

An aerial photograph of a rural landscape. In the upper left, a river flows through a wooded area. Below the river, there is a cluster of industrial or commercial buildings. The middle section features large, brown, tilled agricultural fields. A multi-lane asphalt road runs diagonally from the bottom right towards the top right, bordered by a dense line of green trees. In the bottom left corner, there are several residential houses with grey roofs and green lawns.

Chapter 9

Financial Analysis

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 over the duration of the plan. A variety of funding sources are utilized for transportation improvements, as described in this chapter.



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 three federal funding sources: Surface Transportation Block Grant (STBG), Iowa’s Transportation Alternatives Program (TAP), and Carbon Reduction Program (CRP). 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 a Grants and Programs Funding Guide webpage to help local governments and other entities identify potential state and federal funding sources for a variety of transportation project types.

www.iowadot.gov/grants-programs

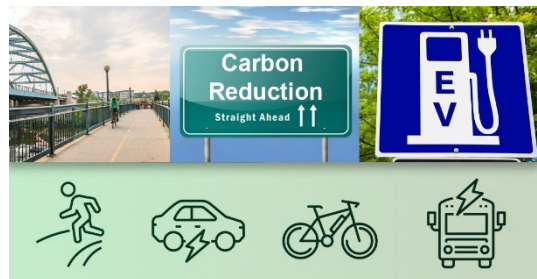
Federal Funding

The Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), encompasses several federal transportation programs aimed at improving and modernizing the transportation infrastructure across the United States. This legislation includes provisions for various sectors, including roads, bridges, public transit, rail, airports, and ports. IIJA allocates significant funding for a multitude of programs including several new federal transportation programs designed to address critical needs, promote sustainable infrastructure development, and revitalize and modernize the nation's transportation systems while promoting economic growth, environmental sustainability, and improved connectivity for communities across the country.

www.fhwa.dot.gov/bipartisan-infrastructure-law/grant_programs.cfm

Federal programs that could be used to fund various transportation projects throughout the metropolitan area include but are not limited to the following:

- **Surface Transportation Block Grant (STBG) Program** – This program is designed to address specific issues identified by Congress and provides flexible funding for a variety of projects that can be found in 23 U.S.C. 133. The Infrastructure Investment and Jobs Act (IIJA) allows many types of eligible projects including preserving the condition and performance of roads on Federal-aid routes and bridges on any public road. STBG funds may also be used on transit capital improvements and Transportation Alternatives Program eligible activities.
- **Transportation Alternatives Program (TAP)** – This program 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 the creation of bicycle and pedestrian facilities, and the restoration of historic transportation facilities, among others.
- **Carbon Reduction Program (CRP)** – IIJA introduced this new funding opportunity to help states develop carbon reduction strategies and address the climate crisis facing our nation. CRP funds a wide range of projects designed to reduce carbon dioxide emissions from on-road highway sources. Eligible projects include on- and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, and projects that support the deployment of alternative fuel vehicles.



- **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** – 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.

