

Chapter 9 – Financial Analysis

Federal transportation planning legislation requires long-range transportation plans for MPOs to be fiscally constrained. MPOs must consider the probable resources available to their jurisdictions over the Plan's horizon before including projects. A financial analysis examines reasonably available transportation resources and compares them to the cost of projects selected through the MPO planning process. "Reasonably available" transportation resources include funds authorized at the local, state, and federal levels which are likely to be accessible for the duration of the plan. A variety of funding sources are utilized for transportation improvements, as described in this chapter.

Traditional Transportation Revenue Sources

Local jurisdictions receive transportation revenue from multiple sources including the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Iowa Department of Transportation (DOT), and local funds. The MPO programs two federal funding sources: Surface Transportation Block Grant (STBG) and Iowa's Transportation Alternatives Program (TAP). Other transportation-related funding sources discussed in this chapter are primarily programmed by the Iowa Transportation Commission or individual jurisdictions. Table 9.1 provides an overview of funding sources available to MPO jurisdictions.

The Iowa DOT has compiled a Funding Guide to help local governments, organizations, and individuals with preliminary searches for funding assistance for multiple types of transportation projects. The most current version can be found at www.iowadot.gov/pol_leg_services/funding_guide.htm.

Federal Funding

Federal programs that could fund projects in the MPO include the following:

- **Surface Transportation Block Grant Program (STBG)** – This program is designed to address specific issues identified by Congress and provides flexible funding for projects to preserve or improve the condition and performance of several transportation facilities including any federal-aid highway or public road bridge. The Iowa DOT provides programming authority for allotments of STBG funds to MPOs and RPAs. The flexible nature of STBG funds allows them to be used for all types of transportation projects including roadway projects on federal-aid routes, bridge projects on any public road, transit capital improvements, Transportation Alternatives Program eligible activities, and planning activities. Iowa has implemented a Swap program that allows MPOs and RPAs, at their discretion, to swap targeted federal STBG funding for state Primary Road Fund dollars. A portion of Iowa's STBG funding is targeted directly to counties for use on county bridge projects. Iowa's swap program allows counties, at their discretion, to swap federal STBG funding for state Primary Road Fund dollars. These funds can be used for on- or off-system bridges, however off-system bridge investments must be continued to maintain the ability to transfer the federal STBG set-aside for off-system bridges.
- **Transportation Alternatives Setaside Program (TAP)** – This program is a set-aside from STBG. TAP provides funding to expand travel choices and improve the transportation experience. TAP projects improve the cultural, historic, aesthetic, and environmental aspects of transportation infrastructure. Projects can include creation of bicycle and pedestrian facilities, and the restoration of historic transportation facilities, among others.
- **Congestion Mitigation and Air Quality Improvement Program (CMAQ)** – CMAQ provides flexible funding for transportation projects and programs tasked with helping to meet the requirements of the Clean Air Act. These projects can include those that reduce congestion and improve air quality.

DRAFT

- **Demonstration Funding** – This funding is a combination of different programs and sources. FHWA administers discretionary programs through various offices representing special funding categories. An appropriation bill provides money to a discretionary program, through special congressionally directed appropriations or through legislative acts, such as the American Recovery and Reinvestment Act of 2009 (ARRA).
- **Highway Safety Improvement Program (HSIP)** – This is a core federal-aid program that funds projects with the goal of achieving a significant reduction in traffic fatalities and serious injuries on public roads. A portion of this funding is targeted for use on local high-risk rural roads and railway-highway crossings.
- **National Highway Performance Program (NHPP)** – NHPP funds are available to be used on projects that improve the condition and performance of the National Highway System (NHS), including some state and U.S. highways and interstates.
- **National Highway Freight Program (NHFP)** – These funds are distributed to states via a formula process and are targeted towards transportation projects that benefit freight movements. Ten percent of NHFP funds are targeted towards non-DOT sponsored projects.
- **Metropolitan Planning Program (PL)** – FHWA provides funding for this program to the State of Iowa based on urbanized area population. The funds are dedicated to support transportation planning efforts in urbanized areas with a population of 50,000 or greater.
- **State Planning and Research (SPR)** – SPR funds are available to fund statewide planning and research activities. A portion of SPR funds are provided to RPAs to support transportation planning efforts.

