

Iowa League of Cities
Transportation Series



2014 - 2015

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In September 2014, the Iowa League of Cities began a five-part series of Cityscape articles dedicated to the topic of transportation in Iowa. The League has compiled these into this document for ease of distribution. The series ran its final piece in the January 2015 issue. Please contact the League’s Research and Fiscal Analyst, Erin Mullenix, at erinmullenix@iowaleague.org for more information.

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League Transportation Series

Federal & State Transportation Funding Sources

September 2014 *Cityscape*

This month the Iowa League of Cities is beginning a five-part series of articles dedicated to the topic of transportation in Iowa. Over the next five months, we will cover many aspects of transportation including funding sources, comprehensive planning, road operations and maintenance, conditions of road and bridge infrastructure, and legislative aspects. This first article of the series takes a look at federal and state transportation funding sources.

Local governments recognize that local transportation systems carry great importance not only for public safety and quality of life, but also for mobility, commerce, and community vitality and economic development. While the importance of maintaining quality and safe transportation systems is obvious, there seems to be an overarching imbalance in securing necessary funding to support ever-critical local infrastructure.

Transportation programs in Iowa are funded by a combination of local, state and federal funds. Both federal and state transportation funding rely heavily on fuel taxes. The fuel tax has been used in part because it has provided some level of revenue stability, as vehicle miles traveled (VMT) has historically increased along with population growth. However, increased fuel-efficiency, introduction of alternative energy technologies, and a decade-long trend of decreasing VMT per capita have slowed the increase of transportation funding revenues. Today, transportation revenue is outpaced by the demands of an aging and expanding roadway system.

Both local and national groups have cited the lack of adequate funding to ensure safe and reliable transportation infrastructure. For example, in 2012 the Iowa Department of Transportation (IDOT) noted an approximately \$215 million annual shortfall in critical infrastructure and total annual shortfall of \$1.6 billion. This would be the minimum funding the agency feels necessary to simply maintain the condition of existing infrastructure in Iowa. The National Surface Transportation Policy and Revenue Study Commission recommended spending between \$225 billion and \$340 billion annually for the next 50 years to help maintain and enhance the system nationwide. The same study noted that the U.S. spends less than \$90 billion annually.

Fuel Taxes in Brief

A detailed analysis of fuel taxes will be included in a future article in this new series on transportation, but as it relates to transportation funding it is important to note a brief outline of how this revenue functions. Both state and federal transportation funding rely significantly on fuel taxes.

When one purchases gasoline or other fuels at the pump, federal and state taxes are included in the total price. As of

April 2014 in Iowa, the state excise tax on gasoline was 21.0 cents per gallon; the federal tax was 18.4 cents per gallon. The state rate has not changed since 2008; the federal has not changed since 1993. For comparison purposes, the average U.S. state tax on gasoline is 31.5 cents per gallon. There are also taxes on other blends of fuel, such as ethanol or E85 blend, both in a similar range. Other fuels are taxed at their respective rates.

Federal Transportation Funding

The three sources of federal funding allocated for transportation projects include the Highway Trust Fund (HTF), the Airport and Airways Trust Fund and the Inland Waterway Trust Fund. The largest of these sources is the HTF, of which about 90 percent comes from fuel taxes.

It is important to note that local transportation funding sources depend upon legislative actions at both the federal and state levels. This past summer the HTF was predicted to face a potentially significant shortfall unless further action was taken by Congress to keep funds solvent. At the time this article was edited and went to print, Congress took action to approve a short-term fix by way of an extension of funding commitments through May 2015. Absent a new transportation authorization bill or further extensions of the current bill beyond this new date, federal funding reimbursements will be reduced, including those for construction projects already underway. IDOT has predicted that these funding shortfalls could be very significant, although estimates are not yet available by the Federal Highway Administration (FHWA).

State Transportation Funding

State transportation and transit funding comes from several sources. The main sources in Iowa are annual registration fees, fuel tax and fees for new registrations. These sources are required to be used for roads by the state constitution. Smaller state sources come from driver's license fees, title fees and trailer registration fees. These funds flow into the Road Use Tax Fund (RUTF) and the Transportation Investment Moves the Economy in the 21st Century (TIME-21) fund, which are allocated to local jurisdictions for use in various transportation programs.

IDOT releases an annual “pipeline chart” that shows transportation funding flow in Iowa. The most recent is the Fiscal Year 2015 map, available on page iii of the IDOT 2015-2019 Transportation Improvement Plan (TIP): www.iowadot.gov/program_management/five_year/2015-2019_5YrProg.pdf.