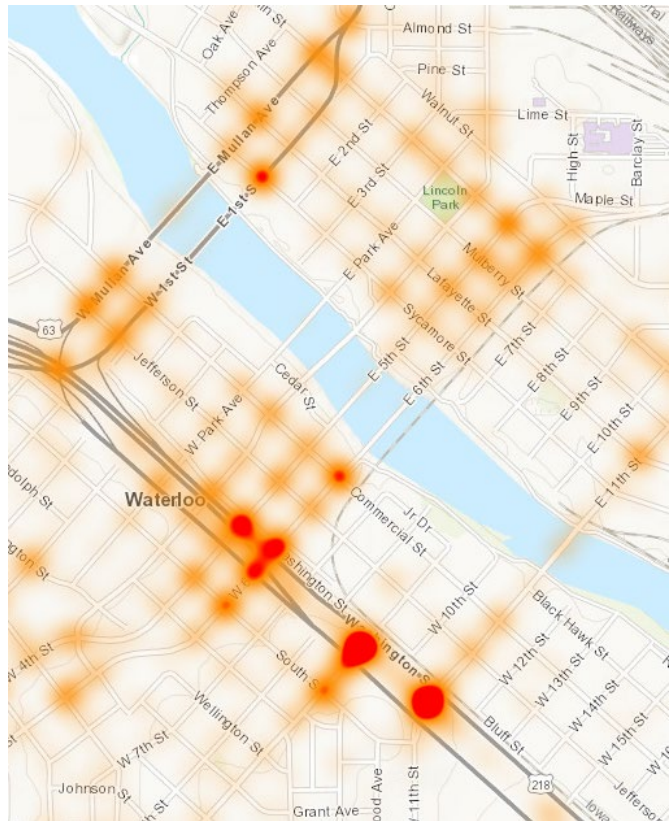
- **Highway Safety Improvement Program (HSIP)** – This is a core federal-aid program that funds projects with the goal of achieving a significant reduction in traffic fatalities and serious injuries on public roads. A portion of this funding is targeted for use on local high-risk rural roads and railway-highway crossings.

- **National Highway Performance Program (NHPP)** – The NHPP is focused on the condition, performance, and resiliency of the National Highway System (NHS), a network of 222,000 system miles of roadways important to the Nation’s economy, defense, and mobility which carries 55 percent of vehicle miles traveled nationally. In addition to the Interstate System, the NHS includes the Strategic Highway Network (STRAHNET), major strategic highway network connectors and intermodal connectors, and both urban and rural principal arterials.

- **National Highway Freight Program (NHFP)** – NHFP funds are distributed to states via a formula process and are targeted towards transportation projects to improve the efficient movement of freight on the National Highway Freight Network (NHFN).

- **Safe Streets and Roads for All (SS4A)** –

Provides grants to support local initiatives to prevent transportation-related death and serious injury on roads and streets. The SS4A program provides funding for two main types of grants: Planning and Demonstration Grants for comprehensive safety action plans, and Implementation Grants to implement strategies or projects that are consistent with an action plan. In 2023, the Black Hawk County MPO received a SS4A Action Plan grant award to complete a Comprehensive Safety Action Plan (CSAP) for Waterloo’s Central Business District in the downtown area, where a disproportionate percentage of fatal and serious injury crashes are occurring. The CSAP will allow the City of Waterloo and the MPO to apply for implementation grant funds, along with other federal, state, and local funding opportunities, to implement projects to improve safety for people traveling by any mode in downtown Waterloo.

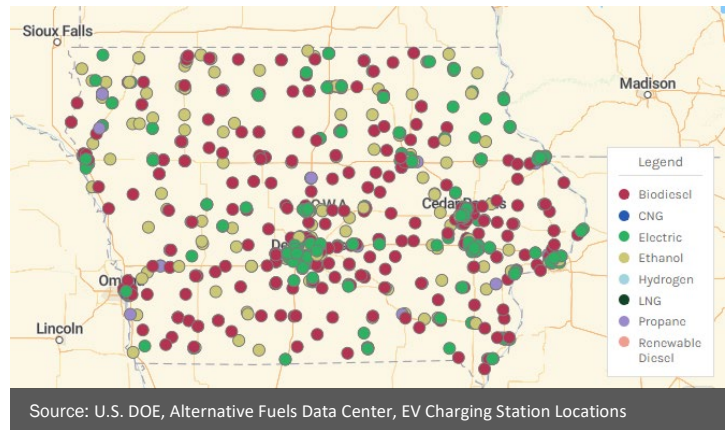


- **Rebuilding American Infrastructure with Sustainability and Equity (RAISE)** – The program provides grants for critical freight and passenger surface transportation infrastructure projects that will have a significant local or regional impact and improve safety and equity. In 2022, Waterloo received \$20.5 million in funding to revitalize and transform La Porte Rd.



- **Reconnecting Communities Pilot Program** – This new program provides grants for projects to restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities (i.e., railroad) that create barriers to community connectivity, including to mobility, access, or economic development.