In addition, the Iowa DOT administers several grant programs utilizing federal funding. Projects awarded grant funding must be documented in the region's Transportation Improvement Program (TIP). These grant awards are distributed through a competitive process. State administered grant programs include the following:

- **City Bridge Program** – A portion of STBG funding dedicated to local bridge projects is set aside for the funding of bridge projects within cities. Eligible projects must be classified as structurally deficient or functionally obsolete. Projects are rated and prioritized by the Office of Local Systems with awards based upon criteria identified in the application process. Projects awarded grant funding are subject to a federal-aid obligation limitation of \$1 million. The Swap program allows cities, at their discretion, to swap these funds for state Primary Road Fund dollars.
- **Highway Safety Improvement Program – Secondary (HSIP-Secondary)** – This program is funded using a portion of Iowa's HSIP apportionment and funds safety projects on rural roadways. Funding targeted towards these local projects is eligible to be swapped for Primary Road Fund dollars.
- **Iowa Clean Air Attainment Program (ICAAP)** – ICAAP funds projects that are intended to maximize emission reductions through traffic flow improvements, reduced vehicle-miles of travel, and reduced single-occupancy vehicle trips. Funding targeted towards these local projects is eligible to be swapped for Primary Road Fund dollars.
- **Federal Recreational Trail Program** – This program provides federal funding for both motorized and non-motorized trail projects and is funded through a takedown from Iowa's TAP funding. The decision to participate in this program is made annually by the Iowa DOT Transportation Commission.
- **Iowa's Transportation Alternatives Program (TAP)** – This program targets STBG funding to MPOs and RPAs to award to locally sponsored projects that expand travel choices and improve the motorized and non-motorized transportation experience.

There are also several federal transit programs that provide funding. The largest amount of funding is distributed, by formula, to state and large metropolitan areas. Other program funds are discretionary, and some are earmarked for specific projects. Program funds include the following:

- **Metropolitan Transportation Planning Program (Section 5303 and 5305)** – FTA provides funding for this program to the state based on its urbanized area populations. The funds are dedicated to support transportation planning projects in urbanized areas with more than 50,000 persons.
- **Statewide Transportation Planning Program (Section 5304 and 5305)** – These funds come to the state based on population and are used to support transportation planning projects in nonurbanized areas. They are combined with Section 5311 funds and allocated among Iowa's RPAs.
- **Urbanized Area Formula Grants Program (Section 5307)** – FTA provides transit operating, planning, and capital assistance funds directly to local recipients in urbanized areas with populations between 50,000 and 200,000. Assistance amounts are based on population and density figures and transit performance factors for larger areas.
- **Bus and Bus Facilities Program (Section 5339)** – This formula program provides federal assistance for major capital needs, such as fleet replacement and construction of transit facilities. All transit systems in the state are eligible for this program.
- **Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310)** – Funding is provided through this program to increase mobility for the elderly and persons with disabilities. Part of the funding is administered along with the nonurbanized funding with the remaining funds allocated among urbanized transit systems in areas with a population of less than 200,000. Urbanized areas with more than 200,000 in population receive a direct allocation.
- **Nonurbanized Area Formula Assistance Program (Section 5311)** – This program provides capital and operating assistance for rural and small urban transit systems. Fifteen percent of these funds are allocated to intercity bus projects. A portion of the funding is also allocated to support rural transit planning. The remaining funds are combined with the rural portion (30 percent) of Section 5310 funds and allocated among regional and small urban transit systems based on their relative performance in the prior year.
- **Rural Transit Assistance Program (Section 5311(b)(3))** – This funding is used for statewide training events and to support transit funding fellowships for regional and small urban transit staff or planners.

State Funding

The largest state transportation programs are funded through the Road Use Tax Fund (RUTF), which includes revenue from several sources, the largest being the state gas tax and new vehicle registration fees. Programs funded through the RUTF include the following:

- **Municipal Funds** – These funds are apportioned to and programmed by each city. The funding comes from RUTF and comprises about 20 percent of its total statewide.
- **Secondary Road Fund** – These funds are distributed from the RUTF to each county for programming. Funds may be spent on construction, maintenance, salaries, equipment, etc. The secondary road network is defined as all public roads under a county's jurisdiction that are not primary roads. The secondary Road Fund has historically accounted for 25 percent of the RUTF.
- **Farm to Market (FM)** – FM funds are distributed monthly to each county by the State. FM funds may only be used for construction on the FM network which includes trunk and trunk collector roads outside of metropolitan area boundaries. FM has accounted for eight percent of the total RUTF.
- **Primary Road Fund (PRF)** – These funds are programmed by the Iowa Transportation Commission for use on any federal functionally classified primary road.
- **Traffic Safety Improvement Program (TSIP)** – TSIP is funded by one half of one percent of the RUTF. Cities, counties, and the Iowa DOT can apply for three types of projects. Site specific projects account for \$5-6 million per year, and a maximum of \$500,000 can be awarded to a project. The other two project types are traffic control devices and traffic safety studies; both programs have \$500,000 to distribute per year.

