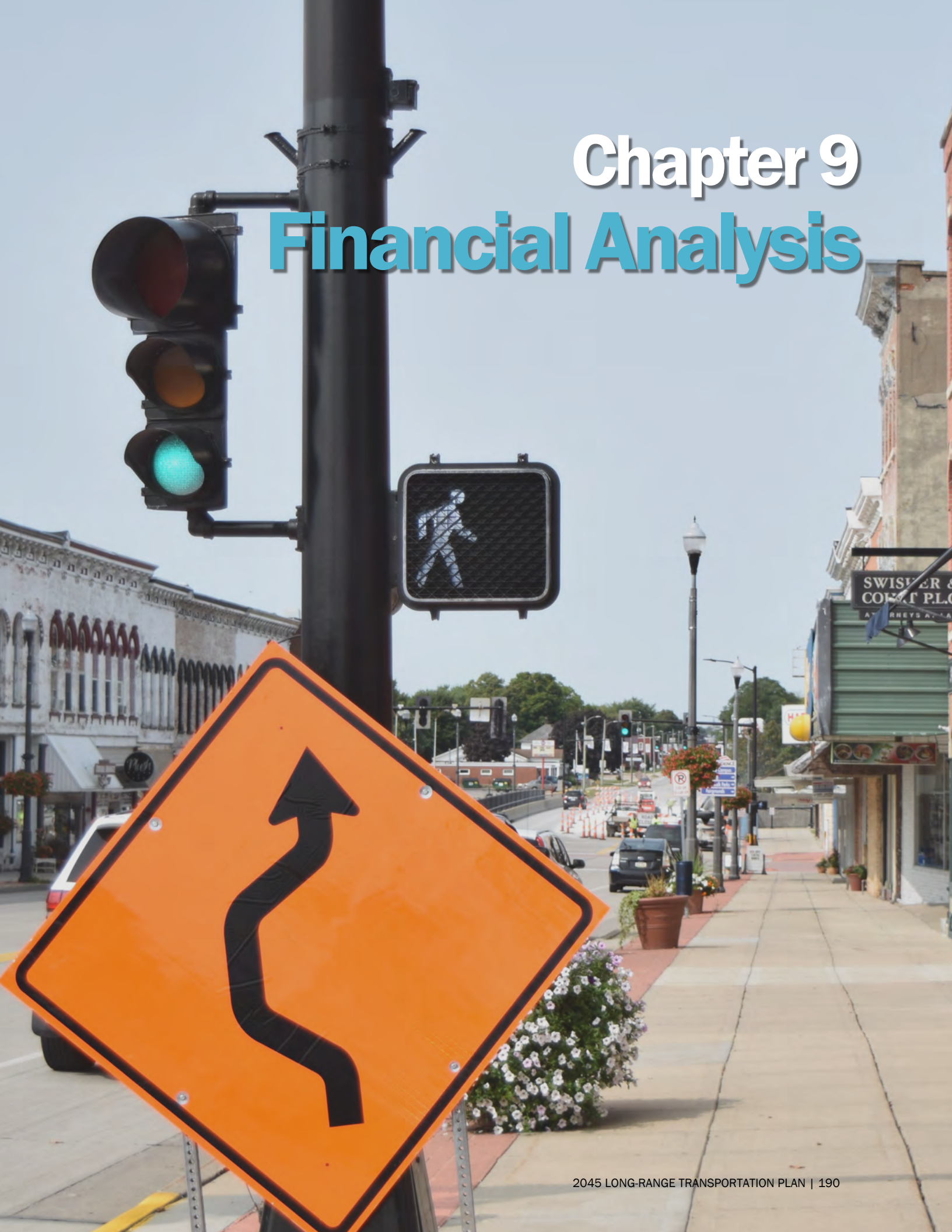


Chapter 9

Financial Analysis



Chapter 9 – Financial Analysis

An important element in the implementation of this plan is making sure funding is in place to support transportation projects. A financial analysis examines reasonably available transportation resources and compares them to the cost of projected needs. “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 RTA has three pools of funds to program towards projects: Surface Transportation Block Grant (STBG) Program, Iowa’s Transportation Alternatives Program (TAP), and TAP-Flex. The RTA Policy Board splits TAP-Flex funds between STBG and 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 RTA 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.pdf.

Federal Funding

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

- **Surface Transportation Block Grant (STBG) Program** – 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. 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 Set-aside Program (TAP)** – This program is a set-aside from the STBG program. TAP provides funding to expand travel choices and improve the transportation experience. Transportation Alternatives Program projects improve the cultural, historic, aesthetic, and environmental aspects of transportation infrastructure. Projects can include the creation of bicycle and pedestrian facilities, and the restoration of historic transportation facilities, among others. Some types of projects eligible under the SAFETEA-LU program Transportation Enhancements are no longer eligible, or have modified eligibility, under the TAP.



- **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.
- **Demonstration Funding (DEMO)** – Demonstration funding is a combination of different programs and sources. The 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)** – NHFP 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.
- **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.



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. STBG funding is swapped for Primary Road Fund dollars. Eligible projects need to be classified as structurally deficient or functionally obsolete. Projects are rated and prioritized by the Iowa DOT Local Systems Bureau with awards based upon criteria identified in the application process. Projects can receive up to \$1 million.
- **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. Federal HSIP funding targeted towards these local projects is swapped for Primary Road Fund dollars.
- **Iowa Clean Air Attainment Program (ICAAP)** – ICAAP funds projects that maximize emission reductions through traffic flow improvements, reduced vehicle-miles of travel, and reduced single-occupancy vehicle trips. This program uses \$4 million of Iowa's CMAQ apportionment. Funding targeted towards local road or bridge construction projects is eligible to be swapped.
- **Federal Recreational Trails 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 Transportation Commission.
- **Iowa's Transportation Alternatives Program** – 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 (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 non-urbanized 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 non-urbanized 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.
- **Non-urbanized 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 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.

