

10

FINANCIAL

This chapter includes historical analysis and future funding projections for road, bridge, transit, and trail projects. RPA 8 developed projections of future anticipated federal formula funds based on funding amounts authorized in the FAST Act and on past funding levels. These projections represent a conservative estimate of federal formula funding that the region can reasonably expect over the next 20 years. In addition, RPA 8 projected future state and local funds based on historical trends. Combined federal, state and local funds comprise the vast majority of revenues available to maintain and operate the federal-aid transportation system in the region.

FUNDING OVERVIEW FOR ROADS, BRIDGES, AND TRAILS

RPA 8's transportation system improvements are funded through a combination of federal, state, and local funds. RPA 8 member governments and participating agencies utilize this combination of funds for demand management, operational management, and capital-intensive strategies. Federal funding for streets, highways, and bicycle and pedestrian facilities flow through RPA 8.

The following section lists the funding sources that can be used for projects within the region. The section includes the funding sources that the RPA 8 members receive every year and funding sources that are based on an application process.

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBG)

STBG (formerly Surface Transportation Program STP) funds represent the main source of federal funding that can be committed by RPA 8 to transportation improvements. The funding can be used to:

- aid public road jurisdictions with funding for road or bridge projects;
- provide funding for transit capital improvements;
- provide funding for bicycle and pedestrian facilities; and
- provide funding for transportation planning activities.

A minimum of 20 percent non-federal match is required (80 percent federal funding). Road projects must be on federal-aid roads, which includes all federal functional class routes except local and rural minor collectors. Bridge projects may be on any public road.

STBG Funding Estimate: RPA 8 has STP funding history from 2001 to 2015. Future year of expenditure funding was based on linear regression between 2017 and 2045. (\$96.4 million – year of expenditure Dollars) with an annual average of \$2,173,000 and a growth rate of 3.07%.

Transit capital improvement projects require adherence to approved transit procurement procedures and equipment specifications. Project candidates must be part of an approved five-year capital improvement program. Federally funded projects must comply with civil rights protection requirements.

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. The STP-HBP provides for the replacement or rehabilitation of structurally deficient or functionally obsolete public roadway bridges. 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.

The funding requires a local match of 20 percent (80 percent federal funding). The bridge candidate must be classified as structurally deficient or functionally obsolete according to federal guidelines. Bridge replacement candidates 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.

TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

The Federal Transportation Alternatives Program (TAP) funds programs and projects defined as transportation alternatives, including: on- and off-road pedestrian and bicycle facilities; recreational trail projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former divided highways. TAP replaced funding from pre-MAP-21 programs including the Transportation Enhancement Program (TE), Safe Routes to School Program, and National Scenic Byways Program. Minimum 20 percent or more local match is required for regional TAP projects as determined by RPA 8 policy board.

STP-HBP Funding Estimate: The RPA 8 has BR funding history from 2004 to 2016. Future year of expenditure funding was based on linear regression between 2017 and 2045. (\$93.4 Million – Year of Expenditure Dollars) with an annual average of \$2,123,000 and growth rate of 3.0 %.

TAP Funding Estimate: The RPA 8 has TAP/TE funding history from 2001 to 2016. Future year of expenditure funding is based on linear regression between 2017 and 2045. (\$8.9 Million – Year of Expenditure Dollars) with an annual average of \$190,500 and growth rate of 3.47%.

HISTORICAL REVENUE ANALYSIS FOR ROADS BRIDGES, AND TRAILS

Figure 10.1 provides the historical funds received by RPA 8 for streets, highways and bridges from 2001 to 2016. The table does not include funding that RPA 8 is eligible for but did not receive. A growth rate has been assigned to each funding using linear regression method. The growth rate is used to project future funding for the area.