DRAFT

Additional state funding sources for transportation projects include the following:

- **State Recreational Trails Program** – These funds are programmed by the Iowa Transportation Commission based on applications from state and local government agencies and non-profit organizations.
- **Revitalize Iowa's Sound Economy (RISE)** – RISE was designed by the state legislature in 1985 to help Iowa's cities and counties compete economically. Projects often involve new construction to attract businesses to an area (Immediate Opportunity) or improve an industrial park (Local Development). State RISE projects are programmed by the Iowa Transportation Commission. Cities and counties can apply to the Iowa DOT for the designated funds.
- **Traffic Engineering Assistance Program (TEAP)** – Traffic engineering consultants are retained by the Iowa DOT and are available to local governments as requested for candidate projects on a first-come/first-serve basis.

There are also state funds for transit which include the following:

- **State Transit Assistance (STA)** – All public transit systems are eligible for this funding. These funds can be used by the public transit system for operating, capital, or planning expenses related to the provision of open-to-the-public passenger transportation. Most of the funds received in a fiscal year are distributed to individual transit systems based on a formula using performance statistics from the most recent available year.
- **STA Coordination Special Projects** – These funds aid with startup of new services that have been identified as needs by health, employment, or human services agencies participating in the passenger transportation planning process.
- **Public Transit Infrastructure Grant Fund** – This program can fund transit facility projects that involve new construction, reconstruction, or remodeling. To qualify, projects must include a vertical component.

Local Funding

Locally programmed transportation funds vary from jurisdiction to jurisdiction. Local funding sources for transportation projects include the following:

- **Property Tax** – Although tax levies vary from city to city, a sizable portion of local transportation revenues comes from property tax assessments (general funds).
- **General Obligation Bonds** – General obligation bonds are debts incurred by cities or counties that are repaid through property tax revenues. These bonds can be issued for essential purposes including roads and bridges.
- **Local Option Sales Tax (LOST)** – Iowa Code provides that each County and City can vote to adopt up to a one percent local option sales tax. Revenues may be partially or completely dedicated to local street and highway funds.
- **Tax Increment Finance Funding (TIFF)** – TIFF is a method of reallocating property tax revenues which are produced because of an increase in taxable valuations above a base valuation figure within a tax increment area. Both cities and counties may create tax increment financing areas.

Table 9.1: Federal, State, and Local Funding Sources for Transportation Projects

	Funding Program	Roads / Bridges	Transportation Alternatives	Source
Federal	Surface Transportation Block Grant (STBG) Program	X	X	MPO
	Iowa's Transportation Alternatives Program (ITAP)		X	MPO
	Congestion Mitigation and Air Quality Improvement Program (CMAQ)	X	X	FHWA
	Highway Safety Improvement Program (HSIP)	X		FHWA
	Demonstration Funding	X	X	FHWA
	National Highway Performance Program (NHPP)	X		FHWA
	National Highway Freight Program (NHFP)	X		FHWA
	Transportation Alternatives Setaside Program (TAP)		X	Iowa DOT
	City Bridge Program	X		Iowa DOT
	County Bridge Program	X		Iowa DOT
	Highway Safety Improvement Program - Secondary	X		Iowa DOT
	Iowa Clean Air Attainment Program (ICAAP)	X	X	Iowa DOT
	Federal Recreational Trail Program		X	Iowa DOT
State	Municipal Funds	X		Iowa DOT
	Secondary Road Fund	X		Iowa DOT
	Farm to Market (FM)	X		Iowa DOT
	Primary Road Fund (PRF)	X		Iowa DOT
	Traffic Safety Improvement Program (TSIP)	X		Iowa DOT
	State Recreational Trails Program		X	Iowa DOT
	Revitalize Iowa's Sound Economy (RISE)	X		Iowa DOT
Local	Property Tax	X	X	City/County
	General Obligation Bonds	X	X	City/County
	Local Option Sales Tax (LOST)	X	X	City/County
	Tax Increment Finance Funding (TIFF)	X	X	City/County

Fiscal Constraint for MET

To determine MET's average revenues and expenditures, the Transit Financial Capacity Analysis prepared by MET was utilized. This document projects revenues and expenditures from FY 2018-2027 and can be found in the FY 2019-2022 TIP. A four percent constant rate was used to extend the analysis from 2028 to 2045. Based on this analysis, MET can anticipate a total balance across the time period of approximately \$1,600,000.

