 13,933,279		
		FY25 - FY29 carryover		$ 413,090		
5-06	Highway 100 Trail Cedar River Crossing	Linn County/Cedar Rapids	$ 8,500,000	$ 16,959,230	2020-2024	110.05
~~5-04~~	~~Wickiup Hill Trail Connection to Cedar Valley Nature Trail~~	~~Linn County~~	~~$ 3,500,000~~	~~$ -~~	~~2020-2024~~	~~96.15~~
1-11	Wiley Blvd Sidepath	Cedar Rapids	$ 2,765,000	$ 5,516,728	2025-2029	162.05
1-18	Otis Rd Trail	Cedar Rapids	$ 1,250,000	$ 2,494,000	2025-2029	130.55
1-02	Cedar River Trail Ext and Bridge	Cedar Rapids	$ 3,200,000	$ 6,384,640	2025-2029	128.1
1-10	Edgewood Road North Segment 3	Cedar Rapids	$ 970,000	$ 1,935,344	2025-2029	121.75
1-12	Ellis Trail South Ext Segment 1	Cedar Rapids	$ 190,000	$ 379,088	2030-2040	125.35
		FY30 - FY40 Projects		$ 33,669,030		
		FY30 - FY40 Budget		$ 34,704,450		
		FY25 - FY29 carryover		$ 413,090		
		FY30 - FY40 Budget with FY25 - FY29 carryover		$ 35,117,540		
		FY30 - FY40 Budget remaining		$ 1,448,510		

Requested Amendment

CONNECTIONS 2040 UPDATE PROJECT APPLICATION FORM

PROJECT APPLICANT(S): Linn County Conservation
(Please reference Application Guideline #1.)

PROJECT NAME: Hwy 100 Trail Segment 2
(Please reference Application Guideline #2.)

PROJECT DESCRIPTION: 3.0 miles of 11.7 miles new Paved Trail along Hwy 100 alignment connecting Cedar River Trail in Cedar Rapids and Prairie Creek Trail in Fairfax
(Please reference Application Guideline #3.)

LIMITS: Covington Rd. to 42nd Street at Xavier High School, including a 1050' bridge over the Cedar River, an 80' bridge over the active railroad and running through Rock Island Preserve
(Please reference Application Guideline #4.)

COSTS: $ 8,500,000.00
(Please reference Application Guideline #5.)

HOW DOES THE PROPOSED PROJECT ADDRESS THE CONNECTIONS 2040 GOALS?

(Please reference Application Guideline #6.)

Maintain our Existing Transportation System

Project is a new facility. Design will include sustainability and long term maintenance considerations.

Maximize Efficiency of Existing Transportation System

Trail provides an alternative to Hwy 100 and Stoney Pt Rd SW/NW. Connections to Fairfax Connector Trail, Beverly Rd Bikeway, Morgan Creek Trail, Cherokee Trail, Seminole Valley Trail, Edgewood Rd Trail.

Minimize Cost of Transportation

Same as Maximize Efficiency.

Offer Travel Choices

Provide north-south connectivity to the City of Fairfax, City of Cedar Rapids and City of Hiawatha (via Edgewood Rd Trail & Cedar River Trail), Morgan Creek Park, Rock Island Nature Preserve, Hy-Vee commercial center and other existing

residential and commercial land uses, as well as future planned reidential and commercial development along the Highway 100 corridor.

Provide Safe and Secure Transportation

Facility will be designed appropriately to maximize safety.

Support Economic Vitality

Regional amenity that will retain young professionals and a diverse population.

Minimize Travel Time

Route will minimize travel time between Fairfax and Cedar Rapids NE neighborhood. Facility will be designed with limited vehicular conflict points for more efficient and safer travel.

Protect the Environment and Conserve Resources

Reduces fuel consumption, minimizes air pollution, runoff addressed by roadway drainage system, considered a neighborhood benefit.

IOWA NORTHERN RAILROAD

BRIDGE OVER IOWA NORTHERN RAILROAD 60'- 80' CLEAR SPAN

ALTERNATE TRAIL SECTION ALIGNMENT

ROCK ISLAND PRESERVE

XAVIER HIGH SCHOOL

CITY OF CEDAR RAPIDS PROPERTY

BRIDGE OVER CEDAR RIVER 1050'

42nd ST.

SEGMENT 2 TRAIL ROUTE

HIGHWAY 100 R.O.W. IDOT

CEDAR RIVER

COVINGTON RD.

UNDERPASS UNDER ROAD

SEGMENT 3 FUTURE TRAIL PROJECT

SEMINOLE VALLEY PARK

COVINGTON

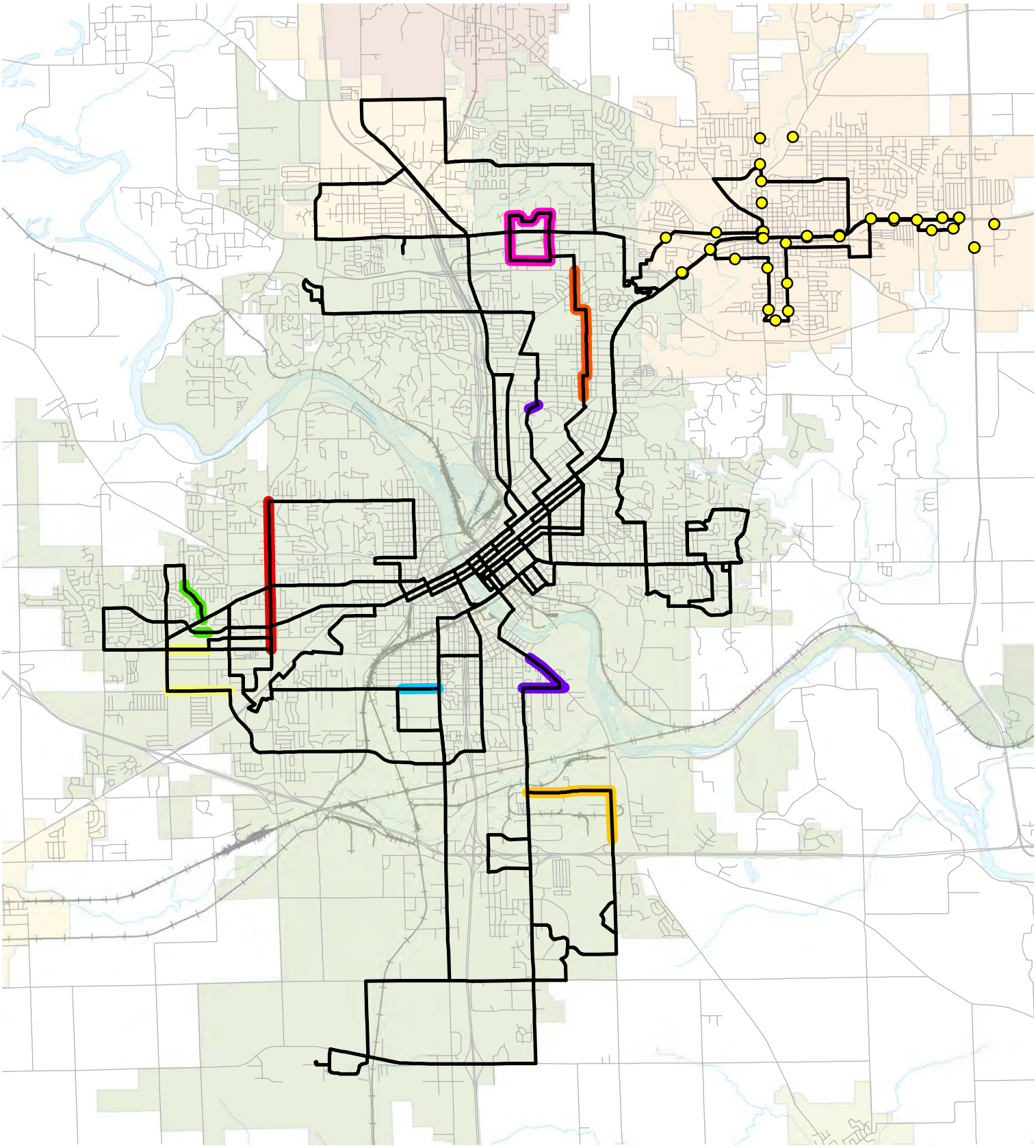
LINN COUNTY CONSERVATION

CONNECTIONS 2040 PROJECT

HIGHWAY 100 TRAIL SEGMENT 2 UPDATE

SCALE: 1"=1000'

Transit Project Requests



Transit Projects

- C St SW - Wilson - Mt Mercy NE
- C St SW Hwy 30 to 41st Ave Dr
- Edgewood NW - 16th Ave to O Ave
- Jacolyn Dr NW - Johnson Ave to E Ave
- Route 3 Project 1
- Route 3 Project 2
- Wilson Ave - 12th St to 6th St
- Wilson Ave - W Post Rd to Wiley Blvd
- Marion Bus Stops
- Current Transit Routes

N

Corridor MPO
08/26/2016

0 0.75 1.5 3 Miles

Transit - Fiscally Constrained Plan

Year of Available Funding (2021-2024)

Project ID	Project Name	Jurisdiction Applying for Funding	Total Cost (2016)	Year of Construction Cost	Year of Construction	Score
11	CRT Fixed-Route Annunciator System	Cedar Rapids Transit	$ 150,000	$ 162,240	2021-2024	96
10	CRT Farebox System Upgrade	Cedar Rapids Transit	$ 450,000	$ 486,720	2021-2024	94
29	CRT Fixed-Route Replacement Buses (2) (21-24)	Cedar Rapids Transit	$ 950,000	$ 1,027,520	2021-2024	82
30	CRT Fixed-Route Replacement Buses (2) (21-24)	Cedar Rapids Transit	$ 950,000	$ 1,027,520	2021-2024	82
31	CRT Fixed-Route Replacement Buses (2) (21-24)	Cedar Rapids Transit	$ 950,000	$ 1,027,520	2021-2024	82
32	CRT Fixed-Route Replacement Buses (2) (21-24)	Cedar Rapids Transit	$ 950,000	$ 1,027,520	2021-2024	82
49	CRT Paratransit Bus Replacement (21-24)	Cedar Rapids Transit	$ 188,000	$ 203,341	2021-2024	74
50	CRT Paratransit Bus Replacement (21-24)	Cedar Rapids Transit	$ 188,000	$ 203,341	2021-2024	74
51	CRT Paratransit Bus Replacement (21-24)	Cedar Rapids Transit	$ 188,000	$ 203,341	2021-2024	74
52	CRT Paratransit Bus Replacement (21-24)	Cedar Rapids Transit	$ 188,000	$ 203,341	2021-2024	74
		FY21 - FY24 Projects		$ 5,572,403		
		FY21 - FY24 Budget		$ 5,848,200		
		FY21 - FY24 Carryover		$ 275,797		

Year of Available Funding (2025-2029)

Project ID	Project Name	Jurisdiction Applying for Funding	Total Cost (2016)	Year of Construction Cost	Year of Construction	Score
1	Bus Stops for Marion	Marion	$ 324,000	$ 418,082	2021-2024	70
6	Bus Pads and Sidewalk Gaps - Route 3 Project 1	Cedar Rapids	$ 450,000	$ 580,670	2021-2024	66
4	Bus Pads and Sidewalk Gaps - Edgewood NW - 16th Ave to O Ave	Cedar Rapids	$ 400,000	$ 516,151	2021-2024	59
5	Bus Pads and Sidewalk Gaps - Jacolyn Dr NW - Johnson Ave to E Ave	Cedar Rapids	$ 400,000	$ 516,151	2021-2024	50
3	Bus Pads and Sidewalk Gaps - C St SW Hwy 30 to 41st Ave Dr	Cedar Rapids	$ 975,000	$ 1,258,118	2021-2024	49
33	CRT Fixed-Route Replacement Buses (2) (25-29)	Cedar Rapids Transit	$ 950,000	$ 1,225,858	2025-2029	82
34	CRT Fixed-Route Replacement Buses (2) (25-29)	Cedar Rapids Transit	$ 950,000	$ 1,225,858	2025-2029	82
35	CRT Fixed-Route Replacement Buses (2) (25-29)	Cedar Rapids Transit	$ 950,000	$ 1,225,858	2025-2029	82
36	CRT Fixed-Route Replacement Buses (2) (25-29)	Cedar Rapids Transit	$ 950,000	$ 1,225,858	2025-2029	82
53	CRT Paratransit Bus Replacement (25-29)	Cedar Rapids Transit	$ 188,000	$ 242,591	2025-2029	74
54	CRT Paratransit Bus Replacement (25-29)	Cedar Rapids Transit	$ 188,000	$ 242,591	2025-2029	74
		FY25 - FY29 Projects		$ 8,677,787		
		FY25 - FY29 Budget		$ 8,464,500		
		FY21 - FY24 carryover		$ 275,797		
		FY25 - FY29 Budget with FY21 - FY24		$ 8,740,297		
		FY25 - FY29 carryover		$ 62,510		

Year of Available Funding (2030-2040)

Project ID	Project Name	Jurisdiction Applying for Funding	Total Cost (2016)	Year of Construction Cost	Year of Construction	Score
37	CRT Fixed-Route Replacement Buses (2) (25-29)	Cedar Rapids Transit	$ 950,000	$ 1,677,672	2025-2029	74
55	CRT Paratransit Bus Replacement (25-29)	Cedar Rapids Transit	$ 188,000	$ 332,002	2025-2029	74
56	CRT Paratransit Bus Replacement (25-29)	Cedar Rapids Transit	$ 188,000	$ 332,002	2025-2029	74
57	CRT Paratransit Bus Replacement (25-29)	Cedar Rapids Transit	$ 188,000	$ 332,002	2025-2029	74
9	Bus Pads and Sidewalk Gaps - Wilson Ave - W Post Rd to Wiley Blvd	Cedar Rapids	$ 550,000	$ 971,284	2025-2029	59
12	CRT Fixed-Route Expansion Bus (25-29)	Cedar Rapids Transit	$ 500,000	$ 882,985	2025-2029	58
13	CRT Fixed-Route Expansion Bus (25-29)	Cedar Rapids Transit	$ 500,000	$ 882,985	2025-2029	58
14	CRT Fixed-Route Expansion Bus (25-29)	Cedar Rapids Transit	$ 500,000	$ 882,985	2025-2029	58
15	CRT Fixed-Route Expansion Bus (25-29)	Cedar Rapids Transit	$ 500,000	$ 882,985	2025-2029	58
16	CRT Fixed-Route Expansion Bus (25-29)	Cedar Rapids Transit	$ 500,000	$ 882,985	2025-2029	58
69	CRT Paratransit Expansion Bus (25-29)	Cedar Rapids Transit	$ 200,000	$ 353,194	2025-2029	42
70	CRT Paratransit Expansion Bus (25-29)	Cedar Rapids Transit	$ 200,000	$ 353,194	2025-2029	42
71	CRT Paratransit Expansion Bus (25-29)	Cedar Rapids Transit	$ 200,000	$ 353,194	2025-2029	42
72	CRT Paratransit Expansion Bus (25-29)	Cedar Rapids Transit	$ 200,000	$ 353,194	2025-2029	42
73	CRT Paratransit Expansion Bus (25-29)	Cedar Rapids Transit	$ 200,000	$ 353,194	2025-2029	42
8	Bus Pads and Sidewalk Gaps - Wilson Ave - 12th St to 6th St	Cedar Rapids	$ 550,000	$ 971,284	2025-2029	49
38	CRT Fixed-Route Replacement Buses (2) (30-40)	Cedar Rapids Transit	$ 950,000.00	$ 1,677,672	2030-2040	82
39	CRT Fixed-Route Replacement Buses (2) (30-40)	Cedar Rapids Transit	$ 950,000.00	$ 1,677,672	2030-2040	82
40	CRT Fixed-Route Replacement Buses (2) (30-40)	Cedar Rapids Transit	$ 950,000.00	$ 1,677,672	2030-2040	82
41	CRT Fixed-Route Replacement Buses (2) (30-40)	Cedar Rapids Transit	$ 950,000.00	$ 1,677,672	2030-2040	82
42	CRT Fixed-Route Replacement Buses (2) (30-40)	Cedar Rapids Transit	$ 950,000.00	$ 1,677,672	2030-2040	82
43	CRT Fixed-Route Replacement Buses (2) (30-40)	Cedar Rapids Transit	$ 950,000.00	$ 1,677,672	2030-2040	82
44	CRT Fixed-Route Replacement Buses (2) (30-40)	Cedar Rapids Transit	$ 950,000.00	$ 1,677,672	2030-2040	82
58	CRT Paratransit Bus Replacement (30-40)	Cedar Rapids Transit	$ 188,000.00	$ 332,002	2030-2040	74
		FY30 - FY40 Projects		$ 22,872,848.61		
		FY30 - FY40 Budget		$ 23,136,300.00		
		FY25 - FY29 carryover		$ 62,509.64		
		FY30 - FY40 Budget with FY25 - FY29		$ 23,198,809.64		
		FY30 - FY40 Budget remaining		$ 325,961.02		