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 is designed 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.



RISE funds were used to pave Union Avenue in Butler County to support the new TrinityRail facility

- **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-served basis. The purpose is to identify cost-effective traffic safety and operational improvements as well as potential funding sources to implement the recommendations. Typical studies include high-crash locations, unique lane configurations, obsolete traffic control devices, school pedestrians, truck routes, parking issues, and other traffic studies.



- **Community Attraction and Tourism (CAT)** – CAT was created to assist projects that will provide recreational, cultural, entertainment, and educational attractions. Administered through the Iowa Economic Development Authority (IEDA), this program is intended to help position a community to take advantage of economic development opportunities in tourism and strengthen a community's competitiveness as a place to work and live. Eligible projects include the construction of recreational trails with substantial regional or statewide economic impact.
- **Resource Enhancement and Protection (REAP)** – Administered through the Iowa Department of Natural Resources (DNR), this statewide program invests in the enhancement and protection of the state's natural and cultural resources. Funding is available annually to cities through statewide competitive grants. Recreational trails are eligible, though they are typically funded as part of a larger project with environmental or park enhancement benefits.



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 the 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 construction and reconstruction.
- **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 the base valuation figure within a tax increment area. Both cities and counties may create tax increment financing areas.

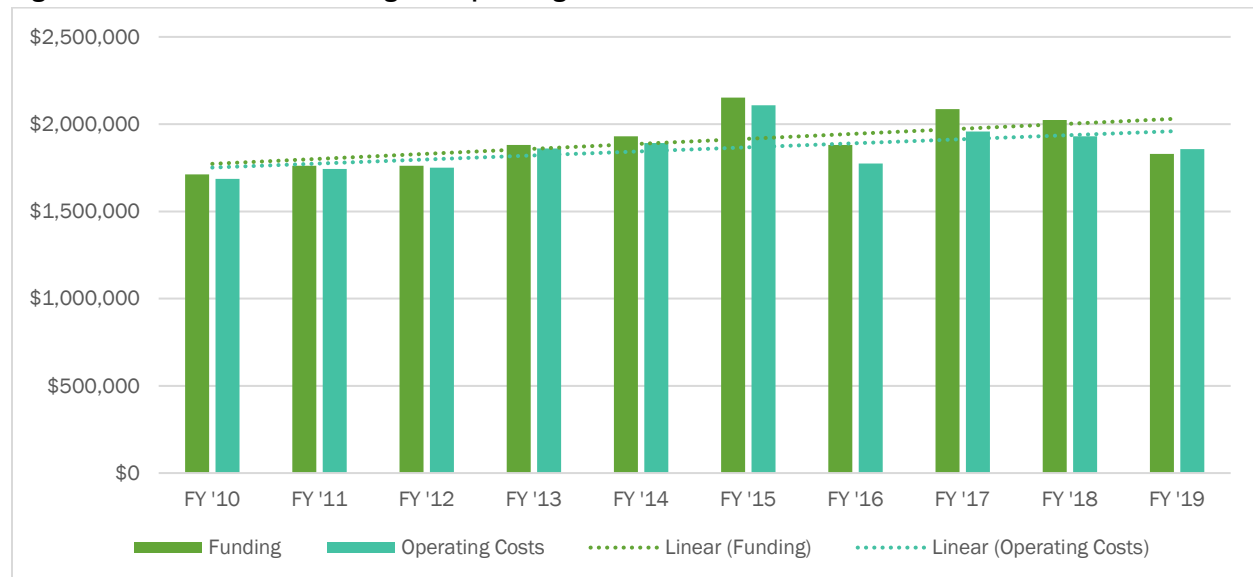
Table 9.1: Federal, State, and Local Funding Sources for Transportation Projects

	Funding Program	Roads / Bridges	Transportation Alternatives	Source
Federal	Surface Transportation Block Grant (STBG) Program	X	X	RTA
	Iowa's Transportation Alternatives Program (TAP)		X	RTA
	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 Set-aside 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 Trails 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
	Traffic Engineering Assistance Program (TEAP)	X		Iowa DOT
	State Recreational Trails Program		X	Iowa DOT
	Revitalize Iowa's Sound Economy (RISE)	X	X	Iowa DOT
	Community Attraction and Tourism (CAT)		X	IEDA
	Resource Enhancement and Protection (REAP)		X	Iowa DNR
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

RTC Funding Analysis

To determine average revenues and expenditures for the RTC, historical funding sources and operating costs were analyzed. Figure 9.1 identifies historical funding and operating costs for RTC from FY 2010 to 2019. A linear trendline was utilized to project funding and operating costs to 2045. Based on this rudimentary analysis, RTC can anticipate a total balance from FY 2021-2045 of \$3.7 million (Table 9.2).

Figure 9.1: RTC Historical Funding and Operating Costs



Source: RTC

Capital expenditures related to buses have been calculated separately. Due to 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 one new bus and minivan every three years over the life of the plan. The current costs to replace a light-duty bus and minivan are \$98,000 and \$43,000 respectively, for a total of \$141,000. Inflating the total cost at a constant rate of three percent every three years results in a total cost for vehicle replacements of \$1.4 million. Funding from the FTA (Section 5339) is anticipated to cover 85 percent of the total costs. The remaining 15 percent comes from the RTC. STBG funding could also be utilized for bus and minivan replacements. To date, RTC has purchased one bus using STBG funds, and another vehicle is programmed for STBG funds in FY 2022.