On this chart one can see the main revenue sources flowing into the RUTF and TIME-21 funds as well as the distribution of funds. The “bucket” that captures the larger distribution to cities is labeled “total city funds” and is shown under the TIME-21 and RUTF pipe labeled “street construction fund” representing distribution of approximately \$238.8 million. Chart A and Chart B below show the state’s trans-

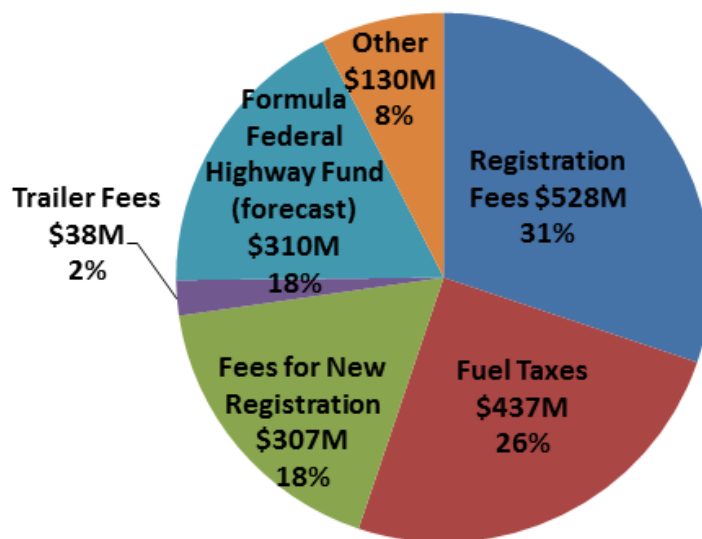
portation fund sources and disposition visually.

Each community is located within the planning area of either a Metropolitan Planning Organization (MPO), of which there are nine in Iowa, or a Regional Planning Affiliation (RPA), of which there are 18. Both MPOs and RPAs receive federal transportation funds and work with their member communities to develop short and long range plans to guide the use of these funds. For more detailed information about MPOs and RPAs is available at www.iowadot.gov/systems_planning/mpo_rpa_planning.html.

For more detailed information on the allocation processes contact your local MPO, RPA or IDOT (www.iowadot.gov).

State Transportation Fund Sources

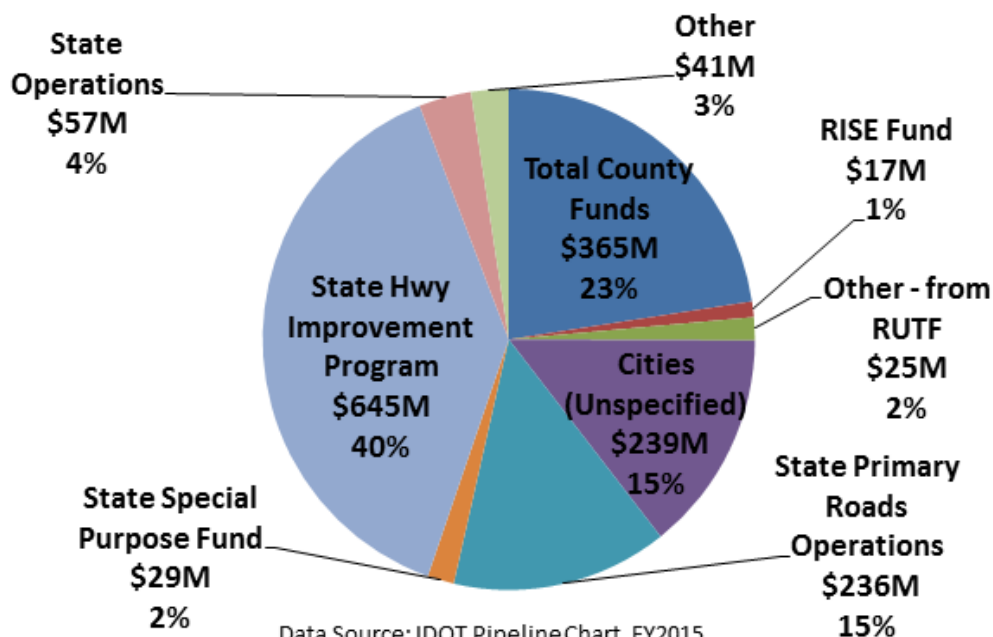
Chart A



Data Source: IDOT Pipeline Chart, FY2015

State Transportation Fund Disposition

Chart B



Data Source: IDOT Pipeline Chart, FY2015

League Transportation Series

Road & Bridge Composition & Conditions in Iowa

October 2014 *Cityscape*

Last month, the Iowa League of Cities began this five-part series of articles dedicated to the topic of transportation in Iowa. The first article focused on summarizing federal and state transportation funding sources. This second article discusses road and bridge composition and conditions in Iowa. Next month, the focus will be on transportation-related strategic planning and capital improvement plans.