Capital revenues and expenditures related to buses are not included in MET's Transit Financial Capacity Analysis, so they have been calculated separately. Because of the complexity of the bus procurement process and the variability in funding from one year to the next, it is difficult to predict how many buses will be replaced in any year. Therefore, this document assumes an average of three new buses each year over the life of the plan. The current costs to replace buses are \$105,000 for a light-duty bus, \$193,000 for a medium-duty bus, and \$462,000 for a heavy-duty bus. MET's fleet is comprised of all three types of buses. Assuming one of each type of bus replaced per year equals \$760,000 per year. Inflating this at a four percent constant rate per year results in a total cost for bus replacements of \$32,000,000. Funding from the FTA (Section 5339) is anticipated to cover 85 percent of the total costs. The remaining 15 percent comes from the City of Waterloo, the City of Cedar Falls, and MET. STBG funding could also be utilized for bus replacements. To-date, MET has purchased one bus using STBG funds.

The City of Waterloo makes an annual contribution towards the 15 percent local match for capital. Currently, this is \$84,962 per year, and the amount is anticipated to grow at two percent per year over the life of the

plan, equaling \$3 million over this time. The City of Cedar Falls pays for 19 percent of the local match, which equates to \$900,000 over this period. MET can use any surplus from its operating revenues and expenditures to help pay for buses. Tables 9.2 and 9.3 summarize MET’s operating and capital revenues and expenditures out to 2045.

Table 9.2: MET Forecasted Transit Operating Revenues and Expenditures, 2019-2045

Operating Revenue (fare box, contracts, misc.)	\$48,973,707
Operating Subsidies (federal, state, local sources)	\$146,756,770
Total Operating Income	\$195,730,477
Operating Expenses	\$189,945,223
Capital Projects (other than buses)	\$4,180,210
Total Expenses	\$194,125,433
Balance	\$1,605,044

Source: MET Transit Financial Capacity Analysis, FY 2018-2026

Table 9.3: MET Forecasted Transit Bus Costs and Funding Sources, 2019-2045

Expenditures (3 buses per year)	\$32,011,200
Funding sources	
Federal Share (Section 5339)	\$27,209,520
City of Waterloo	\$2,936,196
City of Cedar Falls	\$912,319
Operating Surplus	\$953,165

Source: MET Transit Financial Capacity Analysis, FY 2018-2026

Fiscal Constraint for the MPO

Most federal and state funding programs for transportation will fund up to 75-80 percent of project costs, with the remainder required as a local match. Individual projects will be developed with various percentages of federal and local funding, and it is impossible to predict what those percentages will be. Projects in this plan beyond the FY 2019-2022 TIP are shown to have 65 percent state or federal participation which is the average participation rate in this TIP. Actual funding amounts would be determined when a project is programmed as part of the TIP.

For planning purposes, projects, revenues, and expenditures have been divided into three periods: 2019-2025 (which includes the FY 2019-2022 TIP), 2026-2035, and 2036-2045.

Forecast of State and Federal Transportation Funding

Historical funding amounts were used to forecast state and federal dollars for projects covered by this plan (2019-2045). Federal and state funding sources analyzed include the National Highway Performance Program (NHPP), Primary Road Fund (PRF), Surface Transportation Block Grant Program (STBG), Iowa’s Transportation Alternatives Program (TAP), and City and County Bridge Program.

Revenue forecasts for STBG were projected using a linear growth rate from 2009-2022. Revenue forecasts for Iowa’s TAP were projected using a linear growth rate from 2014-2022; prior to 2014, the MPO received Transportation Enhancement funds at a significantly lower amount than current Iowa’s TAP and TAP Flex targets. City bridge funds are awarded to specific projects across the state based on a priority system. Due to the uncertainty of awards, city bridge projects included in this fiscally constrained plan are assumed to have 40 percent City Bridge funding up to the maximum of \$1 million. County Bridge funds were projected at a two

percent annual growth rate from 2018. The total amounts for County Bridge funds shown in Table 9.4 are the projected ceiling for the MPO. County Bridge funds have only been targeted for specific bridge replacement projects at specific amounts based on input provided by Black Hawk County Engineering staff. NHPP and PRF dollars were projected at a constant rate using ten-year averages from 2009-2018. Table 9.4 provides historical funding and revenue forecasts.

Local Revenues and Expenditures

Local revenues for transportation come from several sources, with the Road Use Tax Fund (RUTF), property taxes, general obligation bonds, and local option sales tax (LOST) generally being the largest sources. To determine a baseline of local revenues available for transportation, the City Street Financial Report was used for cities, and County Farm to Market Receipts and Secondary Road Fund Receipts were used for Black Hawk County. These reports outline transportation revenues and expenditures and are submitted to the Iowa DOT each fiscal year. Only 18 percent of Black Hawk County's revenues and expenditures were used for the analysis which is roughly the percentage of roads that are within the MPO study area.