Figure 10.1: Historic Revenue Analysis for Street, Highways & Bridges

Source: IADOT

Fiscal Year	Funding Sources		
	STBG	TAP & TAP Flex	HBP
2001	\$1,855,000	\$165,000	
2002	\$1,877,147	\$171,000	
2003	\$1,877,147	\$169,000	
2004	\$1,912,459	\$171,000	\$1,794,000
2005	\$2,029,429	\$182,024	\$4,048,000
2006	\$1,460,803	\$146,463	\$2,659,000
2007	\$1,464,146	\$148,743	\$3,968,000
2008	\$1,794,783	\$156,106	\$3,022,000
2009	\$2,049,361	\$167,160	\$320,000
2010	\$2,589,903	\$179,793	\$986,000
2011	\$2,628,540	\$190,358	\$1,826,000
2012	\$2,710,773	\$217,896	\$836,000
2013	\$2,587,600	\$206,415	\$1,943,000
2014	\$2,682,877	\$258,269	\$1,520,000
2015	\$2,634,434	\$260,243	\$2,320,000
2016	\$2,620,941	\$258,581	\$3,306,000

RPA 8 NON-FEDERAL FUNDS

Non-Federal Funding Sources

Cities:

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

Dubuque County:

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

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.

Non-federal funds can be used both on federal and non-federal aid route construction as well as system maintenance and preservation. The funds can also be used for other local usage. However, it is difficult to determine how much a community spent on federal and nonfederal aid routes in a specific year. Staff analyzed each member's financial profile and calculated the average amount of non-federal funding that each spends annually on a federal aid system. Staff then used these calculations as part of the RPA 8 future funding projection. The following sections present an overview of each member's revenues and expenditures. Appendix B includes detailed information on each member's past revenues and expenditures.

CITY OF CLINTON

REVENUE

With an average annual budget of \$8.61 million, the City of Clinton derives its revenues from several sources. Annual Road Use Tax Funds (RUTF) revenues averaged \$2.8 million.

Other road monies (local property tax support, grants, and other sources) averaged \$4.32 million. Receipts, debt service averaged \$1.5 million annually. On average, about 50.20% of the City's funding comes from local property tax support, grants, and other sources; 32.34 % comes from State road use tax funds; and the rest from receipts, debt service.

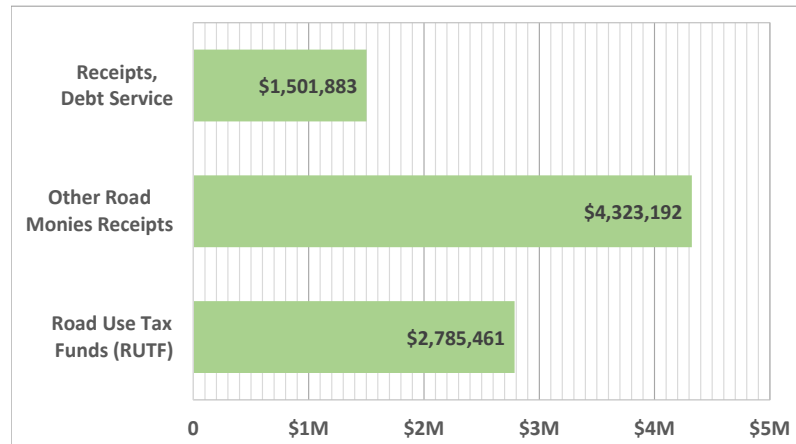
EXPENDITURES

Annual City of Clinton expenditures averaged \$9.27 million. The City uses these funds to support the following activities: road maintenance, construction and reconstruction, administration, equipment, and to pay debt. The City's annual roadway maintenance expenditures averaged \$2.2 million; construction, reconstruction and improvements averaged \$5.2 million; administration costs averaged \$89,194; equipment costs averaged \$298,781; and debt service averaged \$1.4 million.