Table 9.2: RTC Forecasted Operating Revenues and Expenditures, 2021-2045

Operating Revenues (FTA, STA, Passenger Revenue, Contract Revenue, Local Tax, Other)	\$60,838,225
Operating Costs (Direct System, Indirect System)	\$57,136,596
Balance	\$3,701,629

Table 9.3: RTC Forecasted Vehicle Costs and Funding Sources, 2021-2045

Expenditures (two vehicles every three years)	\$1,432,434
Funding sources	
Federal Share (Section 5339)	\$1,217,568
Local Share	\$214,866

RTA Funding Analysis

Historical funding amounts were used to forecast state and federal dollars anticipated to be reasonably available during the life of this plan (2021-2045). Federal and state funding sources analyzed include the National Highway Performance Program (NHPP), Primary Road Fund (PRF), Surface Transportation Block Grant (STBG) Program, Iowa's Transportation Alternatives Program (TAP), and City and County Bridge Program.

Revenue forecasts for STBG were projected using a linear growth rate from 2011 to 2020. Revenue forecasts for Iowa's TAP were projected using the current annual TAP target of \$184,000; prior to 2014, the RTA received Transportation Enhancement funds at a significantly lower amount than current Iowa's TAP and TAP Flex targets. City bridge funds were projected using the average annual award amounts from 2011 to 2020, which is \$546,000 per year. County Bridge funds were projected using the average annual programmed amount between the six counties from 2011 to 2024, which is \$3,725,357 per year. County and City Bridge funds have only been targeted for specific bridge replacement projects at specific amounts based on input provided by the County Engineers and city officials. NHPP and PRF dollars were projected at a constant rate using averages from 2011-2020. Table 9.4 provides historical funding and revenue forecasts.

Table 9.4: History and Projections for Federal and State Funding

Fiscal Year	NHPP/PRF	STBG & TAP Flex	City Bridge	County Bridge	Iowa's TAP & TAP Flex
2011	\$45,071,000	\$2,451,097	\$1,000,000	\$216,000	--
2012	\$24,707,000	\$2,524,354	\$0	\$2,208,000	--
2013	\$30,366,000	\$2,409,109	\$1,000,000	\$2,609,000	--
2014	\$5,980,000	\$2,245,442	\$0	\$5,108,000	\$184,000
2015	\$25,552,000	\$2,281,211	\$0	\$1,240,000	\$184,000
2016	\$13,459,000	\$2,268,400	\$0	\$2,965,000	\$184,000
2017	\$19,013,000	\$2,340,544	\$0	\$2,988,000	\$184,000
2018	\$20,452,000	\$2,333,939	\$568,000	\$4,937,000	\$184,000
2019	\$8,994,000	\$2,525,157	\$2,820,000	\$5,400,000	\$184,000
2020	\$16,004,000	\$2,579,454	\$618,000	\$1,136,000	\$184,000
2021-2025	\$104,799,000	\$12,219,690	\$3,003,000	\$27,073,357	\$920,000
2026-2035	\$209,598,000	\$24,920,052	\$6,006,000	\$37,253,570	\$1,840,000
2036-2045	\$209,598,000	\$25,560,948	\$6,006,000	\$37,253,570	\$1,840,000
Total 2021-2045	\$523,995,000	\$62,700,689	\$15,015,000	\$101,580,497	\$4,600,000



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 and expenditures for transportation, the City Street Financial Report was used for cities; and County Farm to Market Receipts, Secondary Road Fund Receipts, and County Secondary Road Operations and Maintenance Data were used for the counties. These reports are submitted to the Iowa DOT each fiscal year and outline transportation revenues and expenditures. Only 82 percent of Black Hawk County's revenues and expenditures were used for the analysis which is roughly the percentage of roads that are outside of the MPO study area.

Before constructing or reconstructing new infrastructure, an expense that must be factored into local funding is the operation and maintenance of the existing system. To calculate this, operations and maintenance reports from the Iowa DOT were analyzed, which are derived from the County Engineer Annual Reports and City Street Finance Reports.

Table 9.5 and Figure 9.2 show projections for local non-federal aid revenues and operation and maintenance expenditures. The average of the most recent fiscal years available – 2015 to 2019 – 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. These projections are consistent with the FY 2021-2024 Transportation Improvement Program (TIP) for the region. Using these percentages, a negative balance is projected starting in FY 2041. Balances in prior years can be allocated towards other local projects, debt payments, and local matches for state and federal funding.

Table 9.5: Local Non-Federal Aid Revenues & Expenditures Projections

Fiscal Year	Non-Federal Aid Revenues	Operations Cost on Total Roadway System	Maintenance Cost on Total Roadway System	Balance
2015-2019 (Average)	\$59,054,124	\$13,072,912	\$25,649,350	\$20,331,863
2021-2025	\$319,735,764	\$76,584,965	\$150,261,446	\$92,889,353
2026-2035	\$742,770,232	\$206,541,778	\$405,239,670	\$130,988,784
2036-2045	\$905,432,768	\$305,732,286	\$599,853,705	-\$153,223
Total 2021-2045	\$1,967,938,765	\$588,859,030	1,155,354,821	\$223,724,914

Source: Iowa DOT, Secondary Road Operations & Maintenance Data, County Secondary Road Fund Receipts, County Farm to Market Receipts, City Street Finance Report – Expenditures, City Street Finance Report Receipts