Transit - Vision Plan

Project ID	Project Name	Jurisdiction Applying for Funding	Total Cost (2016)	Year of Construction Cost	Year of Construction	Score
46	CRT Fixed-Route Replacement Buses (2) (30-40)	Cedar Rapids Transit	$ 950,000.00	$ 1,779,332.18	2030-2040	82
47	CRT Fixed-Route Replacement Buses (2) (30-40)	Cedar Rapids Transit	$ 950,000.00	$ 1,779,332.18	2030-2040	82
48	CRT Fixed-Route Replacement Buses (2) (30-40)	Cedar Rapids Transit	$ 950,000.00	$ 1,779,332.18	2030-2040	82
45	CRT Fixed-Route Replacement Buses (2) (30-40)	Cedar Rapids Transit	$ 950,000.00	$ 1,677,672	2030-2040	82
59	CRT Paratransit Bus Replacement (30-40)	Cedar Rapids Transit	$ 188,000.00	$ 332,002	2030-2040	74
60	CRT Paratransit Bus Replacement (30-40)	Cedar Rapids Transit	$ 188,000.00	$ 332,002	2030-2040	74
61	CRT Paratransit Bus Replacement (30-40)	Cedar Rapids Transit	$ 188,000.00	$ 352,120.47	2030-2040	74
62	CRT Paratransit Bus Replacement (30-40)	Cedar Rapids Transit	$ 188,000.00	$ 352,120.47	2030-2040	74
63	CRT Paratransit Bus Replacement (30-40)	Cedar Rapids Transit	$ 188,000.00	$ 352,120.47	2030-2040	74
64	CRT Paratransit Bus Replacement (30-40)	Cedar Rapids Transit	$ 188,000.00	$ 352,120.47	2030-2040	74
65	CRT Paratransit Bus Replacement (30-40)	Cedar Rapids Transit	$ 188,000.00	$ 352,120.47	2030-2040	74
66	CRT Paratransit Bus Replacement (30-40)	Cedar Rapids Transit	$ 188,000.00	$ 352,120.47	2030-2040	74
67	CRT Paratransit Bus Replacement (30-40)	Cedar Rapids Transit	$ 188,000.00	$ 352,120.47	2030-2040	74
68	CRT Paratransit Bus Replacement (30-40)	Cedar Rapids Transit	$ 188,000.00	$ 352,120.47	2030-2040	74
2	Bus Pads and Sidewalk Gaps - C St SW - Wilson - Mt Mercy NE	Cedar Rapids	$ 500,000	$ 936,490.62	2030-2040	59
17	CRT Fixed-Route Expansion Bus (30-40)	Cedar Rapids Transit	$ 500,000	$ 936,490.62	2030-2040	58
18	CRT Fixed-Route Expansion Bus (30-40)	Cedar Rapids Transit	$ 500,000	$ 936,490.62	2030-2040	58
19	CRT Fixed-Route Expansion Bus (30-40)	Cedar Rapids Transit	$ 500,000	$ 936,490.62	2030-2040	58
20	CRT Fixed-Route Expansion Bus (30-40)	Cedar Rapids Transit	$ 500,000	$ 936,490.62	2030-2040	58
21	CRT Fixed-Route Expansion Bus (30-40)	Cedar Rapids Transit	$ 500,000	$ 936,490.62	2030-2040	58
22	CRT Fixed-Route Expansion Bus (30-40)	Cedar Rapids Transit	$ 500,000	$ 936,490.62	2030-2040	58
23	CRT Fixed-Route Expansion Bus (30-40)	Cedar Rapids Transit	$ 500,000	$ 936,490.62	2030-2040	58
24	CRT Fixed-Route Expansion Bus (30-40)	Cedar Rapids Transit	$ 500,000	$ 936,490.62	2030-2040	58
25	CRT Fixed-Route Expansion Bus (30-40)	Cedar Rapids Transit	$ 500,000	$ 936,490.62	2030-2040	58
26	CRT Fixed-Route Expansion Bus (30-40)	Cedar Rapids Transit	$ 500,000	$ 936,490.62	2030-2040	58
27	CRT Fixed-Route Expansion Bus (30-40)	Cedar Rapids Transit	$ 500,000	$ 936,490.62	2030-2040	58
7	Bus Pads and Sidewalk Gaps - Route 3 Project 2	Cedar Rapids	$ 950,000	$ 1,779,332.18	2030-2040	56
28	CRT Garage Expansion	Cedar Rapids Transit	$ 10,000,000	$ 18,729,812.46	2030-2040	42
74	CRT Paratransit Expansion Bus (30-40)	Cedar Rapids Transit	$ 200,000	$ 374,596.25	2030-2040	42
75	CRT Paratransit Expansion Bus (30-40)	Cedar Rapids Transit	$ 200,000	$ 374,596.25	2030-2040	42
76	CRT Paratransit Expansion Bus (30-40)	Cedar Rapids Transit	$ 200,000	$ 374,596.25	2030-2040	42
77	CRT Paratransit Expansion Bus (30-40)	Cedar Rapids Transit	$ 200,000	$ 374,596.25	2030-2040	42
78	CRT Paratransit Expansion Bus (30-40)	Cedar Rapids Transit	$ 200,000	$ 374,596.25	2030-2040	42

Connections 2040 Update

Project Application FAQ & Form

Why is this application important?

The Corridor MPO completed an update to Connections 2040 in July of 2015. Part of that update was the inclusion of dedicated funding toward transit projects and the indication that in 2016 a Fiscally Constrained Plan for transit would need to be developed in order to allocate funding in the Federal Fiscal Years (FFY) 2021 to 2024. As such MPO member jurisdictions should consider submitting **an application for any major regional transportation project envisioned during the next 20 years,** especially if a request for federal transportation funds is being contemplated.

In order for the MPO to score projects that are essential to the region's transportation network and make them eligible to receive federal funds, **basic information about each project and how it addresses the Plan's Vision and Goals must be provided.**

What do I need to submit?

Each project should be summarized on a separate one-page application form, provided on page 4. This form can be filled in electronically or printed and completed by hand. The instructions on the following pages provide some guidance on how to complete this application.

If I complete this application, is my project guaranteed funding?

Unfortunately, there usually aren't enough funds to cover every project submitted. In order to be eligible to receive funding each year through the Transportation Improvement Program (TIP), a project must make it into the Connections 2040 Fiscally Constrained Plan (FCP). The projects that make it into the FCP usually have the highest rank or the greatest need and impact, as determined by the MPO Policy Board. Submitting a complete and thorough application helps a project's chances of getting included in the Fiscally Constrained Plan.

When will funding decisions from this update go into effect?

The new Transit FCP adopted as part of the Connections 2040 Update will be used by jurisdictions to select projects for funding beginning with TIP year FFY21 (October 2020).

When is the application due?

The due date for providing applications for road and trail projects is August 22th, 2016 at 8am. Exceptions will not be made for late applications.

Application Guidelines

There are just six sections in the application, and four of them take no more than one or two lines of text to complete. Below is some helpful guidance for each text field.

1. Project Applicant(s)

The jurisdiction responsible for the project should identify itself as the project sponsor. If a candidate project involves more than one jurisdiction, all jurisdictions supporting the project should be listed, however please indicate who the lead project sponsor will be. The lead project sponsor will be the MPO's, DOT's, and consultant's point of contact.

2. Project Name

Select a simple name for your proposed candidate project so that it can be easily identified in a master list. The project might be a street or trail name followed by an action or segment identifier. (For example, "Replacement buses for Route 5" or "Bus shelters along 7th Ave SW from 1st to 6th St SW.")

3. Project Description

Provide a clear, but concise, description of the proposed project and its major components. Any specifics about the project are helpful, such as "no new right-of-way is required" or "the improvement will phased over several years." Information such as the reason for the project, project readiness or its importance to another project is also helpful.

4. Limits

Define the beginning and endpoint of the proposed improvement.

- If the project is a vehicle purchase please describe what route or service it will be providing including if the project is replacing another vehicle or is meant for expansion.
- If the project is focused around bus stops or sidewalk connections to bus stops please provide a geographic boundary for the improvements. Bus stops numbers affected (see RideCRT.com for bus stop numbers) should also be provided as an alternative.
- If the project is a capital project located in a single location please provide an approximate address.
- Where applicable please provide a map of the affected area (not required for vehicle improvements).
- Please note schematic drawings of any improvement are not required.

5. Costs

List estimated project costs in 2016 dollars for the proposed improvement. Include all costs such as construction, acquisition, and engineering.

6. Timeframe for completion

Please indicate the timeframe of expected completion, construction, or operation of the improvement requesting funding. Projects will be scored within their indicated timeframes. However, funding is limited within each timeframe and any projects that exceed the available timeframe within their requested time band will be shifted to the next timeframe. **Projects need to indicate if their completion is expected between 2021 and 2024, 2025 and 2029, or 2030 and 2040.**

7. Transit Specific Questions

Please answer the transit specific questions provided on the next page. These questions are specific to transit and have been developed to ease completion of the scoring process for the applicant to the maximum extent possible.

Approve scoring criteria

The Connections 2040 Long-Range Transportation Plan (LRTP) process has developed eight goals, which were adapted from the SAFETEA-LU planning factors with input from the public. The ranking and selection of a list of preferred financially constrained projects will depend on how the project addresses the vision and goals. It is recognized that many of these goals may have similar objectives. For example, some projects might be argued to improve safety, minimize travel time, and support economic vitality. Other projects might only address one specific goal, like maintenance. The Corridor MPO Policy Board has identified six of the eight planning factors that apply to transit.

The following are the transit goals of the Connections 2040 Update:

- Maintain Our Existing Transportation System
- Maximize Efficiency Of Existing Transportation System
- Minimize Cost Of Transportation
- Provide Safe And Secure Transportation
- Support Economic Vitality
- Minimize Travel Time

Separate criteria were developed to score transit projects. Transit projects will be scored on how well they meet the six criteria shown above. Please see the final two pages for a detailed description of how each criterion will be scored.

Please fill out an application form for each transit project and return to Brandon Whyte (b.whyte@corridormpo.com) by 8:00 am on Monday, August 22nd, 2016. Exceptions will not be made for late applications.

CONNECTIONS 2040 UPDATE PROJECT APPLICATION FORM

1. **PROJECT APPLICANT(S)**: City of Marion
   (Please reference Application Guideline #1.)

2. **PROJECT NAME**: Bus Stops for Marion
   (Please reference Application Guideline #2.)

3. **PROJECT DESCRIPTION**: Bus pads and bus shelters along the 5N and 5S routes in Marion. 18 pads with shelters, 18 pads with benches
   (Please reference Application Guideline #3.)

4. **PROJECT LIMITS, BUS STOPS, OR ROUTE EQUIPMENT WILL BE USED ON**: Bus Stops
   (Please reference Application Guideline #4.)

5. **COSTS TO COMPLETE PROJECT**: $324,000
   (Please reference Application Guideline #5.)

6. **TIMEFRAME FOR COMPLETION**: --- 2021 to 2024 ☒ --- 2025 to 2029 ☐ --- 2030 to 2040 ☐
   (Please reference Application Guideline #6.)

7. **TRANSIT SPECIFIC QUESTIONS:**
   (Please reference Application Guideline #7.)

- Does the project replace an obsolete vehicle(s)? ---Yes ☐
- Does the project include support equipment?* ---Yes ☐
- Does the project enhance existing equipment amenities?** ---Yes ☒
- Will a long-term operations or maintenance cost be generated by completing the project? If yes, please provide monetary figures on an annual basis. _____
- Will a long-term operations or maintenance savings be generated by completing the project? If yes, please provide monetary figures on an annual basis. _____

* *"Support equipment" includes things that are necessary to run a transit fleet, and includes washing stations, fuel islands, large pieces of equipment, fare boxes, among other things.*

** *"Amenities" includes things that are not necessary to run a transit fleet, but provide added value to the user. These are also only for improvements to existing equipment. Amenities include, but are not limited to, fare boxes, annunciators, video boards, shelters, benches.*

- Does the project include any of the following? Please mark yes by each improvement included in the project.

  - Project includes addition of new sidewalk connection or fills gap ---Yes ☐
  - Project includes public safety devices ---Yes ☐
  - Project includes lighting at or near bus stops ---Yes ☒
  - Project includes traffic/pedestrian signals or signage ---Yes ☐
  - Project includes bus pullouts ---Yes ☐
  - Project includes signage/wayfinding ---Yes ☐
  - Project improves safety of the bus itself ---Yes ☐
  - Project includes ADA ramps ---Yes ☒
  - Project improves conditions for visually impaired ---Yes ☒
  - Project improves conditions for hearing impaired ---Yes ☒
  - Project includes SUDAS approved bus pad] ---Yes ☒
  - Project includes addition of curb bump out ---Yes ☐

- Does the project increase the frequency of bus service? ---Yes ☐

- Will the project result in an expected two percent or greater increase in ridership? * ---Yes ☐

- Will the project result in an expectation of short total trip times? ** ---Yes ☐

** Project does not need to increase transit ridership overall; instead, it needs to increase ridership by more than 2 percent at that improvement or on a certain route.*

*** "Total Trip Time" includes time from the user's origin until they reach their destination. Including but not limited to bus travel time, waiting time between transfers, and travel time to or from the transit vehicle to the user's origin or destination.*

ATTACHMENT 1: TRANSIT PROJECT SCORING CRITERIA

Goal 1 –Maintain Existing Transportation System (9 weight):

Definition: Transit projects in this category would improve the quality of the existing capital assets that the transit system relies upon to deliver existing services. Projects could include replacement of buses that have exceeded their federally defined useful life, preventative maintenance activities, repair/replacement of bus shelters, or upkeep of other facility assets. "Support equipment" includes things that are necessary to run a transit fleet and "amenities" includes things that are not necessary to run a transit fleet but provide added value to users.

