

CHAPTER 9

FINANCIAL STRATEGIES: PAYING OUR WAY

Overview



This chapter describes the revenue sources, anticipated revenues, and potential additional revenues to maintain, operate, and expand the transportation system in the Corridor MPO region from 2010 until 2040. The financial analysis presented in this chapter meets the federal requirements stated in SAFETEA-LU. It must be emphasized that this is a long-range systems level plan, many of the cost estimates and most of the revenue estimates are preliminary and will be revisited several times before the years they represent come to pass. The intent is to prepare an approximate, but realistic, estimate of both the total funds available and total program cost.

Satisfying the Corridor MPO region’s transportation financial needs during the next 30 years is a major undertaking. The infrastructure demands associated with building and maintaining the roadway, non-motorized, and public transportation systems will be challenged by the region’s projected population growth and by the aging of the existing infrastructure already in use. The limited availability of federal, state, and local moneys will also have a significant impact on the ability to fund proposed projects. Demands on the transportation system have grown significantly in the past and the increase in this demand will accelerate faster than the growth in funding.

Federal rules require that LRTPs, such as Connections 2040, are fiscally-constrained. That is, planned expenditures shall not exceed the revenue estimates to support the operations, maintenance, and new construction during the 30 years covered by Connections 2040.

Connections 2040 is a fiscally-constrained transportation plan as it is anticipated that only a portion of the Transportation Vision Plan (Illustrative Plan) identified in Chapter 8 will have sufficient funds for implementation.

This Plan acknowledges that projected funding levels are not sufficient to adequately maintain existing functions or serve projected increases from regional population and economic growth. Meeting the needs or achieving the transportation vision identified in Chapter 8 will require flexibility of existing local transportation revenues or new revenues from as yet unidentified revenue sources. Without this flexibility or additional revenues, regional accessibility and mobility will deteriorate and the infrastructure will decline. This will, in turn, severely constrain the movement of goods and people throughout the region and impact economic vitality. The gap between requirements and resources is not new, and simply reallocating resources will not close it. After years of under

CHAPTER CONTENTS

- Overview
- Requirements for a Financial Plan
- Overview of Funding Sources
- Total Potential Revenues – All Sources
- Supplemental Transportation Revenue Options
- Fiscally Constrained Transportation Budget



investment, the region has a backlog of needs resulting in current investment levels which are below the level needed to sustain and improve the regional transportation system.

The Corridor MPO region, like the rest of the United States, has and will continue to have additional transportation needs beyond those improvements listed within the constrained portion of the plan. There are projects identified which can meet these needs, but cannot be incorporated into the Plan at this time due to insufficient revenues projected to be available for their construction and/or implementation. These improvements remain as part of the Transportation Vision Plan (Illustrative Projects) with the hopes of additional revenues or earmarks.

Requirements for a Financial Plan

The Code of Federal Regulations describes the elements of a Transportation Financial Plan. The requirement of SAFETEA-LU is that the plan must include the revenues and costs to operate and maintain the roads and associated systems (signals, signage, snow removal, etc.) to allow MPOs to estimate future transportation conditions and promote using existing infrastructure to the fullest. This has not previously been done at the long-range planning level.

Another new requirement of SAFETEA-LU is to use “year of expenditure” dollars for planning purposes. The USDOT has provided guidance that a 4% inflation per year for costs shall be utilized in the absence of a rigorously developed rate for each MPO. This change in methodology will accent the reduction in the buying power of the transportation revenues that had not been previously accounted for during the planning process.

Overview of Funding Sources

In general, there are two major funding sources available to the Corridor MPO: State and Federal funds and Local funds. The following section presents the funding sources and reasonable forecast revenues.

CODE OF FEDERAL REGULATIONS 23 CFR 450.322 (10)

A financial plan that demonstrates how the adopted transportation plan can be implemented.

(i) For purposes of transportation system operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53).

(ii) For the purpose of developing the metropolitan transportation plan, the MPO, public transportation operator(s), and State shall cooperatively develop estimates of funds that will be available to support metropolitan transportation plan implementation, as required under § 450.314(a). All necessary financial resources from public and private sources that are reasonably expected to be made available to carry out the transportation plan shall be identified.

(iii) The financial plan shall include recommendations on any additional financing strategies to fund projects and programs included in the metropolitan transportation plan. In the case of new funding sources, strategies for ensuring their availability shall be identified.

(iv) In developing the financial plan, the MPO shall take into account all projects and strategies proposed for funding under title 23 U.S.C., title 49 U.S.C. Chapter 53 or with other Federal funds; State assistance; local sources; and private participation. Starting December 11, 2007, revenue and cost estimates that support the metropolitan transportation plan must use an inflation rate(s) to reflect “year of expenditure dollars,” based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s).

(v) For the outer years of the metropolitan transportation plan (i.e., beyond the first 10 years), the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost ranges/cost bands.

(vi) For non-attainment and maintenance areas, the financial plan shall address the specific financial strategies required to ensure the implementation of TCMs in the applicable SIP.

(vii) For illustrative purposes, the financial plan may (but is not required to) include additional projects that would be included in the adopted transportation plan if additional resources beyond those identified in the financial plan were to become available.

(viii) In cases that the FHWA and the FTA find a metropolitan transportation plan to be fiscally-constrained and a revenue source is subsequently removed or substantially reduced (i.e., by legislative or administrative actions), the FHWA and the FTA will not withdraw the original determination of fiscal constraint; however, in such cases, the FHWA and the FTA will not act on an updated or amended metropolitan transportation plan that does not reflect the changed revenue situation.

State and Federal Funding Programs

There are a number of State and Federal funding programs that provide revenues to the Corridor MPO. The following provides a short description of the primary funding options and a description of how the revenues were estimated for Connections 2040.

Surface Transportation Program (STP)

This Federal program was established to:

- Aid public road jurisdictions with funding for any road or bridge projects on the federal-aid system, which includes all federal functional class routes except local and rural minor collectors
- Provide Funding for transit capital improvements;
- Provide Funding for bicycle and pedestrian facilities; and
- Provide Funding for transportation planning activities.

A minimum of 20% non-Federal match is required (80% Federal funding). Road projects must be on federal-aid roads. Bridge projects may be on any public road. The Corridor MPO has direct programming control over these funds.

Transit projects capital improvements require adherence to approved transit procurement procedures and equipment specifications. The candidate projects must be part of an approved five-year Capital Improvement Program and comply with Federal requirements for civil rights protections, use of disadvantaged business enterprises.



Funding Estimate: The Corridor MPO has STP funding history from 1995 to 2010. Future year of expenditure funding was based on linear regression between 2010 and 2040. (\$142 Million – Year of Expenditure Dollars)

Federal Transportation Enhancement Program (TE)

The Federal Transportation Enhancement Program funds enhancement or preservation activities associated with transportation-related projects include trail and bikeway, historic and archaeological, and scenic and environmental projects. Funding requires a minimum 30% local match for statewide enhancements and 20% or more local match for regional enhancement projects. The Corridor MPO has direct programming control over these funds.

Enhancements must have a direct relationship to existing or planned surface transportation facilities. Enhancement activities include facilities for pedestrians and bicycles, safety and educational activities for pedestrians and bicyclists,

landscaping and other scenic beautification, historic preservation, preservation of abandoned railway corridors including the conversion, and use of those corridors for pedestrian or bicycle trails.

