

FUNDING the PLAN

A key component to the implementation of this plan is making sure funding is in place to support economic development, workforce development and community development projects. To fund these efforts a variety of local, state, and federal funding will be critical. Below is a list of the most notable current funding resources available.

Economic Development Funding Resources

- Revolving Loan Funds (RLFs)
- ECICOG RLF
- Cedar Rapids Micro Loan Program
- Marion Economic Development Corporation RLF
- Czech Village/New Bohemia RLF
- Cedar Rapids RLF
- City of Marion and Marion Chamber of Commerce RLF
- EDA Public Works and Economic Adjustment Assistance Program
- SBA Loans
- USDA
- Rural Business Opportunity Grant (RBOG)
- Local Option Sales Tax (LOST)
- Tax Increment Financing
- Tax Abatement or Exemption
- Enterprise Zones
- Property Tax
- Other Local Resources
- Iowa Small Business Loan

Workforce Development Funding Resources

- 260E New Jobs Training
- 260F Jobs Training
- GAP Tuition Assistance Program (GAP)
- Pathways for Academic Career and Employment (PACE)
- Workforce Training and Economic Development Fund
- Other Local Resources

Community Development Funding Resources

Natural Environment and Resilience

- Iowa DNR Solid Waste Alternatives Program
- USDA Rural Development – Solid Waste Management Grants
- Hazard Mitigation Grant Program (HMGP)
- Pre-Disaster Mitigation (PDM)
- Flood Mitigation Assistance (FMA)
- Water Quality Initiative
- Watershed Development and Planning Grants
- Water Protection Fund and/or Watershed Protection Fund
- Watershed Improvement Review Board
- Vision Iowa - River Enhancement Community Attraction and Tourism Program
- Community Development Block Grants
- 319 Watershed Planning
- 319 Watershed Implementation Grant
- Land and Water Conservation Fund (LWCF)
- Resource Enhancement and Protection (REAP)
- Clean Water State Revolving Fund
- Storm Water Loan Program
- Water Resource Restoration Sponsored Projects Program
- Environmental Quality Incentive Program (EQIP)
- Conservation Reserve Program (CRP)
- Wetland Reserve Program (WRP)
- Grassland Reserve Program (GRP)

- Agricultural Conservation Easement Program (ACEP)
- Wildlife Habitat Incentive Program (WHIP)

Housing

- Direct Housing Loans, Section 502
- Guaranteed Housing Loans, Section 502
- Mutual Self-Help Housing Loans, Section 502
- Housing Repair Grants, Section 504
- Self-Help Technical Assistance Grants, Section 523
- Housing Preservation Grants, Section 533
- Rural Rental Multi-Family Housing, Section 515
- Farm Labor Housing Loans and Grants, Section 514
- Housing Fund (CDBG & HOME) - Federal Funds Housing Fund (CDBG & HOME)
- Affordable Housing Subsidy
- Community Investment Advance (Loan) Program
- Capital Advances for Housing for Disabled/Elderly Citizens
- Section 8 Rental Housing Assistance for Low and Very Low-Income Families Living in Private Housing
- VA – Acquired Houses
- Local Housing Assistance Program (LHAP)
- First Time Home Buyer Loan Program
- Military Homeownership Assistance Program
- The Home and Community-Based Service Rent Subsidy Program
- State Housing Trust Fund
- Homeless Shelter Assistance Grant Program
- Low Income Housing Tax Credit Program
- East Central Iowa Housing Trust Fund
- Linn County Housing Trust Fund
- Housing Trust Fund for Johnson County

Transportation Funding Resources

- Surface Transportation Block Grant (STBG)
- Surface Transportation Block Grant Highway Bridge Program (STBG-HBP)

- Transportation Alternatives Program (TAP)
- National Highway Performance Program
- Highway Safety Improvement Program (HSIP)
- Iowa Clean Air Attainment Program (ICAAP)
- Federal Transit Administration (5310, 5311 and 5339)
- Transportation Safety Improvement Program (TSIP)
- All City Sign Replacement Program
- Traffic Engineering Assistance Program (TEAP)
- County and City Bridge Fund
- Revitalize Iowa Sound Economy (RISE)
- Rail Revolving Loan and Grant Program
- State and Federal Air Improvement Program
- Airport Vertical Infrastructure Program
- Iowa DOT/DNR Fund
- Living Roadway Trust Fund
- Federal Recreational Trails
- State Recreational Trails
- State Transit Assistance (STA)
- Iowa Road Use Tax Fund (RUTF)
- Local Option Sales Tax (LOST)
- Property Tax
- Other Local Resources