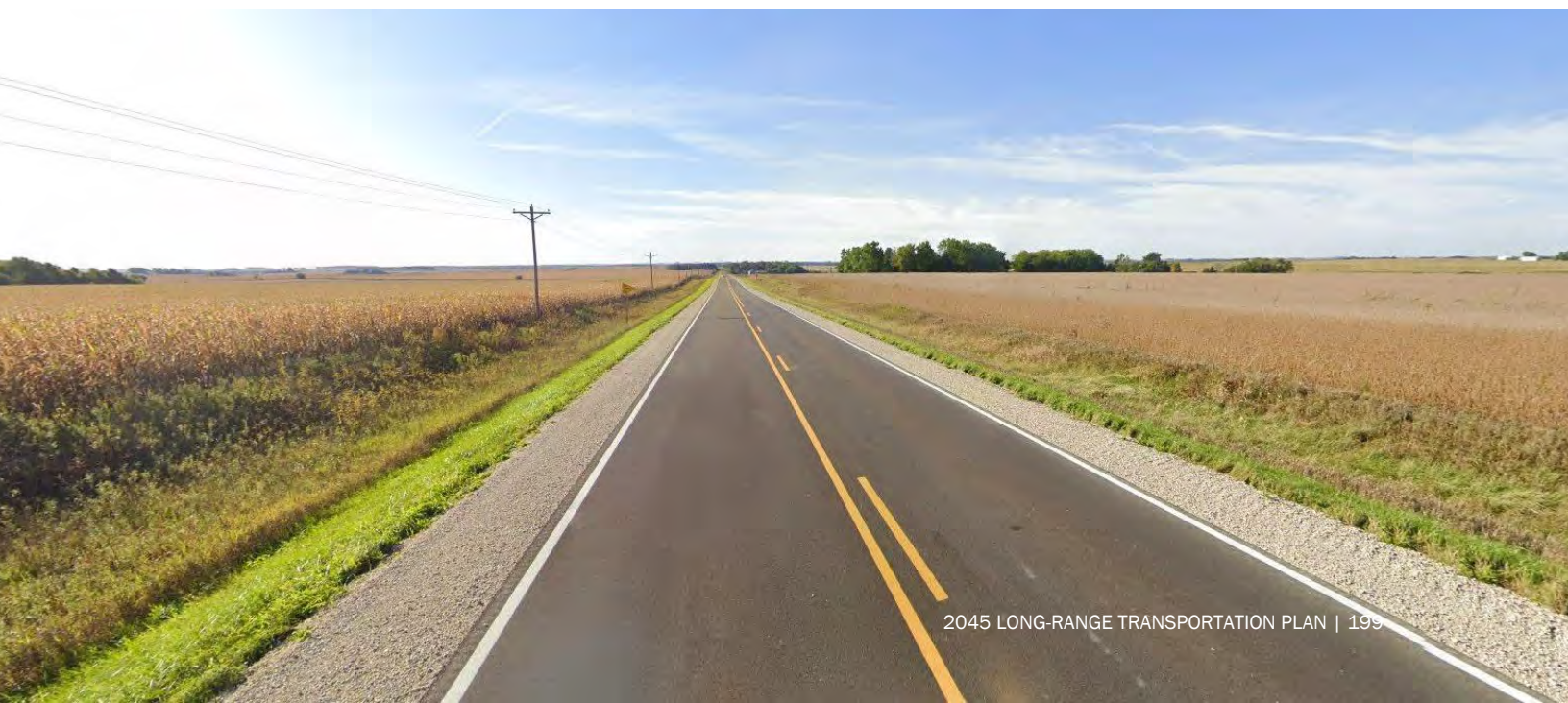
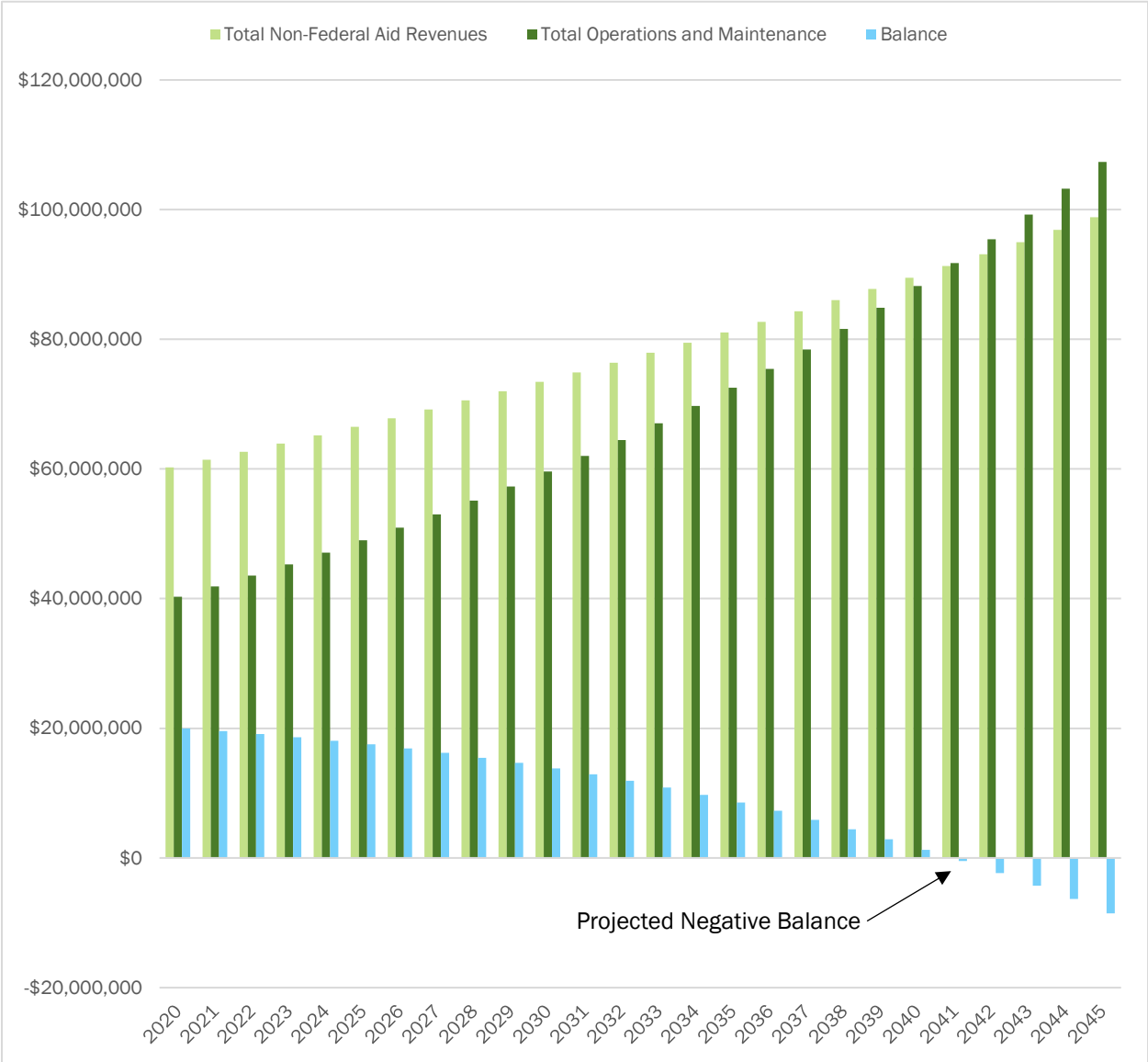