- **Charging and Fueling Infrastructure Grants Program (Community Charging)** – Provides grants for projects to develop electric vehicle charging and hydrogen, propane, and natural gas fueling infrastructure access along alternative fuel corridors throughout the country, including in rural areas, low- and moderate-income neighborhoods, and communities with a low ratio or private parking spaces to households or a high ratio of multiunit dwellings to single family homes.



- **Charging and Fueling Infrastructure Grants Program (Corridor Charging)** – Deploys publicly accessible EV charging infrastructure and hydrogen, propane, and natural gas fueling infrastructure along designated Alternative Fuel Corridors.



- **Advanced Transportation Technologies and Innovative Mobility Deployment (ATTAIN) Program** – Provides grants to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment.

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 Iowa DOT Local Systems Bureau with awards based upon criteria identified in the application process. Projects can receive up to \$1 million.
- **HSIP-Local** – This program promotes the installation of low-cost, systemic improvements. The program has the goal of reducing two types of crashes: lane departure crashes, and intersection crashes.
- **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.
- **Federal Recreational Trails Program** – This program provides funding for both motorized and non-motorized trail projects and is funded through a takedown from Iowa’s TAP funding.



There are also several 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. Federal transit 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 people.
- **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. Local recipients must apply directly to the FTA.
- **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. 15 percent of 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 including the state gas tax and new vehicle registration fees. Programs include:

- **Municipal Funds** – These funds are apportioned to and programmed by each city and comprises about 20 percent of the RUTF total statewide.
- **Secondary Road Fund** – These funds are distributed 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. FMs accounted for 8 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 distributes funds to cities, counties, and the Iowa DOT for roadway safety improvements, traffic control devices, studies, and outreach. TSIP provides funds for three types of projects: site-specific, traffic control devices, and studies and outreach.

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). Cities and counties can apply to the Iowa DOT for the designated funds, and projects are programmed by the Iowa Transportation Commission.
- **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.
- **Community Attraction and Tourism (CAT)** – Administered through the Iowa Economic Development Authority (IEDA), CAT assists projects that will provide recreational, cultural, entertainment, and education attractions. The 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 region or statewide economic impact.
- **Resource Enhancement and Protection (REAP)** – Administered by 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. 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 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. 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	Bike/Ped	Transit
Federal	Surface Transportation Block Grant (STBG) Program	X	X	X
	Iowa's Transportation Alternatives Program (TAP)		X	
	Carbon Reduction Program (CRP)		X	X
	Congestion Mitigation & Air Quality Improvement Program (CMAQ)	X	X	X
	Demonstration Funding	X	X	X
	Highway Safety Improvement Program (HSIP)	X		
	National Highway Performance Program (NHPP)	X		
	National Highway Freight Program (NHFP)	X		
	City Bridge Program	X		
	HSIP-Local	X		
	Iowa Clean Air Attainment Program (ICAAP)	X		X
	Federal Recreational Trails Program		X	
	Safe Streets and Roads for All (SS4A)	X	X	
	Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	X	X	
	Reconnecting Communities Pilot Program	X	X	
State	Municipal Funds	X		
	Secondary Road Fund	X		
	Farm to Market (FM)	X		
	Primary Road Fund (PRF)	X		
	Traffic Safety Improvement Program (TSIP)	X		
	State Recreational Trails Program		X	
	Revitalize Iowa's Sound Economy (RISE)	X		
	Traffic Engineering Assistance Program (TEAP)	X		
	Community Attraction and Tourism (CAT)		X	
	Resource Enhancement and Protection (REAP)		X	
Local	Property Tax	X	X	
	General Obligation Bonds	X	X	
	Local Option Sales Tax (LOST)	X	X	
	Tax Increment Finance Funding (TIFF)	X	X	

MET Transit Funding Analysis

A Transit Financial Capacity Analysis was conducted to project operating revenues and expenditures for MET Transit to the horizon year 2050. A two percent constant rate was applied to FY 2022 operating revenues and expenses data. Based on this analysis, MET Transit can anticipate a total balance of approximately \$2.9 million from FY 2024-2050.

