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# INVESTMENT STRATEGIES



# INVESTMENT STRATEGIES

A key role of Mobilizing Tomorrow is to outline a strategy for how the region will invest in transportation infrastructure over the next 35 years. This chapter sets a vision for maintaining and improving the transportation system for the Greater Des Moines region through 2050. The following sections identify revenue reasonably anticipated through 2050, reviews potential risks to this funding, and summarizes potential investment strategies proposed for the region.

## Funding Our Future

Federal regulations require long-range transportation plans to be fiscally constrained. This means that the total transportation expenditures identified in the plan must not exceed the total revenues that are expected to be available over the life of the plan. Federal regulations also require fiscal restraint be determined using Year-of-Expenditure (Y-O-E) dollars to account for inflation on project costs.

The funded plan, outlined in Chapter 4, represents the projects from throughout the region that can be completed with the revenue that is expected to be available over the life of Mobilizing Tomorrow. The key decision in developing the financial methodology were considered and approved by the Mobilizing Tomorrow Steering Committee. The assumptions set forth regarding funding availability were developed with review by federal, state, and transit partners.

## Funding Sources

The MPO identified federal, state, and local revenue sources that the region anticipates receiving through the year 2050. The revenue estimates were prepared using historical data and trends.<sup>1</sup> The Financial Plan anticipates \$2.8 billion (Y-O-E) in federal, state, and local revenue through the year 2050.

## Roadway Funding

### Federal Funding

Federal funds allocated to states and local governments are derived from modal trust funds funded through user fees. The Highway Revenue Act of 1956 created the Highway Trust Fund (HTF) to provide a dependable source of funding for the Interstate System. The HTF is funded through user fees applied to fuel taxes, heavy vehicle use taxes, and taxes on purchases of trucks and truck tires. The HTF has two divisions; the highway account and the mass transit account. According to the Iowa DOT, Iowa contributed \$499.2 million to the highway account and \$65.8 million to the mass transit account in 2012. The HTF's highway account provides funds for a number of programs, ranging from construction and maintenance to safety. The HTF's mass transit account provides funds for the construction and operation of transit systems.

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<sup>1</sup> Additional information on historic trends is located in Appendix D.

The MPO annually receives Surface Transportation Program (STP) and Transportation Alternative Program (TAP) funds from the US DOT, which are allocated to member governments to implement transportation projects, Figure 3.1 provides a summary for projected STP and TAP funding through 2050.

FIGURE 3.1: FEDERAL FUNDING PROJECTIONS

FUNDING TYPE	2015-2024	2025-2034	2035-2050	TOTAL
STP	\$121,731,000	\$139,685,000	\$263,224,000	\$524,640,000
TAP	\$12,110,000	\$14,180,000	\$27,264,000	\$53,554,000
Total	\$133,841,000	\$153,865,000	\$290,488,000	\$578,194,000

### State Funding

Funds derived from State-assessed fees on fuel, motor vehicle sales, vehicle registrations, and other transportation-related transactions support numerous funding programs. The following sections describe State of Iowa funding programs available for streets and highways, bicycle and pedestrian facilities, and public transportation systems.

The State of Iowa's primary revenue source is the Road Use Tax Fund (RUTF). The 53rd Iowa General Assembly created the RUTF in 1949 to provide a dependable source of funding for the State of Iowa's primary, secondary, and municipal street and highway system. Similar to the HTF, the RUTF is funded through user fees. These user fees include fuel taxes, motor vehicle registration fees, motor vehicle use tax, driver's license fees, and other miscellaneous sources.