Funding Estimate: The Corridor MPO has TE funding history from 1999 to 2010. Future year funding was based on linear regression between 2010 and 2040. (\$10 Million – Year of Expenditure Dollars)

Highway Bridge Replacement and Rehabilitation Program (BR)

This Federal program was established to fund the replacement or rehabilitation of structurally deficient or functionally obsolete public roadway bridges. Bridge funds require a local match of 20%. The bridge candidate must be classified as structurally deficient or functionally obsolete according to federal guidelines. Candidate bridge replacements must have a structure inventory and appraisal (SI&A) sufficiency rating of less than 50 and average daily traffic of at least 25 vehicles. Bridge rehabilitation candidates must have an SI&A sufficiency rating of 80 or less and average daily traffic of at least 25 vehicles. Cities are limited to \$1 million per bridge candidate (only one bridge per City per year).

Funding Estimate: The Corridor MPO received BR funds in 2002, 2003, 2004 and 2006. They did not receive BR funds in 2005, 2007, 2008, or 2009. The estimate was based on the 8-year average of the total funds received with a 3% annual inflation rate through 2040. (\$25 Million – Year of Expenditure Dollars)

Interstate Maintenance (IM)

The Interstate Maintenance Program provides funding for resurfacing, restoring, rehabilitating, and reconstructing routes on the Interstate System. The Dwight D. Eisenhower National System of Interstate and Defense Highways retain a separate identity within the National Highway System. This program is similar to the former FAI-4R program and is intended for projects to rehabilitate, reconstruct, restore, and resurface the Interstate System. IM funds may not be used for new travel lanes, other than High Occupancy Vehicle lanes or auxiliary lanes or reconstruction.

These are funds directed to specific interstate maintenance projects, including general maintenance and reconstruction. These designated interstate maintenance funds are for discretionary projects.

Funding Estimate: The Corridor MPO will receive reconstruction funds for one project, I-380, in 2013. (\$27 Million – Year of Expenditure Dollars)



National Highway System (NHS)

The National Highway System (NHS) program provides funding for improvements to rural and urban roads that are part of the NHS, including the Interstate System and designated connections to major intermodal terminals. The NHS includes the Interstate Highway System as well as other roads important to the nation's economy, defense, and mobility. National Highway System was a new funding category in ISTEA. It established a NHS, which consists of major roads in the U.S., including the interstate system; other routes identified for their strategic defense characteristics; routes providing access to major ports, airports, public transportation and intermodal transportation facilities; and principal arterials that provide regional service. Funding in this category may be used for a wide-variety of projects. In addition to roadway construction, operational and maintenance improvements, eligible projects include: start-up for traffic management and control, infrastructure-based intelligent transportation system capital improvements, fringe and corridor parking, carpool and vanpool projects, bicycle and pedestrian projects, and wetlands and natural habitat mitigation. In certain circumstances, transit projects in the corridor are also allowed if they benefit the NHS facility. Publicly-owned intracity and intercity bus terminals are also eligible. In addition, states have the option to shift 50% of the money to the STP category, which has greater project flexibility.



Funding Estimate: The Corridor MPO has NHS funding history from 1999 to 2010. Future year funding was based on a 3% annual growth rate. (\$82 Million – Year of Expenditure Dollars)

Iowa Clean Air Attainment Program (ICAAP)

This program funds highway/street, transit, bicycle/pedestrian, or freight projects or programs, which help maintain Iowa's clean air quality by reducing transportation-related emissions. Eligible highway/street projects must be on the federal-aid system, which includes all federal functional class routes except local and rural minor collectors.

Funding requires a local match of at least 20%. Non-transit projects must fall into one of the following categories:

- Those which reduce emissions via traffic flow improvements and provide a direct benefit to air quality by addressing ozone, carbon monoxide, or particulate matter PM-2.5 or PM-10 (all of these pollutant emissions must be addressed, and a reduction calculation must be provided by the applicant for all types of projects listed);
- Those which reduce vehicle miles of travel;
- Those which reduce single-occupant vehicle trips; or



- Other transportation improvement projects which improve air quality or reduce congestion.

Transit capital projects must adhere to approved transit procurement procedures and equipment specifications, be part of an approved five-year Capital Improvement Program and comply with requirements regarding civil rights protections and use of disadvantaged business enterprises.

Funding Estimate: The Corridor MPO has ICAAP funding data for 2006, 2007, 2009, 2010 with an overall 31% increase in funding between 2006 and 2010. Forecast funding was based on the 2010 funding level with a 3% annual inflation rate between 2010 and 2040. (\$36 Million – Year of Expenditure Dollars)

Safe Routes to School Program (SRTS)

The Safe Routes to School Program provides infrastructure and non-infrastructure improvements which will result in more students walking or bicycling to school. No local funding match is required. All applications must address both infrastructure and non-infrastructure components. Infrastructure improvements resulting from successful applications must be maintained as a public facility for a minimum of 10 years.



Funding Estimate: The Corridor MPO has Safe Route to School funding data for 2008 through 2011, with a significant increase between 2008 and 2009, and relatively flat between 2009 and 2011. The estimate was based on the 2011 estimate with a 3% annual inflation rate through 2040. (\$12 Million – Year of Expenditure Dollars)

Transportation and Community System Preservation Program

This program provides funding for planning and implementing strategies that improve the efficiency of the transportation system; reduce the environmental impacts of transportation; reduce the need for costly future public infrastructure investments; ensure efficient access to jobs, services and centers of trade; and examine private sector development patterns and investments that support these goals. In addition, very limited funding is available for research and was therefore not included in the Connections 2040 revenue estimate.

Recreational Trails Program

The Recreational Trails Program provides funding for public recreational trails. Funding requires a 25% local match. The proposed trail projects must be part of a local, area-wide, regional, or statewide trail plan. Trails resulting from



successful applications must be maintained as a public facility for a minimum of 20 years.

Total Federal Funding By Year

Presented in Table 9-1 is the total State and Federal funding estimated by year that would be available to the Corridor MPO. This table does not include all of the potential sources as some are very competitive and the Corridor MPO does not have a history of receiving these funds. One additional category has been added to the table, Earmarks. Although this is not a source that can be relied upon, it can be an important factor in funding the regional transportation improvements for large projects.

As presented in Table 9-1, the total thirty year funding based on year of expenditures for all categories is approximately \$333 million. As will be presented later, not all of these funds would be available for the proposed project list.



Corridor MPO Non-Federal Funds

In addition to federal funds, there are a number of local and regional funding sources that are used for operating and maintaining the region's transportation system. These include:

Cities

- Road User Tax Funds (RUTF)
- Other Road Monies Receipts
- Receipts, Debt Service

Linn County

- Property Tax
- RUTF
- TJ Revenue
- FM Extension
- Time -21
- Misc. Receipts
- Farm to Market

The total Corridor MPO Non-Federal Funds is presented in Table 9-2. As presented, this includes approximately \$3.2 billion dollars over the next 30 years, based on year of expenditure estimates from the cities within the MPO, and approximately \$164 million from Linn County. The Linn County estimate is based on the percent of County roads within the MPO region. Total cities and counties are forecasted at approximately \$3.36 billion.