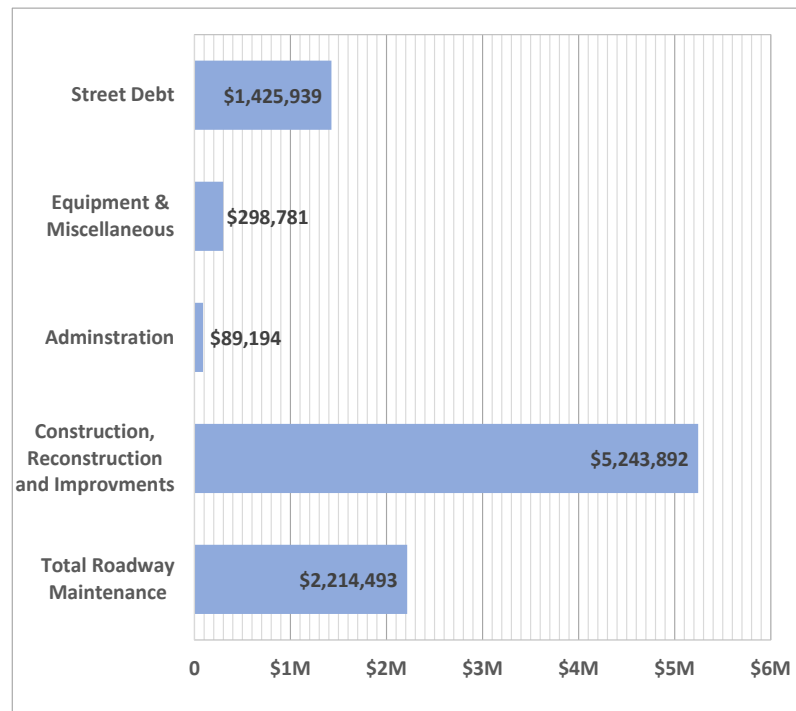
SPENDING ON THE FEDERAL AID SYSTEM

The City of Clinton has 160.44 lane miles of road, of which 37.84 miles (23.59%) is federal aid eligible routes and 122.60 miles (76.41%) are nonfederal aid eligible routes. It is assumed that the City will spend 23.59% of its \$9.27 million in annual expenditures on the federal aid system.

Annual Average Revenue: \$8.61 Million



Annual Average Expenditures: \$9.27 Million



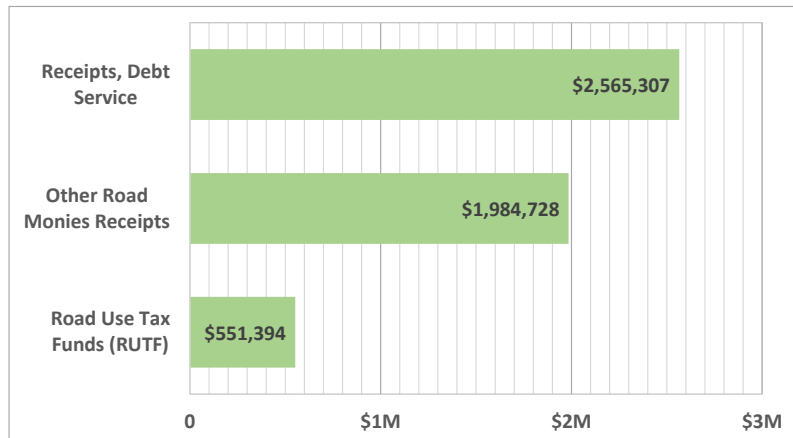
Average Annual Spending on Federal Aid Routes	
Total Roadway Maintenance	\$522,291
Construction, Reconstruction and Improvements	\$1,236,779
Administration	\$21,036
Equipment	\$70,468
Street Debt	\$336,310
Total	\$2,186,885

CITY OF DEWITT

REVENUE

With an average annual budget of \$5.1 million, the City of DeWitt derives its revenues from several sources. Annual Road Use Tax Funds (RUTF) revenues averaged \$551,394 Other road monies (local property tax support, grants, and other sources) averaged \$1.98 million. Receipts, debt service averaged \$2.57 million annually. On average, about 38.89 % of the City’s funding comes from local property tax support, grants, and other sources; 10.84 % comes from State road use tax funds; and the rest from receipts, debt service.