Figure 9.2: Local Non-Federal Aid Revenues & Expenditures Annual Projections



Source: Iowa DOT, Secondary Road Operations & Maintenance Data, County Secondary Road Fund Receipts, County Farm to Market Receipts, City Street Finance Report – Expenditures, City Street Finance Report Receipts



Funding Deficiencies

As detailed in Chapter 3, an assessment was conducted to estimate funding levels required to improve the region's existing federal aid eligible secondary and municipal road and bridge network to a state of good condition. In total, it would cost approximately \$205 million in current dollars. This figure does not account for future maintenance costs for construction projects or infrastructure that is presently in good condition. Table 9.6 compares expenses to projected state and federal funding outlined in Table 9.4. As shown, the region will experience a significant transportation funding deficiency for federal aid eligible road and bridge projects over the life of this plan.

As shown in Table 9.5, local non-federal aid revenues are projected to hit a negative balance starting in FY 2041. Unless additional funding sources are identified, the region will continue to face an uphill battle to successfully maintain the road and bridge network at a level that is both safe and does not significantly impede economic development. Without additional funds, counties will likely be faced with closing low-volume roads and bridges that fall into disrepair.



Table 9.6: Projected Funding Deficiency for Federal Aid Eligible Roads & Bridges

Revenues	
STBG & TAP Flex	\$62,700,689
City Bridge	\$15,015,000
County Bridge	\$101,580,497
Total Revenues	\$179,296,186
Less cost to improve roads & bridges to a state of good condition	\$205,000,000
Total Funding Deficiency	\$-25,703,814



For this document, an assessment was conducted to estimate funding levels required to implement the 2045 Regional Bicycle Accommodation Plan. As shown in Table 5.3 and Map 5.5, 64 miles of paved shoulder and 88 miles of paved trails have been identified. Using the conservative centerline mile cost estimates of \$100,000 for paved shoulders, and \$300,000 for paved trails, it would cost roughly \$33 million to fully implement the 2045 Regional Bicycle Accommodation Plan. This figure does not factor in future maintenance costs for non-motorized accommodations.

As shown in Table 9.4, the Iowa Northland Region can anticipate \$4,600,000 in Iowa's TAP and TAP Flex funds for bicycle accommodation projects. Assuming every dollar was spent towards the Regional Bicycle Accommodation Plan, \$28 million in additional funds would still be required for full implementation. Additional funding sources that could be sought after to implement the Regional Bicycle Accommodation Plan include Surface Transportation Block Grant program, State Recreational Trails program, Federal Recreational Trails program, Statewide TAP, and local funds and grants. With current funding levels, the region will face an uphill battle to fully implement the 2045 Regional Bicycle Accommodation Plan.



Short-Term Road and Bridge Projects

Table 9.7 provides a list of fiscally constrained road and bridge projects from FY 2021-2024. This includes projects programmed through the RTA and the Iowa DOT. These projects are included in the fiscally constrained FY 2021-2024 Transportation Improvement Program.