CHAPTER 9
FINANCIAL STRATEGIES: PAYING OUR WAY

Table 9-1: Total State and Federal Funding By Year

Year	Surface Transportation Program (STP) ¹	Federal Transportation Enhancement Program (TE) ¹	Highway Bridge Replacement and Rehabilitation Program (BR) ²	Interstate Maintenance (IM) ³	National Highway System (NHS) ²	Iowa Clean Air Attainment Program (ICAAP) ²	Safe Routes to School Program (SRTS) ²	Earmarks	Total Federal Funding
2010	\$3,597,427	\$266,903	\$1,576,000		\$25,000	\$1,200,000	\$249,573		\$6,914,903
2011	\$3,337,781	\$260,467				\$1,200,000	\$257,060		\$5,055,308
2012	\$3,434,186	\$265,369				\$1,200,000	\$264,772		\$5,164,327
2013	\$3,530,591	\$270,271	\$189,000	\$26,558,000	\$169,000	\$1,200,000	\$272,715		\$32,189,576
2014	\$3,626,995	\$275,173	\$597,910		\$2,002,000	\$1,200,000	\$280,897		\$7,982,975
2015	\$3,723,400	\$280,075	\$615,848		\$2,062,060	\$1,200,000	\$289,324		\$8,170,706
2016	\$3,819,804	\$284,977	\$634,323		\$2,123,922	\$1,200,000	\$298,003		\$8,361,029
2017	\$3,916,209	\$289,879	\$653,353		\$2,187,639	\$1,200,000	\$306,943		\$8,554,023
2018	\$4,012,613	\$294,781	\$672,953		\$2,253,269	\$1,200,000	\$316,152		\$8,749,768
2019	\$4,109,018	\$299,683	\$693,142		\$2,320,867	\$1,200,000	\$325,636		\$8,948,346
2020	\$4,205,423	\$304,585	\$713,936		\$2,390,493	\$1,200,000	\$335,405		\$9,149,842
2021	\$4,301,827	\$309,487	\$735,354		\$2,462,207	\$1,200,000	\$345,467		\$9,354,344
2022	\$4,398,232	\$314,389	\$757,415		\$2,536,074	\$1,200,000	\$355,831		\$9,561,941
2023	\$4,494,636	\$319,291	\$780,137		\$2,612,156	\$1,200,000	\$366,506		\$9,772,727
2024	\$4,591,041	\$324,193	\$803,541		\$2,690,521	\$1,200,000	\$377,502		\$9,986,798
2025	\$4,687,446	\$329,095	\$827,648		\$2,771,236	\$1,200,000	\$388,827		\$10,204,251
2026	\$4,783,850	\$333,997	\$852,477		\$2,854,373	\$1,200,000	\$400,491		\$10,425,189
2027	\$4,880,255	\$338,899	\$878,051		\$2,940,004	\$1,200,000	\$412,506		\$10,649,716
2028	\$4,976,659	\$343,801	\$904,393		\$3,028,205	\$1,200,000	\$424,881		\$10,877,940
2029	\$5,073,064	\$348,704	\$931,525		\$3,119,051	\$1,200,000	\$437,628		\$11,109,971
2030	\$5,169,468	\$353,606	\$959,471		\$3,212,622	\$1,200,000	\$450,757		\$11,345,924
2031	\$5,265,873	\$358,508	\$988,255		\$3,309,001	\$1,200,000	\$464,279		\$11,585,916
2032	\$5,362,278	\$363,410	\$1,017,902		\$3,408,271	\$1,200,000	\$478,208		\$11,830,068
2033	\$5,458,682	\$368,312	\$1,048,439		\$3,510,519	\$1,200,000	\$492,554		\$12,078,506
2034	\$5,555,087	\$373,214	\$1,079,893		\$3,615,835	\$1,200,000	\$507,331		\$12,331,358
2035	\$5,651,491	\$378,116	\$1,112,289		\$3,724,310	\$1,200,000	\$522,550		\$12,588,757
2036	\$5,747,896	\$383,018	\$1,145,658		\$3,836,039	\$1,200,000	\$538,227		\$12,850,838
2037	\$5,844,301	\$387,920	\$1,180,028		\$3,951,120	\$1,200,000	\$554,374		\$13,117,742
2038	\$5,940,705	\$392,822	\$1,215,429		\$4,069,654	\$1,200,000	\$571,005		\$13,389,615
2039	\$6,037,110	\$397,724	\$1,251,891		\$4,191,743	\$1,200,000	\$588,135		\$13,666,604
2040	\$6,133,514	\$402,626	\$1,289,448		\$4,317,496	\$1,200,000	\$605,779		\$13,948,863
Total	\$142,069,436	\$9,946,391	\$24,529,711	\$26,558,000	\$81,669,686	\$36,000,000	\$12,229,745		\$333,002,969

1. Linear regression from Iowa DOT Federal STP and TE history.
2. Based on Iowa DOT history of annual funds and 3% growth.
3. Funding from Iowa DOT.