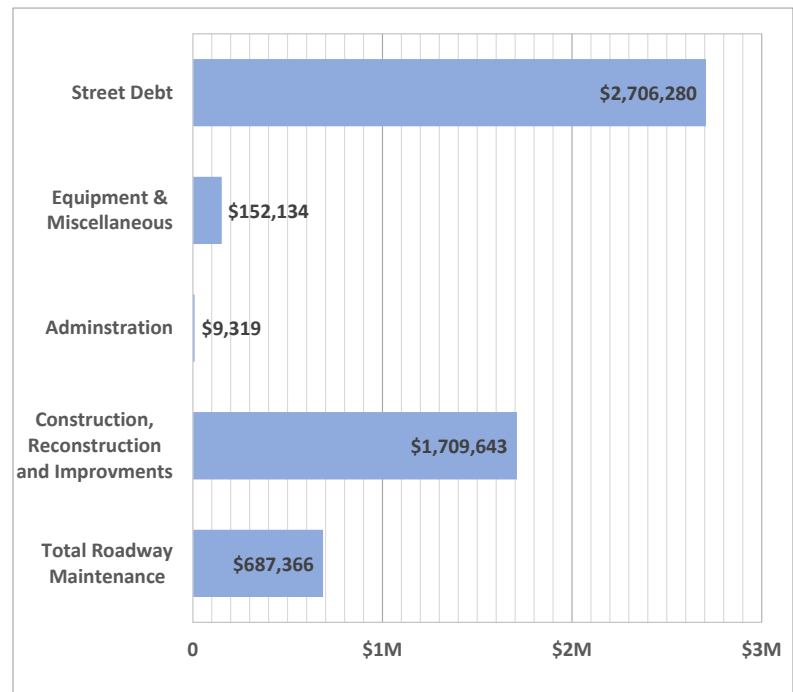
Annual Average Revenue: \$5.10 Million



EXPENDITURES

Annual City of DeWitt expenditures averaged \$5.26 million. The City uses these funds to support the following activities: road maintenance, construction and reconstruction, administration, equipment, and to pay debt. The City’s annual roadway maintenance expenditures averaged \$687,366; construction, reconstruction and improvements averaged \$1.7 million; administration costs averaged \$9,319; equipment costs averaged \$152,134; and debt service averaged \$2.7 million.

Annual Average Expenditures: \$5.26 Million



SPENDING ON THE FEDERAL AID SYSTEM

The City of DeWitt has 37.48 lane miles of road, of which 6.69 miles (17.85%) is federal aid eligible routes and 30.79 miles (82.15%) are nonfederal aid eligible routes. It is assumed that the City will spend 17.85% of its \$5.26 million in annual expenditures on the federal aid system.

Average Annual Spending on Federal Aid Routes	
Total Roadway Maintenance	\$122,691
Construction, Reconstruction and Improvements	\$305,163
Administration	\$1,663
Equipment	\$27,155
Street Debt	\$483,058
Total	\$939,731

CITY OF MANCHESTER

REVENUE

With an average annual budget of \$3.08 million, the City of Manchester derives its revenues from several sources. Annual Road Use Tax Funds (RUTF) revenues averaged \$536,578. Other road monies (local property tax support, grants, and other sources) averaged \$1.48 million. Receipts, debt service averaged \$1.05 million annually. On average, about 48.30% of the City’s funding comes from local property tax support, grants, and other sources; 17.40 % comes from State road use tax funds; and the rest from receipts, debt service.

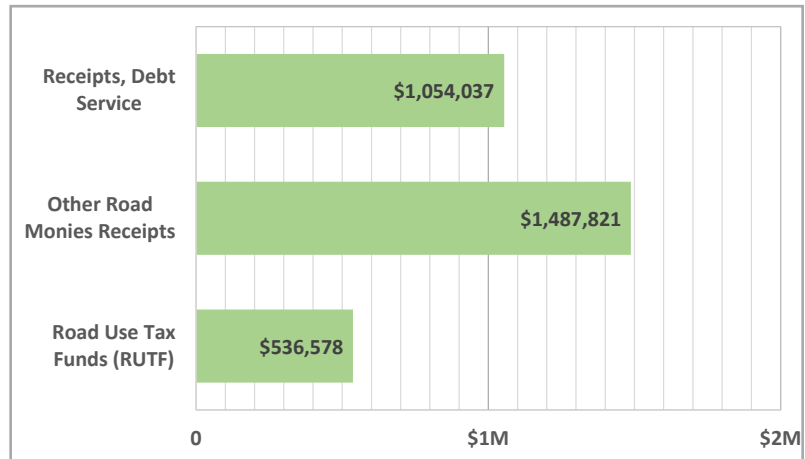
EXPENDITURES

Annual City of Manchester expenditures averaged \$3.11 million. The City uses these funds to support the following activities: road maintenance, construction and reconstruction, administration, equipment, and to pay debt. The City’s annual roadway maintenance expenditures averaged \$576,889; construction, reconstruction and improvements averaged \$1.3 million; administration costs averaged \$75,058; equipment costs averaged \$95,590; and debt service averaged \$1.05 million.