Table 9.7: Road and Bridge Projects, FY 2021-2024

Fiscal Year	Jurisdiction	Project	Termini	Description	Cost Estimate (\$)	State/Federal Funds (\$)	State/Federal Source
2021	Butler Co.	C55	IA Hwy 14 to T55	Pavement Rehab	1,750,000	800,000	SWAP-STBG
2021	Chickasaw Co.	V48 (Roanoke Ave)	Over Plum Creek, S7 TT94N RR11	Bridge Replacement	600,000	600,000	SWAP-HBP
2021	Chickasaw Co.	V48 (Quinlan Ave)	Over E Fork Wapsipinicon, S1/4 S13 T94 R12	Bridge Replacement	600,000	600,000	CHB, SWAP-HBP
2021	Chickasaw Co.	B44 (210 th St)	V56 east 3 miles to Fayette Co. line	Pavement Rehab	1,200,000	500,000	SWAP-STBG
2021	Bremer Co.	V14	Over Horton Creek, on WLINE S23 T93 R14	Bridge Replacement	726,036	726,036	CHB, SWAP-HBP
2021	Bremer Co.	Grand Ave	Over Stream, S18 T91 R13	Bridge Replacement	581,088	581,088	CHB, SWAP-HBP
2021	Sumner	3 rd St	Over Drainage, N Division St west 0.1 miles	Bridge Replacement	773,000	773,000	SWAP-HBP
2021	Grundy Co.	D35	Over Black Hawk Creek Tributary, Ctr S34 T88 R15	Bridge Replacement	450,000	245,790	CHB
2021	Black Hawk Co.	C66 (Dunkerton Rd)	US Hwy 63 east 4 miles to V43 (Elk Run Rd)	Pavement Rehab	1,810,000	800,000	SWAP-STBG
2021	Black Hawk Co.	E Gresham Rd	Over Crane Creek, V49 (Raymond Rd) east 0.25 miles, S10 T90 R12	Bridge Replacement	700,000	700,000	SWAP-HBP
2021	Black Hawk Co.	Kimball Ave	Over Miller Creek, S27 T87 R13	Bridge Replacement	350,000	350,000	SWAP-HBP
2021	Waverly	1 st St NW	W Bremer Ave (IA Hwy 3) north 0.3 miles to 5 th Ave NW	Pavement Rehab	900,000	450,000	SWAP-STBG
2021	Butler Co.	Birch Ave	Over Unnamed Creek, Birch Ave 0.01 miles	Bridge Replacement	300,000	300,000	SWAP-HBP
2021	Bremer Co.	240 th St	Over Creek, S17 T91 R14	Bridge Replacement	200,000	200,000	SWAP-HBP
2021	Iowa DOT	IA Hwy 175	East of T53 (various locations)	Culvert Replacement, ROW	198,000	198,000	PRF
2021	Iowa DOT	IA Hwy 188	IA Hwy 3 to Sycamore St	Pavement Rehab	264,000	264,000	PRF
2021	Iowa DOT	IA Hwy 3	W Jct. IA Hwy 14 to IA Hwy 188	Pavement Rehab	4,062,000	3,249,600	NHPP
2021	Iowa DOT	IA Hwy 150	8 th St SE to CN RR	Grade and Pave	3,800,000	3,800,000	PRF
2022	Butler Co.	T55	Over Overflow W Fork Cedar River, 280 th St south 1,800 feet	Bridge Replacement	1,250,000	1,250,000	SWAP-HBP
2022	Butler Co.	T47	C55 north 8 miles to IA Hwy 3	Pavement Rehab	1,975,000	1,000,000	SWAP-STBG
2022	Chickasaw Co.	Kenwood Ave	Over East Wapsipinicon River, on WLINE S24 T96 R13	Bridge Replacement	600,000	600,000	SWAP-HBP
2022	Bremer Co.	Midway Ave	Over Crane Creek, S7 T92 R12	Bridge Replacement	500,000	500,000	SWAP-HBP
2022	Bremer Co.	Killdeer Ave	Over Quarter Section Run, S35 T91 R13	Bridge Replacement	575,000	575,000	SWAP-HBP
2022	Grundy Co.	160 th St	Over South Fork Beaver Creek, I Ave west 0.1 miles	Bridge Replacement	820,000	650,000	SWAP-HBP

Fiscal Year	Jurisdiction	Project	Termini	Description	Cost Estimate (\$)	State/Federal Funds (\$)	State/Federal Source
2022	Grundy Co.	T37	Over Minnehaha Creek, S13 T87 R17	Bridge Replacement	400,000	400,000	SWAP-HBP
2022	Grundy Co.	R Ave	Over Black Hawk Creek Tributary, NW S36 T89 R16	Bridge Replacement	396,000	396,000	SWAP-HBP
2022	Black Hawk Co.	D46 (Eagle Rd)	V37 (Dysart Rd) east to US Hwy 218	Pavement Rehab	1,400,000	800,000	SWAP-STBG
2022	Black Hawk Co.	C57 (Cedar Wapsi Rd)	Over Crane Creek Tributary, S17 T90N R12	Bridge Replacement	500,000	500,000	SWAP-HBP
2022	Readlyn	Main St	4 th St south 0.22 miles to 1 st St	Pavement Rehab	1,061,000	531,000	SWAP-STBG
2022	Bremer Co.	V19	Over Quarter Section Run, S20 T91 R13	Bridge Replacement	800,000	800,000	SWAP-HBP
2022	Grundy Co.	160 th St	Over South Fork Beaver Creek, I Ave west 0.1 miles	Bridge Replacement	820,000	820,000	SWAP-HBP
2022	Iowa DOT	IA Hwy 57	Over Gran Creek, 0.5 miles east of T19	Bridge Replacement, ROW	733,000	733,000	PRF
2022	Iowa DOT	IA Hwy 188	Over Stream, 1.9 miles north of C33	Bridge Deck Overlay	235,000	235,000	PRF
2022	Iowa DOT	I-380	Buchanan County line to 0.2 miles south of E Jct. US Hwy 20 (SB)	Pavement Rehab	7,739,000	6,965,100	NHPP
2023	Butler Co.	T25	Over West Fork Cedar River, 245 th St north 0.7 miles	Bridge Rehab	500,000	500,000	SWAP-HBP
2023	Chickasaw Co.	Odessa Ave	Over East Wapsipinicon River, S1/4 S9 T95 R12	Bridge Replacement	700,000	700,000	SWAP-HBP
2023	Bremer Co.	C50	Janesville east city limits east 3.5 miles to V25	Pavement Rehab	900,000	600,000	SWAP-STBG
2023	Bremer Co.	C50	Over Crane Creek, S21 TT91N RR12	Bridge Replacement	700,000	700,000	SWAP-HBP
2023	Bremer Co.	270 th St	Over Crane Creek	Bridge Replacement	500,000	500,000	SWAP-HBP
2023	Nashua	Greeley St	Panama St S 0.35 miles to 0.1 miles S of Livingston St	Pavement Rehab	1,301,000	500,000	SWAP-STBG
2023	Grundy Co.	I Ave	120 th St north 1/8 miles to Unnamed Stream	Bridge Replacement	300,000	300,000	SWAP-HBP
2023	Grundy Co.	225 th St	Over Branch Black Hawk Creek, L Ave west 0.4 miles	Bridge Replacement	554,000	554,000	SWAP-HBP
2023	Grundy Co.	120 th St	Over Middle Fork Beaver Creek, S18 T89 R18	Bridge Replacement	262,000	262,000	SWAP-HBP
2023	Black Hawk Co.	D46 (Eagle Rd)	Over Miller Creek, NLINE S24 T87 R13	Bridge Replacement	525,000	525,000	SWAP-HBP
2023	Janesville	7 th St	Over Cedar River, Main St west 0.1 miles	Bridge Replacement	5,700,000	500,000	SWAP-STBG
2023	Chickasaw Co.	180 th St	Over Crane Creek River, S32 T96 R11	Bridge Replacement	600,000	600,000	SWAP-HBP
2023	Butler Co.	Cedar Ave	Over Beaver Creek, 335 th St north 0.6 miles	Bridge Replacement	400,000	400,000	SWAP-HBP
2023	Butler Co.	Jay Ave	Over Small Stream, S21 T91 R17	Bridge Replacement	380,000	380,000	SWAP-HBP
2023	Grundy Co.	D67	IA Hwy 14 west 5 miles to county line	Pavement Rehab	1,925,000	819,000	SWAP-STBG