### Local Funding

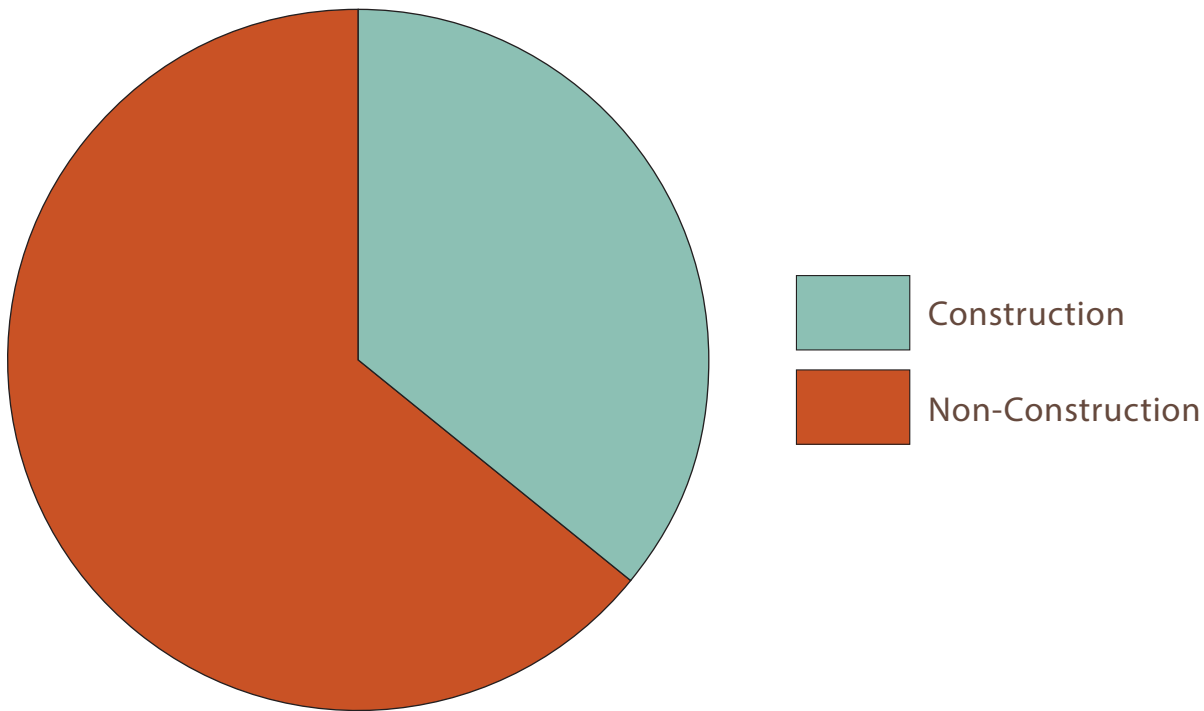
The MPO member governments and participating agencies generate local revenues for transportation improvements. Sources include debt service (proceeds from bonds sold, notes, and loans) property taxes, tax increment financing districts (TIF), special assessments, and developer contributions. One should note that local revenue sources, as well as the amount of revenues generated, are the decisions of the local jurisdiction.

Figure 3.2 shows the projected funding that is reasonably expected to be available over the life of the plan. A review of the Street Finance Reports over the last six years indicated that 64 percent of the available non-federal revenue for transportation is spent on non-construction expenditures, as indicated in Figure 3.3. The projections assume that this trend will continue into the future. Therefore 64 percent of projected state and local revenues were subtracted from the total to accurately reflect the available revenue for capital projects.

FIGURE 3.2: FISCAL CAPACITY

FUNDING TYPE	2015-2024	2025-2034	2035-2050	TOTAL
Federal	\$133,841,000	\$153,865,000	\$290,488,000	\$578,194,000
State	\$607,164,000	\$716,159,000	\$1,372,565,000	\$2,695,889,000
Local	\$1,337,575,000	\$1,337,575,000	\$2,140,120,000	\$4,815,270,000
Non-Construction Expenditures	(\$1,244,633,000)	(\$1,314,390,000)	(\$2,248,118,000)	(\$4,807,142,000)
Total Revenue	\$833,947,000	\$893,209,000	\$1,555,055,000	\$3,282,211,000

FIGURE 3.3: CONSTRUCTION VS. NON-CONSTRUCTION EXPENDITURES, 2008 TO 2013



### Other Federal Funding

The following is a list of other federal funding sources. Some of these include programs that member governments are eligible to apply for to fund projects. These include the CMAQ and STP-HBP funds and were not included in the funding projects as the annual awards to member governments are unpredictable. The other funds listed are used to fund Iowa DOT projects.

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.