TRANSPORTATION FUNDS PROGRAMMED OR PRIORITIZED BY THE RPA IN IOWA'S CREATIVE COORIDOR

Many of the funding programs previously listed have assisted in the completion of projects within Iowa's Creative Corridor. The RPA, however, is only responsible for the programming or prioritization of a few. Below is a summary and description of these programs.

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 a number of transportation facilities including federal-aid highway or public road bridge. The Iowa DOT provides programming authority for allocations of STBG funds to RPAs and MPOs. The flexible nature of STBG funds allow them to be used for all types of transportation projects including roadway projects on federal-aid eligible routes, bridge projects on any public road, transit capital improvements, TAP eligible activities, and planning activities.

STBG-HBP – While the Highway Bridge Program was eliminated under a previous federal authorization, a portion of Iowa's STBG will continue to be targeted directly to counties and dedicated specifically to county bridge projects. A portion of these funds are required to be obligated to off-system bridges. The remaining funds can be used on either on- or off-system bridges.

TAP – This program provides funding to expand travel choice and to improve the transportation experience. TAP projects improve the cultural, historic, aesthetic, and environmental aspects of the transportation infrastructure. In prior years, each RPA and MPO received an allocation of TAP funds from Iowa DOT to program eligible projects. In 2017, the process will be revised, and it appears that the RPA or MPO will prioritize local projects with final programming by Iowa DOT. Projects can include the creation of bicycle and pedestrian facilities and the restoration of historic transportation facilities, among others.

5310 - This program was established to provide federal funding for support of transit activities in rural areas and in urban areas, to serve the special needs of transit-dependent populations beyond traditional public transit services and Americans with Disabilities Act (ADA) complementary paratransit services.

5311- This program provides federal funding for support of transit activities in rural areas and in urban areas of less than 50,000 in population (operating, capital, planning, and job access and reverse commute assistance).

5339 – This program provides federal assistance for transit capital improvements including new and expanded rail, bus rapid transit, and ferry system projects that will expand the core capacity of existing fixed guideway corridors. The program also includes provision for streamlining aspects of the New Starts process.

SHORT TERM REGIONAL TRANSPORTATION PLAN

ECICOG annually prepares the Region 10 Transportation Improvement Program (TIP). The TIP is developed by compiling all city, county and state transportation projects of regional significance that are receiving federal-aid funds. To develop the TIP, the region receives an annual allocation of STBG and TAP funding. In turn, the RPA sub-allocates STBG funding to each affiliated county for projects from throughout the respective county. TAP funds are competitively awarded based on a regional review process. Final approval of projects for inclusion into the TIP is the sole responsibility of the RPA's Policy Committee. The TIP is fiscally constrained by adjusting the region's recommended projects to match best the estimated target of

available federal STBG and TAP funds. Below in Figures 7-1 and 7-2 are detailed lists of expected projects to be completed in the short term (over the next 4 years) utilizing regional STBG and TAP funds.