3 points **–** Highest Quartile in Total Number of Transportation Maintenance
2 points **–** 2nd Quartile in Total Number of Transportation Maintenance
1 point **–** 3rd Quartile in Total Number of Transportation Maintenance
0 points **–** Lowest Quartile in Total Number of Transportation Maintenance

Goal 2 –Maximize Efficiency of Existing Transportation System (10 weight):

Definition: Transit projects in this category would improve the efficiency and effectiveness of the existing public transit system in the region. Given the finite resources of public transit it is critical that projects selected provide the greatest benefit to the most transit users at a reasonable cost. Calculated efficiency is measured by ridership divided by cost of improvement.

3 points **–** Highest Quartile in Calculated Efficiency
2 points **–** 2nd Quartile in Calculated Efficiency
1 point **–** 3rd Quartile in Calculated Efficiency
0 points **–** Lowest Quartile in Calculated Efficiency

Goal 3 - Minimize Cost of Transportation (5 weight):

Definition: Transit projects in this category aim to lower the costs of providing public transit services to the region. Selection criteria for this goal would look at ways to minimize costs associated with on-going maintenance of older buses in the fleet, improve route/system reliability and improve productivity through improved ridership.

3 points **–** Lowest Quartile in Net Project Cost
2 points **–** 3rd Quartile in Net Project Cost
1 point **–** 2nd Quartile in Net Project Cost
0 points **–** Highest Quartile in Net Project Cost

Goal 5 - Provide Safe and Secure Transportation (8 weight):

Definition: Transit projects that improve passenger safety on buses and at stops, as well as safety for pedestrians and cyclists accessing the system. Includes shelters, addition of new sidewalk connection or fills gap, public safety devices, lighting at or near bus stops, traffic/pedestrian signals or signage, bus pullouts, signage/wayfinding, safety improvements to bus itself, ADA ramps, conditions for visually or hearing impaired, SUDAS approved bus pad, and curb bump out.

***3 points* –** Highest Quartile in Total Number of Safety Improvements
***2 points* –** 2nd Quartile in Total Number of Safety Improvements
***1 point* –** 3rd Quartile in Total Number of Safety Improvements
***0 points* –** Lowest Quartile in Total Number of Safety Improvements

Goal 6 - Support Economic Vitality (7 weight):

Definition: Transit projects in this category connect people to vibrant destinations for shopping, services and/or employment. Criteria supporting this goal will measure how transit projects provide service to existing activity centers and those that help to promote density and infill development.

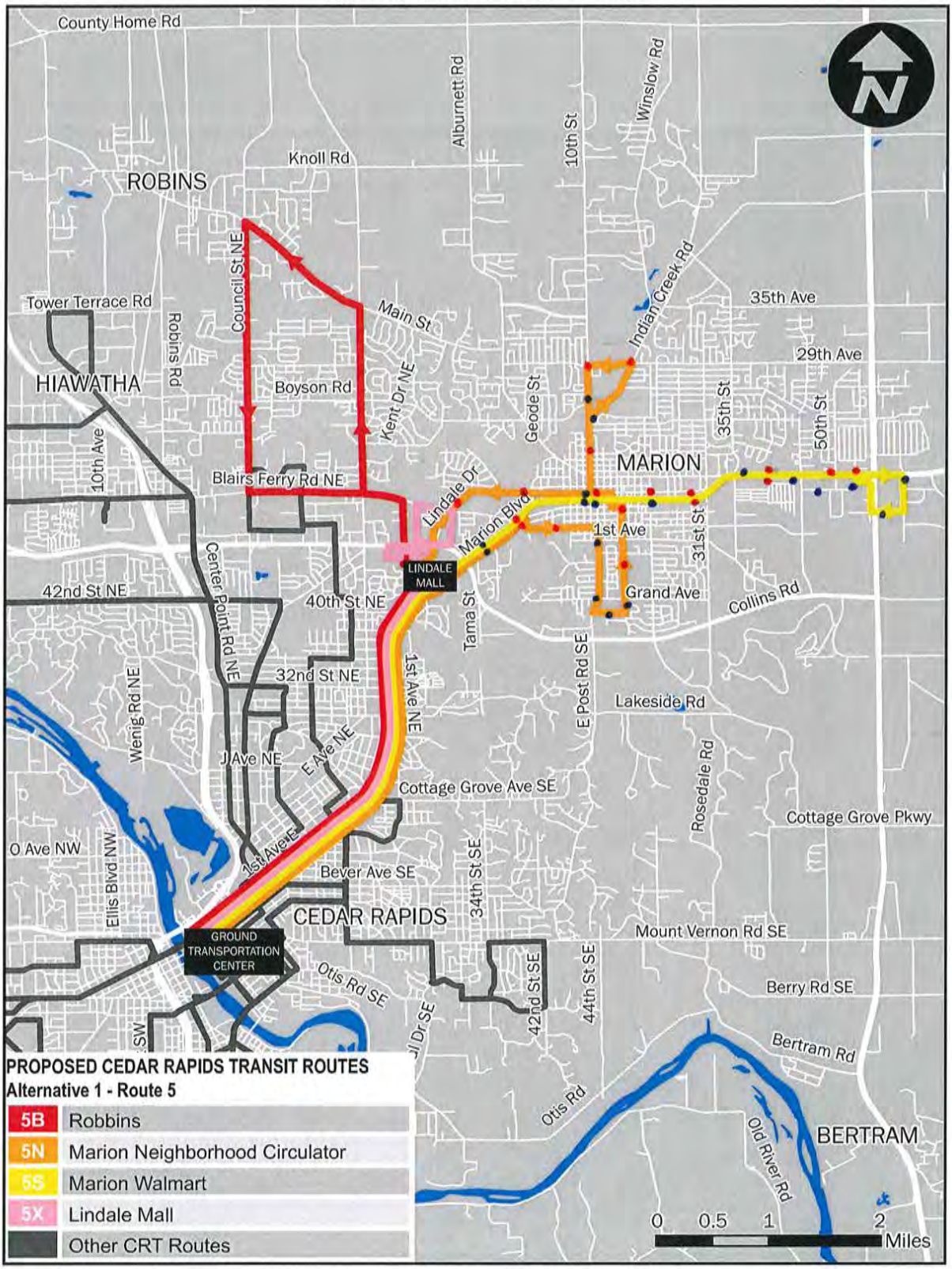
3 points – Highest Quartile in Employees Reached
2 points – 2nd Quartile in Employees Reached
1 point – 3rd Quartile in Employees Reached
0 points – Lowest Quartile in Employees Reached

Goal 7 - Minimize Travel Time (6 weight):

Definition: Transit projects in this category would aim to lower overall travel time using public transportation. This would include all elements of a transit trip from walking/cycling to a transit stop, in-vehicle travel time, and time to reach a final destination. Project types could include traffic signal/priority for transit vehicles, bus pullouts, or queue jump lanes.

3 points – Project increases frequency of bus service, increases ridership by more than two (2) percent, and decreases total trip time.
2 points – Project does two (2) of the following: increases frequency of bus service, increases ridership by more than two (2) percent, or decreases total trip time.
1 point – Project does one (1) of the following: increases frequency of bus service, increases ridership by more than two (2) percent, or decreases total trip time.
0 points – Project does not increase frequency of bus service, increase ridership by more than two (2) percent, or decrease total trip time.

Figure 36: Route 5 Recommendations



CONNECTIONS 2040 UPDATE PROJECT APPLICATION FORM

1. **PROJECT APPLICANT(S)**: City of Cedar Rapids
   (Please reference Application Guideline #1.)

2. **PROJECT NAME**: C St SW, Wilson Ave and 27th St NE Sidewalk Installation
   (Please reference Application Guideline #2.)

3. **PROJECT DESCRIPTION**: Installation of new sidewalks, concrete pads and shelters to provide more connectivity along key bus routes. Sidewalks provide ADA improvements at intersections and at existing bus stops along the route. This would add over a mile of new sidewalk. this project would provide better access to one of the City's colleges as well as provide increased sidewalk access to one of the busiest stops in the City per the transit data. C St SW has had people requesting access to apartment complex as well as providing access to the well-used Wilson Ave Hy Vee bus stop.
   (Please reference Application Guideline #3.)

4. **PROJECT LIMITS, BUS STOPS, OR ROUTE EQUIPMENT WILL BE USED ON**: 27th St From Prairie Dr to Elmhurst Dr (Route 4), C St from Rapids Ave to Wilson Ave (Route 7), Fruitland Blvd SW from C St to Wilson Ave (Route 7) and Wilson Ave from C St to Bowling St (Route 7)
   (Please reference Application Guideline #4.)

5. **COSTS TO COMPLETE PROJECT**: $500,000
   (Please reference Application Guideline #5.)

6. **TIMEFRAME FOR COMPLETION**: --- 2021 to 2024 ☒ --- 2025 to 2029 ☐ --- 2030 to 2040 ☐
   (Please reference Application Guideline #6.)

7. **TRANSIT SPECIFIC QUESTIONS:**
   (Please reference Application Guideline #7.)

- Does the project replace an obsolete vehicle(s)? ---Yes ☐
- Does the project include support equipment?* ---Yes ☐
- Does the project enhance existing equipment amenities?** ---Yes ☐
- Will a long-term operations or maintenance cost be generated by completing the project? If yes, please provide monetary figures on an annual basis. _____
- Will a long-term operations or maintenance savings be generated by completing the project? If yes, please provide monetary figures on an annual basis. _____

** "Support equipment" includes things that are necessary to run a transit fleet, and includes washing stations, fuel islands, large pieces of equipment, fare boxes, among other things.*

*** "Amenities" includes things that are not necessary to run a transit fleet, but provide added value to the user. These are also only for improvements to existing equipment. Amenities include, but are not limited to, fare boxes, annunciators, video boards, shelters, benches.*

- Does the project include any of the following? Please mark yes by each improvement included in the project.

  - Project includes addition of new sidewalk connection or fills gap ---Yes ☒
  - Project includes public safety devices ---Yes ☐
  - Project includes lighting at or near bus stops ---Yes ☐
  - Project includes traffic/pedestrian signals or signage ---Yes ☒
  - Project includes bus pullouts ---Yes ☐
  - Project includes signage/wayfinding ---Yes ☐
  - Project improves safety of the bus itself ---Yes ☐
  - Project includes ADA ramps ---Yes ☒
  - Project improves conditions for visually impaired ---Yes ☐
  - Project improves conditions for hearing impaired ---Yes ☐
  - Project includes SUDAS approved bus pad ---Yes ☒
  - Project includes addition of curb bump out ---Yes ☐

- Does the project increase the frequency of bus service? ---Yes ☐

- Will the project result in an expected two percent or greater increase in ridership? * ---Yes ☒

- Will the project result in an expectation of short total trip times? ** ---Yes ☐

** Project does not need to increase transit ridership overall; instead, it needs to increase ridership by more than 2 percent at that improvement or on a certain route.*

*** "Total Trip Time" includes time from the user's origin until they reach their destination. Including but not limited to bus travel time, waiting time between transfers, and travel time to or from the transit vehicle to the user's origin or destination.*

ATTACHMENT 1: TRANSIT PROJECT SCORING CRITERIA

Goal 1 –Maintain Existing Transportation System (9 weight):

Definition: Transit projects in this category would improve the quality of the existing capital assets that the transit system relies upon to deliver existing services. Projects could include replacement of buses that have exceeded their federally defined useful life, preventative maintenance activities, repair/replacement of bus shelters, or upkeep of other facility assets. "Support equipment" includes things that are necessary to run a transit fleet and "amenities" includes things that are not necessary to run a transit fleet but provide added value to users.

3 points **–** Highest Quartile in Total Number of Transportation Maintenance
2 points **–** 2nd Quartile in Total Number of Transportation Maintenance
1 point **–** 3rd Quartile in Total Number of Transportation Maintenance
0 points **–** Lowest Quartile in Total Number of Transportation Maintenance

Goal 2 –Maximize Efficiency of Existing Transportation System (10 weight):

Definition: Transit projects in this category would improve the efficiency and effectiveness of the existing public transit system in the region. Given the finite resources of public transit it is critical that projects selected provide the greatest benefit to the most transit users at a reasonable cost. Calculated efficiency is measured by ridership divided by cost of improvement.

3 points **–** Highest Quartile in Calculated Efficiency
2 points **–** 2nd Quartile in Calculated Efficiency
1 point **–** 3rd Quartile in Calculated Efficiency
0 points **–** Lowest Quartile in Calculated Efficiency

Goal 3 - Minimize Cost of Transportation (5 weight):

Definition: Transit projects in this category aim to lower the costs of providing public transit services to the region. Selection criteria for this goal would look at ways to minimize costs associated with on-going maintenance of older buses in the fleet, improve route/system reliability and improve productivity through improved ridership.

3 points **–** Lowest Quartile in Net Project Cost
2 points **–** 3rd Quartile in Net Project Cost
1 point **–** 2nd Quartile in Net Project Cost
0 points **–** Highest Quartile in Net Project Cost

Goal 5 - Provide Safe and Secure Transportation (8 weight):

Definition: Transit projects that improve passenger safety on buses and at stops, as well as safety for pedestrians and cyclists accessing the system. Includes shelters, addition of new sidewalk connection or fills gap, public safety devices, lighting at or near bus stops, traffic/pedestrian signals or signage, bus pullouts, signage/wayfinding, safety improvements to bus itself, ADA ramps, conditions for visually or hearing impaired, SUDAS approved bus pad, and curb bump out.

***3 points* –** Highest Quartile in Total Number of Safety Improvements
***2 points* –** 2nd Quartile in Total Number of Safety Improvements
***1 point* –** 3rd Quartile in Total Number of Safety Improvements
***0 points* –** Lowest Quartile in Total Number of Safety Improvements

Goal 6 - Support Economic Vitality (7 weight):

Definition: Transit projects in this category connect people to vibrant destinations for shopping, services and/or employment. Criteria supporting this goal will measure how transit projects provide service to existing activity centers and those that help to promote density and infill development.

3 points – Highest Quartile in Employees Reached
2 points – 2nd Quartile in Employees Reached
1 point – 3rd Quartile in Employees Reached
0 points – Lowest Quartile in Employees Reached

Goal 7 - Minimize Travel Time (6 weight):

Definition: Transit projects in this category would aim to lower overall travel time using public transportation. This would include all elements of a transit trip from walking/cycling to a transit stop, in-vehicle travel time, and time to reach a final destination. Project types could include traffic signal/priority for transit vehicles, bus pullouts, or queue jump lanes.