It is no secret that transportation-related operations are among the more visible functions of government in a community. Whether using roads and highways, local or rural roads and bridges, personal vehicles or public transit, recreational trails or waterways, most people connect somehow with a part of the transportation system to get around. City governments are often made aware of related issues or deficiencies as they arise, especially in well-traveled areas.

Iowa is a frequently traveled state in general, as it is the cross-roads of major interstates, railways and waterways. In fact, according to the Iowa Department of Transportation (IDOT), as of 2013, there were 114,819 miles of public roads in Iowa. Of those, 16,509 are considered municipal public roads. In 2013, there were 31.5 billion vehicle miles traveled on Iowa's roads. This represents about 10 percent of road travel in the US. According to the IDOT, vehicle travel on Iowa's highways has increased steadily by more than 37 percent from 1990-2010, and new local road mileage increased by about 26 percent over the same time period. Population grew just over four percent during that time. Clearly, demand and use of our roadway systems has increased in recent years, and the need for maintenance has also increased. The chart on page 15 shows vehicle miles traveled (VMT) on municipal roads from 1993 to 2013. During that time, VMT increased rapidly in the first decade and then has evened out a bit over the latest decade.

What makes up a road?

Though there are multiple types of road surfaces (paved, bit treated, gravel, unsurfaced, etc.), the majority of municipal roads are paved. Among other factors such as traffic load and weight, as well as environmental issues, the road structure and type of surfacing or pavement used often correlates to the predicted longevity of the road. Paved roads typically have longer life spans. Long-range transportation planning is helpful as well to avoid the need to interrupt or repave roads long before their deterioration due to a change in the larger local transportation structure.

The tables to the right show the types of road surfaces used across municipalities in Iowa, as well as total roadways in Iowa:

Municipal Miles of Public Road, 2013		
Paved (concrete or asphalt)	14,229	86%
Bit Treatment	942	6%
Gravel	1,151	7%
Not Surfaced	185	1%
Total	16,507	

Total Miles of Public Road, 2013		
Paved (concrete or asphalt)	40,245	35%
Bit Treatment	2,281	2%
Gravel	67,604	59%
Not Surfaced	4,688	4%
Total	114,818	

Road construction goes beyond its surface. Beneath the visible surface, sidewalks, and signage are the roads' sub-base construction, as well as utility lines, or pipes, running underneath for communications, electric, gas, storm, sanitary, and water. All are a part of the infrastructure planning process and add to the complexity of local planning.

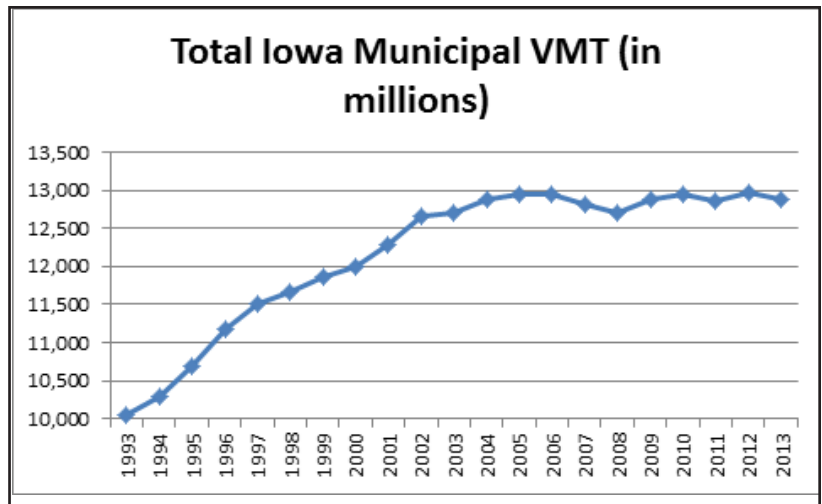
Public Works & Maintenance

According to *Small Cities and Counties: A Practical Guide*, a paved road's condition deteriorates by about 40 percent during the first 60 percent of its life, and by 40 percent more during the next 15 percent. Without necessary maintenance, this deterioration process happens more quickly. For this reason, it is prudent to include a road maintenance plan in the local planning and financial planning processes. State and local governments can do planning and cost analysis to determine the proper maintenance intervals over the lifespan of a road and determine when and what type of resurfacing and replacement may be more cost efficient long-term. Perpetual lack of proper road maintenance due to funding limitation may also compound future costs to address failing transportation infrastructure in the future. The Iowa League of Cities advocates for additional local road funding sources to help address the need for infrastructure improvement across the state.