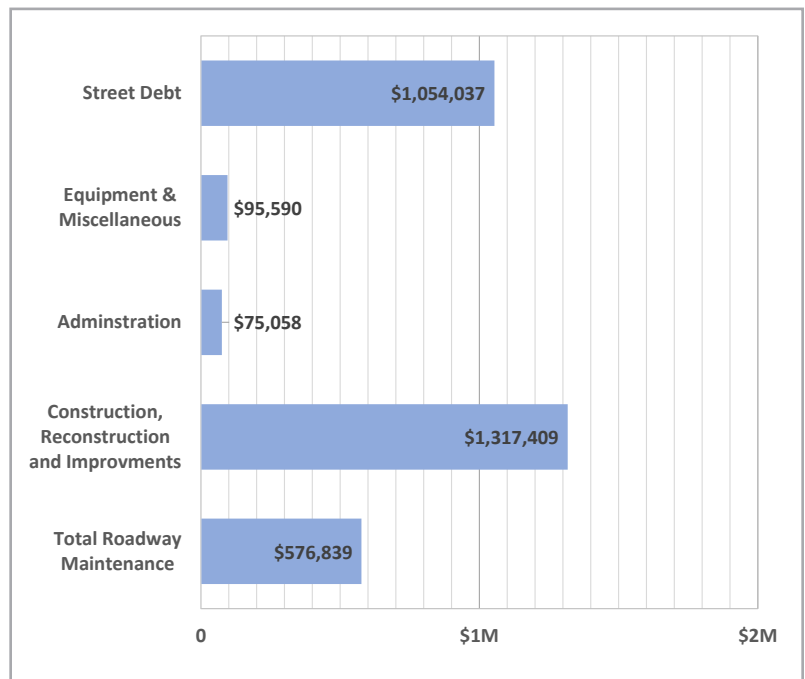
SPENDING ON THE FEDERAL AID SYSTEM

The City of Manchester has 36.57 lane miles of road, of which 9.09 miles (24.86%) are federal aid eligible routes and 27.49 miles (75.17%) are nonfederal aid eligible routes. It is assumed that the City will spend 24.86% of its \$3.11 million in annual expenditures on the federal aid system.

Annual Average Revenue: \$3.08 Million



Annual Average Expenditures: \$3.11 Million



Average Annual Spending on Federal Aid Routes	
Total Roadway Maintenance	\$143,382
Construction, Reconstruction and Improvements	\$327,461
Administration	\$18,657
Equipment	\$23,760
Street Debt	\$261,996
Total	\$775,256

CITY OF MAQUOKETA

REVENUE

With an average annual budget of \$1.19 million, the City of Maquoketa derives its revenues from several sources. Annual Road Use Tax Funds (RUTF) revenues averaged \$636,344. Other road monies (local property tax support, grants, and other sources) averaged \$483,135. Receipts, debt service averaged of \$68,876 annually. On average, about 40.59 % of the City's funding comes from local property tax support, grants, and other sources; 53.46 % comes from State road use tax funds; and the rest from receipts, debt service.

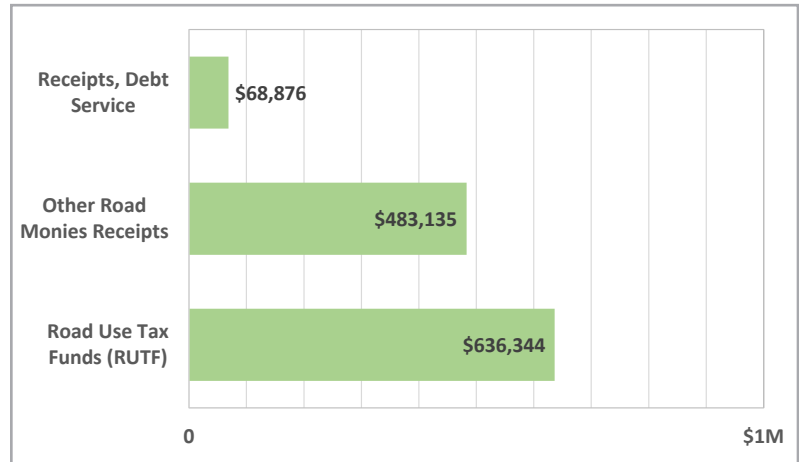
EXPENDITURES

Annual City of Maquoketa expenditures averaged \$1.17 million. The City uses these funds to support the following activities: road maintenance, construction and reconstruction, administration, equipment, and to pay debt. The City's annual roadway maintenance expenditures averaged \$305,150; construction, reconstruction and improvements averaged \$516,238; administration costs averaged \$71,926; equipment costs averaged \$204,701; and debt service averaged \$75,854.