3 points – Project increases frequency of bus service, increases ridership by more than two (2) percent, and decreases total trip time.
2 points – Project does two (2) of the following: increases frequency of bus service, increases ridership by more than two (2) percent, or decreases total trip time.
1 point – Project does one (1) of the following: increases frequency of bus service, increases ridership by more than two (2) percent, or decreases total trip time.
0 points – Project does not increase frequency of bus service, increase ridership by more than two (2) percent, or decrease total trip time.

CONNECTIONS 2040 UPDATE PROJECT APPLICATION FORM

1. **PROJECT APPLICANT(S)**: City of Cedar Rapids
   (Please reference Application Guideline #1.)

2. **PROJECT NAME**: C St SW from 41st Ave Dr to 1,000 feet North of Hwy 30 and 41st Ave Dr from C St to Bowling St.
   (Please reference Application Guideline #2.)

3. **PROJECT DESCRIPTION**: Installation of new sidewalks, concrete pads a to provide more connectivity along one of Cedar Rapids key city corridor and will provide ADA improvements at intersections and at existing bus stops along the route. This would add just over 3 mile of new sidewalk along a key roadway in Cedar Rapids. This would provide increase access to industrial area as well as provide added safety for some of the bus stop along the corridor. This portion of the route could use some bus pads and benches.
   (Please reference Application Guideline #3.)

4. **PROJECT LIMITS, BUS STOPS, OR ROUTE EQUIPMENT WILL BE USED ON**: C St SW from 41st Ave Dr to 1,000 feet North of Hwy 30 (Route 7) and 41st Ave Dr from C St to Bowling St (Route 7)
   (Please reference Application Guideline #4.)

5. **COSTS TO COMPLETE PROJECT**: $975,000
   (Please reference Application Guideline #5.)

6. **TIMEFRAME FOR COMPLETION**: --- 2021 to 2024 ☐ --- 2025 to 2029 ☐ --- 2030 to 2040 ☒
   (Please reference Application Guideline #6.)

7. **TRANSIT SPECIFIC QUESTIONS:**
   (Please reference Application Guideline #7.)

- Does the project replace an obsolete vehicle(s)? ---Yes ☐
- Does the project include support equipment?* ---Yes ☐
- Does the project enhance existing equipment amenities?** ---Yes ☐
- Will a long-term operations or maintenance cost be generated by completing the project? If yes, please provide monetary figures on an annual basis. _____
- Will a long-term operations or maintenance savings be generated by completing the project? If yes, please provide monetary figures on an annual basis. _____

** "Support equipment" includes things that are necessary to run a transit fleet, and includes washing stations, fuel islands, large pieces of equipment, fare boxes, among other things.*

*** "Amenities" includes things that are not necessary to run a transit fleet, but provide added value to the user. These are also only for improvements to existing equipment. Amenities include, but are not limited to, fare boxes, annunciators, video boards, shelters, benches.*

- Does the project include any of the following? Please mark yes by each improvement included in the project.

  - Project includes addition of new sidewalk connection or fills gap ---Yes ☒
  - Project includes public safety devices ---Yes ☐
  - Project includes lighting at or near bus stops ---Yes ☐
  - Project includes traffic/pedestrian signals or signage ---Yes ☒
  - Project includes bus pullouts ---Yes ☐
  - Project includes signage/wayfinding ---Yes ☐
  - Project improves safety of the bus itself ---Yes ☐
  - Project includes ADA ramps ---Yes ☒
  - Project improves conditions for visually impaired ---Yes ☐
  - Project improves conditions for hearing impaired ---Yes ☐
  - Project includes SUDAS approved bus pad ---Yes ☒
  - Project includes addition of curb bump out ---Yes ☐

- Does the project increase the frequency of bus service? ---Yes ☐

- Will the project result in an expected two percent or greater increase in ridership? * ---Yes ☒

- Will the project result in an expectation of short total trip times? ** ---Yes ☐

** Project does not need to increase transit ridership overall; instead, it needs to increase ridership by more than 2 percent at that improvement or on a certain route.*

*** "Total Trip Time" includes time from the user's origin until they reach their destination. Including but not limited to bus travel time, waiting time between transfers, and travel time to or from the transit vehicle to the user's origin or destination.*

ATTACHMENT 1: TRANSIT PROJECT SCORING CRITERIA

Goal 1 –Maintain Existing Transportation System (9 weight):

Definition: Transit projects in this category would improve the quality of the existing capital assets that the transit system relies upon to deliver existing services. Projects could include replacement of buses that have exceeded their federally defined useful life, preventative maintenance activities, repair/replacement of bus shelters, or upkeep of other facility assets. "Support equipment" includes things that are necessary to run a transit fleet and "amenities" includes things that are not necessary to run a transit fleet but provide added value to users.

3 points **–** Highest Quartile in Total Number of Transportation Maintenance
2 points **–** 2nd Quartile in Total Number of Transportation Maintenance
1 point **–** 3rd Quartile in Total Number of Transportation Maintenance
0 points **–** Lowest Quartile in Total Number of Transportation Maintenance

Goal 2 –Maximize Efficiency of Existing Transportation System (10 weight):

Definition: Transit projects in this category would improve the efficiency and effectiveness of the existing public transit system in the region. Given the finite resources of public transit it is critical that projects selected provide the greatest benefit to the most transit users at a reasonable cost. Calculated efficiency is measured by ridership divided by cost of improvement.

3 points **–** Highest Quartile in Calculated Efficiency
2 points **–** 2nd Quartile in Calculated Efficiency
1 point **–** 3rd Quartile in Calculated Efficiency
0 points **–** Lowest Quartile in Calculated Efficiency

Goal 3 - Minimize Cost of Transportation (5 weight):

Definition: Transit projects in this category aim to lower the costs of providing public transit services to the region. Selection criteria for this goal would look at ways to minimize costs associated with on-going maintenance of older buses in the fleet, improve route/system reliability and improve productivity through improved ridership.

3 points **–** Lowest Quartile in Net Project Cost
2 points **–** 3rd Quartile in Net Project Cost
1 point **–** 2nd Quartile in Net Project Cost
0 points **–** Highest Quartile in Net Project Cost

Goal 5 - Provide Safe and Secure Transportation (8 weight):

Definition: Transit projects that improve passenger safety on buses and at stops, as well as safety for pedestrians and cyclists accessing the system. Includes shelters, addition of new sidewalk connection or fills gap, public safety devices, lighting at or near bus stops, traffic/pedestrian signals or signage, bus pullouts, signage/wayfinding, safety improvements to bus itself, ADA ramps, conditions for visually or hearing impaired, SUDAS approved bus pad, and curb bump out.

***3 points* –** Highest Quartile in Total Number of Safety Improvements
***2 points* –** 2nd Quartile in Total Number of Safety Improvements
***1 point* –** 3rd Quartile in Total Number of Safety Improvements
***0 points* –** Lowest Quartile in Total Number of Safety Improvements

Goal 6 - Support Economic Vitality (7 weight):

Definition: Transit projects in this category connect people to vibrant destinations for shopping, services and/or employment. Criteria supporting this goal will measure how transit projects provide service to existing activity centers and those that help to promote density and infill development.

3 points – Highest Quartile in Employees Reached
2 points – 2nd Quartile in Employees Reached
1 point – 3rd Quartile in Employees Reached
0 points – Lowest Quartile in Employees Reached

Goal 7 - Minimize Travel Time (6 weight):

Definition: Transit projects in this category would aim to lower overall travel time using public transportation. This would include all elements of a transit trip from walking/cycling to a transit stop, in-vehicle travel time, and time to reach a final destination. Project types could include traffic signal/priority for transit vehicles, bus pullouts, or queue jump lanes.

3 points – Project increases frequency of bus service, increases ridership by more than two (2) percent, and decreases total trip time.
2 points – Project does two (2) of the following: increases frequency of bus service, increases ridership by more than two (2) percent, or decreases total trip time.
1 point – Project does one (1) of the following: increases frequency of bus service, increases ridership by more than two (2) percent, or decreases total trip time.
0 points – Project does not increase frequency of bus service, increase ridership by more than two (2) percent, or decrease total trip time.

CONNECTIONS 2040 UPDATE PROJECT APPLICATION FORM

1. **PROJECT APPLICANT(S)**: City of Cedar Rapids
   (Please reference Application Guideline #1.)

2. **PROJECT NAME**: Edgewood Rd from 16th Ave SW to O Ave NW Sidewalk Installation
   (Please reference Application Guideline #2.)

3. **PROJECT DESCRIPTION**: Installation of new sidewalks, concrete pads and shelters to provide more connectivity along one of Cedar Rapids main arterial roadways and it would provide ADA improvements at intersections and at existing bus stops along the route. This would add over a mile of new sidewalk along a key arterial road in Cedar Rapids. This is a new route to the system and has continued to grow.
   (Please reference Application Guideline #3.)

4. **PROJECT LIMITS, BUS STOPS, OR ROUTE EQUIPMENT WILL BE USED ON**: Edgewood Rd from 16th Ave SW to O Ave NW (Route 1)
   (Please reference Application Guideline #4.)

5. **COSTS TO COMPLETE PROJECT**: $400,000
   (Please reference Application Guideline #5.)

6. **TIMEFRAME FOR COMPLETION**: --- 2021 to 2024 ☒ --- 2025 to 2029 ☐ --- 2030 to 2040 ☐
   (Please reference Application Guideline #6.)

7. **TRANSIT SPECIFIC QUESTIONS:**
   (Please reference Application Guideline #7.)

- Does the project replace an obsolete vehicle(s)? ---Yes ☐
- Does the project include support equipment?* ---Yes ☐
- Does the project enhance existing equipment amenities?** ---Yes ☐
- Will a long-term operations or maintenance cost be generated by completing the project? If yes, please provide monetary figures on an annual basis. _____
- Will a long-term operations or maintenance savings be generated by completing the project? If yes, please provide monetary figures on an annual basis. _____

** "Support equipment" includes things that are necessary to run a transit fleet, and includes washing stations, fuel islands, large pieces of equipment, fare boxes, among other things.*

** *"Amenities" includes things that are not necessary to run a transit fleet, but provide added value to the user. These are also only for improvements to existing equipment. Amenities include, but are not limited to, fare boxes, annunciators, video boards, shelters, benches.*

- Does the project include any of the following? Please mark yes by each improvement included in the project.

  - Project includes addition of new sidewalk connection or fills gap ---Yes ☒
  - Project includes public safety devices ---Yes ☐
  - Project includes lighting at or near bus stops ---Yes ☐
  - Project includes traffic/pedestrian signals or signage ---Yes ☒
  - Project includes bus pullouts ---Yes ☐
  - Project includes signage/wayfinding ---Yes ☐
  - Project improves safety of the bus itself ---Yes ☐
  - Project includes ADA ramps ---Yes ☒
  - Project improves conditions for visually impaired ---Yes ☐
  - Project improves conditions for hearing impaired ---Yes ☐
  - Project includes SUDAS approved bus pad] ---Yes ☒
  - Project includes addition of curb bump out ---Yes ☐

- Does the project increase the frequency of bus service? ---Yes ☐

- Will the project result in an expected two percent or greater increase in ridership? * ---Yes ☒

- Will the project result in an expectation of short total trip times? ** ---Yes ☐

** Project does not need to increase transit ridership overall; instead, it needs to increase ridership by more than 2 percent at that improvement or on a certain route.*

*** "Total Trip Time" includes time from the user's origin until they reach their destination. Including but not limited to bus travel time, waiting time between transfers, and travel time to or from the transit vehicle to the user's origin or destination.*

ATTACHMENT 1: TRANSIT PROJECT SCORING CRITERIA

Goal 1 –Maintain Existing Transportation System (9 weight):

Definition: Transit projects in this category would improve the quality of the existing capital assets that the transit system relies upon to deliver existing services. Projects could include replacement of buses that have exceeded their federally defined useful life, preventative maintenance activities, repair/replacement of bus shelters, or upkeep of other facility assets. "Support equipment" includes things that are necessary to run a transit fleet and "amenities" includes things that are not necessary to run a transit fleet but provide added value to users.

3 points **–** Highest Quartile in Total Number of Transportation Maintenance
2 points **–** 2nd Quartile in Total Number of Transportation Maintenance
1 point **–** 3rd Quartile in Total Number of Transportation Maintenance
0 points **–** Lowest Quartile in Total Number of Transportation Maintenance

Goal 2 –Maximize Efficiency of Existing Transportation System (10 weight):

Definition: Transit projects in this category would improve the efficiency and effectiveness of the existing public transit system in the region. Given the finite resources of public transit it is critical that projects selected provide the greatest benefit to the most transit users at a reasonable cost. Calculated efficiency is measured by ridership divided by cost of improvement.

3 points **–** Highest Quartile in Calculated Efficiency
2 points **–** 2nd Quartile in Calculated Efficiency
1 point **–** 3rd Quartile in Calculated Efficiency
0 points **–** Lowest Quartile in Calculated Efficiency

Goal 3 - Minimize Cost of Transportation (5 weight):

Definition: Transit projects in this category aim to lower the costs of providing public transit services to the region. Selection criteria for this goal would look at ways to minimize costs associated with on-going maintenance of older buses in the fleet, improve route/system reliability and improve productivity through improved ridership.

3 points **–** Lowest Quartile in Net Project Cost
2 points **–** 3rd Quartile in Net Project Cost
1 point **–** 2nd Quartile in Net Project Cost
0 points **–** Highest Quartile in Net Project Cost

Goal 5 - Provide Safe and Secure Transportation (8 weight):

Definition: Transit projects that improve passenger safety on buses and at stops, as well as safety for pedestrians and cyclists accessing the system. Includes shelters, addition of new sidewalk connection or fills gap, public safety devices, lighting at or near bus stops, traffic/pedestrian signals or signage, bus pullouts, signage/wayfinding, safety improvements to bus itself, ADA ramps, conditions for visually or hearing impaired, SUDAS approved bus pad, and curb bump out.

3 points – Highest Quartile in Total Number of Safety Improvements
2 points – 2nd Quartile in Total Number of Safety Improvements
1 point – 3rd Quartile in Total Number of Safety Improvements
0 points – Lowest Quartile in Total Number of Safety Improvements

Goal 6 - Support Economic Vitality (7 weight):

Definition: Transit projects in this category connect people to vibrant destinations for shopping, services and/or employment. Criteria supporting this goal will measure how transit projects provide service to existing activity centers and those that help to promote density and infill development.

3 points – Highest Quartile in Employees Reached
2 points – 2nd Quartile in Employees Reached
1 point – 3rd Quartile in Employees Reached
0 points – Lowest Quartile in Employees Reached

Goal 7 - Minimize Travel Time (6 weight):

Definition: Transit projects in this category would aim to lower overall travel time using public transportation. This would include all elements of a transit trip from walking/cycling to a transit stop, in-vehicle travel time, and time to reach a final destination. Project types could include traffic signal/priority for transit vehicles, bus pullouts, or queue jump lanes.

3 points – Project increases frequency of bus service, increases ridership by more than two (2) percent, and decreases total trip time.
2 points – Project does two (2) of the following: increases frequency of bus service, increases ridership by more than two (2) percent, or decreases total trip time.
1 point – Project does one (1) of the following: increases frequency of bus service, increases ridership by more than two (2) percent, or decreases total trip time.
0 points – Project does not increase frequency of bus service, increase ridership by more than two (2) percent, or decrease total trip time.