Capital revenues and expenditures related to buses have been calculated separately. Due to the complexity of the bus procurement process, the variability in funding from one year to the next, and expanding options for low-no emissions vehicles, it is difficult to predict how many buses and of what type will be replaced. Accordingly, this document assumes an average of one diesel bus replaced each year – alternating between heavy, medium, and light duty vehicles – over the life of the plan. The approximate replacement cost shown in the FY 2024-2027 TIP, including vehicle surveillance systems, is \$660,000 for heavy-duty buses, \$265,000 for medium-duty buses, and \$180,000 for light-duty buses, an average of \$368,333 per year. Inflating this average cost by a constant two percent per year results in a total cost for bus replacements of approximately \$13 million.

Funding from the FTA (Section 5339) is anticipated to cover 85 percent of the total costs for vehicle replacements. The remaining 15 percent, required as local match, is anticipated to come from the City of Waterloo (81 percent of the local match) and the City of Cedar Falls (19 percent of the local match). Tables 9.2 and 9.3 summarize operating and capital revenues and expenditures over the life of this plan.

Table 9.2: MET Transit Forecasted Operating Revenues & Expenditures, 2024-2050

Total Operating Income	\$195,654,617
Operating Revenues (fares, contracts)	\$42,373,528
Operating Subsidies (federal, state, local)	\$153,281,088
Total Operating Expenses	\$192,769,541
Balance	\$2,885,076

Source: MET Transit, Historic Operating Revenues and Expenses, FY 2022

Table 9.3: MET Transit Forecasted Bus Replacement Costs & Funding Sources, 2024-2050

Expenditures (one bus per year, average cost of HD, MD, LD bus)	\$13,018,493
Federal Share (Section 5339)	\$11,065,719
City of Waterloo	\$1,581,747
City of Cedar Falls	\$371,027

Sources: MPO FY 2024-2027 TIP; Vehicle Replacement Projection

MPO Funding Analysis

Projects, revenues, and expenditures have been divided into three periods: 2024-2030 (including the FY 2024-2027 TIP), 2031-2040, and 2041-2050. Historical funding amounts were used to forecast state and federal dollars anticipated to be available during the life of this plan. Federal and state funding sources analyzed include the NHPP, PRF, and STBG. City and County Bridge funds have been targeted for specific bridge replacement projects at anticipated amounts based on input provided by city and county staff. Accordingly, bridges funds were not included in the funding analysis.

Revenue forecasts for STBG and TAP were projected using a linear growth rate of targets from FY 2023 to FY 2027. NHPP and PRF dollars were projected at a constant rate using ten-year averages from FY 2014-2023. Table 9.4 provides historical funding and revenue forecasts.

Table 9.4: History and Projections for Federal and State Transportation Funding

Fiscal Year	STBG	TAP	NHPP	PRF
2014	\$2,996,361	\$297,288	\$4,639,000	\$0
2015	\$3,033,260	\$299,560	\$9,903,000	\$0
2016	\$3,017,619	\$297,646	\$0	\$2,334,000
2017	\$3,106,074	\$306,906	\$24,530,000	\$1,983,000
2018	\$3,106,815	\$299,020	\$9,331,000	\$2,490,000
2019	\$3,359,752	\$303,322	\$12,372,000	\$6,727,000
2020	\$3,469,008	\$297,790	\$11,657,000	\$0
2021	\$3,363,353	\$300,457	\$13,248,800	\$0
2022	\$3,277,907	\$294,122	\$3,176,800	\$0
2023	\$3,892,668	\$373,498	\$43,694,600	\$0
2024-2030	\$28,285,583	\$2,896,329	\$92,786,540	\$9,473,800
2031-2040	\$44,714,029	\$4,908,001	\$132,552,200	\$13,534,000
2041-2050	\$49,507,005	\$5,846,826	\$132,552,200	\$13,534,000
2024-2050	\$122,506,617	\$13,651,156	\$357,890,940	\$36,541,800

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) typically 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, Secondary Road Fund Receipts, and County Secondary Road Operations and Maintenance Data 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 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. Revenue and expense averages from 2018 to 2022 were used for the analysis. Revenues were 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 MPO FY 2024-2027 Transportation Improvement Program. The balance identified may be applied to other local projects, debt payments, and local matches for state and federal funding.