CHAPTER 9
FINANCIAL STRATEGIES: PAYING OUR WAY

Table 9-2: Corridor MPO Non-Federal Funds

Year	Cities Receipts				Linn County Receipts								Total City and County Non Federal Fund Receipts
	Total RUTF Receipts ¹	Total Other Road Monies Receipts ¹	Total Receipts Debt Service ¹	Total Cities Non Federal Road Fund Receipts ¹	Property Tax	RUTF	TJ Revenue	FM Extension Revenue	Time-21	Misc. Recs.	Farm to Market	Total County Non Federal Road Fund Receipts	
2010	\$13,426,705	\$35,395,253	\$16,094,371	\$64,916,328	\$727,434	\$681,668	\$23,850	\$817	\$4,458	\$368,097	\$317,456	\$2,123,780	\$67,040,108
2011	\$13,482,469	\$37,336,890	\$16,640,622	\$67,459,981	\$753,104	\$671,524	\$23,671	\$814	\$6,687	\$531,325	\$348,038	\$2,335,163	\$69,795,144
2012	\$13,538,234	\$39,278,527	\$17,186,873	\$70,003,634	\$778,774	\$661,380	\$23,492	\$810	\$8,916	\$694,553	\$378,621	\$2,546,547	\$72,550,180
2013	\$13,593,998	\$41,220,165	\$17,733,124	\$72,547,287	\$804,444	\$651,235	\$23,313	\$807	\$11,145	\$857,781	\$409,204	\$2,757,930	\$75,305,216
2014	\$13,649,763	\$43,161,802	\$18,279,375	\$75,090,939	\$830,114	\$641,091	\$23,134	\$803	\$13,374	\$1,021,009	\$439,787	\$2,969,313	\$78,060,252
2015	\$13,705,527	\$45,103,439	\$18,825,626	\$77,634,592	\$855,784	\$630,946	\$22,956	\$799	\$15,603	\$1,184,237	\$470,370	\$3,180,696	\$80,815,288
2016	\$13,761,292	\$47,045,076	\$19,371,877	\$80,178,245	\$881,455	\$620,802	\$22,777	\$796	\$17,833	\$1,347,465	\$500,952	\$3,392,079	\$83,570,324
2017	\$13,817,056	\$48,986,714	\$19,918,128	\$82,721,898	\$907,125	\$610,658	\$22,598	\$792	\$20,062	\$1,510,693	\$531,535	\$3,603,462	\$86,325,360
2018	\$13,872,821	\$50,928,351	\$20,464,379	\$85,265,551	\$932,795	\$600,513	\$22,419	\$788	\$22,291	\$1,673,922	\$562,118	\$3,814,845	\$89,080,396
2019	\$13,928,585	\$52,869,988	\$21,010,630	\$87,809,203	\$958,465	\$590,369	\$22,240	\$785	\$24,520	\$1,837,150	\$592,701	\$4,026,229	\$91,835,432
2020	\$13,984,350	\$54,811,626	\$21,556,881	\$90,352,856	\$984,135	\$580,225	\$22,061	\$781	\$26,749	\$2,000,378	\$623,284	\$4,237,612	\$94,590,468
2021	\$14,040,114	\$56,753,263	\$22,103,132	\$92,896,509	\$1,009,805	\$570,080	\$21,882	\$778	\$28,978	\$2,163,606	\$653,866	\$4,448,995	\$97,345,504
2022	\$14,095,879	\$58,694,900	\$22,649,383	\$95,440,162	\$1,035,475	\$559,936	\$21,704	\$774	\$31,207	\$2,326,834	\$684,449	\$4,660,378	\$100,100,540
2023	\$14,151,643	\$60,636,538	\$23,195,634	\$97,983,815	\$1,061,145	\$549,791	\$21,525	\$770	\$33,436	\$2,490,062	\$715,032	\$4,871,761	\$102,855,576
2024	\$14,207,408	\$62,578,175	\$23,741,885	\$100,527,467	\$1,086,815	\$539,647	\$21,346	\$767	\$35,665	\$2,653,290	\$745,615	\$5,083,144	\$105,610,612
2025	\$14,263,172	\$64,519,812	\$24,288,136	\$103,071,120	\$1,112,485	\$529,503	\$21,167	\$763	\$37,894	\$2,816,518	\$776,198	\$5,294,528	\$108,365,648
2026	\$14,318,937	\$66,461,450	\$24,834,387	\$105,614,773	\$1,138,156	\$519,358	\$20,988	\$759	\$40,123	\$2,979,746	\$806,780	\$5,505,911	\$111,120,684
2027	\$14,374,701	\$68,403,087	\$25,380,638	\$108,158,426	\$1,163,826	\$509,214	\$20,809	\$756	\$42,352	\$3,142,974	\$837,363	\$5,717,294	\$113,875,720
2028	\$14,430,466	\$70,344,724	\$25,926,889	\$110,702,079	\$1,189,496	\$499,069	\$20,630	\$752	\$44,581	\$3,306,202	\$867,946	\$5,928,677	\$116,630,755
2029	\$14,486,230	\$72,286,362	\$26,473,140	\$113,245,731	\$1,215,166	\$488,925	\$20,452	\$748	\$46,810	\$3,469,430	\$898,529	\$6,140,060	\$119,385,791
2030	\$14,541,995	\$74,227,999	\$27,019,391	\$115,789,384	\$1,240,836	\$478,781	\$20,273	\$745	\$49,039	\$3,632,658	\$929,112	\$6,351,443	\$122,140,827
2031	\$14,597,759	\$76,169,636	\$27,565,642	\$118,333,037	\$1,266,506	\$468,636	\$20,094	\$741	\$51,268	\$3,795,886	\$959,694	\$6,562,826	\$124,895,863
2032	\$14,653,524	\$78,111,274	\$28,111,893	\$120,876,690	\$1,292,176	\$458,492	\$19,915	\$738	\$53,498	\$3,959,114	\$990,277	\$6,774,210	\$127,650,899
2033	\$14,709,288	\$80,052,911	\$28,658,144	\$123,420,343	\$1,317,846	\$448,347	\$19,736	\$734	\$55,727	\$4,122,342	\$1,020,860	\$6,985,593	\$130,405,935
2034	\$14,765,053	\$81,994,548	\$29,204,395	\$125,963,995	\$1,343,516	\$438,203	\$19,557	\$730	\$57,956	\$4,285,571	\$1,051,443	\$7,196,976	\$133,160,971
2035	\$14,820,817	\$83,936,185	\$29,750,646	\$128,507,648	\$1,369,186	\$428,059	\$19,378	\$727	\$60,185	\$4,448,799	\$1,082,026	\$7,408,359	\$135,916,007
2036	\$14,876,581	\$85,877,823	\$30,296,897	\$131,051,301	\$1,394,857	\$417,914	\$19,200	\$723	\$62,414	\$4,612,027	\$1,112,608	\$7,619,742	\$138,671,043
2037	\$14,932,346	\$87,819,460	\$30,843,148	\$133,594,954	\$1,420,527	\$407,770	\$19,021	\$719	\$64,643	\$4,775,255	\$1,143,191	\$7,831,125	\$141,426,079
2038	\$14,988,110	\$89,761,097	\$31,389,399	\$136,138,607	\$1,446,197	\$397,625	\$18,842	\$716	\$66,872	\$4,938,483	\$1,173,774	\$8,042,508	\$144,181,115
2039	\$15,043,875	\$91,702,735	\$31,935,650	\$138,682,259	\$1,471,867	\$387,481	\$18,663	\$712	\$69,101	\$5,101,711	\$1,204,357	\$8,253,892	\$146,936,151
2040	\$15,099,639	\$93,644,372	\$32,481,901	\$141,225,912	\$1,497,537	\$377,337	\$18,484	\$708	\$71,330	\$5,264,939	\$1,234,940	\$8,465,275	\$149,691,187
Total	\$442,158,337	\$2,000,114,182	\$752,932,206	\$3,195,204,724	\$34,487,048	\$16,414,579	\$656,175	\$23,652	\$1,174,717	\$87,312,057	\$24,062,125	\$164,130,353	\$3,359,335,077

1. Linear regression of Iowa DOT Non-Federal fund history.
2. Linear regression of Iowa DOT Non-Federal fund history times 15.8% (the percent of Linn County secondary roads within the Corridor MPO).

It should be noted that non-federal funds are used for the maintenance and operations of the Corridor MPO non-federal aid (local) transportation system. A large number of the proposed projects identified in Chapter 8 include projects eligible for these funds. However, the majority of these funds are required for existing operations and maintenance needs and would not be available for additional projects.

In order to determine the potential amount of these funds beyond projected operations and maintenance, a year of expenditures estimate of operations and maintenance costs was developed and presented in Table 9-3. These forecasts have been based on actual historical expenditures and forecasted out from 2010 to 2040 using a 6% growth factor. As can be seen, the forecasted roadway and operations needs for committed local projects are approximately \$2 billion.

In order to determine what portion of the cities and county transportation road fund receipts may be used for funding elements of the Corridor MPO Transportation Vision Plan, total expenditures were subtracted from receipts as presented in Table 9-4. Based on these forecasts of receipts and expenditures, there could be potentially approximately \$1.4 billion in year of expenditure dollars.

Transit Revenues

Cedar Rapids Transit has 15 years of revenue estimates, covering a wide-range of operating and non-operating revenues. These include operating revenues with passenger fares and other transportation revenues, such as advertising and contract services. There are also non-operating revenues, which include a number of federal operating assistance grants, state general funds, and local general funds.

Presented in Table 9-5 is the year of expenditure revenues for these different funding categories. As indicated, these funds would total approximately \$390 million based on year of expenditure.