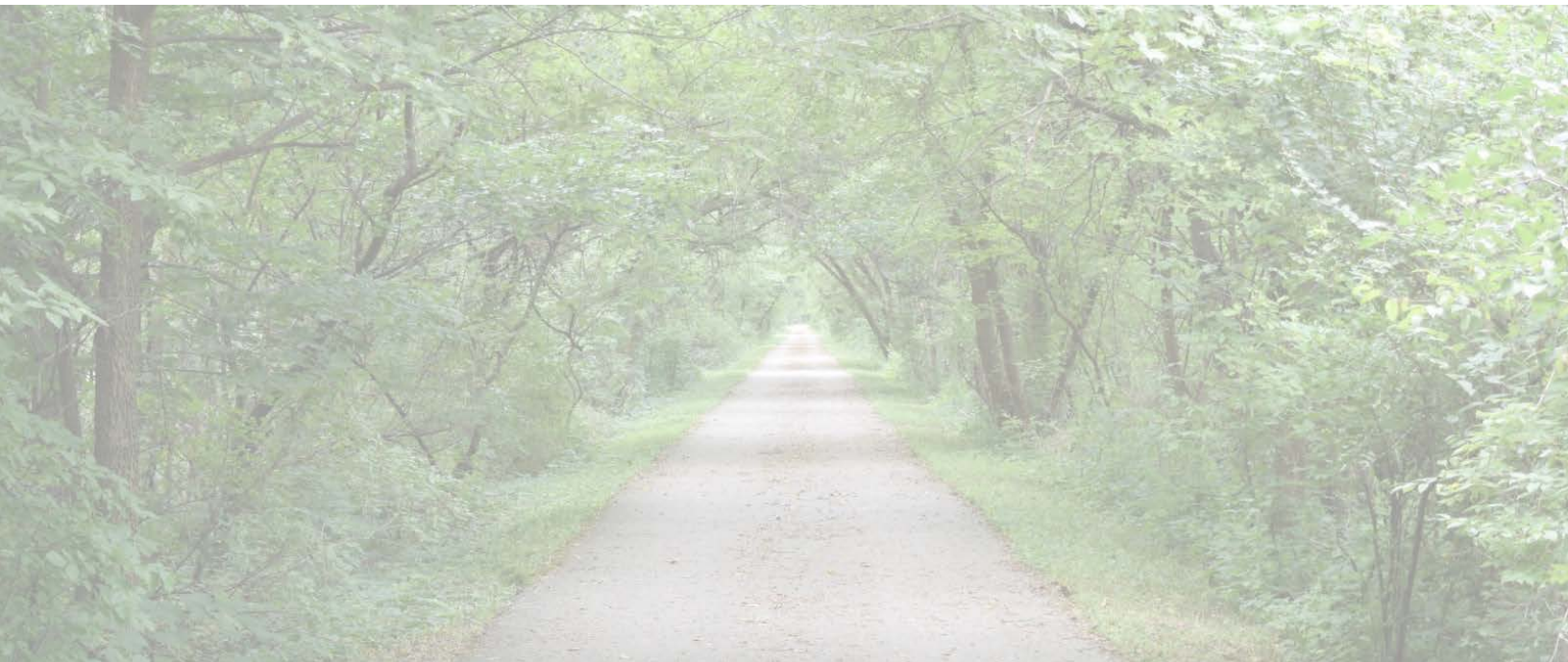
Table 9.5 shows the history and projections for local non-federal aid revenues and operation and maintenance expenditures. The average of the most recent fiscal years available, 2013-2017, was used for the analysis. Revenue was projected to increase by two percent annually, and operation and maintenance costs were projected to increase by four percent annually. The balance identified can go towards other local projects, debt payments, and local matches for state and federal funding.

Project Costs and Funding Sources

The previous sections outlined how revenues and expenditures were calculated. Since federal legislation requires this Plan to be fiscally constrained, it must be shown that revenues anticipated to be available will support the existing system and those projects identified in this document. Table 9.6 provides project-level detail for funding sources. Project costs are inflated to year of expenditure (YOE) dollars as follows:

- 2019-2022 projects are programmed in the current TIP in YOE dollars
- 2023-2025 projects inflated four percent annually to the year 2024 (multiplying current cost by 1.24)
- 2026-2035 projects inflated four percent annually to the year 2030 (multiplying current cost by 1.48)
- 2036-2045 projects inflated four percent annually to the year 2040 (multiplying current cost by 1.88)

Project costs are summarized by time periods and funding sources. Additional information on the projects including project type can be found in Chapter 3.