VMT is useful as an indicator of how much people are driving. This chart shows VMT trends over the past two decades. Although the state population has grown, the rate of growth has been slower than the rate of VMT growth. Thus, the per capita VMT also generally increased during the 1993 to 2003 timeframe, and stabilized or declined over the 2003-2013 timeframe.

During 1993-2003, as VMT increased significantly, this trend contributed to the need for more road maintenance, a faster pace of road deterioration, higher levels of traffic congestion and increased environmental emissions. The transportation funding shortfall grew as a result of local communities addressing declining road conditions and accommodating congestion.

During 2003-2013, demographic changes in Iowa and other factors such as an economic downturn contributed to fewer miles traveled. In general, fewer miles traveled also translated to reduced revenues from fuel taxes. Other factors, such as fuel prices, stagnant revenue sources, an increased number of fuel-efficient vehicles, trends in public transit have impacted local transportation revenues.



What about road conditions in Iowa?

Without a doubt, Iowa municipalities need additional funds to address and improve the transportation infrastructure and road conditions across the state. In fact, in their May 2014 report, the following statistics were compiled by TRIP, a nonprofit transportation research group:

- 42 percent of Iowa’s major locally and state-maintained roads and highways are either in poor or mediocre condition.
 - 12 percent of Iowa’s major roads are in poor condition.
- 38 percent of Iowa’s major urban highways are congested, which contributes to both wasted time and fuel.

Transportation improvements may go a long way to reducing associated costs to multiple stakeholders including: state and local government costs to improve roadways, vehicle owners and passengers, public transit providers, and environmental pollution and associated costs. In fact, the Federal Highway Administration estimates that each dollar spent on road, highway and bridge improvement results in an average benefit of \$5.20 in the form of reduced vehicle and road maintenance costs, reduced delays, reduced fuel consumption, improved safety, and reduced emissions as a result of improved traffic flow. Many businesses in Iowa enjoy enhanced competitiveness due to logistics and proximity to reasonably efficient roads, rail, and bridges that support freight movement. However, state and local governments continuously look to fund improvements to the infrastructure that supports this economic system.

Bridges

Bridge conditions are of increasing concern across Iowa as well. As state and local governments manage multiple transportation projects and concerns competing for limited budgeted dollars, many bridges’ conditions have worsened over time. According to TRIP, 27 percent of Iowa bridges are in need of repair, improvement, or replacement. Twenty-two percent of Iowa’s bridges are structurally deficient and five percent are functionally obsolete.

It is important to note that ratings of structural deficiency or functional obsolescence do not necessarily mean that the structure is unsafe. If an inspection determines a bridge to be unsafe, the bridge is closed or restricted until it is repaired or replaced. A bridge is considered structurally deficient if there is significant deterioration of the bridge deck, supports, or other major components. A functionally obsolete bridge is one that was built to standards that are not used today (for example, may not have adequate lane or shoulder widths or vertical clearances).

TRIP states that this puts Iowa’s ranking at third highest share of structurally deficient bridges in the US. They further note that unless Iowa can close the transportation funding shortfall, Iowa will experience an increasing number of bridge closures and bridges with weigh restrictions, increased costs to providers and users, impacts to the movement of goods and people, and potential economic losses to Iowa in general.

The IDOT has a city bridge program, whereby the state extends federal and state funding for replacement or rehabilitation of city-owned bridges that have been classified as structurally deficient or functionally obsolete. Cities may request that eligible bridges be considered for funding, and are ranked annually. For more information on this program, contact the IDOT’s Office of Local Systems.

League Transportation Series

Transportation & Capital Improvement Planning

November 2014 *Cityscape*

In September, the Iowa League of Cities began a five-part series of articles dedicated to the topic of transportation in Iowa. The first article focused on summarizing federal and state transportation funding sources; the second article discussed road and bridge composition and conditions in Iowa. This month, the focus will be on transportation-related strategic planning and capital improvement plans.