CHAPTER 9
FINANCIAL STRATEGIES: PAYING OUR WAY

Table 9-3: Cities and County Roadway Maintenance and Operations Costs in Year of Expenditure

Year	Cities			Linn County			Total Cities and County		
	Roadway Maintenance	Operations	Total	Roadway Maintenance	Operations	Total	Roadway Maintenance	Operations	Total
2010	\$13,484,274	\$8,449,762	\$21,934,037	\$971,960	\$604,225	\$1,576,185	\$14,456,234	\$9,053,987	\$23,510,221
2011	\$14,293,331	\$8,956,748	\$23,250,079	\$1,030,277	\$640,479	\$1,670,756	\$15,323,608	\$9,597,227	\$24,920,835
2012	\$15,150,931	\$9,494,153	\$24,645,083	\$1,092,094	\$678,907	\$1,771,001	\$16,243,025	\$10,173,060	\$26,416,085
2013	\$16,059,987	\$10,063,802	\$26,123,788	\$1,157,620	\$719,642	\$1,877,261	\$17,217,606	\$10,783,444	\$28,001,050
2014	\$17,023,586	\$10,667,630	\$27,691,216	\$1,227,077	\$762,820	\$1,989,897	\$18,250,662	\$11,430,450	\$29,681,113
2015	\$18,045,001	\$11,307,688	\$29,352,689	\$1,300,701	\$808,590	\$2,109,291	\$19,345,702	\$12,116,277	\$31,461,980
2016	\$19,127,701	\$11,986,149	\$31,113,850	\$1,378,743	\$857,105	\$2,235,848	\$20,506,444	\$12,843,254	\$33,349,698
2017	\$20,275,363	\$12,705,318	\$32,980,681	\$1,461,468	\$908,531	\$2,369,999	\$21,736,831	\$13,613,849	\$35,350,680
2018	\$21,491,885	\$13,467,637	\$34,959,522	\$1,549,156	\$963,043	\$2,512,199	\$23,041,041	\$14,430,680	\$37,471,721
2019	\$22,781,398	\$14,275,695	\$37,057,093	\$1,642,105	\$1,020,826	\$2,662,931	\$24,423,503	\$15,296,521	\$39,720,024
2020	\$24,148,282	\$15,132,237	\$39,280,519	\$1,740,632	\$1,082,075	\$2,822,707	\$25,888,914	\$16,214,312	\$42,103,226
2021	\$25,597,179	\$16,040,171	\$41,637,350	\$1,845,070	\$1,147,000	\$2,992,069	\$27,442,248	\$17,187,171	\$44,629,419
2022	\$27,133,009	\$17,002,582	\$44,135,591	\$1,955,774	\$1,215,820	\$3,171,594	\$29,088,783	\$18,218,401	\$47,307,185
2023	\$28,760,990	\$18,022,737	\$46,783,726	\$2,073,120	\$1,288,769	\$3,361,889	\$30,834,110	\$19,311,505	\$50,145,616
2024	\$30,486,649	\$19,104,101	\$49,590,750	\$2,197,508	\$1,366,095	\$3,563,603	\$32,684,157	\$20,470,196	\$53,154,353
2025	\$32,315,848	\$20,250,347	\$52,566,195	\$2,329,358	\$1,448,061	\$3,777,419	\$34,645,206	\$21,698,407	\$56,343,614
2026	\$34,254,799	\$21,465,368	\$55,720,167	\$2,469,119	\$1,534,944	\$4,004,064	\$36,723,919	\$23,000,312	\$59,724,231
2027	\$36,310,087	\$22,753,290	\$59,063,377	\$2,617,267	\$1,627,041	\$4,244,308	\$38,927,354	\$24,380,331	\$63,307,684
2028	\$38,488,692	\$24,118,487	\$62,607,179	\$2,774,303	\$1,724,663	\$4,498,966	\$41,262,995	\$25,843,150	\$67,106,145
2029	\$40,798,014	\$25,565,596	\$66,363,610	\$2,940,761	\$1,828,143	\$4,768,904	\$43,738,775	\$27,393,739	\$71,132,514
2030	\$43,245,895	\$27,099,532	\$70,345,427	\$3,117,206	\$1,937,832	\$5,055,038	\$46,363,101	\$29,037,364	\$75,400,465
2031	\$45,840,648	\$28,725,504	\$74,566,152	\$3,304,239	\$2,054,102	\$5,358,341	\$49,144,887	\$30,779,606	\$79,924,493
2032	\$48,591,087	\$30,449,034	\$79,040,121	\$3,502,493	\$2,177,348	\$5,679,841	\$52,093,581	\$32,626,382	\$84,719,962
2033	\$51,506,553	\$32,275,976	\$83,782,529	\$3,712,643	\$2,307,989	\$6,020,631	\$55,219,195	\$34,583,965	\$89,803,160
2034	\$54,596,946	\$34,212,535	\$88,809,480	\$3,935,401	\$2,446,468	\$6,381,869	\$58,532,347	\$36,659,003	\$95,191,350
2035	\$57,872,762	\$36,265,287	\$94,138,049	\$4,171,525	\$2,593,256	\$6,764,782	\$62,044,288	\$38,858,543	\$100,902,831
2036	\$61,345,128	\$38,441,204	\$99,786,332	\$4,421,817	\$2,748,852	\$7,170,668	\$65,766,945	\$41,190,056	\$106,957,001
2037	\$65,025,836	\$40,747,676	\$105,773,512	\$4,687,126	\$2,913,783	\$7,600,909	\$69,712,962	\$43,661,459	\$113,374,421
2038	\$68,927,386	\$43,192,537	\$112,119,923	\$4,968,353	\$3,088,610	\$8,056,963	\$73,895,740	\$46,281,146	\$120,176,886
2039	\$73,063,029	\$45,784,089	\$118,847,118	\$5,266,455	\$3,273,926	\$8,540,381	\$78,329,484	\$49,058,815	\$127,387,499
2040	\$77,446,811	\$48,531,134	\$125,977,945	\$5,582,442	\$3,470,362	\$9,052,804	\$83,029,253	\$52,001,496	\$135,030,749
Total	\$1,143,489,087	\$716,554,005	\$1,860,043,093	\$82,423,813	\$51,239,304	\$133,663,118	\$1,225,912,901	\$767,793,310	\$1,993,706,211

- 1 Iowa DOT Non Federal Roadway and Operations Expenditures History increased by 6% per year.
- 2 Iowa DOT Non Federal Roadway and Operations Expenditures History increased by 6% per year times 15.8% (the percent of Linn County secondary roads within the Corridor MPO).