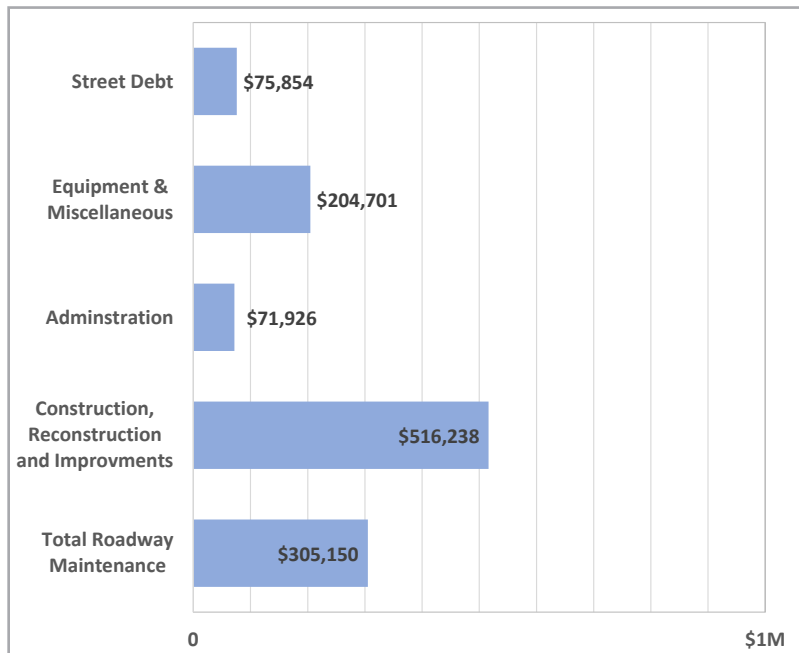
SPENDING ON THE FEDERAL AID SYSTEM

The City of Maquoketa has 37.26 lane miles of road, of which 9.21 miles (24.72%) are federal aid eligible routes and 28.05 miles (75.28%) are nonfederal aid eligible routes. It is assumed that the City will spend 24.72% of its \$1.17 million in annual expenditures on the federal aid system.

Annual Average Revenue: \$1.19 Million



Annual Average Expenditures: \$1.17 Million



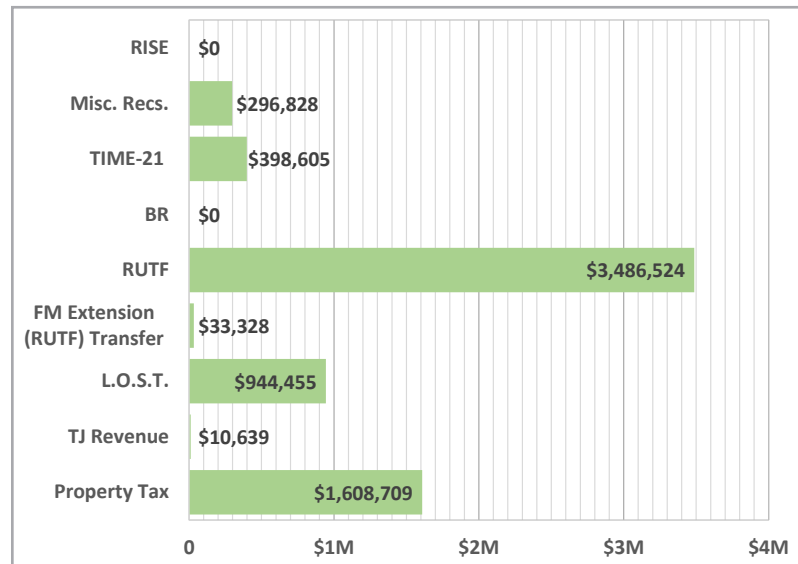
Average Annual Spending on Federal Aid Routes	
Total Roadway Maintenance	\$75,428
Construction, Reconstruction and Improvements	\$127,605
Administration	\$17,779
Equipment	\$50,598
Street Debt	\$18,750
Total	\$290,159