DRAFT

Table 9.4: History and Projections for Federal and State Funding

Fiscal Year	NHPP/PRF	STBG	County Bridge	Iowa's TAP & TAP Flex
2009	\$1,935,352	\$2,392,800		
2010	\$8,930,000	\$2,667,921		
2011	\$421,000	\$3,041,503		
2012	\$2,383,520	\$3,132,037		
2013	\$1,235,090	\$2,990,280		
2014	\$29,488,090	\$2,996,361		\$297,288
2015	\$5,035,568	\$3,033,260		\$299,560
2016	\$8,171,793	\$3,017,619		\$297,646
2017	\$7,490,775	\$3,106,074		\$306,906
2018	\$51,618,894	\$3,106,815	\$454,090	\$299,020
2019-2025	\$75,839,323	\$23,492,895	\$3,443,350	\$2,133,147
2026-2035	\$108,341,890	\$37,886,194	\$5,825,677	\$3,114,789
2036-2045	\$108,341,890	\$43,105,246	\$7,101,467	\$3,202,776
Total (2019-2045)	\$292,523,103	\$104,484,335	\$16,370,494	\$8,450,712

Table 9.5: History and Projections for Local Non-Federal Aid Revenues and Roadway Operation and Maintenance Expenditures

Fiscal Year	Non-Federal Aid Revenues	Operations Cost on Total Roadway System	Maintenance Cost on Total Roadway System	Balance
2019-2025	\$361,393,494	\$38,337,823	\$98,675,908	\$224,379,764
2026-2035	\$611,428,213	\$64,862,336	\$197,384,660	\$349,181,217
2036-2045	\$745,327,579	\$79,066,826	\$292,177,515	\$374,083,238
Total (2019-2045)	\$1,718,149,286	\$182,266,984	\$588,238,084	\$947,644,219

DRAFT

Table 9.6: 2045 Fiscally Constrained Road and Bridge Projects

2019-2025

ID	Jurisdiction	Project Title	Project Description	Cost Estimate	STBG	City Bridge	County Bridge	Iowa's TAP & TAP Flex	Local
101	Black Hawk	V49 (Raymond Rd)	600' N of Indian Creek Rd to 0.25 mi. S of Young Rd	700,000	480,000				220,000
102	Hudson	U.S 63 Ped. Underpass	Pedestrian underpass of U.S Hwy 63, near 1 st St	689,000	551,000				138,000
103	Hudson	Butterfield Rd	Ranchero Rd to 500' S of U.S Hwy 20	131,000	104,000				27,000
104	Waterloo	U.S Hwy 63 Enhancements	Parker St to U.S Hwy 218	2,349,000	1,402,000				947,000
105	Waterloo	W Ridgeway Ave	U.S Hwy 63 to Kimball Ave	340,000	269,000				71,000
106	Waterloo	Downtown Traffic Signals Retiming	Bound by Walnut St, Washington St, 6 th St, Mullan Ave	200,000	160,000				40,000
107	Waterloo	Ansborough Ave	Black Hawk Rd to Downing Ave	347,000	278,000				69,000
108	Cedar Falls	W 1 st St (IA Hwy 57)	Hudson Rd to Franklin St	10,000,000					10,000,000
109	Black Hawk	V43 (Elk Run Rd)	Independence Ave (IA Hwy 281) to Elk Run Heights city limits	1,125,000	900,000				225,000
110	Cedar Falls	Union Rd Trail	W 12 th St to W 27 th St	375,000	300,000				75,000
111	Evansdale	Lafayette Rd	Evans Rd to east city limits	350,000	280,000				70,000
112	Waterloo	Adaptive Traffic Signals & Fiber Optics Com.	Bound by Walnut St, Washington St, 6 th St, Mullan Ave	620,000	496,000				124,000
113	Raymond	Lafayette Rd	1000' E of Dubuque Rd to 5 th St	3,040,000	895,000				2,145,000
114	Elk Run Heights	Lafayette Rd/Gilbertville Rd	West city limits to Amber Ln	2,100,000	1,200,000			163,000	737,000
115	Cedar Falls	Cedar Heights Dr	Greenhill Rd to Viking Rd	4,055,000	2,900,000				1,155,000
116	Waterloo	La Porte Rd/Hess Rd	Hawthorne Ave to E Shaulis Rd	1,850,000	1,480,000				370,000
117	Waterloo	La Porte Rd	Hawthorne Ave to San Marnan Dr	5,000,000	2,727,000				2,273,000
118	Black Hawk	Donald St	Waterloo city limits to Raymond Rd	2,852,000	1,853,000				999,000
119	Black Hawk	Orange Rd	Waterloo city limits to U.S Hwy 218	992,000	645,000				347,000
120	Cedar Falls	Olive St Bridge	S of W 20 th St, over University Branch of Dry Run Creek	620,000		248,000			372,000
121	Cedar Falls	Walnut St Bridge	S of W 20 th St, over University Branch of Dry Run Creek	620,000		248,000			372,000
122	Cedar Falls	Tremont St Bridge	N of W 21 st St, over University Branch of Dry Run Creek	620,000		248,000			372,000
123	Cedar Falls	W Ridgeway Ave Bridge	0.15 mi. W of Hudson Rd, over S Branch of Dry Run Creek	620,000		248,000			372,000
124	Evansdale	Lafayette Rd	Evans Rd to east city limits	4,340,000	2,021,000			800,000	1,519,000
125	Waterloo	5 th St/6 th St	Kimball Ave to S Barclay St	279,000	181,000				98,000
126	Waterloo	W Ridgeway Ave	U.S Hwy 63 to Kimball Ave	6,200,000	4,030,000				2,170,000
Total:					23,152,000	992,000	0	963,000	25,307,000
Projected Funding Available:					23,492,895	992,000	--	2,133,147	25,307,000
Balance:					340,895	0	--	1,170,147	--