CHAPTER 9
FINANCIAL STRATEGIES: PAYING OUR WAY

Table 9-4: Cities and Linn County Non Federal Roadway Receipts Minus Expenditure

Year	Cities Total Non-Federal Road Fund Receipts	Total Cities Operations and Maintenance Expenditures	Total Cities Difference Receipts Minus Expenditures	Total County Non Federal Road Fund Receipts	Total Linn County Operations and Maintenance Expenditures	Total Linn County Difference Receipts Minus Expenditures	Total Cities and County Non Federal Road Fund Receipts	Total Cities and Linn County Operations and Maintenance Expenditures	Total Cities and Linn County Difference Receipts Minus Expenditures
2010	\$64,916,328	\$21,934,037	\$42,982,292	\$2,123,780	\$1,576,185	\$547,595	\$67,040,108	\$23,510,221	\$43,529,887
2011	\$67,459,981	\$23,250,079	\$44,209,902	\$2,335,163	\$1,670,756	\$664,408	\$69,795,144	\$24,920,835	\$44,874,310
2012	\$70,003,634	\$24,645,083	\$45,358,550	\$2,546,547	\$1,771,001	\$775,545	\$72,550,180	\$26,416,085	\$46,134,096
2013	\$72,547,287	\$26,123,788	\$46,423,498	\$2,757,930	\$1,877,261	\$880,668	\$75,305,216	\$28,001,050	\$47,304,166
2014	\$75,090,939	\$27,691,216	\$47,399,724	\$2,969,313	\$1,989,897	\$979,416	\$78,060,252	\$29,681,113	\$48,379,139
2015	\$77,634,592	\$29,352,689	\$48,281,903	\$3,180,696	\$2,109,291	\$1,071,405	\$80,815,288	\$31,461,980	\$49,353,309
2016	\$80,178,245	\$31,113,850	\$49,064,395	\$3,392,079	\$2,235,848	\$1,156,231	\$83,570,324	\$33,349,698	\$50,220,626
2017	\$82,721,898	\$32,980,681	\$49,741,217	\$3,603,462	\$2,369,999	\$1,233,463	\$86,325,360	\$35,350,680	\$50,974,680
2018	\$85,265,551	\$34,959,522	\$50,306,029	\$3,814,845	\$2,512,199	\$1,302,646	\$89,080,396	\$37,471,721	\$51,608,675
2019	\$87,809,203	\$37,057,093	\$50,752,110	\$4,026,229	\$2,662,931	\$1,363,298	\$91,835,432	\$39,720,024	\$52,115,408
2020	\$90,352,856	\$39,280,519	\$51,072,337	\$4,237,612	\$2,822,707	\$1,414,905	\$94,590,468	\$42,103,226	\$52,487,242
2021	\$92,896,509	\$41,637,350	\$51,259,159	\$4,448,995	\$2,992,069	\$1,456,926	\$97,345,504	\$44,629,419	\$52,716,084
2022	\$95,440,162	\$44,135,591	\$51,304,571	\$4,660,378	\$3,171,594	\$1,488,785	\$100,100,540	\$47,307,185	\$52,793,355
2023	\$97,983,815	\$46,783,726	\$51,200,088	\$4,871,761	\$3,361,889	\$1,509,872	\$102,855,576	\$50,145,616	\$52,709,960
2024	\$100,527,467	\$49,590,750	\$50,936,717	\$5,083,144	\$3,563,603	\$1,519,542	\$105,610,612	\$53,154,353	\$52,456,259
2025	\$103,071,120	\$52,566,195	\$50,504,925	\$5,294,528	\$3,777,419	\$1,517,109	\$108,365,648	\$56,343,614	\$52,022,034
2026	\$105,614,773	\$55,720,167	\$49,894,606	\$5,505,911	\$4,004,064	\$1,501,847	\$111,120,684	\$59,724,231	\$51,396,453
2027	\$108,158,426	\$59,063,377	\$49,095,049	\$5,717,294	\$4,244,308	\$1,472,986	\$113,875,720	\$63,307,684	\$50,568,035
2028	\$110,702,079	\$62,607,179	\$48,094,899	\$5,928,677	\$4,498,966	\$1,429,711	\$116,630,755	\$67,106,145	\$49,524,610
2029	\$113,245,731	\$66,363,610	\$46,882,121	\$6,140,060	\$4,768,904	\$1,371,156	\$119,385,791	\$71,132,514	\$48,253,277
2030	\$115,789,384	\$70,345,427	\$45,443,957	\$6,351,443	\$5,055,038	\$1,296,405	\$122,140,827	\$75,400,465	\$46,740,362
2031	\$118,333,037	\$74,566,152	\$43,766,885	\$6,562,826	\$5,358,341	\$1,204,486	\$124,895,863	\$79,924,493	\$44,971,370
2032	\$120,876,690	\$79,040,121	\$41,836,568	\$6,774,210	\$5,679,841	\$1,094,369	\$127,650,899	\$84,719,962	\$42,930,937
2033	\$123,420,343	\$83,782,529	\$39,637,814	\$6,985,593	\$6,020,631	\$964,961	\$130,405,935	\$89,803,160	\$40,602,775
2034	\$125,963,995	\$88,809,480	\$37,154,515	\$7,196,976	\$6,381,869	\$815,106	\$133,160,971	\$95,191,350	\$37,969,621
2035	\$128,507,648	\$94,138,049	\$34,369,599	\$7,408,359	\$6,764,782	\$643,577	\$135,916,007	\$100,902,831	\$35,013,176
2036	\$131,051,301	\$99,786,332	\$31,264,969	\$7,619,742	\$7,170,668	\$449,074	\$138,671,043	\$106,957,001	\$31,714,042
2037	\$133,594,954	\$105,773,512	\$27,821,442	\$7,831,125	\$7,600,909	\$230,217	\$141,426,079	\$113,374,421	\$28,051,658
2038	\$136,138,607	\$112,119,923	\$24,018,684	\$8,042,508	\$8,056,963	(\$14,455)	\$144,181,115	\$120,176,886	\$24,004,229
2039	\$138,682,259	\$118,847,118	\$19,835,141	\$8,253,892	\$8,540,381	(\$286,489)	\$146,936,151	\$127,387,499	\$19,548,652
2040	\$141,225,912	\$125,977,945	\$15,247,967	\$8,465,275	\$9,052,804	(\$587,529)	\$149,691,187	\$135,030,749	\$14,660,438
Total	\$3,195,204,724	\$1,860,043,093	\$1,335,161,631	\$164,130,353	\$133,663,118	\$30,467,235	\$3,359,335,077	\$1,993,706,211	\$1,365,628,867