CONNECTIONS 2040 UPDATE PROJECT APPLICATION FORM

1. **PROJECT APPLICANT(S)**: City of Cedar Rapids
   (Please reference Application Guideline #1.)

2. **PROJECT NAME**: Jacolyn Dr NW from Johnson Ave to Midway Dr. and 1st Ave from Jacolyn Dr to 600 feet south of Johnson Ave.
   (Please reference Application Guideline #2.)

3. **PROJECT DESCRIPTION**: Installation of new sidewalks, concrete pads a to provide more connectivity along one of Cedar Rapids well established neighborhoods and would provide ADA improvements at intersections and at existing bus stops along the route. This would add just under a mile of new sidewalk along a key roadway in Cedar Rapids. This would provide increased connectivity in a established neighborhood that would now have access to more bus stops..
   (Please reference Application Guideline #3.)

4. **PROJECT LIMITS, BUS STOPS, OR ROUTE EQUIPMENT WILL BE USED ON**: Jacolyn Dr from Johnson Ave to Midway Dr (Route 8)and 1st Ave from Jacolyn Dr to 600 feet south of Johnson Ave.
   (Please reference Application Guideline #4.)

5. **COSTS TO COMPLETE PROJECT**: $400,000
   (Please reference Application Guideline #5.)

6. **TIMEFRAME FOR COMPLETION**: --- 2021 to 2024 ☒ --- 2025 to 2029 ☐ --- 2030 to 2040 ☐
   (Please reference Application Guideline #6.)

7. **TRANSIT SPECIFIC QUESTIONS:**
   (Please reference Application Guideline #7.)

- Does the project replace an obsolete vehicle(s)? ---Yes ☐
- Does the project include support equipment?* ---Yes ☐
- Does the project enhance existing equipment amenities?** ---Yes ☐
- Will a long-term operations or maintenance cost be generated by completing the project? If yes, please provide monetary figures on an annual basis. _____
- Will a long-term operations or maintenance savings be generated by completing the project? If yes, please provide monetary figures on an annual basis. _____

** "Support equipment" includes things that are necessary to run a transit fleet, and includes washing stations, fuel islands, large pieces of equipment, fare boxes, among other things.*

*** "Amenities" includes things that are not necessary to run a transit fleet, but provide added value to the user. These are also only for improvements to existing equipment. Amenities include, but are not limited to, fare boxes, annunciators, video boards, shelters, benches.*

- Does the project include any of the following? Please mark yes by each improvement included in the project.

  - Project includes addition of new sidewalk connection or fills gap ---Yes ☒
  - Project includes public safety devices ---Yes ☐
  - Project includes lighting at or near bus stops ---Yes ☐
  - Project includes traffic/pedestrian signals or signage ---Yes ☒
  - Project includes bus pullouts ---Yes ☐
  - Project includes signage/wayfinding ---Yes ☐
  - Project improves safety of the bus itself ---Yes ☐
  - Project includes ADA ramps ---Yes ☒
  - Project improves conditions for visually impaired ---Yes ☐
  - Project improves conditions for hearing impaired ---Yes ☐
  - Project includes SUDAS approved bus pad] ---Yes ☒
  - Project includes addition of curb bump out ---Yes ☐

- Does the project increase the frequency of bus service? ---Yes ☐

- Will the project result in an expected two percent or greater increase in ridership? * ---Yes ☒

- Will the project result in an expectation of short total trip times? ** ---Yes ☐

** Project does not need to increase transit ridership overall; instead, it needs to increase ridership by more than 2 percent at that improvement or on a certain route.*

*** "Total Trip Time" includes time from the user's origin until they reach their destination. Including but not limited to bus travel time, waiting time between transfers, and travel time to or from the transit vehicle to the user's origin or destination.*

ATTACHMENT 1: TRANSIT PROJECT SCORING CRITERIA

Goal 1 –Maintain Existing Transportation System (9 weight):

Definition: Transit projects in this category would improve the quality of the existing capital assets that the transit system relies upon to deliver existing services. Projects could include replacement of buses that have exceeded their federally defined useful life, preventative maintenance activities, repair/replacement of bus shelters, or upkeep of other facility assets. "Support equipment" includes things that are necessary to run a transit fleet and "amenities" includes things that are not necessary to run a transit fleet but provide added value to users.

3 points **–** Highest Quartile in Total Number of Transportation Maintenance
2 points **–** 2nd Quartile in Total Number of Transportation Maintenance
1 point **–** 3rd Quartile in Total Number of Transportation Maintenance
0 points **–** Lowest Quartile in Total Number of Transportation Maintenance

Goal 2 –Maximize Efficiency of Existing Transportation System (10 weight):

Definition: Transit projects in this category would improve the efficiency and effectiveness of the existing public transit system in the region. Given the finite resources of public transit it is critical that projects selected provide the greatest benefit to the most transit users at a reasonable cost. Calculated efficiency is measured by ridership divided by cost of improvement.

3 points **–** Highest Quartile in Calculated Efficiency
2 points **–** 2nd Quartile in Calculated Efficiency
1 point **–** 3rd Quartile in Calculated Efficiency
0 points **–** Lowest Quartile in Calculated Efficiency

Goal 3 - Minimize Cost of Transportation (5 weight):

Definition: Transit projects in this category aim to lower the costs of providing public transit services to the region. Selection criteria for this goal would look at ways to minimize costs associated with on-going maintenance of older buses in the fleet, improve route/system reliability and improve productivity through improved ridership.

3 points **–** Lowest Quartile in Net Project Cost
2 points **–** 3rd Quartile in Net Project Cost
1 point **–** 2nd Quartile in Net Project Cost
0 points **–** Highest Quartile in Net Project Cost

Goal 5 - Provide Safe and Secure Transportation (8 weight):

Definition: Transit projects that improve passenger safety on buses and at stops, as well as safety for pedestrians and cyclists accessing the system. Includes shelters, addition of new sidewalk connection or fills gap, public safety devices, lighting at or near bus stops, traffic/pedestrian signals or signage, bus pullouts, signage/wayfinding, safety improvements to bus itself, ADA ramps, conditions for visually or hearing impaired, SUDAS approved bus pad, and curb bump out.

***3 points* –** Highest Quartile in Total Number of Safety Improvements
***2 points* –** 2nd Quartile in Total Number of Safety Improvements
***1 point* –** 3rd Quartile in Total Number of Safety Improvements
***0 points* –** Lowest Quartile in Total Number of Safety Improvements

Goal 6 - Support Economic Vitality (7 weight):

Definition: Transit projects in this category connect people to vibrant destinations for shopping, services and/or employment. Criteria supporting this goal will measure how transit projects provide service to existing activity centers and those that help to promote density and infill development.

3 points – Highest Quartile in Employees Reached
2 points – 2nd Quartile in Employees Reached
1 point – 3rd Quartile in Employees Reached
0 points – Lowest Quartile in Employees Reached

Goal 7 - Minimize Travel Time (6 weight):

Definition: Transit projects in this category would aim to lower overall travel time using public transportation. This would include all elements of a transit trip from walking/cycling to a transit stop, in-vehicle travel time, and time to reach a final destination. Project types could include traffic signal/priority for transit vehicles, bus pullouts, or queue jump lanes.

3 points – Project increases frequency of bus service, increases ridership by more than two (2) percent, and decreases total trip time.
2 points – Project does two (2) of the following: increases frequency of bus service, increases ridership by more than two (2) percent, or decreases total trip time.
1 point – Project does one (1) of the following: increases frequency of bus service, increases ridership by more than two (2) percent, or decreases total trip time.
0 points – Project does not increase frequency of bus service, increase ridership by more than two (2) percent, or decrease total trip time.

CONNECTIONS 2040 UPDATE PROJECT APPLICATION FORM

1. **PROJECT APPLICANT(S)**: City of Cedar Rapids
   (Please reference Application Guideline #1.)

2. **PROJECT NAME**: Park Pl from Rockwell Dr to Council St, Council St from Park Pl to 60th St, 60th St from Council St to Cimmie Ave, Cimmie Ave from 6oth St to Rockwell Dr and Rockwell Dr from Cimmie to 800 feet north of Collins Rd. Sidewalk installation (Route 3 Project 1)
   (Please reference Application Guideline #2.)

3. **PROJECT DESCRIPTION**: Installation of new sidewalks, concrete pads and shelters to provide more connectivity along one of Cedar Rapids main arterial roadways and it would provide ADA improvements at intersections and at existing bus stops along the route. This would add roughly a 1.5 miles of new sidewalk along a key roadway in Cedar Rapids. This would provide greater access to Rockwell.
   (Please reference Application Guideline #3.)

4. **PROJECT LIMITS, BUS STOPS, OR ROUTE EQUIPMENT WILL BE USED ON**: Park Pl from Rockwell Dr to Council St , Council St from Park Pl to 60th St, 60th St from Council St to Cimmie Ave, Cimmie Ave from 6oth St to Rockwell Dr and Rockwell Dr from Cimmie to 800 feet north of Collins Rd. (Route 3)
   (Please reference Application Guideline #4.)

5. **COSTS TO COMPLETE PROJECT**: $450,000
   (Please reference Application Guideline #5.)

6. **TIMEFRAME FOR COMPLETION**: --- 2021 to 2024 ☒ --- 2025 to 2029 ☐ --- 2030 to 2040 ☐
   (Please reference Application Guideline #6.)

7. **TRANSIT SPECIFIC QUESTIONS:**
   (Please reference Application Guideline #7.)

- Does the project replace an obsolete vehicle(s)? ---Yes ☐
- Does the project include support equipment?* ---Yes ☐
- Does the project enhance existing equipment amenities?** ---Yes ☐
- Will a long-term operations or maintenance cost be generated by completing the project? If yes, please provide monetary figures on an annual basis. _____
- Will a long-term operations or maintenance savings be generated by completing the project? If yes, please provide monetary figures on an annual basis. _____

** "Support equipment" includes things that are necessary to run a transit fleet, and includes washing stations, fuel islands, large pieces of equipment, fare boxes, among other things.*

*** "Amenities" includes things that are not necessary to run a transit fleet, but provide added value to the user. These are also only for improvements to existing equipment. Amenities include, but are not limited to, fare boxes, annunciators, video boards, shelters, benches.*

- Does the project include any of the following? Please mark yes by each improvement included in the project.

  - Project includes addition of new sidewalk connection or fills gap ---Yes ☒
  - Project includes public safety devices ---Yes ☐
  - Project includes lighting at or near bus stops ---Yes ☐
  - Project includes traffic/pedestrian signals or signage ---Yes ☒
  - Project includes bus pullouts ---Yes ☐
  - Project includes signage/wayfinding ---Yes ☐
  - Project improves safety of the bus itself ---Yes ☐
  - Project includes ADA ramps ---Yes ☒
  - Project improves conditions for visually impaired ---Yes ☐
  - Project improves conditions for hearing impaired ---Yes ☐
  - Project includes SUDAS approved bus pad] ---Yes ☒
  - Project includes addition of curb bump out ---Yes ☐

- Does the project increase the frequency of bus service? ---Yes ☐

- Will the project result in an expected two percent or greater increase in ridership? * ---Yes ☒

- Will the project result in an expectation of short total trip times? ** ---Yes ☐

** Project does not need to increase transit ridership overall; instead, it needs to increase ridership by more than 2 percent at that improvement or on a certain route.*

*** "Total Trip Time" includes time from the user's origin until they reach their destination. Including but not limited to bus travel time, waiting time between transfers, and travel time to or from the transit vehicle to the user's origin or destination.*

ATTACHMENT 1: TRANSIT PROJECT SCORING CRITERIA

Goal 1 –Maintain Existing Transportation System (9 weight):

Definition: Transit projects in this category would improve the quality of the existing capital assets that the transit system relies upon to deliver existing services. Projects could include replacement of buses that have exceeded their federally defined useful life, preventative maintenance activities, repair/replacement of bus shelters, or upkeep of other facility assets. "Support equipment" includes things that are necessary to run a transit fleet and "amenities" includes things that are not necessary to run a transit fleet but provide added value to users.

3 points **–** Highest Quartile in Total Number of Transportation Maintenance
2 points **–** 2nd Quartile in Total Number of Transportation Maintenance
1 point **–** 3rd Quartile in Total Number of Transportation Maintenance
0 points **–** Lowest Quartile in Total Number of Transportation Maintenance

Goal 2 –Maximize Efficiency of Existing Transportation System (10 weight):

Definition: Transit projects in this category would improve the efficiency and effectiveness of the existing public transit system in the region. Given the finite resources of public transit it is critical that projects selected provide the greatest benefit to the most transit users at a reasonable cost. Calculated efficiency is measured by ridership divided by cost of improvement.

3 points **–** Highest Quartile in Calculated Efficiency
2 points **–** 2nd Quartile in Calculated Efficiency
1 point **–** 3rd Quartile in Calculated Efficiency
0 points **–** Lowest Quartile in Calculated Efficiency

Goal 3 - Minimize Cost of Transportation (5 weight):

Definition: Transit projects in this category aim to lower the costs of providing public transit services to the region. Selection criteria for this goal would look at ways to minimize costs associated with on-going maintenance of older buses in the fleet, improve route/system reliability and improve productivity through improved ridership.

3 points **–** Lowest Quartile in Net Project Cost
2 points **–** 3rd Quartile in Net Project Cost
1 point **–** 2nd Quartile in Net Project Cost
0 points **–** Highest Quartile in Net Project Cost

Goal 5 - Provide Safe and Secure Transportation (8 weight):

Definition: Transit projects that improve passenger safety on buses and at stops, as well as safety for pedestrians and cyclists accessing the system. Includes shelters, addition of new sidewalk connection or fills gap, public safety devices, lighting at or near bus stops, traffic/pedestrian signals or signage, bus pullouts, signage/wayfinding, safety improvements to bus itself, ADA ramps, conditions for visually or hearing impaired, SUDAS approved bus pad, and curb bump out.

***3 points* –** Highest Quartile in Total Number of Safety Improvements
***2 points* –** 2nd Quartile in Total Number of Safety Improvements
***1 point* –** 3rd Quartile in Total Number of Safety Improvements
***0 points* –** Lowest Quartile in Total Number of Safety Improvements

Goal 6 - Support Economic Vitality (7 weight):

Definition: Transit projects in this category connect people to vibrant destinations for shopping, services and/or employment. Criteria supporting this goal will measure how transit projects provide service to existing activity centers and those that help to promote density and infill development.

3 points – Highest Quartile in Employees Reached
2 points – 2nd Quartile in Employees Reached
1 point – 3rd Quartile in Employees Reached
0 points – Lowest Quartile in Employees Reached

Goal 7 - Minimize Travel Time (6 weight):

Definition: Transit projects in this category would aim to lower overall travel time using public transportation. This would include all elements of a transit trip from walking/cycling to a transit stop, in-vehicle travel time, and time to reach a final destination. Project types could include traffic signal/priority for transit vehicles, bus pullouts, or queue jump lanes.

3 points – Project increases frequency of bus service, increases ridership by more than two (2) percent, and decreases total trip time.
2 points – Project does two (2) of the following: increases frequency of bus service, increases ridership by more than two (2) percent, or decreases total trip time.
1 point – Project does one (1) of the following: increases frequency of bus service, increases ridership by more than two (2) percent, or decreases total trip time.
0 points – Project does not increase frequency of bus service, increase ridership by more than two (2) percent, or decrease total trip time.