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

Fiscal Year	Non-Federal Aid Revenues	Operations Cost on Total Roadway System	Maintenance Cost on Total Roadway System	Balance
2018-2022 (Average)	\$52,594,995	\$11,539,749	\$7,544,590	\$33,510,656
2024-2030	\$406,802,745	\$98,581,715	\$64,451,889	\$243,769,141
2031-2040	\$688,254,435	\$197,196,243	\$128,925,231	\$362,132,961
2041-2050	\$838,978,316	\$291,898,611	\$190,840,836	\$356,238,869
2024-2050	\$1,934,035,495	\$587,676,568	\$384,217,957	\$962,140,970

Sources: Iowa DOT, 2022 City Operations & Maintenance Data, 2022 City Receipts, 2022 County Farm to Market Receipts, 2022 County Operations & Maintenance Data, 2022 County Receipts

Individual projects will be developed with various percentages of federal and local funding, and it is impossible to predict what those percentages will be. STBG projects in this plan beyond the FY 2024-2027 TIP are shown to have a maximum 65 percent federal participation which is the average for projects programmed over the past 10 years, and no more than \$4.5 million in STBG which is the average annual amount projected to be available from 2024 to 2050. Actual funding amounts would be determined when a project is programmed as part of the TIP development process.

Project Costs and Funding Sources

Federal legislation requires that Long-Range Transportation Plans for MPOs be fiscally constrained. This document must show that revenues anticipated to be available will support the existing system and those road and bridge projects identified in the plan. Table 9.6 provides project-level detail for funding sources. Total cost estimates are inflated to year of expenditure (YOE) dollars as follows:

- 2024-2027: Programmed in the FY 2024-2027 TIP in YOE dollars
- 2028-2030: Inflated four percent annually to the year 2029 (multiplying current cost by 1.24)
- 2031-2040: Inflated four percent annually to the year 2035 (multiplying current cost by 1.48)
- 2041-2050: Inflated four percent annually to the year 2045 (multiplying current cost by 1.88)

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

Table 9.6: 2050 Long-Range Transportation Plan Fiscally Constrained Road and Bridge Projects