CHAPTER 9
FINANCIAL STRATEGIES: PAYING OUR WAY

Table 9-5: Transit Revenues

	Operating Revenue			Non-Operating Revenues				Total Operating and Non-Operating Revenues
	Pass Fares-Transit	Other Transp. Revenue	Total	Federal Operating Assistance	State General Funds	Local General Funds	Total Non-Operating Revenue	
2010	\$502,641	\$438,622	\$941,263	\$2,389,841	\$431,410	\$3,600,891	\$6,422,142	\$7,363,405
2011	\$519,396	\$453,242	\$972,638	\$2,513,654	\$439,093	\$3,720,000	\$6,672,747	\$7,645,385
2012	\$536,151	\$467,863	\$1,004,014	\$2,637,467	\$446,775	\$3,839,109	\$6,923,352	\$7,927,366
2013	\$552,905	\$482,484	\$1,035,389	\$2,761,280	\$454,458	\$3,958,219	\$7,173,957	\$8,209,346
2014	\$569,660	\$497,104	\$1,066,765	\$2,885,093	\$462,141	\$4,077,328	\$7,424,561	\$8,491,326
2015	\$586,415	\$511,725	\$1,098,140	\$3,008,905	\$469,824	\$4,196,437	\$7,675,166	\$8,773,306
2016	\$603,169	\$526,346	\$1,129,515	\$3,132,718	\$477,506	\$4,315,546	\$7,925,771	\$9,055,286
2017	\$619,924	\$540,967	\$1,160,891	\$3,256,531	\$485,189	\$4,434,655	\$8,176,375	\$9,337,266
2018	\$636,679	\$555,587	\$1,192,266	\$3,380,344	\$492,872	\$4,553,765	\$8,426,980	\$9,619,246
2019	\$653,434	\$570,208	\$1,223,642	\$3,504,156	\$500,555	\$4,672,874	\$8,677,585	\$9,901,227
2020	\$670,188	\$584,829	\$1,255,017	\$3,627,969	\$508,237	\$4,791,983	\$8,928,190	\$10,183,207
2021	\$686,943	\$599,450	\$1,286,392	\$3,751,782	\$515,920	\$4,911,092	\$9,178,794	\$10,465,187
2022	\$703,698	\$614,070	\$1,317,768	\$3,875,595	\$523,603	\$5,030,201	\$9,429,399	\$10,747,167
2023	\$720,452	\$628,691	\$1,349,143	\$3,999,408	\$531,286	\$5,149,311	\$9,680,004	\$11,029,147
2024	\$737,207	\$643,312	\$1,380,519	\$4,123,220	\$538,968	\$5,268,420	\$9,930,608	\$11,311,127
2025	\$753,962	\$657,932	\$1,411,894	\$4,247,033	\$546,651	\$5,387,529	\$10,181,213	\$11,593,107
2026	\$770,717	\$672,553	\$1,443,270	\$4,370,846	\$554,334	\$5,506,638	\$10,431,818	\$11,875,088
2027	\$787,471	\$687,174	\$1,474,645	\$4,494,659	\$562,017	\$5,625,747	\$10,682,423	\$12,157,068
2028	\$804,226	\$701,795	\$1,506,020	\$4,618,471	\$569,699	\$5,744,857	\$10,933,027	\$12,439,048
2029	\$820,981	\$716,415	\$1,537,396	\$4,742,284	\$577,382	\$5,863,966	\$11,183,632	\$12,721,028
2030	\$837,735	\$731,036	\$1,568,771	\$4,866,097	\$585,065	\$5,983,075	\$11,434,237	\$13,003,008
2031	\$854,490	\$745,657	\$1,600,147	\$4,989,910	\$592,748	\$6,102,184	\$11,684,841	\$13,284,988
2032	\$871,245	\$760,277	\$1,631,522	\$5,113,723	\$600,430	\$6,221,293	\$11,935,446	\$13,566,968
2033	\$887,999	\$774,898	\$1,662,898	\$5,237,535	\$608,113	\$6,340,403	\$12,186,051	\$13,848,948
2034	\$904,754	\$789,519	\$1,694,273	\$5,361,348	\$615,796	\$6,459,512	\$12,436,656	\$14,130,929
2035	\$921,509	\$804,140	\$1,725,648	\$5,485,161	\$623,478	\$6,578,621	\$12,687,260	\$14,412,909
2036	\$938,264	\$818,760	\$1,757,024	\$5,608,974	\$631,161	\$6,697,730	\$12,937,865	\$14,694,889
2037	\$955,018	\$833,381	\$1,788,399	\$5,732,786	\$638,844	\$6,816,839	\$13,188,470	\$14,976,869
2038	\$971,773	\$848,002	\$1,819,775	\$5,856,599	\$646,527	\$6,935,949	\$13,439,074	\$15,258,849
2039	\$988,528	\$862,622	\$1,851,150	\$5,980,412	\$654,209	\$7,055,058	\$13,689,679	\$15,540,829
2040	\$1,005,282	\$877,243	\$1,882,526	\$6,104,225	\$661,892	\$7,174,167	\$13,940,284	\$15,822,809
Total	\$23,372,816	\$20,395,904	\$43,768,720	\$131,658,026	\$16,946,183	\$167,013,399	\$315,617,608	\$359,386,328

Total Potential Revenues – All Sources

The estimate of total potential revenues by year of expenditure is presented in Table 9-6. This table includes the various Federal funding programs that could be considered. Some programs, such as the Safe Routes to School or the Iowa Clean Air Attainment Program, may have the potential of being used, but were not included.

Some federal programs such as STP and TE are very flexible and were considered to be 100% available for the Corridor MPO capacity and trails project allocation. Interstate Maintenance was also included at 100% given this funding is specific to I-380 reconstruction.

Two categories, the Highway Bridge and Rehabilitation Program and the National Highway System, do have some flexibility and could be used for the proposed roadway enhancement and maintenance portions of the proposed projects. However, they must also be retained for other needs in their categories. Therefore, only 25% of these funds were forecasted to be available for the Corridor MPO roadway, trails, bicycle, and pedestrian projects.

The resulting total federal funding forecast on year of expenditure dollars is approximately \$207 million through the year 2040.

Also included in Table 9-6 are the Cities and Linn County potential revenues based on receipts minus expenditures. These funds are significant at approximately \$1.37 billion in year of expenditure dollars. Total year of expenditure dollars revenues for roadway and trails projects, including both federal and Cities/Counties would be approximately \$1.6 billion.

The final revenue source, transit, would add an additional \$360 million for a total of \$1.93 billion year of expenditure dollars.

Supplemental Transportation Revenue Options

Although the total revenues for transportation over the 30-year life of Connections 2040 seem like a large amount, when broken down annually, and after subtracting maintenance and operations, what remains is relatively small compared to the needs and desires of the public.

The need for additional funding beyond anticipated revenues stems from the long list of transportation improvements desired by elected officials, staff, and the public. In many cases, there are strong technical or emotional arguments for additional improvements beyond what can be afforded with base anticipated revenues.