National Highway Performance Program (NHPP): This program consolidates the National Highway System and the Interstate Maintenance Program into one program. NHPP expands the number of eligible roadway miles and funds may be used to construct or improve NHS roadways, including state highways, U.S. highways, and Interstates.

STP Highway Bridge Program (STP-HBP): While the Highway Bridge Program was eliminated in MAP-21, a portion of Iowa’s STP 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 for off-system bridges. The remaining funds can be used on either on-system or off-system bridges.

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. Portions of these funds are set aside for use on high-risk rural roads.

Federal Lands Access Program (FLAP) and Tribal Transportation Program (TTP): The FLAP Program provides funding for projects that improve access within, and to, federal lands. The FLAP funding will be distributed through a grant process where a group of FHWA, Iowa DOT, and local government representatives will solicit, rank, and select projects to receive funding. The TTP provides safe and adequate transportation and public road access to and within Indian reservations and Indian lands. Funds

are distributed based on a statutory formula based on tribal population, road mileage, and average tribal shares of the former Tribal Transportation Allocation Methodology.

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, and an appropriation bill is used to provide money to a discretionary program. Other examples can include special congressionally directed appropriations during the reauthorization of the transportation bill or through legislative acts, such as the American Recovery and Reinvestment Act of 2009 (ARRA).

## Transit Funding

The following figure summarizes funding projections for the public transportation system. Funding is segmented into capital and operational funding to more accurately reflect how DART would likely use each funding source. The projected funding is only for DART's services; funding projections for other services, such as passenger rail, are unknown at this time.

FIGURE 3.4: DART'S PROJECTED REVENUE 2015-2050

FUNDING SOURCE	2015-2024	2025-2034	2035-2050	TOTAL
Transit Capital				
Federal	\$108,820,000	\$140,645,000	\$212,837,000	\$462,302,000
State	\$2,095,000	\$-	\$-	\$2,095,000
Local	\$24,569,000	\$36,488,000	\$62,254,000	\$123,311,000
Total Capital	\$135,484,000	\$177,133,000	\$275,091,000	\$587,708,000
Transit Operating				
Federal	\$43,582,000	\$44,796,000	\$75,270,000	\$163,648,000
State	\$13,183,000	\$17,717,000	\$41,819,000	\$72,719,000
Local	\$310,901,000	\$476,331,000	\$1,180,219,000	\$1,967,451,000
Total Operating	\$367,666,000	\$538,844,000	\$1,297,308,000	\$2,203,818,000
Total	\$503,150,000	\$715,977,000	\$1,572,399,000	\$2,791,526,000

The following is a list of federal and state funding programs for transit investments.

**Metropolitan Planning Program (Section 5303):** 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 population.

**Urbanized Area Formula 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, based on population and density figures, plus transit performance factors for larger areas. Local recipients, for whom projects are programmed by the Des Moines Area MPO, must apply directly to the FTA.

**Capital Investment Program (Section 5309):** The transit discretionary 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. In recent years, Congress has earmarked all of these funds for specific projects or geographic regions.

**Special Needs Program (Section 5310):** Funding is provided through this program to increase the mobility for the elderly and persons with disabilities. Part of the funding is administered along with the Non-Urbanized funding; another part is allocated among urbanized transit systems.

**Non-Urbanized Area Formula 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.

**Rural Transit Assistance Program (RTAP - Section 5311(h)):** This funding is also used for statewide training events and to support transit funding fellowships for regional and small urban transit staff or planners.

**Statewide Transportation Planning Program (Section 5304):** These funds come to the state based on population and are used to support transportation planning projects in non-urbanized areas.

**Flexible Funds:** Certain Title 23 funds may be used for transit purposes. Transit capital assistance is an eligible use of STP funds. Transit capital and start-up operating assistance is an eligible use of ICAAP funds. When ICAAP and STP funds are programmed for transit projects, they are transferred to the FTA. The ICAAP funds are applied for and administered by the Office of Public Transit.

**Discretionary Funds:** Competitive, discretionary funding programs, such as the federal TIGER and New Starts programs, are available to help fund large projects like BRT.

**State Transit Assistance (STA):** All public transit systems are eligible for 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.