CONNECTIONS 2040 UPDATE PROJECT APPLICATION FORM

1. **PROJECT APPLICANT(S)**: City of Cedar Rapids
   (Please reference Application Guideline #1.)

2. **PROJECT NAME**: Lindale Ave from 27th St to 32nd St, E Ave from 32nd St to 42nd St, 42nd St from E Ave to F Ave and F Ave from 42nd St to Collins Rd Sidewalk installation (Route 3 Project 2)
   (Please reference Application Guideline #2.)

3. **PROJECT DESCRIPTION**: Installation of new sidewalks, concrete pads and shelters to provide more connectivity along one of Cedar Rapids main arterial roadways and it would provide ADA improvements at intersections and at existing bus stops along the route. This would add just under 3 miles of new sidewalk in an existing neighborhood Cedar Rapids.
   (Please reference Application Guideline #3.)

4. **PROJECT LIMITS, BUS STOPS, OR ROUTE EQUIPMENT WILL BE USED ON**: Lindale Ave from 27th St to 32nd St, E Ave from 32nd St to 42nd St, 42nd St from E Ave to F Ave and F Ave from 42nd St to Collins Rd (Route 3)
   (Please reference Application Guideline #4.)

5. **COSTS TO COMPLETE PROJECT**: $950,000
   (Please reference Application Guideline #5.)

6. **TIMEFRAME FOR COMPLETION**: --- 2021 to 2024 ☐ --- 2025 to 2029 ☐ --- 2030 to 2040 ☒
   (Please reference Application Guideline #6.)

7. **TRANSIT SPECIFIC QUESTIONS:**
   (Please reference Application Guideline #7.)

- Does the project replace an obsolete vehicle(s)? ---Yes ☐
- Does the project include support equipment?* ---Yes ☐
- Does the project enhance existing equipment amenities?** ---Yes ☐
- Will a long-term operations or maintenance cost be generated by completing the project? If yes, please provide monetary figures on an annual basis. _____
- Will a long-term operations or maintenance savings be generated by completing the project? If yes, please provide monetary figures on an annual basis. _____

** "Support equipment" includes things that are necessary to run a transit fleet, and includes washing stations, fuel islands, large pieces of equipment, fare boxes, among other things.*

*** "Amenities" includes things that are not necessary to run a transit fleet, but provide added value to the user. These are also only for improvements to existing equipment. Amenities include, but are not limited to, fare boxes, annunciators, video boards, shelters, benches.*

- Does the project include any of the following? Please mark yes by each improvement included in the project.

  - Project includes addition of new sidewalk connection or fills gap ---Yes ☒
  - Project includes public safety devices ---Yes ☐
  - Project includes lighting at or near bus stops ---Yes ☐
  - Project includes traffic/pedestrian signals or signage ---Yes ☒
  - Project includes bus pullouts ---Yes ☐
  - Project includes signage/wayfinding ---Yes ☐
  - Project improves safety of the bus itself ---Yes ☐
  - Project includes ADA ramps ---Yes ☒
  - Project improves conditions for visually impaired ---Yes ☐
  - Project improves conditions for hearing impaired ---Yes ☐
  - Project includes SUDAS approved bus pad] ---Yes ☒
  - Project includes addition of curb bump out ---Yes ☐

- Does the project increase the frequency of bus service? ---Yes ☐

- Will the project result in an expected two percent or greater increase in ridership? * ---Yes ☒

- Will the project result in an expectation of short total trip times? ** ---Yes ☐

** Project does not need to increase transit ridership overall; instead, it needs to increase ridership by more than 2 percent at that improvement or on a certain route.*

*** "Total Trip Time" includes time from the user's origin until they reach their destination. Including but not limited to bus travel time, waiting time between transfers, and travel time to or from the transit vehicle to the user's origin or destination.*

ATTACHMENT 1: TRANSIT PROJECT SCORING CRITERIA

Goal 1 –Maintain Existing Transportation System (9 weight):

Definition: Transit projects in this category would improve the quality of the existing capital assets that the transit system relies upon to deliver existing services. Projects could include replacement of buses that have exceeded their federally defined useful life, preventative maintenance activities, repair/replacement of bus shelters, or upkeep of other facility assets. "Support equipment" includes things that are necessary to run a transit fleet and "amenities" includes things that are not necessary to run a transit fleet but provide added value to users.

3 points **–** Highest Quartile in Total Number of Transportation Maintenance
2 points **–** 2nd Quartile in Total Number of Transportation Maintenance
1 point **–** 3rd Quartile in Total Number of Transportation Maintenance
0 points **–** Lowest Quartile in Total Number of Transportation Maintenance

Goal 2 –Maximize Efficiency of Existing Transportation System (10 weight):

Definition: Transit projects in this category would improve the efficiency and effectiveness of the existing public transit system in the region. Given the finite resources of public transit it is critical that projects selected provide the greatest benefit to the most transit users at a reasonable cost. Calculated efficiency is measured by ridership divided by cost of improvement.

3 points **–** Highest Quartile in Calculated Efficiency
2 points **–** 2nd Quartile in Calculated Efficiency
1 point **–** 3rd Quartile in Calculated Efficiency
0 points **–** Lowest Quartile in Calculated Efficiency

Goal 3 - Minimize Cost of Transportation (5 weight):

Definition: Transit projects in this category aim to lower the costs of providing public transit services to the region. Selection criteria for this goal would look at ways to minimize costs associated with on-going maintenance of older buses in the fleet, improve route/system reliability and improve productivity through improved ridership.

3 points **–** Lowest Quartile in Net Project Cost
2 points **–** 3rd Quartile in Net Project Cost
1 point **–** 2nd Quartile in Net Project Cost
0 points **–** Highest Quartile in Net Project Cost

Goal 5 - Provide Safe and Secure Transportation (8 weight):

Definition: Transit projects that improve passenger safety on buses and at stops, as well as safety for pedestrians and cyclists accessing the system. Includes shelters, addition of new sidewalk connection or fills gap, public safety devices, lighting at or near bus stops, traffic/pedestrian signals or signage, bus pullouts, signage/wayfinding, safety improvements to bus itself, ADA ramps, conditions for visually or hearing impaired, SUDAS approved bus pad, and curb bump out.

3 points – Highest Quartile in Total Number of Safety Improvements
2 points – 2nd Quartile in Total Number of Safety Improvements
1 point – 3rd Quartile in Total Number of Safety Improvements
0 points – Lowest Quartile in Total Number of Safety Improvements

Goal 6 - Support Economic Vitality (7 weight):

Definition: Transit projects in this category connect people to vibrant destinations for shopping, services and/or employment. Criteria supporting this goal will measure how transit projects provide service to existing activity centers and those that help to promote density and infill development.

3 points – Highest Quartile in Employees Reached
2 points – 2nd Quartile in Employees Reached
1 point – 3rd Quartile in Employees Reached
0 points – Lowest Quartile in Employees Reached

Goal 7 - Minimize Travel Time (6 weight):

Definition: Transit projects in this category would aim to lower overall travel time using public transportation. This would include all elements of a transit trip from walking/cycling to a transit stop, in-vehicle travel time, and time to reach a final destination. Project types could include traffic signal/priority for transit vehicles, bus pullouts, or queue jump lanes.

3 points – Project increases frequency of bus service, increases ridership by more than two (2) percent, and decreases total trip time.
2 points – Project does two (2) of the following: increases frequency of bus service, increases ridership by more than two (2) percent, or decreases total trip time.
1 point – Project does one (1) of the following: increases frequency of bus service, increases ridership by more than two (2) percent, or decreases total trip time.
0 points – Project does not increase frequency of bus service, increase ridership by more than two (2) percent, or decrease total trip time.

CONNECTIONS 2040 UPDATE PROJECT APPLICATION FORM

1. **PROJECT APPLICANT(S)**: City of Cedar Rapids
   (Please reference Application Guideline #1.)

2. **PROJECT NAME**: Wilson Ave SW from 12th St to 6th St
   (Please reference Application Guideline #2.)

3. **PROJECT DESCRIPTION**: Installation of new sidewalks, concrete pads and shelters to provide more connectivity along one of Cedar Rapids main arterial roadways and it would provide ADA improvements at intersections and at existing bus stops along the route. This would add over a 1.5 miles of new sidewalk along a key roadway in Cedar Rapids. This would provide greater access to some of our industrial area's as well as future growth area with areas that could be developed.
   (Please reference Application Guideline #3.)

4. **PROJECT LIMITS, BUS STOPS, OR ROUTE EQUIPMENT WILL BE USED ON**: Wilson Ave SW from 12th St to 6th St (Route
   (Please reference Application Guideline #4.)

5. **COSTS TO COMPLETE PROJECT**: $550,000
   (Please reference Application Guideline #5.)

6. **TIMEFRAME FOR COMPLETION**: --- 2021 to 2024 ☐ --- 2025 to 2029 ☒ --- 2030 to 2040 ☐
   (Please reference Application Guideline #6.)

7. **TRANSIT SPECIFIC QUESTIONS:**
   (Please reference Application Guideline #7.)

- Does the project replace an obsolete vehicle(s)? ---Yes ☐
- Does the project include support equipment?* ---Yes ☐
- Does the project enhance existing equipment amenities?** ---Yes ☐
- Will a long-term operations or maintenance cost be generated by completing the project? If yes, please provide monetary figures on an annual basis. _____
- Will a long-term operations or maintenance savings be generated by completing the project? If yes, please provide monetary figures on an annual basis. _____

** "Support equipment" includes things that are necessary to run a transit fleet, and includes washing stations, fuel islands, large pieces of equipment, fare boxes, among other things.*

** *"Amenities" includes things that are not necessary to run a transit fleet, but provide added value to the user. These are also only for improvements to existing equipment. Amenities include, but are not limited to, fare boxes, annunciators, video boards, shelters, benches.*

- Does the project include any of the following? Please mark yes by each improvement included in the project.

  - Project includes addition of new sidewalk connection or fills gap ---Yes ☒
  - Project includes public safety devices ---Yes ☐
  - Project includes lighting at or near bus stops ---Yes ☐
  - Project includes traffic/pedestrian signals or signage ---Yes ☒
  - Project includes bus pullouts ---Yes ☐
  - Project includes signage/wayfinding ---Yes ☐
  - Project improves safety of the bus itself ---Yes ☐
  - Project includes ADA ramps ---Yes ☒
  - Project improves conditions for visually impaired ---Yes ☐
  - Project improves conditions for hearing impaired ---Yes ☐
  - Project includes SUDAS approved bus pad] ---Yes ☒
  - Project includes addition of curb bump out ---Yes ☐

- Does the project increase the frequency of bus service? ---Yes ☐

- Will the project result in an expected two percent or greater increase in ridership? * ---Yes ☒

- Will the project result in an expectation of short total trip times? ** ---Yes ☐

** Project does not need to increase transit ridership overall; instead, it needs to increase ridership by more than 2 percent at that improvement or on a certain route.*

*** "Total Trip Time" includes time from the user's origin until they reach their destination. Including but not limited to bus travel time, waiting time between transfers, and travel time to or from the transit vehicle to the user's origin or destination.*

ATTACHMENT 1: TRANSIT PROJECT SCORING CRITERIA

Goal 1 –Maintain Existing Transportation System (9 weight):

Definition: Transit projects in this category would improve the quality of the existing capital assets that the transit system relies upon to deliver existing services. Projects could include replacement of buses that have exceeded their federally defined useful life, preventative maintenance activities, repair/replacement of bus shelters, or upkeep of other facility assets. "Support equipment" includes things that are necessary to run a transit fleet and "amenities" includes things that are not necessary to run a transit fleet but provide added value to users.

3 points **–** Highest Quartile in Total Number of Transportation Maintenance
2 points **–** 2nd Quartile in Total Number of Transportation Maintenance
1 point **–** 3rd Quartile in Total Number of Transportation Maintenance
0 points **–** Lowest Quartile in Total Number of Transportation Maintenance

Goal 2 –Maximize Efficiency of Existing Transportation System (10 weight):

Definition: Transit projects in this category would improve the efficiency and effectiveness of the existing public transit system in the region. Given the finite resources of public transit it is critical that projects selected provide the greatest benefit to the most transit users at a reasonable cost. Calculated efficiency is measured by ridership divided by cost of improvement.

3 points **–** Highest Quartile in Calculated Efficiency
2 points **–** 2nd Quartile in Calculated Efficiency
1 point **–** 3rd Quartile in Calculated Efficiency
0 points **–** Lowest Quartile in Calculated Efficiency

Goal 3 - Minimize Cost of Transportation (5 weight):

Definition: Transit projects in this category aim to lower the costs of providing public transit services to the region. Selection criteria for this goal would look at ways to minimize costs associated with on-going maintenance of older buses in the fleet, improve route/system reliability and improve productivity through improved ridership.

3 points **–** Lowest Quartile in Net Project Cost
2 points **–** 3rd Quartile in Net Project Cost
1 point **–** 2nd Quartile in Net Project Cost
0 points **–** Highest Quartile in Net Project Cost

Goal 5 - Provide Safe and Secure Transportation (8 weight):

Definition: Transit projects that improve passenger safety on buses and at stops, as well as safety for pedestrians and cyclists accessing the system. Includes shelters, addition of new sidewalk connection or fills gap, public safety devices, lighting at or near bus stops, traffic/pedestrian signals or signage, bus pullouts, signage/wayfinding, safety improvements to bus itself, ADA ramps, conditions for visually or hearing impaired, SUDAS approved bus pad, and curb bump out.

3 points – Highest Quartile in Total Number of Safety Improvements
2 points – 2nd Quartile in Total Number of Safety Improvements
1 point – 3rd Quartile in Total Number of Safety Improvements
0 points – Lowest Quartile in Total Number of Safety Improvements

Goal 6 - Support Economic Vitality (7 weight):

Definition: Transit projects in this category connect people to vibrant destinations for shopping, services and/or employment. Criteria supporting this goal will measure how transit projects provide service to existing activity centers and those that help to promote density and infill development.

3 points – Highest Quartile in Employees Reached
2 points – 2nd Quartile in Employees Reached
1 point – 3rd Quartile in Employees Reached
0 points – Lowest Quartile in Employees Reached

Goal 7 - Minimize Travel Time (6 weight):

Definition: Transit projects in this category would aim to lower overall travel time using public transportation. This would include all elements of a transit trip from walking/cycling to a transit stop, in-vehicle travel time, and time to reach a final destination. Project types could include traffic signal/priority for transit vehicles, bus pullouts, or queue jump lanes.

3 points – Project increases frequency of bus service, increases ridership by more than two (2) percent, and decreases total trip time.
2 points – Project does two (2) of the following: increases frequency of bus service, increases ridership by more than two (2) percent, or decreases total trip time.
1 point – Project does one (1) of the following: increases frequency of bus service, increases ridership by more than two (2) percent, or decreases total trip time.
0 points – Project does not increase frequency of bus service, increase ridership by more than two (2) percent, or decrease total trip time.

CONNECTIONS 2040 UPDATE PROJECT APPLICATION FORM

1. **PROJECT APPLICANT(S)**: City of Cedar Rapids
   (Please reference Application Guideline #1.)