Transportation Planning in Iowa

According to the American Planning Association, city planners work to improve the welfare of people and their communities by creating more convenient, equitable, healthful, efficient, and attractive places for present and future generations. Good city planning helps provide a community with a vision for the future in terms of where and how people live and work, how it develops and offers needed services, and how they change. Fundamental city planning includes the city comprehensive plan, the city zoning ordinance and map, subdivision regulation and the city capital improvement program (CIP). A community's transportation needs should be specifically addressed in their city comprehensive plan and CIP.

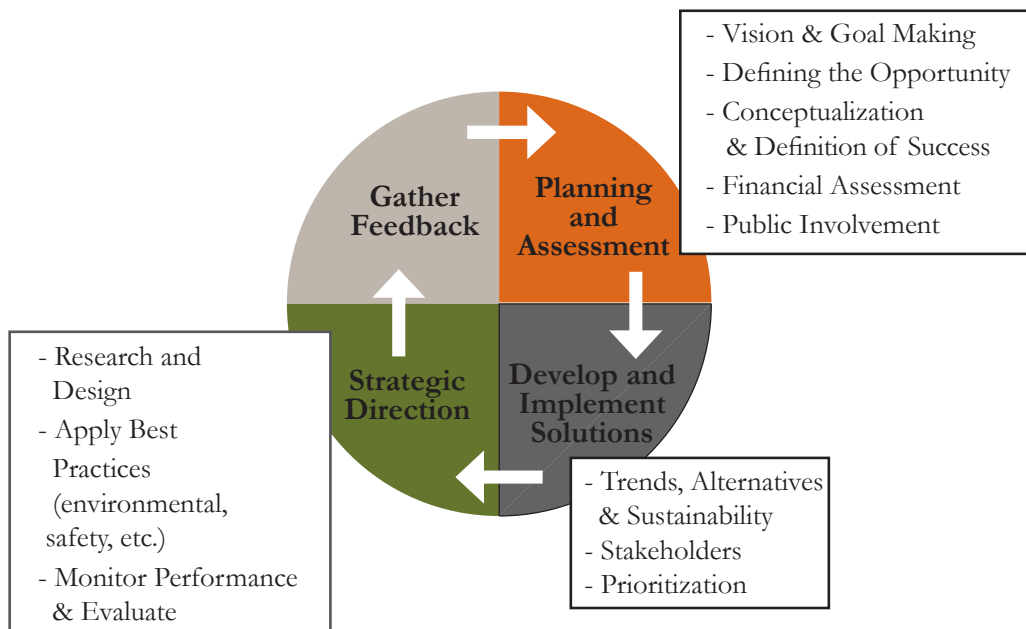
The transportation planning historical timeline, on the following page, shows the various state and federal legislative actions taken that have resulted in today's transportation planning structure. Though those outline broad policies, the concepts are the historical path to how local governments incorporate transportation planning today. To assist with local transportation-related and other city planning functions,

Iowa has 27 regional organizations. In general, metropolitan planning organizations (MPO), regional planning affiliations (RPA) and councils of government (COG) can assist local government and intergovernmental planning efforts in conjunction with the Iowa Department of Transportation (IDOT). For more detailed information on the allocation processes, contact your local MPO or RPA or Iowa DOT (www.iowadot.gov).

The graphic below shows the fundamental city planning process, relating to both transportation-focused and general city planning projects. Incorporated throughout the process is inviting innovation and enabling important stakeholders, including the public, the business community, and civic leaders to discover new possibilities and solutions to community issues.

Anytime a new transportation project is considered, a community should revisit the elements of its comprehensive plan and its CIP. These will help ensure that projects are successful both fundamentally and financially for the long-term.

Fundamental City Planning Process



Transportation and Capital Improvement Planning

Comprehensive capital improvement planning related to transportation takes into consideration the prioritization of many components and community needs, including local roads, bridges, sidewalks and streetscapes, parking lots, intersections, traffic, public transit and safety. Additional elements of consideration, depending on a city's basic needs and demographics, may include travel forecasting, growth and demographics predictions and modeling, traffic and congestion management, local government operation systems, funding sources and budget planning, economic responsibility, regional partnerships and planning (including applicable 28E agreements), multi-modal transportation system planning, sustainability, infrastructure longevity and public involvement.

Transportation projects compete amongst other city

projects for a portion of the community's limited financial resources. Along those lines, the city budget often has tremendous pressures not only from these competing projects, but also from economic conditions outside of the control of the local government. The city's fiscal health is often one of the key considerations pushed to the front of city officials' minds as they review the CIP and transportation-related considerations. The planning process can help guide some of the decision-making, ensuring that projects fit the community's determined needs and that they are planned in the most purposeful and responsible way. Careful planning and discussions with local leadership can help avoid reconstructing portions of the same transportation systems before their natural deterioration and useful life, thus avoiding added local costs.