**Property Tax Levy:** The Code of Iowa authorizes municipalities to establish a transit levy dedicated to support public transit up to the maximum amount of \$0.95 per \$1,000 dollars of valuation. DART employs a local property tax levy, which varies by DART member community depending on the amount of service provided to that community. DART also receives local funds, including, but not limited to, fare box revenue, revenue from contracts with business and other transportation providers (such as taxicabs or human service providers), and advertising revenue.

## Iowa Department of Transportation Funding

Over the last 10 years, the Iowa DOT has invested an average of approximately \$68.5 million per year in the MPO planning area. Iowa DOT funding was projected by applying a 3 percent annual growth rate to the 10 year average. Figure 3.5 summarizes the funding available for projects on the DOT system.

FIGURE 3.5: IOWA DOT FUNDING PROJECTIONS

FUNDING SOURCE	2015-2024	2025-2034	2035-2050	TOTAL
DOT Funding	\$803,025,000	\$1,003,525,000	\$2,033,080,000	\$3,839,630,000

## Funding Risks and Opportunities

Projecting available revenue requires making certain assumptions concerning how probable future scenarios might affect the fiscal capacity for the region.

### Funding Risks

#### Trust Fund Insolvency

The Highway Trust Fund is nearing insolvency and will not be able to meet its 2015 obligation unless measure are taken to address the issue. To bring the HTF into balance, a spending cut of 92 percent or a gas tax increase of 50 percent will be necessary. Currently, the HTF is being kept afloat by transfers from the general fund. Since 2008, a total of \$54 billion has been transferred and an additional \$14 billion is necessary to prevent a shortfall in 2015.

Iowa's Road Use Tax Fund faces similar challenges. The Iowa Department of Transportation is projecting a \$32.5 billion shortfall over the next 20 years and a critical need shortfall of \$4.3 billion over the same timeframe.

The MPO's revenue projections accounted for the uncertainty concerning the Highway Trust Fund by assuming a conservative 5 percent annual increase in STP and TAP funds compared to the 10 percent annual increase observed since 1999. Similarly, the annual growth rate for the RUTF was assumed to be 3 percent compared to 4 percent historic average.

#### Petroleum Costs

In 1994, crude oil cost was approximately \$30<sup>2</sup> per barrel. Today, the cost has increased to just over \$100<sup>3</sup> per barrel, an increase of 233 percent or 12 percent annually. The US Energy Information Administration forecasts this cost to increase as high as \$200 per barrel by 2040.<sup>4</sup> Gas prices have followed a similar trend. In 2004, a gallon of gasoline in Des Moines cost \$1.72.<sup>5</sup> Today, the cost has increased to just over \$3.50,<sup>6</sup> an increase of 103 percent or 10 percent annually. Continually increasing fuel costs could have a profound effect on travel demand and, therefore, transportation funding over the coming decades.

#### Property Tax Rollback

In 2013, the Iowa Legislature passed a property tax reform bill that reduced the tax rate on commercial property to 90 percent of the assessed value. The Iowa League of Cities estimates that by 2024 this reform will have cost MPO member governments approximately \$130 million. This has a significant impact on local governments since a majority of local funding is derived through the property tax.

The MPO revenue projections account for the property tax reform and a six year relatively flat growth rate in local funding available for transportation by assuming a zero growth rate for local funding. Instead the six year average for street and highway expenditures was assumed to continue into the future.