Fiscal Year	Jurisdiction	Project	Termini	Description	Cost Estimate (\$)	State/Federal Funds (\$)	State/Federal Source
2023	Iowa DOT	US Hwy 218	Cedar River to IA Hwy 116	Bridge Replacement, Grading, ROW	24,688,000	19,750,400	NHPP
2023	Iowa DOT	IA Hwy 3	Over Cedar River, 3.7 miles east of US Hwy 218	Bridge Replacement	6,000,000	4,800,000	NHPP
2023	Iowa DOT	IA Hwy 57	Over Ditch, 2.1 miles east of E Jct. IA Hwy 14	Bridge Replacement	933,000	933,000	PRF
2024	Grundy Co.	160 th St	Over South Fork Beaver Creek, H Ave east 0.3 miles	Bridge Replacement	720,000	720,000	SWAP-HBP
2024	Grundy Co.	T Ave	Over Branch Black Hawk Creek, S18 T88 R15	Bridge Replacement	507,000	507,000	SWAP-HBP
2024	Buchanan Co.	150 th St	Over Otter Creek, Indiana Ave west 0.1 miles	Bridge Replacement	990,000	990,000	SWAP-HBP
2024	Bremer Co.	V48	Over Stream, S24 T93N RR12W	Bridge Replacement	500,000	500,000	SWAP-HBP
2024	Chickasaw Co.	V18	US Hwy 18 north 8.5 miles to Alta Vista south city limits	Pavement Rehab	3,300,000	1,157,000	SWAP-STBG
2024	Chickasaw Co.	B28 (140 th St)	Over Little Wapsipinicon River, SLINE S6 T96N R13W	Bridge Replacement	1,400,000	1,400,000	SWAP-HBP
2024	Chickasaw Co.	York Ave	Over Small Stream, on WLINE S31 T94N R10W	Bridge Replacement	250,000	250,000	SWAP-HBP
2024	Black Hawk Co.	D38 (Poyner Rd)	Over Indian Creek, S25 T88 R12	Bridge Replacement	600,000	600,000	SWAP-HBP
2024	Buchanan Co.	D48	Over Lime Creek, Brandon city limits east 0.25 miles	Bridge Replacement	1,525,000	1,525,000	SWAP-HBP
2024	Buchanan Co.	W35	D22 to Quasqueton city limits	Pavement Rehab	3,150,000	1,731,000	SWAP-STBG
2024	Iowa DOT	US Hwy 20	IA Hwy 150 Interchange (EB & WB)	Bridge Deck Overlay	497,000	497,000	PRF
2024	Iowa DOT	US Hwy 20	Over Wapsipinicon River, 1.5 miles east of IA Hwy 150 (EB & WB)	Bridge Deck Overlay	1,360,000	1,360,000	PRF
2024	Iowa DOT	US Hwy 20	W45 3.4 miles west of IA Hwy 187	Bridge Deck Overlay	600,000	600,000	PRF
2024	Iowa DOT	US Hwy 218	Over Mud Creek, 0.9 miles north of D46	Bridge Deck Overlay	450,000	450,000	PRF
2024	Iowa DOT	IA Hwy 14	Over Black Hawk Creek, 1.5 miles south of S Jct. D35	Bridge Replacement	2,070,000	1,656,000	NHPP
2024	Iowa DOT	IA Hwy 3	Over Hartgraves Creek Overflow, 0.5 miles west of T16	Bridge Replacement	600,000	600,000	PRF
2024	Iowa DOT	US Hwy 218	Over Winters Lake Overflow, 2.9 miles east of T76	Bridge Replacement	1,200,000	1,200,000	PRF
2024	Iowa DOT	US Hwy 63	Over Crane Creek, 1.5 miles south of IA Hwy 188 (SB)	Bridge Replacement	1,100,000	1,100,000	PRF

RTA Project Selection Process

The RTA has three pools of funds to program towards projects: Surface Transportation Block Grant (STBG) Program, Iowa's Transportation Alternatives Program (TAP), and TAP-Flex. The RTA Policy Board splits TAP-Flex funds between STBG and TAP. The following sections outline how the RTA selects TAP and STBG projects as part of the annual programming process for the Transportation Improvement Program.