Figure 7-1: Regional STBG Program

Sponsor	Project Description	Local Funding	Federal Aid	Total Cost
RPA 10 - ECICOG	Planning	96,000	377,000	473,000
City of Shellsburg	W. Main St. from Iowa Northern RR, east to Park Street	175,000	400,000	575,000
Iowa County	V52, from I-80 to Hwy 6	400,000	1,800,000	2,200,000
City of Anamosa	S. Elm, from W Main St. to Wapsipinicon Bridge	198,105	791,895	990,000
Cedar County	X64, from I-80 to F44	715,000	1,460,000	2,175,000
Washington County	W61, from G36 to G26	840,000	1,360,000	2,200,000
Washington County	W61, from Riverside to Spruce Ave.	255,000	1,020,000	1,275,000
Benton County	V66, from Hwy 30 to Blairstown	175,000	450,000	625,000
Benton County	D65, over Spring Creek	110,000	440,000	550,000
Linn County	Mt. Vernon Rd., from Hwy 13 to 44 th St.	235,000	938,000	1,173,000
City of Urbana	Hutton Dr., at Hwy 150 intersection	280,600	246,400	527,000
City of Vinton	3 rd St., from 3 rd to 9 th Aves.	886,773	892,227	1,779,000
Iowa County	F46, from V48 to V52	326,000	884,000	1,210,000
Benton County	E24, from Vinton to W26	100,000	400,000	500,000
Benton County	V66, from Hwy 30 to Blairstown	230,000	920,000	1,150,000
City of Urbana	Sunset St., from Ash Ave. to I-380	84,400	193,600	278,000
Johnson County	W60, from North Liberty to Croy Rd.	875,000	3,500,000	4,375,000
Linn County	County Home Rd., from N Center Point Rd. to Indian Creek Bridge	974,000	3,896,000	4,870,000
Washington County	W64, from 320 th St. to 282 nd St.	275,000	1,100,000	1,375,000
Cedar County	Y14, from F44 to Hwy 130	700,000	1,100,000	1,800,000
City of Washington	W Buchanan, from current termination to South Ave. E	731,562	1,826,438	2,558,000
<i>Project Totals</i>		8,662,440	23,995,560	32,658,000
<i>Estimated STBG Funding</i>			14,071,170	
<i>STBG Carryover Balance from Prior Years</i>			16,284,726	
<i>Anticipated Regional STBG Balance</i>			6,360,336	

Figure 7-2: Region TAP Program

Sponsor	Project Description	Local Funding	Federal Aid	Total Cost
Washington County	Trail from Kalona Park to Richmond Community Park	305,277	294,723	600,000
Washington CCB	Kewash Nature Trail, from Hwy 1 to Crooked Creek Bridge, and 1900'	880,463	342,537	1,223,000

	<i>spur to Kirkwood Reg. Ctr.</i>			
<i>Jones CCB</i>	<i>Mon Moq Dam on Maquoketa River Water Trail</i>	<i>877,000</i>	<i>341,000</i>	<i>1,218,000</i>
<i>Johnson County</i>	<i>Mehaffey Bridge Road Separated Trail</i>	<i>1,519,712</i>	<i>1,080,288</i>	<i>2,600,000</i>
<i>City of Riverside</i>	<i>Safe Routes to School sidewalks on Ash St./Tupelo Blvd.</i>	<i>224,000</i>	<i>96,000</i>	<i>320,000</i>
<i>City of Urbana</i>	<i>Safe Routes to School sidewalks on Main St.</i>	<i>99,000</i>	<i>50,000</i>	<i>149,000</i>
<i>Jones County</i>	<i>Wapsipinicon Trail on Shaw Rd.</i>	<i>720,000</i>	<i>280,000</i>	<i>1,000,000</i>
<i>Linn CCB</i>	<i>Cedar Valley Nature Trail Bridge over E Blue Creek</i>	<i>432,000</i>	<i>168,000</i>	<i>600,000</i>
<i>Cedar CCB</i>	<i>Hoover Trail Bridge over Wapsinonoc Creek</i>	<i>31,000</i>	<i>154,000</i>	<i>185,000</i>
<i>Linn CCB</i>	<i>Grant Wood Trail, from Hwy 13 to Oxley Rd.</i>	<i>55,000</i>	<i>220,000</i>	<i>275,000</i>
	<i>Project Totals</i>	<i>\$5,143,452</i>	<i>\$3,026,548</i>	<i>\$8,170,000</i>
	<i>Estimated TAP Funding</i>		<i>\$834,421</i>	
	<i>TAP Carryover Balance from Prior Years</i>		<i>\$2,192,168</i>	
	<i>Anticipated Regional TAP Balance</i>		<i>\$41</i>	

TRANSPORTATION FUNDING OUTLOOK

While difficult to predict future revenues and expenditures in all of these areas, some general forecasting can be made for transportation funding due to past history of funding and annual funding allocations provided to the region. This will provide some reference for proposed projects and their feasibility over the next 20 years. The financial outlook used is a simple process of evaluating current and past federal aid and non-federal aid for transportation funding in Iowa's Creative Corridor, including:

- State Road Use Tax Fund (RUTF) revenues to cities and counties
- Farm-to-Market and Secondary Road Fund revenues to counties
- Federal Surface Transportation Block Grant (STBG) and Transportation Alternative Program (TAP) funding available to RPA 10
- Local, State and Federal Transit Revenues for CorridorRides
- Estimated grant program funding

Over the past five programming cycles, the RPA has documented an annual funding deficit, indicating that transportation expenses have exceeded available state and federal funding, and required additional local contribution and programming flexibility. Figure 7.3, below summarizes transportation funding in the past five years in Iowa's Creative Corridor.