FY 2024-2030

	Jurisdiction	Project	Termini	Cost Estimate (YOE)	STBG	TAP	City Bridge	County Bridge	Local
101	Cedar Falls	Union Rd	W 27 th St to University Ave	6,550,000	1,000,000				5,550,000
102	Elk Run Heights	Gilbertville Rd/Lafayette Rd	Elk Run Creek to Amber Ln	2,185,500	1,430,000				755,500
103	Evansdale	Lafayette Rd	Evans Rd to Elk Run Creek	6,095,000	1,707,000				4,388,000
104	Raymond	Lafayette Rd	2,750' W of Taylor Ln to 2 nd St	3,913,000	1,230,000				2,683,000
105	Waterloo	La Porte Rd (Ph I)	E Shaulis Rd to Bopp St	14,196,000	4,386,427	151,328			928,245
106	Waterloo	La Porte Rd (Ph II)	Plymouth Ave to U.S. 218 slip ramp	11,160,000	2,830,500				259,600
107	Black Hawk Co.	Donald St (D16)	Sage Rd to Raymond Rd (V49)	2,050,000	448,000				1,602,000
108	Hudson	Washington St	50' south of Wood St to 240' north of 1st St	1,067,000	853,600				213,400
109	Waterloo	La Porte Rd (Ph III)	Bopp St to Plymouth Ave	7,558,000	2,711,900				1,176,100
110	Black Hawk Co.	Washburn Rd (D39)	U.S. 218 to Gilbertville WCL	2,450,000	1,328,711				1,121,289
111	Evansdale	W. Gilbert Dr	River Forest Rd to Grand Blvd	3,026,970	2,421,576				605,394
112	Black Hawk Co.	Raymond Rd (V49)	Conard Rd to Osage Rd	558,000	362,700				195,300
113	Black Hawk Co.	Dubuque Rd (D22)	Raymond ECL to Ordway Rd	620,000	403,000				217,000
114	Black Hawk Co.	Eldora Rd (D35)	Lincoln Rd to Hudson SCL	620,000	403,000				217,000
115	Cedar Falls	Ridgeway Ave BR	0.15 mi. west of Hudson Road, over South Branch of Dry Run Creek	824,600			824,600		0
116	Elk Run Heights	Plaza Dr	Gilbertville Rd to Dubuque Rd	806,000	523,900				282,100
117	Evansdale	Central Ave	River Forest Rd to Evans Rd	1,240,000	806,000				434,000
118	Gilbertville	5 th St	20 th Ave to 14 th Ave	620,000	403,000	93,000			124,000
119	Gilbertville	20 th Ave	5 th St to 25 th Ave	93,000		74,000			19,000
120	Waterloo	E. Ridgeway Ave	Kimball Ave intersection	2,480,000	1,612,000				868,000
				Total:	24,861,314	318,328	824,600	--	21,638,928
				Projected Funding Available:	28,285,583	2,896,329	--	--	243,769,141
				Balance:	3,424,269	2,578,001	--	--	222,130,213

FY 2031-2040

	Jurisdiction	Project	Termini	Cost Estimate (YOE)	STBG	TAP	City Bridge	County Bridge	Local
201	Black Hawk Co.	Raymond Rd (V49)	Gilbertville NCL to Raymond SCL	2,368,000	1,539,200				828,800
202	Black Hawk Co.	Washburn Rd (D38)	U.S. 218 to Gilbertville WCL	2,220,000	1,443,000				777,000
203	Black Hawk Co.	Union Rd (T75)	Cedar Falls NCL to Beaver Valley Rd (C67)	1,110,000	721,500				388,500
204	Black Hawk Co.	Ridgeway Ave (D19)	Hearst Rd to Cedar Falls WCL	740,000	481,000				259,000
205	Black Hawk Co.	Schrock Rd (D35)	Holmes Rd to Acker Rd	740,000	481,000				259,000
206	Black Hawk Co.	Indian Creek Rd	Evansdale CL to Raymond Rd (V49)	740,000	481,000				259,000
207	Black Hawk Co.	Union Rd (T75) BR	0.25 mi. south of Beaver Valley Rd, over Beaver Creek	3,552,000	1,552,000			1,000,000	1,000,000
208	Black Hawk Co.	Dubuque Rd (D22) BR	0.4 mi. east of Lafayette Rd, Over Poyner Creek	1,036,000	500,000			329,000	207,000
209	Cedar Falls	Cedar Heights Dr	Viking Rd to SCL	4,440,000	2,886,000				1,554,000
210	Cedar Falls	Greenhill Rd	Hudson Rd to ECL	6,660,000	4,329,000				2,331,000
211	Cedar Falls	Leversee Rd	Lone Tree Rd to NCL	3,700,000	2,405,000				1,295,000
212	Evansdale	Grand Blvd	Lafayette Rd to Gilbert Dr	8,584,000	4,500,000				4,084,000
213	Evansdale	Evansdale Dr/Plaza Dr	I-380 EB ramp to Gilbertville Rd	2,960,000	1,924,000				1,036,000
214	Evansdale	Evansdale Dr/Plaza Dr	I-380 EB ramp to Gilbertville Rd	3,700,000	2,405,000				1,295,000
215	Gilbertville	14 th Ave BR	East of 5 th St	481,000			481,000		0
216	Waterloo	W. Donald St	Broadway St to Logan Ave (U.S. 63)	9,620,000	4,000,000	500,000			5,120,000
217	Waterloo	Broadway St	E. Mullian Ave (U.S. 63) to Burton Ave	14,800,000	4,000,000	500,000			10,300,000
218	Waterloo	E. San Maman Dr	Hammond Ave to Texas St	13,172,000	4,000,000	500,000			8,672,000
219	Waterloo	Newell St	Idaho St to N. Elk Run Rd	17,760,000	4,500,000	500,000			12,760,000
220	Waterloo	N. Elk Run Rd	Martin Luther King Jr Dr to Remington Rd	3,922,000	2,549,300				1,372,700
				Total:	44,697,000	2,000,000	481,000	1,329,000	53,798,000
				Projected Funding Available:	44,714,029	4,908,001	--	--	362,132,961
				Balance:	17,029	2,908,001	--	--	308,334,961