2. **PROJECT NAME**: Wilson Ave from Wiley Blvd to W Post Rd (Route 12) and 16th Ave from West Post Rd to Jacolyn Dr Sidewalk installation
   (Please reference Application Guideline #2.)

3. **PROJECT DESCRIPTION**: Installation of new sidewalks, concrete pads and shelters to provide more connectivity along one of Cedar Rapids main arterial roadways and it would provide ADA improvements at intersections and at existing bus stops along the route. This would add over a 1.5 miles of new sidewalk along a key roadway in Cedar Rapids. This would provide greater access to some of our industrial area's as well as future growth area with areas that could be developed.
   (Please reference Application Guideline #3.)

4. **PROJECT LIMITS, BUS STOPS, OR ROUTE EQUIPMENT WILL BE USED ON**: Wilson Ave from Wiley Blvd to W Post Rd (Route 12) and 16th Ave from West Post Rd to Jacolyn Dr (Route 12)
   (Please reference Application Guideline #4.)

5. **COSTS TO COMPLETE PROJECT**: $550,000
   (Please reference Application Guideline #5.)

6. **TIMEFRAME FOR COMPLETION**: --- 2021 to 2024 ☐ --- 2025 to 2029 ☒ --- 2030 to 2040 ☐
   (Please reference Application Guideline #6.)

7. **TRANSIT SPECIFIC QUESTIONS:**
   (Please reference Application Guideline #7.)

- Does the project replace an obsolete vehicle(s)? ---Yes ☐
- Does the project include support equipment?* ---Yes ☐
- Does the project enhance existing equipment amenities?** ---Yes ☐
- Will a long-term operations or maintenance cost be generated by completing the project? If yes, please provide monetary figures on an annual basis. _____
- Will a long-term operations or maintenance savings be generated by completing the project? If yes, please provide monetary figures on an annual basis. _____

** "Support equipment" includes things that are necessary to run a transit fleet, and includes washing stations, fuel islands, large pieces of equipment, fare boxes, among other things.*

*** "Amenities" includes things that are not necessary to run a transit fleet, but provide added value to the user. These are also only for improvements to existing equipment. Amenities include, but are not limited to, fare boxes, annunciators, video boards, shelters, benches.*

- Does the project include any of the following? Please mark yes by each improvement included in the project.

  - Project includes addition of new sidewalk connection or fills gap ---Yes ☒
  - Project includes public safety devices ---Yes ☐
  - Project includes lighting at or near bus stops ---Yes ☐
  - Project includes traffic/pedestrian signals or signage ---Yes ☒
  - Project includes bus pullouts ---Yes ☐
  - Project includes signage/wayfinding ---Yes ☐
  - Project improves safety of the bus itself ---Yes ☐
  - Project includes ADA ramps ---Yes ☒
  - Project improves conditions for visually impaired ---Yes ☐
  - Project improves conditions for hearing impaired ---Yes ☐
  - Project includes SUDAS approved bus pad] ---Yes ☒
  - Project includes addition of curb bump out ---Yes ☐

- Does the project increase the frequency of bus service? ---Yes ☐

- Will the project result in an expected two percent or greater increase in ridership? * ---Yes ☒

- Will the project result in an expectation of short total trip times? ** ---Yes ☐

** Project does not need to increase transit ridership overall; instead, it needs to increase ridership by more than 2 percent at that improvement or on a certain route.*

*** "Total Trip Time" includes time from the user's origin until they reach their destination. Including but not limited to bus travel time, waiting time between transfers, and travel time to or from the transit vehicle to the user's origin or destination.*

ATTACHMENT 1: TRANSIT PROJECT SCORING CRITERIA

Goal 1 –Maintain Existing Transportation System (9 weight):

Definition: Transit projects in this category would improve the quality of the existing capital assets that the transit system relies upon to deliver existing services. Projects could include replacement of buses that have exceeded their federally defined useful life, preventative maintenance activities, repair/replacement of bus shelters, or upkeep of other facility assets. "Support equipment" includes things that are necessary to run a transit fleet and "amenities" includes things that are not necessary to run a transit fleet but provide added value to users.

3 points **–** Highest Quartile in Total Number of Transportation Maintenance
2 points **–** 2nd Quartile in Total Number of Transportation Maintenance
1 point **–** 3rd Quartile in Total Number of Transportation Maintenance
0 points **–** Lowest Quartile in Total Number of Transportation Maintenance

Goal 2 –Maximize Efficiency of Existing Transportation System (10 weight):

Definition: Transit projects in this category would improve the efficiency and effectiveness of the existing public transit system in the region. Given the finite resources of public transit it is critical that projects selected provide the greatest benefit to the most transit users at a reasonable cost. Calculated efficiency is measured by ridership divided by cost of improvement.

3 points **–** Highest Quartile in Calculated Efficiency
2 points **–** 2nd Quartile in Calculated Efficiency
1 point **–** 3rd Quartile in Calculated Efficiency
0 points **–** Lowest Quartile in Calculated Efficiency

Goal 3 - Minimize Cost of Transportation (5 weight):

Definition: Transit projects in this category aim to lower the costs of providing public transit services to the region. Selection criteria for this goal would look at ways to minimize costs associated with on-going maintenance of older buses in the fleet, improve route/system reliability and improve productivity through improved ridership.

3 points **–** Lowest Quartile in Net Project Cost
2 points **–** 3rd Quartile in Net Project Cost
1 point **–** 2nd Quartile in Net Project Cost
0 points **–** Highest Quartile in Net Project Cost

Goal 5 - Provide Safe and Secure Transportation (8 weight):

Definition: Transit projects that improve passenger safety on buses and at stops, as well as safety for pedestrians and cyclists accessing the system. Includes shelters, addition of new sidewalk connection or fills gap, public safety devices, lighting at or near bus stops, traffic/pedestrian signals or signage, bus pullouts, signage/wayfinding, safety improvements to bus itself, ADA ramps, conditions for visually or hearing impaired, SUDAS approved bus pad, and curb bump out.

***3 points* –** Highest Quartile in Total Number of Safety Improvements
***2 points* –** 2nd Quartile in Total Number of Safety Improvements
***1 point* –** 3rd Quartile in Total Number of Safety Improvements
***0 points* –** Lowest Quartile in Total Number of Safety Improvements

Goal 6 - Support Economic Vitality (7 weight):

Definition: Transit projects in this category connect people to vibrant destinations for shopping, services and/or employment. Criteria supporting this goal will measure how transit projects provide service to existing activity centers and those that help to promote density and infill development.

3 points – Highest Quartile in Employees Reached
2 points – 2nd Quartile in Employees Reached
1 point – 3rd Quartile in Employees Reached
0 points – Lowest Quartile in Employees Reached

Goal 7 - Minimize Travel Time (6 weight):

Definition: Transit projects in this category would aim to lower overall travel time using public transportation. This would include all elements of a transit trip from walking/cycling to a transit stop, in-vehicle travel time, and time to reach a final destination. Project types could include traffic signal/priority for transit vehicles, bus pullouts, or queue jump lanes.

3 points – Project increases frequency of bus service, increases ridership by more than two (2) percent, and decreases total trip time.
2 points – Project does two (2) of the following: increases frequency of bus service, increases ridership by more than two (2) percent, or decreases total trip time.
1 point – Project does one (1) of the following: increases frequency of bus service, increases ridership by more than two (2) percent, or decreases total trip time.
0 points – Project does not increase frequency of bus service, increase ridership by more than two (2) percent, or decrease total trip time.

CONNECTIONS 2040 UPDATE PROJECT APPLICATION FORM

1. **PROJECT APPLICANT(S)**: Cedar Rapids Transit
   (Please reference Application Guideline #1.)

2. **PROJECT NAME**: Farebox System Upgrade
   (Please reference Application Guideline #2.)

3. **PROJECT DESCRIPTION**: This project will include the replacement of the existing farebox system for the fixed-route service that was installed in 2003, including the bus fareboxes, the garage vault system, and associated administrative hardware and software. The replacement will update the farebox system to utilize the latest available farebox techologies.
   (Please reference Application Guideline #3.)

4. **PROJECT LIMITS, BUS STOPS, OR ROUTE EQUIPMENT WILL BE USED ON**: All fixed-route buses.
   (Please reference Application Guideline #4.)

5. **COSTS TO COMPLETE PROJECT**: $450,000
   (Please reference Application Guideline #5.)

6. **TIMEFRAME FOR COMPLETION**: --- 2021 to 2024 ☒ --- 2025 to 2029 ☐ --- 2030 to 2040 ☐
   (Please reference Application Guideline #6.)

7. **TRANSIT SPECIFIC QUESTIONS:**
   (Please reference Application Guideline #7.)

- Does the project replace an obsolete vehicle(s)? ---Yes ☐
- Does the project include support equipment?* ---Yes ☒
- Does the project enhance existing equipment amenities?** ---Yes ☒
- Will a long-term operations or maintenance cost be generated by completing the project? If yes, please provide monetary figures on an annual basis.
- Will a long-term operations or maintenance savings be generated by completing the project? If yes, please provide monetary figures on an annual basis.

** "Support equipment" includes things that are necessary to run a transit fleet, and includes washing stations, fuel islands, large pieces of equipment, fare boxes, among other things.*

*** "Amenities" includes things that are not necessary to run a transit fleet, but provide added value to the user. These are also only for improvements to existing equipment. Amenities include, but are not limited to, fare boxes, annunciators, video boards, shelters, benches.*

- Does the project include any of the following? Please mark yes by each improvement included in the project.

  - Project includes addition of new sidewalk connection or fills gap ---Yes ☐
  - Project includes public safety devices ---Yes ☐
  - Project includes lighting at or near bus stops ---Yes ☐
  - Project includes traffic/pedestrian signals or signage ---Yes ☐
  - Project includes bus pullouts ---Yes ☐
  - Project includes signage/wayfinding ---Yes ☐
  - Project improves safety of the bus itself ---Yes ☐
  - Project includes ADA ramps ---Yes ☐
  - Project improves conditions for visually impaired ---Yes ☐
  - Project improves conditions for hearing impaired ---Yes ☐
  - Project includes SUDAS approved bus pad] ---Yes ☐
  - Project includes addition of curb bump out ---Yes ☐

- Does the project increase the frequency of bus service? ---Yes ☐

- Will the project result in an expected two percent or greater increase in ridership? * ---Yes ☐

- Will the project result in an expectation of short total trip times? ** ---Yes ☒

** Project does not need to increase transit ridership overall; instead, it needs to increase ridership by more than 2 percent at that improvement or on a certain route.*

*** "Total Trip Time" includes time from the user's origin until they reach their destination. Including but not limited to bus travel time, waiting time between transfers, and travel time to or from the transit vehicle to the user's origin or destination.*

CONNECTIONS 2040 UPDATE PROJECT APPLICATION FORM

1. **PROJECT APPLICANT(S)**: Cedar Rapids Transit
   (Please reference Application Guideline #1.)

2. **PROJECT NAME**: Fixed-Route Annunciator System
   (Please reference Application Guideline #2.)

3. **PROJECT DESCRIPTION**: This project will include the installation of a fixed-route annunciator system that will identify the bus stops for all upcoming stops using electronic signs and an audio component. The announcement system will make the bus easier to use especially for passengers with visual or hearing impairments and will help ensure compliance with the ADA.
   (Please reference Application Guideline #3.)

4. **PROJECT LIMITS, BUS STOPS, OR ROUTE EQUIPMENT WILL BE USED ON**: All fixed-route buses.
   (Please reference Application Guideline #4.)

5. **COSTS TO COMPLETE PROJECT**: $150,000
   (Please reference Application Guideline #5.)

6. **TIMEFRAME FOR COMPLETION**: --- 2021 to 2024 ☒ --- 2025 to 2029 ☐ --- 2030 to 2040 ☐
   (Please reference Application Guideline #6.)

7. **TRANSIT SPECIFIC QUESTIONS:**
   (Please reference Application Guideline #7.)

- Does the project replace an obsolete vehicle(s)? ---Yes ☐
- Does the project include support equipment?* ---Yes ☒
- Does the project enhance existing equipment amenities?** ---Yes ☒
- Will a long-term operations or maintenance cost be generated by completing the project? If yes, please provide monetary figures on an annual basis.
- Will a long-term operations or maintenance savings be generated by completing the project? If yes, please provide monetary figures on an annual basis.

** "Support equipment" includes things that are necessary to run a transit fleet, and includes washing stations, fuel islands, large pieces of equipment, fare boxes, among other things.*

*** "Amenities" includes things that are not necessary to run a transit fleet, but provide added value to the user. These are also only for improvements to existing equipment. Amenities include, but are not limited to, fare boxes, annunciators, video boards, shelters, benches.*

- Does the project include any of the following? Please mark yes by each improvement included in the project.

  - Project includes addition of new sidewalk connection or fills gap ---Yes ☐
  - Project includes public safety devices ---Yes ☐
  - Project includes lighting at or near bus stops ---Yes ☐
  - Project includes traffic/pedestrian signals or signage ---Yes ☐
  - Project includes bus pullouts ---Yes ☐
  - Project includes signage/wayfinding ---Yes ☐
  - Project improves safety of the bus itself ---Yes ☐
  - Project includes ADA ramps ---Yes ☐
  - Project improves conditions for visually impaired ---Yes ☒
  - Project improves conditions for hearing impaired ---Yes ☒
  - Project includes SUDAS approved bus pad] ---Yes ☐
  - Project includes addition of curb bump out ---Yes ☐

- Does the project increase the frequency of bus service? ---Yes ☐

- Will the project result in an expected two percent or greater increase in ridership? * ---Yes ☐

- Will the project result in an expectation of short total trip times? ** ---Yes ☐

** Project does not need to increase transit ridership overall; instead, it needs to increase ridership by more than 2 percent at that improvement or on a certain route.*

*** "Total Trip Time" includes time from the user's origin until they reach their destination. Including but not limited to bus travel time, waiting time between transfers, and travel time to or from the transit vehicle to the user's origin or destination.*

CONNECTIONS 2040 UPDATE PROJECT APPLICATION FORM

1. **PROJECT APPLICANT(S)**: Cedar Rapids Transit
   (Please reference Application Guideline #1.)

2. **PROJECT NAME**: Fixed-Route Expansion Buses
   (Please reference Application Guideline #2.)

3. **PROJECT DESCRIPTION**: This project will include the purchase of 16 heavy-duty, ADA-accessible, fixed-route expansion buses. One in each year.
   (Please reference Application Guideline #3.)

4. **PROJECT LIMITS, BUS STOPS, OR ROUTE EQUIPMENT WILL BE USED ON**: These buses will be used for service expansion on the 5N route.
   (Please reference Application Guideline #4.)

5. **COSTS TO COMPLETE PROJECT**: $8,000,000 ($500,000 per year)

   (Please reference Application Guideline #5.)

6. **TIMEFRAME FOR COMPLETION**: --- 2021 to 2024 ☐ --- 2025 to 2029 ☒ --- 2030 to 2040 ☒
   (Please reference Application Guideline #6.)

7. **TRANSIT SPECIFIC QUESTIONS:**
   (Please reference Application Guideline #7.)