Transportation Planning Timeline

(From Iowa DOT Record)

1962

The Federal-Aid Highway Act of 1962 (and 1964) established the federal requirement for urban transportation planning. This Act required, as a condition to federal transportation financial assistance, that projects in urbanized areas of 50,000 or more in population be based on a continuing, comprehensive, and cooperative planning process (known as the 3-C planning process).

1965

All urbanized areas (of more than 50,000 in population) had an urban transportation planning process and qualified planning agency (often MPOs).

1968

Iowa Governor Harold Hughes officially recognized the concept of area wide, regionally oriented planning through COGs and MPOs. MPOs in Iowa are the transportation policy-making and decision-making organization, including representation from local government and transportation stakeholders within their metropolitan planning boundary.

1973

The Federal Aid Act of 1973 required the creation of an MPO for all urbanized areas with a population of 50,000 or more.

1974

The Iowa Department of Transportation (IDOT) was formed from the Iowa Highway Commission.

1977

IDOT adopts Transplan 77, a transportation plan that proposes the designation of a single administrative agency for transit in the state's existing planning regions.

1984

Chapter 601J of the Code of Iowa was amended to require counties within each of the state's planning regions to designate a regional transit system to serve areas not served by urban transit systems.

1990

Chapter 28H of the Code of Iowa was adopted codifying the state's COGs and giving the responsibility to provide planning services to the region and assess the needs of infrastructure in each region.

1991

President Bush signed the Intermodal Surface Transportation Efficiency Act (ISTEA).

1998

President Clinton signed Transportation Equity Act for the 21st Century (TEA-21).

League Transportation Series

Fuel Tax

December 2014 *Cityscape*

In September, the Iowa League of Cities began a five-part series of Cityscape articles dedicated to the topic of transportation in Iowa. The first article focused on summarizing federal and state transportation funding sources and shortfalls; the second discussed road and bridge composition and conditions in Iowa along with the need for additional resources; and last month covered transportation-related strategic planning and capital improvement plans. This month, the focus will be on transportation-related strategies to address the funding shortfalls, with a primary focus on the fuel tax. Though the research and options on this issue seem limitless, this article will capture some of the main ideas in its limited space.

Cities have faced mounting pressure on their local budgets, as economic conditions and legislative changes enacted over the years have had local impact outside of communities' control. Competing needs, including transportation infrastructure, vie for limited local resources. Many times the gap in needed funding translates to postponed or neglected improvements, and further contributes to some of the failing and deteriorating local transportation systems and safety concerns. As cities are challenged with the need to improve infrastructure, they also advocate for the funding necessary to make it happen. For reference, the League membership recently approved its 2015 Legislative Priorities at its Annual Business Meeting. One of the priorities, "Local budget issues and decision-making," includes transportation funding within it as a League priority.

Iowa's State Fuel Tax

The state fuel tax has not been substantively changed in roughly 25 years. For comparison purposes, the average U.S. state fuel tax is 31.5 cents per gallon, while Iowa's state fuel tax rate on gasoline is 21 cents per gallon. As the current state fuel tax system is fixed, it is prudent to examine the rates on an occasional basis to ensure sustainable infrastructure. Local transportation funding has not kept pace with inflation over time, nor local demand and growth trends for both roadways and fuel. Fuel-efficiency levels also impact fuel demand; fuel prices impact both vehicle choice and miles driven. One of the advantages of the fuel tax structure is that any increase is generally shared by all system users (including those from out-of-state).