### Funding Opportunities

2 <http://www.macrotrends.net/1369/crude-oil-price-history-chart>

3 <http://www.macrotrends.net/1369/crude-oil-price-history-chart>

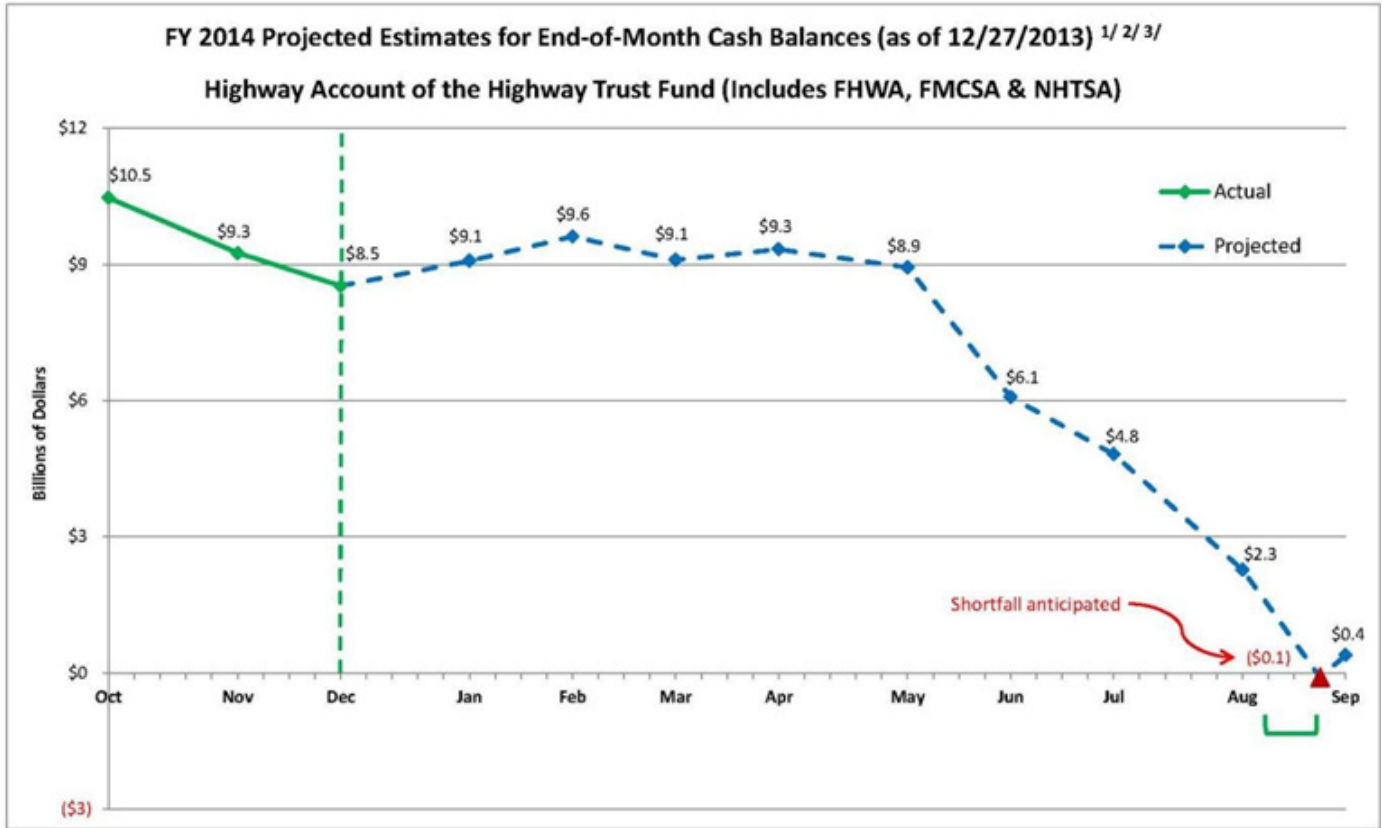
4 [http://www.eia.gov/forecasts/aeo/er/early\\_prices.cfm](http://www.eia.gov/forecasts/aeo/er/early_prices.cfm)

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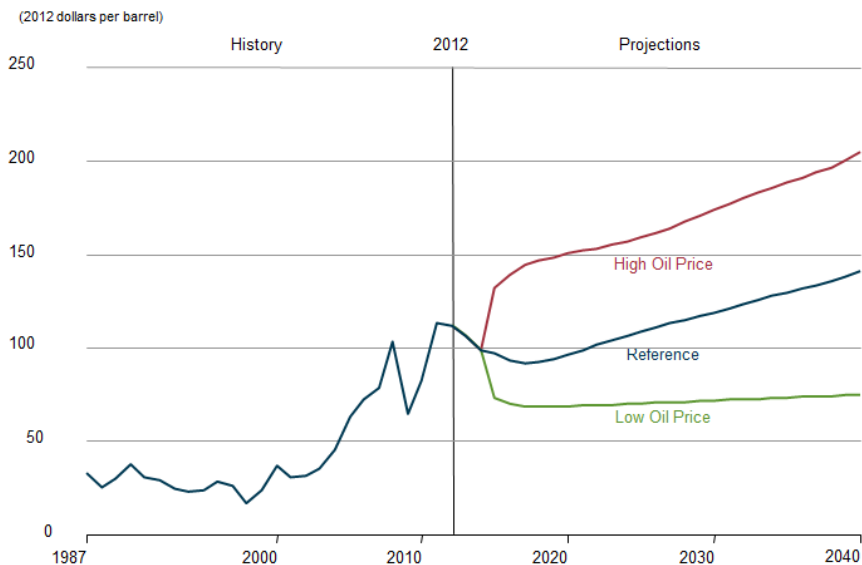