CLINTON COUNTY

REVENUE

With an average annual budget of \$6.78 million Clinton County derives its revenues from several sources. The County's property tax revenues averaged of \$1.6 million annually. Transfer of Jurisdiction (TJ) revenues had an annual average of \$10,600. Local Option Sales Tax (LOST) revenues had an annual average of \$944,000. Farm to Market (FM) revenues had an annual average of \$33,300. The Road Use Tax Fund (RUTF) revenue had an annual average of \$ 3.48 million. TIME-21 revenues had an annual average of \$399,000 and other miscellaneous funds had an annual average of \$297,000.

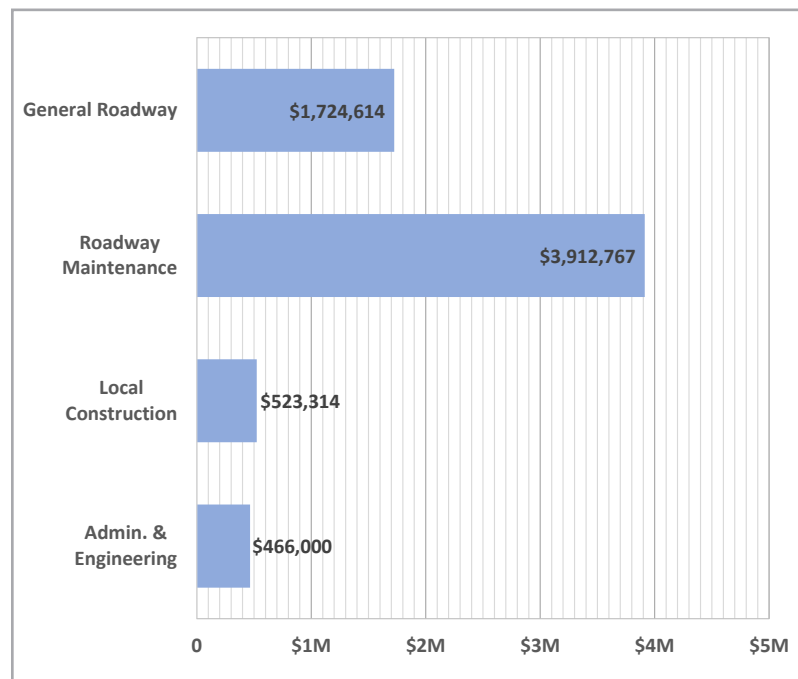
Annual Average Revenue: \$6.78 Million



EXPENDITURES

Annual Clinton County expenditures averaged \$6.62 million. The County's expenditures fall into four categories: roadway maintenance, local construction, administration and engineering, and general roadway. Annual county roadway maintenance expenditures averaged \$3.9 million; local construction averaged \$523,314; administration and engineering costs averaged \$466,000; and general roadway expenditures averaged \$1.7 million.

Annual Average Expenditures: \$6.62 Million



SPENDING ON FEDERAL AID SYSTEM

Clinton County has 1011.99 lane miles of road, of which 341.47 miles (33.74%) are federal aid eligible routes and 670.72 miles (66.26%) are nonfederal aid eligible routes. It is assumed that the County will spend 33.74% of its \$6.62 million in annual expenditures on the federal aid system.