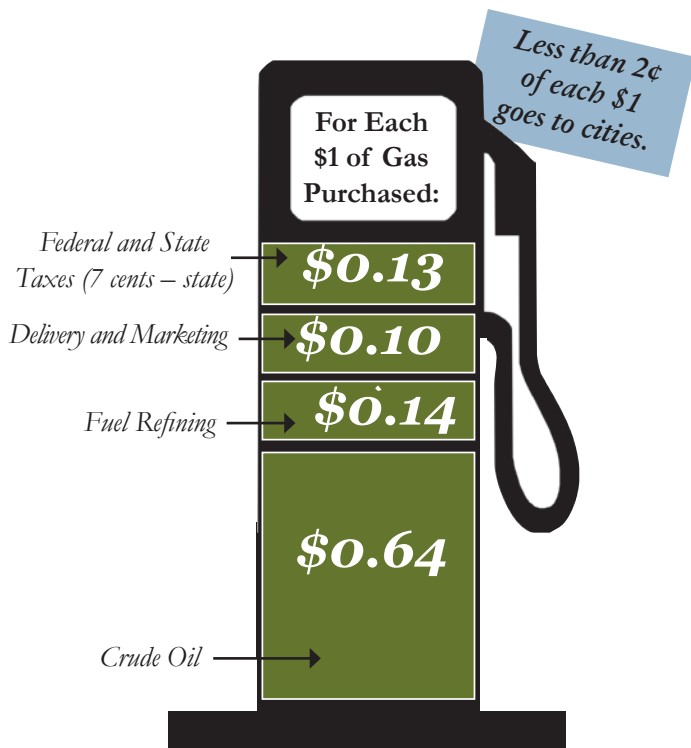
Local governments have had to work with limited funding to support needed repairs and deteriorating infrastructure conditions, as well as maintain growing infrastructure and use across the state. As noted in a previous article, the shortfall for local transportation funding appears to be growing; in 2012 the Iowa Department of Transportation (IDOT) cited a \$215 million annual shortfall, just for what it considers critical infrastructure needs. The annual shortfall was listed at \$1.6 billion.

In recent years much discussion has taken place on how to "bridge" the gap – pun intended - in road and bridge infrastructure shortfalls. In 2011, the IDOT was tasked with analyzing this very issue, and created a Governor's Transportation 2020 Citizen Advisory Commission to develop recommendations to the State. Several options were included in its analysis, along with IDOT recommendations. The option that seems to have garnered the most attention appears to be raising the state fuel tax (visit www.iowadot.gov/transportation2020/pdfs/CACREPORTFINAL110211.pdf for information on other options). In its materials the IDOT estimated that for every one cent increase in fuel tax, across the board an estimated \$23 million increase in local government transportation revenues would result.

Where does the money go that is paid "at the gas pump?"

Most people would be interested to learn that a very small portion of their total gas purchase price goes toward their gas station or city and local road funds. In fact, for every dollar spent at the pump, the U.S. Energy Information Administration averages (nationwide) the following:

13 cents - toward federal and state taxes (7 cents – state)
10 cents - toward delivery and marketing (including roughly 2 cents to gas station, possible 2 cents to credit card vendor)
14 cents - toward fuel refining
64 cents - toward crude oil
*adds to slightly over \$1 due to rounding



The funds that actually reach city street construction funds are much less than the portion that goes toward taxes. Of the 13 cents that go toward federal and state taxes, the state taxes make up roughly just over half. Of the state funds combined, roughly 20 percent reaches cities. By a very rough sketch, that leaves less than two pennies on the dollar that reach cities as revenue for local city roads.

How much more per year would the individual driver pay, on average, if the fuel tax were raised?

Under these assumptions*: gas price \$3.03 per gallon (average price in Iowa on October 15, 2014), the average driver travels 13,476 per year (Federal Highway Administration), average miles-per-gallon rate of 23.3 (rita.dot.gov, light duty, short-wheel base average for U.S.).

For every one-cent increase in gas tax, the average individual driver* would pay an estimated additional \$5.78 annually. This would equate to an estimated \$13.5 million increase in statewide fuel tax revenue generated, per one-cent increase in gas tax.

Another proposed option of some recent discussion includes a combination of a change in the state fuel tax alongside a state excise tax on fuel. The excise tax would be dependent upon many influential factors, including fuel sales volume and fuel prices, miles driven, etc. As the fuel price fluctuates so too would the excise tax revenues. From the League's perspective the discussion on excise tax should include a "floor" or minimum, as to prevent a funding decline should the price of fuel decrease far enough to otherwise decrease total fuel tax revenues.

It is without a doubt that Iowa must begin to increase funding to sustain its transportation infrastructure. The League will continue to advocate for cities on this issue and others as the legislative session approaches. Please contact your legislators before and during session on this issue.

Part 5

League Transportation Series

Local Government Debt For Transportation Infrastructure Purposes

January 2015 *Cityscape*

In September the Iowa League of Cities began a five-part series of *Cityscape* magazine articles dedicated to the topic of transportation in Iowa. In this final month of the series, the focus will be on two big topics: city debt related to streets and the use of tax increment finance (TIF) in transportation infrastructure projects. The League will also compile research on these transportation topics into a report that will be available on the League Web site by February.