FIGURE 3.6: HIGHWAY TRUST FUND CASH BALANCE



1/ Graph reflects actual data through 12/27/13 and end-of-month projections for the remainder of the fiscal year.  
 2/ Total receipt and outlay projections are based on FY 2014 Mid-Session Review assumptions. Projected monthly receipt and outlay rates are based on historic averages.  
 3/ Range of anticipated shortfall: Green brackets denote the estimated window of when the anticipated shortfall will occur.  
 Source: FHWA

FIGURE 3.7: AVERAGE ANNUAL CRUDE OIL PRICES IN THREE CASTS, 1987-2040 (2012 DOLLARS PER BARREL)



Source: US Energy Information Administration



### Local Option Sales Tax

The Code of Iowa allows for cities and counties to adopt up to an additional one percent sales tax, which may be used for any lawful purpose aside from the benefit of a school district. Currently Polk City is the only community in the MPO area to have adopted a local option sales tax. The adoption of a local option sales tax by all MPO communities would generate approximately \$74 million annually based on average taxable sales figures from the past five years.

### User Fee Increases

The primary source of federal and state user fees is a per gallon tax of fuel purchases. The federal gas tax was last increased in 1993, and the Iowa gas tax was last raised in 1989. In recent years, some industry groups, governmental entities, and members of the public have made increased calls to an increase in both the federal and state gas taxes to alleviate anticipated shortfalls in both the HTF and the RUTF. As a result, efforts have been made by both federal and state legislators to increase the gas tax as well as to develop new systems for generating user fees.

## Potential Investment Strategies

Mobilizing Tomorrow represents a paradigm shift for the MPO. It is the first time the MPO is looking at project merits and comparing different packages of projects to determine which are eligible for future MPO funding.

During the development process, the Mobilizing Tomorrow Steering Committee and the MPO Planning and Engineering Subcommittees provided input and guidance to the MPO staff, which then refined several investment strategies for the region. These investment strategies — packages of projects — represent alternate futures for the region and enable policy makers to determine what is most important to them.

The key is to strike the appropriate balance of making significant progress in achieving all four goals of Mobilizing Tomorrow. The goals may never be fully realized, but, working together, the region's transportation system and, thus, quality of life, can be dramatically improved.

### Cost to Meet Performance Targets

Chapter 2 identified several performance targets for the region. The MPO was able to associate the costs necessary to achieve the performance target for certain measures, as shown in Figure 3.8. This information, paired with the projects submitted by local governments, helps the MPO to develop a funding strategy to implement the plan.

FIGURE 3.8: COSTS TO ACHIEVE PERFORMANCE TARGETS

TARGET	COST (2014 \$)
Complete 54 miles of trail gaps	\$27 million
Maintain current pavement condition	\$40 million annually (\$10 million increase from current levels)
Build 400 miles of on-street bike facilities	\$20 million
Maintain recommended transit fleet age	\$61 million

## Costs vs. Revenues

The MPO solicited projects from its member governments. Figure 3.9 provides a summary of the types of projects that were submitted and their associated costs. MPO member governments submitted a total of 539 projects totaling \$11.6 billion. As noted in Figure 3.9, costs necessary to implement projects proposed by MPO member governments outweigh available revenue. To comply with fiscal constraint requirements, the projects outlined in this plan fall into two categories:

- **Funded projects:** include projects that are part of the region's fiscally constrained list. Funding sources have been identified for these projects to become a reality.
- **Illustrative projects:** includes projects that have been identified but lack adequate funding.