DRAFT

2026-2035

ID	Jurisdiction	Project Title	Project Description	Cost Estimate	STBG	City Bridge	County Bridge	Iowa's TAP & TAP Flex	Local
201	Black Hawk	Elk Run Rd	Dubuque Rd to Independence Ave (IA Hwy 281)	2,220,000	1,443,000				777,000
202	Black Hawk	Raymond Rd	Dubuque Rd to 5 th St	1,776,000	1,154,000				622,000
203	Black Hawk	W Ridgeway Ave	University Ave to Cedar Falls city limits	1,036,000	673,000				363,000
204	Black Hawk	Union Rd Bridge	0.25 mi. S of Beaver Valley Rd, over Beaver Creek	2,960,000			1,000,000		1,960,000
205	Black Hawk	Washburn Rd	IA Hwy 21 to U.S Hwy 218	1,480,000	962,000				518,000
206	Cedar Falls	Cedar Heights Dr	Viking Rd to south city limits	2,960,000	1,924,000				1,036,000
207	Cedar Falls	Greenhill Rd	Hudson Rd to east city limits	4,440,000	2,886,000				1,554,000
208	Cedar Falls	Leversee Rd	Lone Tree Rd to north city limits	2,368,000	1,539,000				829,000
209	Cedar Falls	Main St	W 6 th St to University Ave	11,544,000	6,003,000			1,000,000	4,541,000
210	Evansdale/ Elk Run Heights	Plaza Dr/Elk Run Rd	I-380 EB ramp to N of Gilbertville Rd	2,856,000	1,856,000				1,000,000
211	Hudson	Butterfield Rd	Ranchero Rd to 500' S of U.S Hwy 20	2,949,000	1,916,000				1,033,000
212	Raymond	S Raymond Rd Bridge	0.2 mi. S of Dubuque Rd, over Poyner Creek	851,000		340,000			511,000
213	Waterloo	11 th St Bridge	SW of Sycamore St, over Cedar River	10,360,000	5,734,000	1,000,000			3,626,000
214	Waterloo	Franklin St	1 st St to Nevada St	7,400,000	3,310,000			1,000,000	3,090,000
215	Waterloo	Hammond Ave/ San Marnan Access Rd	Hammond Ave and San Marnan Access Dr intersection	1,480,000	962,000				518,000
216	Waterloo	N Elk Run Rd	Independence Ave (IA Hwy 281 to E Donald St	3,300,000	2,145,000				1,155,000
217	Waterloo	Park Ave Bridge	SW of Sycamore St, over Cedar River	10,360,000	5,120,000	1,000,000		1,000,000	3,240,000
Total:					37,627,000	2,340,000	1,000,000	3,000,000	26,373,000
Projected Funding Available:					37,886,194	2,340,000	--	3,114,789	28,373,000
Balance:					259,194	0	--	114,789	--