Funding Local Transportation Infrastructure: Debt

Recently many cities have taken on debt to finance transportation infrastructure as they have faced challenging budget years. While debt would not likely be their preferred option for such projects, transportation infrastructure needs and safety issues can require city attention and resources

beyond what is available. The funding shortfall is due partially to reduced buying power, as cost increases for inputs have outpaced the market. This shortfall is driven in part by inelastic funding sources. When transportation revenues have no mechanism for growth alongside other market cost drivers (like inflation, changes in mileage driven, the economy, fuel efficiency in vehicles), the shortfall often grows, and reve-

nue pays for less and less road maintenance and other costs. These cost increases climb despite the necessity to address road and bridge issues. When cities are faced with necessities of improving transportation infrastructure or mitigating a hazard, they often face the decision to make cuts to vital city programs or take on debt. For example, if a bridge became a major safety hazard, the community would have no choice but fix it before funding city programs such as its library, parks, etc. These programs make local communities attractive places to live and conduct business and contribute to local economic growth.

Data available from the Iowa Treasurer of State Office shows that both the number of local governments issuing outstanding debt for transportation debt and the total amount of related debt has been increasing over time (see chart below). In 2013, there were 585 self-reported outstanding local debts related to transportation. These debts totaled \$1.1 billion. This represents roughly a 148 percent increase in total outstanding debts since what was reported in 2001.

The Iowa Department of Transportation (IDOT) collects information from cities annually in its annual Street Finance Report. In that report cities report a wide variety of information related to streets and street finance, including street-related debt. From the IDOT data it is evident that the amount of street revenue related to city street debt is very significant. In fact:

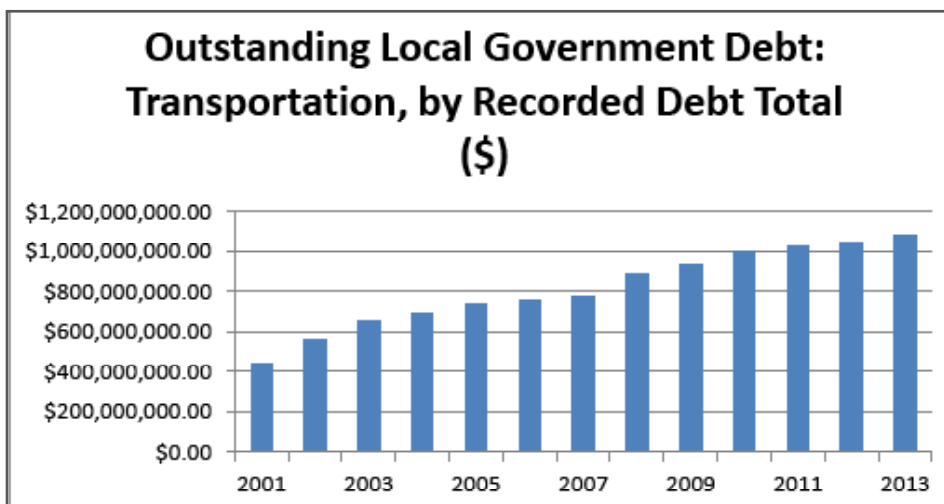
- For Fiscal Year 2013 bonds, notes and short-term loans account for about 23 percent of the cities' total revenues for street purposes.
- This is equal to about \$200 million of debt in that year. City expenditures, including both principal and interest on street debt, in the same year topped \$262 million statewide.
- Combined about 39 percent of cities in Iowa currently have some outstanding debt for street purposes, as reported to the IDOT.

TIF Projects Related to Transportation Infrastructure

A solid transportation network in Iowa is important for its ability to secure and sustain the state's economy. Quality infrastructure is needed to attract and promote economic growth across the state. Iowa's economy is helped by its status as a cross-road of major interstates, roads, railways and waterways, but this infrastructure needs to be enhanced and maintained to ensure a competitive advantage.

Cities utilize TIF to support economic development through transportation infrastructure upgrades. Many economic development projects that use TIF have an infrastructure component that includes roads and bridges. These projects need quality utilities and road infrastructure to support their business activities. According to IDOT Street Finance Report data for FY 2013, the amount reported from TIF for street purposes was about \$23 million. There were 1,413 local governments reporting TIF use for "streets, roads, and bridges" in the Iowa Department of Management-required Annual Urban Renewal Report. This is equal to approximately 45 percent of all non-revenue producing TIF projects statewide.

The League will continue to advocate for cities on transportation during this legislative session. Please contact the League with any local data, city stories or other research related to transportation in your community that may assist us in communicating this need and fiscal difficulty. Your local photos and insight may be particularly helpful during our advocacy of this topic. Additionally, please communicate your concerns with your legislators.



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