FIGURE 3.9: SUBMITTED PROJECT SUMMARY

PROJECT TYPE	NUMBER OF PROJECTS	TOTAL COST (THROUGH 2050)	TOTAL REVENUE AVAILABLE (THROUGH 2050)	FUNDING SHORTFALL
Roadway	353	\$4,358,490,301		
Bridge	46	\$313,066,474		
Bicycle/ Pedestrian	71	\$252,660,005		
MPO Projects Subtotal	470	\$4,924,216,780	\$3,282,211,000	\$1,642,005,780
Transit (capital costs only)	13	\$860,631,277	\$587,708,000	\$272,923,277
DOT	57	\$5,878,805,536	\$3,839,630,000	\$2,039,175,536
Total	539	\$11,649,053,593	\$7,704,549,000	\$3,944,504,593

## Project Evaluation

To determine which projects are included in the funded list and which are deemed illustrative, the MPO developed evaluation criteria to rank projects by how well they address identified performance targets. Projects were selected from higher to lower ranking until no revenue remained. All other projects were classified as illustrative. Multiple packages of projects were considered to help determine the final mix of projects to include in the fiscally-constrained list. These options considered different funding amounts, different percentages allocated to specific uses, and the degree to which each package might be accepted politically. Ultimately the MPO determined a preferred investment strategy that balances progress towards achieving performance targets and ensuring access to funds for all member communities.

## Recommended Investment Strategy

The MPO developed an investment strategy for the Mobilizing Tomorrow that targets funding into six categories – roadway, system preservation and optimization, bridge, transit, transportation alternatives, and flex. The investment strategy recommended by the MPO considers only federal funds the MPO controls (STP & TAP funds) and non-federal match at a 40 percent federal – 60 percent non-federal ratio. For purposes of forecasting revenue for fiscal constraint, the transit, system preservation and optimization, and bridge categories are dedicated set-asides with minimum funding targets (10 percent of STP funds each for transit and system preservation and optimization, and 15 percent of STP funds for bridges). A maximum of 60 percent of STP funds are targeted to fund the regionally significant roadway projects listed in this plan. An additional five percent of STP funds would be left unallocated in a flex category, which would be available to any eligible STP use in a given year. TAP funds would be dedicated exclusively to transportation alternatives. Figure 3.10 summarizes the breakdown of available STP and TAP funds considered in each time period of Mobilizing Tomorrow.

### Roadway Category

The roadway category will be used to fund street and highway projects proposed by MPO member governments. As discussed further in Chapter 4 and Appendix E, projects were reviewed based on performance against the plan's performance targets and placed into either a fiscally-constrained list or an illustrative list. Projects included in the fiscally-constrained list are eligible for funds within the roadway category. The MPO will determine which projects from the eligible list will receive funds on an annual basis.

### Bridge Category

The purpose of the bridge category is to dedicate funds for bridges deemed structurally-deficient or functional-obsolete. This program will be modeled off the Iowa DOT's city bridge program where funding is awarded to eligible bridges based on the rank of the bridge and the willingness of the community to move forward with the project. The MPO will review the latest bridge condition information annually to determine which bridges will receive funds.

### System Preservation + Optimization Category

The purpose of the system preservation and optimization category is to dedicate a pot of funding to address the critical maintenance needs facing the region. This set-aside alone does not fully address the overall maintenance need identified in Mobilizing Tomorrow, but is intended to be used in conjunction with local funds to assist communities with maintenance projects. Because maintenance needs can change annually, the MPO will review maintenance conditions and candidate projects submitted by member governments annually to determine funding awards. In addition to maintenance projects, non-capacity projects that optimize the system, such as traffic signal coordination and other Intelligent Transportation Systems solutions, are eligible.

### Transit Category

The transit category will provide a funding set-aside to assist DART with capital projects such as the purchase of buses and other infrastructure.