DRAFT

2036-2045

ID	Jurisdiction	Project Title	Project Description	Cost Estimate	STBG	City Bridge	County Bridge	Iowa's TAP & TAP Flex	Local
301	Black Hawk	Elk Run Rd Bridge	0.15 mi. N of Dubuque Rd, over Elk Run	2,444,000			1,000,000		1,444,000
302	Black Hawk	Union Rd Bridge	0.4 mi S of Beaver Valley Rd, over Beaver Creek	2,820,000			2,000,000		820,000
303	Black Hawk	University Ave	U.S Hwy 20 to Cedar Falls city limits	1,316,000	855,000				461,000
304	Black Hawk	Washburn Rd Bridge	W of city of Gilbertville, over Cedar River	9,776,000	1,000,000		3,000,000	1,000,000	4,776,000
305	Black Hawk	Washburn Rd	U.S Hwy 218 to Gilbertville city limits	1,504,000	977,000				527,000
306	Cedar Falls	Hudson Rd	W 1 st St to University Ave	9,400,000	5,110,000			1,000,000	3,290,000
307	Cedar Falls	Prairie Pkwy/Viking Rd	Prairie Pkwy and Viking Rd intersection	940,000	611,000				329,000
308	Cedar Falls	W Ridgeway Ave	East city limits to IA Hwy 58	7,520,000	4,888,000				2,632,000
309	Cedar Falls	W Ridgeway Ave	Hudson Rd to west city limits	5,640,000	3,666,000				1,974,000
310	Hudson	Washington St	IA Hwy 58 to Waterloo Rd	2,256,000	1,466,000				790,000
311	Waterloo	Donald St	E 4 th St to Sage Rd	7,144,000	4,643,000				2,501,000
312	Waterloo	E Shaulis Rd	Isle of Capri Blvd to U.S Hwy 218	9,400,000	6,110,000				3,290,000
313	Waterloo	La Porte Rd/Hess Rd	San Marnan Dr to E Shaulis Rd	5,640,000	2,866,000			800,000	1,974,000
314	Waterloo	Orange Rd	Hawkeye Community College Intersections	940,000	611,000				329,000
315	Waterloo	San Marnan Dr/Flammang Dr	San Marnan Dr and Flammang Dr intersection	940,000	611,000				329,000
316	Waterloo	W 9 th St/E Ridgeway Ave	W 9 th St and E Ridgeway Ave intersection	1,833,000	1,191,000				642,000
317	Waterloo	W Ridgeway Ave	Deer Rd to U.S Hwy 63	12,972,000	8,431,000				4,541,000
Total:					43,036,000	0	6,000,000	2,800,000	30,649,000
Projected Funding Available:					43,105,246	--	--	3,202,776	30,649,000
Balance:					69,246	--	--	402,776	--

DRAFT

2019-2025 Iowa DOT Projects

ID	Jurisdiction	Project Title	Project Description	Cost Estimate
A	Iowa DOT	U.S Hwy 20	IA Hwy 21 to Cedar River	10,366,000
B	Iowa DOT	IA Hwy 57 (W 1 st St)	Hudson Rd to Franklin St	5,098,000
C	Iowa DOT	U.S Hwy 63	Donald St to C66	1,727,000
D	Iowa DOT	I-380	Buchanan County line to 0.2 mi. S of U.S Hwy 20 (NB)	6,334,000
E	Iowa DOT	U.S Hwy 218	Airport Blvd to 0.6 mi. S of U.S Hwy 20 (NB)	7,445,000
F	Iowa DOT	IA Hwy 58	U.S 20 to Ridgeway Ave	1,489,000
G	Iowa DOT	I-380	Buchanan County line to 0.2 mi. S of U.S Hwy 20 (SB)	6,917,000
H	Iowa DOT	U.S Hwy 20	U.S Hwy 63 to IA Hwy 21	16,815,000
I	Iowa DOT	U.S Hwy 218	Broadway St through Airport Blvd interchange	8,680,000
Total:				64,871,000
Projected Funding Available (NHPP, PRF):				75,839,323
Balance:				10,968,323

2026-2035 Iowa DOT Projects

ID	Jurisdiction	Project Title	Project Description	Cost Estimate
J	Iowa DOT	U.S Hwy 20	Grundy County line to Hudson Rd	23,680,000
K	Iowa DOT	U.S Hwy 20	Hudson Rd to U.S Hwy 63	19,240,000
L	Iowa DOT	U.S Hwy 63	U.S Hwy 20 to 0.5 mi. N of Fletcher Ave	9,324,000
M	Iowa DOT	U.S Hwy 218	Airport Blvd to IA Hwy 58 (SB)	2,960,000
N	Iowa DOT	IA Hwy 58/Greenhill Rd	IA Hwy 58 and Greenhill Rd interchange	36,000,000
Total:				91,204,000
Projected Funding Available (NHPP, PRF):				108,341,890
Balance:				17,137,890