Iowa's Transportation Alternatives Program (TAP)

The FAST Act requires that projects funded through TAP be selected using a competitive project selection process. The goal is to increase transparency, openness, objectivity, and to improve the overall project quality. The RTA uses a project ranking process, and the RTA Policy Board adopted funding requirements at the December 21, 2017 meeting. Each jurisdiction with candidate project(s) is required to submit them prior to the annual TAP Committee meeting.

Candidate projects must meet the following requirements:

- Commitment of local sponsor by resolution to maintain the project for a minimum of 20 years.
- If awarded, projects must be let within two years of October 1 of the original program year.
- For construction projects, a minimum total project cost of \$100,000 (\$80,000 federal) with 20 percent match and minimum federal-aid participation level of 40 percent.
- Eligible project sponsors include:
 - Cities
 - Counties
 - County Conservation Boards
 - School Districts (co-applicant only)
- Eligible activities include:
 - Pedestrian and bicycle facilities and amenities, including safe routes to school infrastructure
 - Recreational trails program activities under 23 U.S.C. 206 of Title 23
 - Planning studies related to either of the above activities
 - Safe routes to school non-infrastructure programs (i.e. pedestrian safety education, bicycle rodeos, safe routes to school coordinator)
- Ineligible activities include:
 - Design engineering and construction related services
 - Sidewalk maintenance
- Funding within the four-year Transportation Improvement Program (TIP) may be advanced to earlier years of the TIP.
- Applications must include a completed *Iowa's TAP Project Criteria Form* and *Iowa's TAP Application Form* along with all required attachments. Incomplete applications will not be considered for funding.
- Projects submitted for consideration will be reviewed by RTA staff for program eligibility prior to the project ranking process.



New Hampton Trail, funded through TAP

TAP projects are ranked and recommended for funding based on the following criteria:

- Project Readiness
 - Ability to meet federal requirements
 - Ability to meet programming timelines
 - Status of matching funds
 - Amount of matching funds
 - Public acceptance of project
 - Right-of-way constraints
- Relationship to Transportation System
 - Ability to minimize conflict points
 - Connectivity to existing facilities
 - Enhancement to existing transportation system
 - Relationship to complete streets
 - Inclusion in state, regional, and local plans
- Associated Benefits
 - Environmental and social impacts
 - Regional economic development impact
 - Regional tourism impact
 - Sustainability elements of project
- Other
 - Cost in relation to public benefit
 - Involvement of or benefit to multiple jurisdictions
 - Predicted usage relative to population

Project sponsors are required to identify which criteria their project relates to and provide a brief sentence describing the relationship within the *Iowa's TAP Project Criteria Form*.

Each project sponsor is given a chance to present their project at the TAP Committee meeting. Projects are ranked using a comparison process. All projects are directly compared to each other, with a priority being chosen from each pair. Each time a project is chosen as the priority, it receives a point. Once all projects are compared, points are totaled, which enables the creation of a ranked priority list for funding.

Projects are ranked by entities present at the TAP Committee meeting. INRCOG and the Iowa DOT do not vote but can provide staff recommendations if requested. Entities vote on rankings as follows:

- Each county has up to two votes from different departments (engineering, conservation, economic development, etc.)
- Each city has one vote
- Silos & Smokestacks has one vote

Projects are recommended for funding based upon the rankings and funding constraints. The TAP Committee has the discretion to determine the share of federal funds for each recommended project. The draft TAP is then recommended to the RTA Technical Committee for inclusion in the draft TIP.

Surface Transportation Block Grant (STBG) Program

Each jurisdiction with candidate project(s) must submit them prior to the annual Technical Committee meeting. At the meeting, existing and candidate projects are reviewed, and the Technical Committee selects projects to include in the draft TIP based on the quality of projects and fiscal constraint. Roadway projects must be

consistent with those identified in the most recent Long-Range Transportation Plan. Jurisdictional need is considered, as well as the availability of alternative funding for such projects. General agreement is reached after the group has balanced the overall costs to the estimated transportation benefits of proposed projects.

The RTA does not currently rank or score STBG projects. However, the RTA utilizes a *Funding Equity Guideline* spreadsheet which outlines funding ranges for each jurisdiction based on 2018 vehicle miles traveled (secondary for counties, municipal for cities) and total federal-aid mileage (Minor Arterials, Collectors). The guide is updated each year to include a moving ten-year allocation and historical allocation. The allocation factors are used to ensure long-term funding equity but do not entitle jurisdictions to specific funding levels. The RTA Policy Board adopted funding requirements for the consideration of STBG funding at the May 17, 2018 meeting.

Candidate projects must meet the following requirements:

- For construction projects, a minimum total project cost of \$100,000 (\$80,000 federal) with a minimum 20 percent match and federal-aid participation level of 40 percent.
- Eligible activities include
 - Major new construction, reconstruction, or resurfacing of roadways or bridges
 - Regional planning and planning studies
 - Transit capital purchases
 - Projects eligible under the RTA's TAP
 - ADA-compliant ramp reconstruction in conjunction with an adjacent road reconstruction or resurfacing project
 - Minor utility adjustments and incidental utility work necessary to complete a roadway project
- Ineligible activities include:
 - Design engineering and construction related services
 - Sidewalk maintenance
- Roadway projects must be on federally classified routes that are Minor Collectors or above, or a Farm-to-Market route.
- Applications must include a completed *STBG Project Submittal Form*. Incomplete applications will not be considered for funding.
- Project sponsors will participate in the Iowa DOT's federal-aid swap for all eligible road and bridge projects.

Submitted STBG applications are reviewed at the Technical Committee meeting. As part of the application process, project sponsors are asked to provide information about their project, and each sponsor is given the chance to present their project at the meeting. The Technical Committee then prioritizes projects for funding by considering project benefits, jurisdictional need, and the time and funding constraints of the program. The Technical Committee can utilize the *Funding Equity Guideline*, as needed, to help develop the draft.