Figure 7.3 Funding History in Iowa's Creative Corridor, FY 2010-2014

Revenues	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014
City Road Use Tax Fund Revenues	\$7,081,970	\$7,421,277	\$8,064,433	\$8,135,770	\$8,431,793
County Farm to Market and Secondary Road Fund Revenues	\$50,999,272	\$56,949,033	\$62,161,453	\$61,842,544	\$60,128,364
Transportation Alternative (TAP) Revenues	\$261,874	\$277,262	\$313,003	\$300,649	\$204,584
Surface Transportation Block Grant (STBG) Revenues	\$3,380,952	\$3,876,554	\$3,996,300	\$3,812,911	\$3,374,175
Transit Revenues (CorridorRides and Riverbend Transit)	\$874,068	\$410,455	\$888,027	\$768,724	\$904,937
Total Transportation Revenues	\$62,598,136.00	\$68,934,581.00	\$75,423,216.00	\$74,860,598.00	\$73,043,853.00

Expenditures	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014
City Road Use Tax Fund Expenditures	\$11,132,883	\$13,212,379	\$11,943,623	\$12,155,989	\$12,760,626
County Farm to Market and Secondary Road Fund Expenditures	\$56,473,908	\$57,104,040	\$62,833,887	\$66,716,879	\$64,003,986
Transportation Alternative (TAP) Expenditures	\$261,874	\$277,262	\$313,003	\$300,649	\$204,584
Surface Transportation Block Grant (STBG) Expenditures	\$3,380,952	\$3,876,554	\$3,996,300	\$3,812,911	\$3,374,175
Transit Expenditures (Corridor Rides and Riverbend Transit)	\$2,581,571	\$1,281,219	\$2,932,663	\$2,802,218	\$3,005,390
Total Transportation Expenditures	\$73,831,188	\$75,751,454	\$82,019,476	\$85,788,646	\$83,348,761

Source: Iowa DOT

Based on this historical perspective, the transportation funding outlook was forecasted for FY 2018-2040 as noted in Figures 7-4 through 7-6. Fiscal year 2014, from Figure 7.3 above, was used as the base year, and a four percent annual average increase was application to each of the funding elements listed above. As seen in the following figure, there is an expected deficit of over \$441 million, showing the need for additional transportation revenue in the future.

Figure 7-4: Transportation Revenues

Forecasted City Road Use Tax Fund Revenues	\$361,199,044
Forecasted County Farm to Market and Secondary Road Fund Revenues	\$2,575,763,849
Forecasted Transportation Alternative (TAP) Revenues	\$8,763,918
Forecasted Surface Transportation Block Grant (STBG) Revenues	\$144,542,066
Forecasted Transit Revenues (CorridorRides and Riverbend Transit)	\$38,765,465
Total Forecasted Transportation Revenues 2018-2040	\$3,129,034,343

Figure 7-5: Transportation Expenditures

Forecasted City Operations and Maintenance Expenditures	\$546,636,512
Forecasted County Operations and Maintenance Expenditures	\$2,741,786,777
Forecasted TAP Expenditures	\$8,763,918
Forecasted STBG Expenditures	\$144,542,066
Forecasted Transit Expenditures (CorridorRides and Riverbend Transit)	\$128,744,147
Total Forecasted Transportation Expenditures 2018-2040	\$3,570,473,420

Figure 7-6: Transportation Fiscal Outlook 2018-2040

Forecasted City Operations and Maintenance Deficit	(\$185,437,468)
Forecasted County Operations and Maintenance Deficit	(\$166,022,928)
Forecasted TAP Deficit	-
Forecasted STBG Deficit	-
Forecasted Transit Deficit (CorridorRides and Riverbend Transit)	(\$89,978,681)
Total Forecasted Transportation Deficit 2018-2040	(\$441,439,077)