FY 2041-2050

	Jurisdiction	Project	Termini	Cost Estimate (YOE)	STBG	TAP	City Bridge	County Bridge	Local
301	Black Hawk Co.	Waverly Rd (V14)	Fitkin Rd to Bennington Rd	2,350,000	1,000,000				1,350,000
302	Black Hawk Co.	Dunkerton Rd (C66)	U.S. 63 to Sage Rd	2,350,000	1,000,000				1,350,000
303	Black Hawk Co.	Elk Run Rd (V43)	Dubuque Rd to Independence Ave (IA 284)	1,645,000	1,069,250				575,750
304	Black Hawk Co.	Washburn Rd (D38)	IA 21 to U.S. 218	3,760,000	1,000,000				2,760,000
305	Black Hawk Co.	Elk Run Rd (V43) BR	0.2 mi. north of Dubuque Rd, over Elk Run Creek	3,290,000	1,290,000			1,000,000	1,000,000
306	Black Hawk Co.	Union Rd (T75) BR	0.4 mi. south of Beaver Valley Rd, over Beaver Creek	3,384,000	1,384,000			1,000,000	1,000,000
307	Black Hawk Co.	Washburn Rd (D38) BR	West of 3rd St, over Cedar River	15,040,000	2,000,000			1,000,000	12,040,000
308	Cedar Falls	Hudson Rd	W. 1st St to University Ave	18,800,000	4,500,000				14,300,000
309	Cedar Falls	Prairie Pkwy/Viking Rd	Prairie Pkwy/Viking Rd Intersection	1,880,000	1,222,000				658,000
310	Cedar Falls	W. Ridgeway Ave	IA 58 to ECL	14,100,000	4,500,000				9,600,000
311	Cedar Falls	W. Ridgeway Ave	Hudson Rd to WCL	10,810,000	4,500,000				6,310,000
312	Gilbertville	5th St BR	South of 12th Ave	282,000			282,000		0
313	Waterloo	E. Shaulis Rd	Hawkeye Rd (IA 21) to La Porte Rd	12,718,200	4,500,000				8,218,200
314	Waterloo	Airline Hwy	Leversee Rd to U.S. 63	34,780,000	4,500,000	500,000			29,780,000
315	Waterloo	E. Orange Rd	Kimball Ave to Hess Rd	14,100,000	4,500,000				9,600,000
316	Waterloo	Kimball Ave	Orange Rd to San Marnan Dr	17,860,000	4,500,000				13,360,000
317	Waterloo	Ansborough Ave	Orange Rd to San Marnan Dr	17,860,000	4,500,000				13,360,000
318	Waterloo	W. Shaulis Rd	Hoff Rd to Hawkeye Rd (IA 21)	9,964,000	3,500,000				6,464,000
				Total:	49,465,250	500,000	282,000	3,000,000	131,725,950
				Projected Funding Available:	49,507,005	5,846,826	--	--	356,238,869
				Balance:	41,755	5,346,826	--	--	224,512,919