CHAPTER 9
FINANCIAL STRATEGIES: PAYING OUR WAY

Table 9-6: Total Potential Revenues – All Sources

Year	Federal Funding							Total Cities and Linn County Difference Receipts Minus Expenditures	Total Federal and Non Federal Potential Funding	Transit Funding	Total Potential Revenues - All Sources
	Surface Transportation Program (STP)	Federal Transportation Enhancement Program (TE)	STP + TE	Highway Bridge Replacement and Rehabilitation Program (BR)	Interstate Maintenance (IM)	National Highway System (NHS)	Total Federal Funding				
Percent Assumed	100%	100%	100%	25%	100%	25%		100%		100%	
2010	\$3,597,427	\$266,903	\$3,864,330	\$1,576,000	\$0	\$25,000	\$5,465,330	\$43,529,887	\$48,995,217	\$7,363,405	\$56,358,622
2011	\$3,337,781	\$260,467	\$3,598,248	\$0	\$0	\$0	\$3,598,248	\$44,874,310	\$48,472,558	\$7,645,385	\$56,117,943
2012	\$3,434,186	\$265,369	\$3,699,555	\$0	\$0	\$0	\$3,699,555	\$46,134,096	\$49,833,650	\$7,927,366	\$57,761,016
2013	\$3,530,591	\$270,271	\$3,800,861	\$47,250	\$26,558,000	\$169,000	\$30,575,111	\$47,304,166	\$77,879,278	\$8,209,346	\$86,088,623
2014	\$3,626,995	\$275,173	\$3,902,168	\$149,478	\$0	\$500,500	\$4,552,146	\$48,379,139	\$52,931,285	\$8,491,326	\$61,422,611
2015	\$3,723,400	\$280,075	\$4,003,475	\$153,962	\$0	\$515,515	\$4,672,951	\$49,353,309	\$54,026,260	\$8,773,306	\$62,799,566
2016	\$3,819,804	\$284,977	\$4,104,781	\$158,581	\$0	\$530,980	\$4,794,342	\$50,220,626	\$55,014,968	\$9,055,286	\$64,070,254
2017	\$3,916,209	\$289,879	\$4,206,088	\$163,338	\$0	\$546,910	\$4,916,336	\$50,974,680	\$55,891,016	\$9,337,266	\$65,228,282
2018	\$4,012,613	\$294,781	\$4,307,394	\$168,238	\$0	\$563,317	\$5,038,950	\$51,608,675	\$56,647,625	\$9,619,246	\$66,266,871
2019	\$4,109,018	\$299,683	\$4,408,701	\$173,285	\$0	\$580,217	\$5,162,203	\$52,115,408	\$57,277,611	\$9,901,227	\$67,178,837
2020	\$4,205,423	\$304,585	\$4,510,008	\$178,484	\$0	\$597,623	\$5,286,115	\$52,487,242	\$57,773,357	\$10,183,207	\$67,956,564
2021	\$4,301,827	\$309,487	\$4,611,314	\$183,839	\$0	\$615,552	\$5,410,705	\$52,716,084	\$58,126,789	\$10,465,187	\$68,591,976
2022	\$4,398,232	\$314,389	\$4,712,621	\$189,354	\$0	\$634,018	\$5,535,993	\$52,793,355	\$58,329,348	\$10,747,167	\$69,076,515
2023	\$4,494,636	\$319,291	\$4,813,928	\$195,034	\$0	\$653,039	\$5,662,001	\$52,709,960	\$58,371,961	\$11,029,147	\$69,401,108
2024	\$4,591,041	\$324,193	\$4,915,234	\$200,885	\$0	\$672,630	\$5,788,750	\$52,456,259	\$58,245,009	\$11,311,127	\$69,556,136
2025	\$4,687,446	\$329,095	\$5,016,541	\$206,912	\$0	\$692,809	\$5,916,262	\$52,022,034	\$57,938,296	\$11,593,107	\$69,531,403
2026	\$4,783,850	\$333,997	\$5,117,848	\$213,119	\$0	\$713,593	\$6,044,560	\$51,396,453	\$57,441,013	\$11,875,088	\$69,316,101
2027	\$4,880,255	\$338,899	\$5,219,154	\$219,513	\$0	\$735,001	\$6,173,668	\$50,568,035	\$56,741,703	\$12,157,068	\$68,898,771
2028	\$4,976,659	\$343,801	\$5,320,461	\$226,098	\$0	\$757,051	\$6,303,610	\$49,524,610	\$55,828,220	\$12,439,048	\$68,267,268
2029	\$5,073,064	\$348,704	\$5,421,767	\$232,881	\$0	\$779,763	\$6,434,411	\$48,253,277	\$54,687,689	\$12,721,028	\$67,408,717
2030	\$5,169,468	\$353,606	\$5,523,074	\$239,868	\$0	\$803,156	\$6,566,097	\$46,740,362	\$53,306,460	\$13,003,008	\$66,309,468
2031	\$5,265,873	\$358,508	\$5,624,381	\$247,064	\$0	\$827,250	\$6,698,695	\$44,971,370	\$51,670,065	\$13,284,988	\$64,955,053
2032	\$5,362,278	\$363,410	\$5,725,687	\$254,476	\$0	\$852,068	\$6,832,231	\$42,930,937	\$49,763,167	\$13,566,968	\$63,330,136
2033	\$5,458,682	\$368,312	\$5,826,994	\$262,110	\$0	\$877,630	\$6,966,734	\$40,602,775	\$47,569,509	\$13,848,948	\$61,418,457
2034	\$5,555,087	\$373,214	\$5,928,301	\$269,973	\$0	\$903,959	\$7,102,232	\$37,969,621	\$45,071,854	\$14,130,929	\$59,202,782
2035	\$5,651,491	\$378,116	\$6,029,607	\$278,072	\$0	\$931,077	\$7,238,757	\$35,013,176	\$42,251,933	\$14,412,909	\$56,664,842
2036	\$5,747,896	\$383,018	\$6,130,914	\$286,415	\$0	\$959,010	\$7,376,338	\$31,714,042	\$39,090,380	\$14,694,889	\$53,785,269
2037	\$5,844,301	\$387,920	\$6,232,221	\$295,007	\$0	\$987,780	\$7,515,007	\$28,051,658	\$35,566,666	\$14,976,869	\$50,543,535
2038	\$5,940,705	\$392,822	\$6,333,527	\$303,857	\$0	\$1,017,413	\$7,654,798	\$24,004,229	\$31,659,027	\$15,258,849	\$46,917,876
2039	\$6,037,110	\$397,724	\$6,434,834	\$312,973	\$0	\$1,047,936	\$7,795,742	\$19,548,652	\$27,344,394	\$15,540,829	\$42,885,224
2040	\$6,133,514	\$402,626	\$6,536,140	\$322,362	\$0	\$1,079,374	\$7,937,876	\$14,660,438	\$22,598,314	\$15,822,809	\$38,421,124
Total	\$142,069,436	\$9,946,391	\$152,015,827	\$7,708,428	\$26,558,000	\$20,569,172	\$206,851,426	\$1,365,628,867	\$1,572,480,293	\$359,386,328	\$1,931,866,621

To address this shortfall, there are several alternative funding sources that have been used successfully in other regions of the country and could be considered in the Corridor MPO region.

Transportation Impact Fee

Currently, Transportation Impact Fees are not permitted in the State of Iowa. This is extremely unfortunate in that many of the Vision improvements identified in Chapter 8 are in response to growth, which would be partially paid for in other states through Transportation Impact Fees.

To give an example, if each dwelling unit were to pay a relatively low transportation fee of \$2,000 in today's dollars and inflated at 4% per year, the total year of expenditure fees would be approximately \$140 million.

This fee would likely double when including the fees from non-residential development to \$280 million. As a comparison, the total STP and TE fees for the Corridor MPO through 2040 is only \$150 million.

Transportation Maintenance Fee

The Transportation Maintenance Fee is also known as a transportation utility fee, street maintenance fee, road user fee, or street utility fee. The Transportation Maintenance Fee is similar to a sewer fee and not a tax. The fee is paid monthly, like a sewer bill, by residential and commercial property owners to provide funds to maintain the existing transportation system. Because it is paid through the regular utility bill, it could be passed on to renters/tenants. Jurisdictions that have implemented these fees direct the funds to maintenance and operations. This frees up other revenue sources, such as from RUTF and other local receipts, that could be redirected to transportation improvements.

If each dwelling unit in the region paid \$50 per year, escalated at 4% per year, the total year of expenditure revenues by 2040 would be approximately \$300 million. Doubling this estimate to account for non-residential uses would increase this potential revenue to \$600 million.

Wheel Tax

Wheel Tax, also known as local vehicle registration fees, is an additional tax levied by a municipality or county that applies to motor vehicles registered in the jurisdiction. Monies collected from the Wheel Tax are used for transportation purposes. Based on a \$10 fee per vehicle, inflated at 4% per year, Corridor MPO would accrue approximately \$100 million over the 2010 to 2040 plan horizon.

Fiscally Constrained Transportation Budget

Based on input from the Corridor MPO Policy Board, the selected Fiscally Constrained Transportation Budget only includes forecasted revenues from the Surface Transportation Program (STP) and the Federal Transportation Enhancement Program (TE) plus committed funding for all categories per the Corridor MPO 2011 through 2014 TIP. Although other funding programs would provide additional funding to the Corridor MPO, such as Highway Bridge Replacement and Rehabilitation Program, National Highway System, the Iowa Clean Air Attainment Program and local contributions, the Connections 2040 budget is conservative.

The total STP funds through 2040 are estimated at \$142 million and TE at \$10 million for a total of \$152 million. It should be noted that these funds require an 80/20% match by the MPO and member jurisdictions. The local match would, therefore, be \$38 million. Total STP and TE funds with local match are estimated at \$190 million through 2040.

In addition, the Fiscally Constrained Transportation Budget for Transit is \$359 million. This includes all transit operating and non-operating revenues.