- Does the project replace an obsolete vehicle(s)? ---Yes ☐
- Does the project include support equipment?* ---Yes ☐
- Does the project enhance existing equipment amenities?** ---Yes ☐
- Will a long-term operations or maintenance cost be generated by completing the project? If yes, please provide monetary figures on an annual basis. Yes - approximately $60,000/bus/year in operating and maintenance costs
- Will a long-term operations or maintenance savings be generated by completing the project? If yes, please provide monetary figures on an annual basis.

* *"Support equipment" includes things that are necessary to run a transit fleet, and includes washing stations, fuel islands, large pieces of equipment, fare boxes, among other things.*

** *"Amenities" includes things that are not necessary to run a transit fleet, but provide added value to the user. These are also only for improvements to existing equipment. Amenities include, but are not limited to, fare boxes, annunciators, video boards, shelters, benches.*

- Does the project include any of the following? Please mark yes by each improvement included in the project.

  - Project includes addition of new sidewalk connection or fills gap ---Yes ☐
  - Project includes public safety devices ---Yes ☒
  - Project includes lighting at or near bus stops ---Yes ☐
  - Project includes traffic/pedestrian signals or signage ---Yes ☐
  - Project includes bus pullouts ---Yes ☐
  - Project includes signage/wayfinding ---Yes ☐
  - Project improves safety of the bus itself ---Yes ☒
  - Project includes ADA ramps ---Yes ☒
  - Project improves conditions for visually impaired ---Yes ☐
  - Project improves conditions for hearing impaired ---Yes ☐
  - Project includes SUDAS approved bus pad] ---Yes ☐
  - Project includes addition of curb bump out ---Yes ☐

- Does the project increase the frequency of bus service? ---Yes ☒

- Will the project result in an expected two percent or greater increase in ridership? * ---Yes ☒

- Will the project result in an expectation of short total trip times? ** ---Yes ☒

** Project does not need to increase transit ridership overall; instead, it needs to increase ridership by more than 2 percent at that improvement or on a certain route.*

*** "Total Trip Time" includes time from the user's origin until they reach their destination. Including but not limited to bus travel time, waiting time between transfers, and travel time to or from the transit vehicle to the user's origin or destination.*

CONNECTIONS 2040 UPDATE PROJECT APPLICATION FORM

1. **PROJECT APPLICANT(S)**: Cedar Rapids Transit
   (Please reference Application Guideline #1.)

2. **PROJECT NAME**: Garage Expansion
   (Please reference Application Guideline #2.)

3. **PROJECT DESCRIPTION**: This project will include the construction of an expanded bus garage maintenance and storage facility.
   (Please reference Application Guideline #3.)

4. **PROJECT LIMITS, BUS STOPS, OR ROUTE EQUIPMENT WILL BE USED ON**: _____
   (Please reference Application Guideline #4.)

5. **COSTS TO COMPLETE PROJECT**: $10,000,000
   (Please reference Application Guideline #5.)

6. **TIMEFRAME FOR COMPLETION**: --- 2021 to 2024 ☐ --- 2025 to 2029 ☐ --- 2030 to 2040 ☒
   (Please reference Application Guideline #6.)

7. **TRANSIT SPECIFIC QUESTIONS:**
   (Please reference Application Guideline #7.)

- Does the project replace an obsolete vehicle(s)? ---Yes ☐
- Does the project include support equipment?* ---Yes ☒
- Does the project enhance existing equipment amenities?** ---Yes ☐
- Will a long-term operations or maintenance cost be generated by completing the project? If yes, please provide monetary figures on an annual basis. _____
- Will a long-term operations or maintenance savings be generated by completing the project? If yes, please provide monetary figures on an annual basis. _____

* *"Support equipment" includes things that are necessary to run a transit fleet, and includes washing stations, fuel islands, large pieces of equipment, fare boxes, among other things.*

** *"Amenities" includes things that are not necessary to run a transit fleet, but provide added value to the user. These are also only for improvements to existing equipment. Amenities include, but are not limited to, fare boxes, annunciators, video boards, shelters, benches.*

- Does the project include any of the following? Please mark yes by each improvement included in the project.

  - Project includes addition of new sidewalk connection or fills gap ---Yes ☐
  - Project includes public safety devices ---Yes ☐
  - Project includes lighting at or near bus stops ---Yes ☐
  - Project includes traffic/pedestrian signals or signage ---Yes ☐
  - Project includes bus pullouts ---Yes ☐
  - Project includes signage/wayfinding ---Yes ☐
  - Project improves safety of the bus itself ---Yes ☐
  - Project includes ADA ramps ---Yes ☐
  - Project improves conditions for visually impaired ---Yes ☐
  - Project improves conditions for hearing impaired ---Yes ☐
  - Project includes SUDAS approved bus pad] ---Yes ☐
  - Project includes addition of curb bump out ---Yes ☐

- Does the project increase the frequency of bus service? ---Yes ☐

- Will the project result in an expected two percent or greater increase in ridership? * ---Yes ☐

- Will the project result in an expectation of short total trip times? ** ---Yes ☐

** Project does not need to increase transit ridership overall; instead, it needs to increase ridership by more than 2 percent at that improvement or on a certain route.*

*** "Total Trip Time" includes time from the user's origin until they reach their destination. Including but not limited to bus travel time, waiting time between transfers, and travel time to or from the transit vehicle to the user's origin or destination.*

CONNECTIONS 2040 UPDATE PROJECT APPLICATION FORM

1. **PROJECT APPLICANT(S)**: Cedar Rapids Transit
   (Please reference Application Guideline #1.)

2. **PROJECT NAME**: Fixed-Route Replacement Buses
   (Please reference Application Guideline #2.)

3. **PROJECT DESCRIPTION**: This project will include the replacement of two (2) heavy-duty, ADA-accessible, fixed-route buses per year. The replacement of two buses per year will allow us to keep our fleet in a state of good repair by establishing a consistent replacement program for the bus fleet and ensuring that buses are replaced within a few years after reaching their 12-year useful life threshold. The state of good repair goal will be to replace the buses prior to them reaching 15 years of age.
   (Please reference Application Guideline #3.)

4. **PROJECT LIMITS, BUS STOPS, OR ROUTE EQUIPMENT WILL BE USED ON**: The newest buses are placed on the highest ridership routes routes 12 and 6.
   (Please reference Application Guideline #4.)

5. **COSTS TO COMPLETE PROJECT**: $950,000 (2 buses per year)
   (Please reference Application Guideline #5.)

6. **TIMEFRAME FOR COMPLETION**: --- 2021 to 2024 ☒ --- 2025 to 2029 ☒ --- 2030 to 2040 ☒
   (Please reference Application Guideline #6.)

7. **TRANSIT SPECIFIC QUESTIONS:**
   (Please reference Application Guideline #7.)

- Does the project replace an obsolete vehicle(s)? ---Yes ☒
- Does the project include support equipment?* ---Yes ☐
- Does the project enhance existing equipment amenities?** ---Yes ☐
- Will a long-term operations or maintenance cost be generated by completing the project? If yes, please provide monetary figures on an annual basis.
- Will a long-term operations or maintenance savings be generated by completing the project? If yes, please provide monetary figures on an annual basis. Yes - approximately $50,000/bus/year in operating and maintenance costs

- Does the project include any of the following? Please mark yes by each improvement included in the project.

  - Project includes addition of new sidewalk connection or fills gap ---Yes ☐
  - Project includes public safety devices ---Yes ☒
  - Project includes lighting at or near bus stops ---Yes ☐
  - Project includes traffic/pedestrian signals or signage ---Yes ☐
  - Project includes bus pullouts ---Yes ☐
  - Project includes signage/wayfinding ---Yes ☐
  - Project improves safety of the bus itself ---Yes ☒
  - Project includes ADA ramps ---Yes ☒
  - Project improves conditions for visually impaired ---Yes ☐
  - Project improves conditions for hearing impaired ---Yes ☐
  - Project includes SUDAS approved bus pad] ---Yes ☐
  - Project includes addition of curb bump out ---Yes ☐

- Does the project increase the frequency of bus service? ---Yes ☐

- Will the project result in an expected two percent or greater increase in ridership? * ---Yes ☐

- Will the project result in an expectation of short total trip times? ** ---Yes ☐

** Project does not need to increase transit ridership overall; instead, it needs to increase ridership by more than 2 percent at that improvement or on a certain route.*

*** "Total Trip Time" includes time from the user's origin until they reach their destination. Including but not limited to bus travel time, waiting time between transfers, and travel time to or from the transit vehicle to the user's origin or destination.*

CONNECTIONS 2040 UPDATE PROJECT APPLICATION FORM

1. **PROJECT APPLICANT(S)**: Cedar Rapids Transit
   (Please reference Application Guideline #1.)

2. **PROJECT NAME**: Paratransit Expansion Buses
   (Please reference Application Guideline #2.)

3. **PROJECT DESCRIPTION**: This project will include the purchase of 10 medium-duty, paratransit expansion buses.
   (Please reference Application Guideline #3.)

4. **PROJECT LIMITS, BUS STOPS, OR ROUTE EQUIPMENT WILL BE USED ON**: These buses will be used for possible paratransit service expansion
   (Please reference Application Guideline #4.)

5. **COSTS TO COMPLETE PROJECT**: $2,000,000 ($200,000 per year per bus, 5 buses in each timeframe)
   (Please reference Application Guideline #5.)

6. **TIMEFRAME FOR COMPLETION**: --- 2021 to 2024 ☐ --- 2025 to 2029 ☒ --- 2030 to 2040 ☒
   (Please reference Application Guideline #6.)

7. **TRANSIT SPECIFIC QUESTIONS:**
   (Please reference Application Guideline #7.)

- Does the project replace an obsolete vehicle(s)? ---Yes ☐
- Does the project include support equipment?* ---Yes ☐
- Does the project enhance existing equipment amenities?** ---Yes ☐
- Will a long-term operations or maintenance cost be generated by completing the project? If yes, please provide monetary figures on an annual basis. Yes - approximately$50,000/bus/year in operating and maintenance costs
- Will a long-term operations or maintenance savings be generated by completing the project? If yes, please provide monetary figures on an annual basis.

** "Support equipment" includes things that are necessary to run a transit fleet, and includes washing stations, fuel islands, large pieces of equipment, fare boxes, among other things.*

*** "Amenities" includes things that are not necessary to run a transit fleet, but provide added value to the user. These are also only for improvements to existing equipment. Amenities include, but are not limited to, fare boxes, annunciators, video boards, shelters, benches.*

- Does the project include any of the following? Please mark yes by each improvement included in the project.

  - Project includes addition of new sidewalk connection or fills gap ---Yes ☐
  - Project includes public safety devices ---Yes ☒
  - Project includes lighting at or near bus stops ---Yes ☐
  - Project includes traffic/pedestrian signals or signage ---Yes ☐
  - Project includes bus pullouts ---Yes ☐
  - Project includes signage/wayfinding ---Yes ☐
  - Project improves safety of the bus itself ---Yes ☒
  - Project includes ADA ramps ---Yes ☒
  - Project improves conditions for visually impaired ---Yes ☐
  - Project improves conditions for hearing impaired ---Yes ☐
  - Project includes SUDAS approved bus pad] ---Yes ☐
  - Project includes addition of curb bump out ---Yes ☐

- Does the project increase the frequency of bus service? ---Yes ☐

- Will the project result in an expected two percent or greater increase in ridership? * ---Yes ☐

- Will the project result in an expectation of short total trip times? ** ---Yes ☐

** Project does not need to increase transit ridership overall; instead, it needs to increase ridership by more than 2 percent at that improvement or on a certain route.*

*** "Total Trip Time" includes time from the user's origin until they reach their destination. Including but not limited to bus travel time, waiting time between transfers, and travel time to or from the transit vehicle to the user's origin or destination.*

CONNECTIONS 2040 UPDATE PROJECT APPLICATION FORM

1. **PROJECT APPLICANT(S)**: Cedar Rapids Transit
   (Please reference Application Guideline #1.)

2. **PROJECT NAME**: Paratransit Replacement Buses
   (Please reference Application Guideline #2.)

3. **PROJECT DESCRIPTION**: This project will include the replacement of one medium-duty bus per year to be used for ADA paratransit service. The replacement of one paratransit bus per year will allow us to keep the paratransit fleet in a state of good repair by establishing a consistent replacement program and ensuring that the buses are replaced within a few years after reaching their four or seven year useful life threshold.
   (Please reference Application Guideline #3.)

4. **PROJECT LIMITS, BUS STOPS, OR ROUTE EQUIPMENT WILL BE USED ON**: ADA paratransit service in the metro area.
   (Please reference Application Guideline #4.)

5. **COSTS TO COMPLETE PROJECT**: $188,000 (one bus per year)
   (Please reference Application Guideline #5.)

6. **TIMEFRAME FOR COMPLETION**: --- 2021 to 2024 ☒ --- 2025 to 2029 ☒ --- 2030 to 2040 ☒
   (Please reference Application Guideline #6.)

7. **TRANSIT SPECIFIC QUESTIONS:**
   (Please reference Application Guideline #7.)

- Does the project replace an obsolete vehicle(s)? ---Yes ☒
- Does the project include support equipment?* ---Yes ☐
- Does the project enhance existing equipment amenities?** ---Yes ☐
- Will a long-term operations or maintenance cost be generated by completing the project? If yes, please provide monetary figures on an annual basis.
- Will a long-term operations or maintenance savings be generated by completing the project? If yes, please provide monetary figures on an annual basis. Yes - approximately $12,000/bus/year in operating and maintenance costs

* *"Support equipment" includes things that are necessary to run a transit fleet, and includes washing stations, fuel islands, large pieces of equipment, fare boxes, among other things.*

** *"Amenities" includes things that are not necessary to run a transit fleet, but provide added value to the user. These are also only for improvements to existing equipment. Amenities include, but are not limited to, fare boxes, annunciators, video boards, shelters, benches.*

- Does the project include any of the following? Please mark yes by each improvement included in the project.

  - Project includes addition of new sidewalk connection or fills gap ---Yes ☐
  - Project includes public safety devices ---Yes ☒
  - Project includes lighting at or near bus stops ---Yes ☐
  - Project includes traffic/pedestrian signals or signage ---Yes ☐
  - Project includes bus pullouts ---Yes ☐
  - Project includes signage/wayfinding ---Yes ☐
  - Project improves safety of the bus itself ---Yes ☒
  - Project includes ADA ramps ---Yes ☒
  - Project improves conditions for visually impaired ---Yes ☐
  - Project improves conditions for hearing impaired ---Yes ☐
  - Project includes SUDAS approved bus pad] ---Yes ☐
  - Project includes addition of curb bump out ---Yes ☐

- Does the project increase the frequency of bus service? ---Yes ☐

- Will the project result in an expected two percent or greater increase in ridership? * ---Yes ☐

- Will the project result in an expectation of short total trip times? ** ---Yes ☐

** Project does not need to increase transit ridership overall; instead, it needs to increase ridership by more than 2 percent at that improvement or on a certain route.*

*** "Total Trip Time" includes time from the user's origin until they reach their destination. Including but not limited to bus travel time, waiting time between transfers, and travel time to or from the transit vehicle to the user's origin or destination.*