### Transportation Alternatives Category

The transportation alternatives category uses TAP funds allocated to the MPO. TAP provides funding for alternative transportation projects such as bicycle and pedestrian facilities. The purpose of the MPO's transportation alternatives category is to fund regionally significant gaps in the trail system and expand the on-street bicycle network. These funds should also be used to enhance the pedestrian realm through streetscape improvement, bus shelter installation, and improving pedestrian facilities near schools.

### Flex Category

The flex category reserves five percent of available STP funds to be used on any eligible STP use depending on the need in a given year.

The strategy outlined must be fiscally-constrained. Figure 3.11 outlines the projected non-federal funds expected to be available through HY 2050. The total local match required is subtracted from the total matching funds available. Figure 3.11 shows a positive balance which indicates that the MPO can implement the investment strategy outlined in this chapter within the projected fiscal capacity.<sup>1</sup> The remaining funds shown are available to communities to implement local projects and maintenance activities.

<sup>1</sup> Only match from local communities shown. Match for the transit category comes from DART and is not included in Figure 3.12.

FIGURE 3.10: REVENUE AVAILABLE

FUNDING CATEGORY	2015-2024	2025-2034	2035-2050	TOTAL
Federal Funds by Category (40% of Funding)				
STP Funds	\$121,731,000	\$139,685,000	\$263,244,000	\$524,640,000
System Preservation & Optimization (10% of STP)	\$12,173,000	\$13,968,500	\$26,324,400	\$52,464,000
Bridge (15% of STP)	\$18,259,650	\$20,952,750	\$39,486,600	\$78,696,000
Roadway (60% of STP)	\$73,038,600	\$83,811,000	\$157,946,400	\$314,784,000
Transit (10% of STP)	\$12,173,100	\$13,968,500	\$26,324,400	\$52,464,000
Flex (5% of STP)	\$6,086,550	\$6,984,250	\$13,162,200	\$26,232,000
TAP Funds	\$12,109,760	\$14,180,000	\$27,264,000	\$53,553,760
Total Federal Funds	\$133,841,000	\$153,865,000	\$290,488,000	\$578,194,000
Local Match Funds by Category (60% of Funding)				
STP Match	\$182,596,500	\$209,527,500	\$394,866,000	\$786,960,000
System Preservation & Optimization	\$18,259,650	\$20,952,750	\$39,486,600	\$78,696,000
Bridge	\$27,389,475	\$31,429,125	\$59,229,900	\$118,044,000
Roadway	\$109,557,900	\$125,716,500	\$236,919,600	\$472,176,000
Transit	\$18,259,650	\$20,952,750	\$39,486,600	\$78,696,000
Flex	\$9,129,825	\$10,476,375	\$19,743,300	\$39,348,000
TAP Match	\$18,165,000	\$21,270,000	\$40,896,000	\$80,331,000
Total Matching Funds	\$200,761,500	\$230,797,500	\$435,762,000	\$867,291,000
Total Funding Available by Category (100% of Funding)				
STP-Eligible Total Revenue	\$304,327,500	\$349,212,500	\$658,110,000	\$1,311,600,000
System Preservation & Optimization	\$30,432,750	\$34,921,250	\$65,811,000	\$131,160,000
Bridge	\$45,649,125	\$52,381,875	\$98,716,500	\$196,740,000
Roadway	\$182,596,500	\$209,527,500	\$394,866,000	\$786,960,000
Transit	\$30,432,750	\$34,921,250	\$65,811,000	\$131,160,000
Flex	\$15,216,375	\$17,460,625	\$32,905,500	\$65,580,000
TAP-Eligible Total Revenue	\$30,275,000	\$35,450,000	\$68,160,000	\$133,885,000
Total Revenue Available	\$334,602,500	\$384,662,500	\$726,270,000	\$1,445,485,000

FIGURE 3.11: FISCAL CAPACITY OF INVESTMENT STRATEGY

FUNDING TYPE	2015-2024	2025-2034	2035-2050	TOTAL
Available Matching Funds	\$700,106,000	\$739,344,000	\$1,264,567,000	\$2,704,017,000
Local Match Required	(\$182,501,850)	(\$209,844,750)	(\$396,275,400)	(\$788,595,000)
Balance	\$517,604,150	\$529,499,250	\$868,291,600	\$1,915,422,000