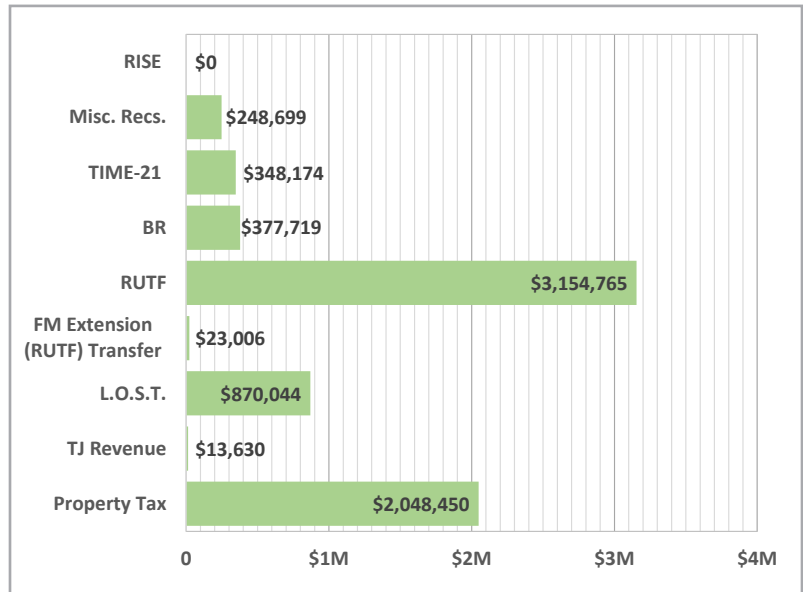
Average Annual Spending on Federal Aid Routes	
Admin. & Engineering	\$157,240
Local Construction	\$176,580
Roadway Maintenance	\$1,320,267
General Roadway	\$581,928
Total	\$2,236,015

DELAWARE COUNTY

REVENUE

With an average annual budget of \$7.08 million Delaware County derives its revenues from several sources. The County's property tax revenues averaged \$2.04 million annually. Transfer of Jurisdiction (TJ) revenues had an annual average of \$13,600. Local Option Sales Tax (LOST) revenues had an annual average of \$870,044. Farm to Market (FM) revenues had an annual average of \$23,006. The Road Use Tax Fund (RUTF) revenue had an annual average of \$3.15 million. TIME-21 revenues had an annual average of \$348,174 average annual Bridge Funds of \$377,719, and other miscellaneous funds had an annual average of \$248,699.

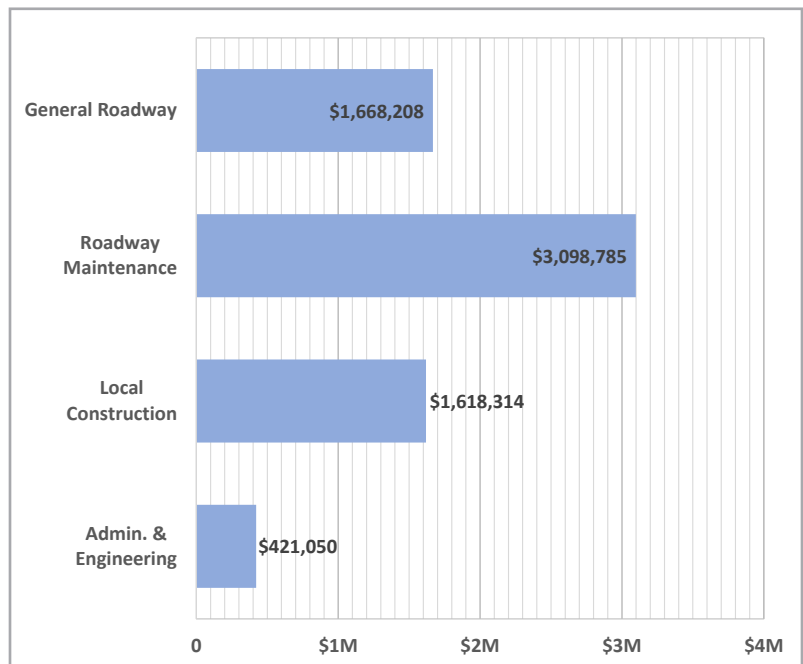
Annual Average Revenue: \$7.08 Million



EXPENDITURES

Annual Delaware County expenditures averaged \$6.8 million. The County's expenditures fall into four categories: roadway maintenance, local construction, administration and engineering, and general roadway. Annual county roadway maintenance expenditures averaged \$3.09 million; local construction averaged \$1.6 million; administration and engineering averaged \$421,000; and general roadway averaged \$1.66 million.

Annual Average Revenue: \$6.80 Million



SPENDING ON FEDERAL AID SYSTEM

Delaware County has 909.83 lane miles of road, of which 296.28 miles (32.56%) are federal aid eligible routes and 613.56 miles (67.44%) are nonfederal aid eligible routes. It is assumed that the County will spend 32.56% of its \$6.8 million in annual expenditures on the federal aid system.

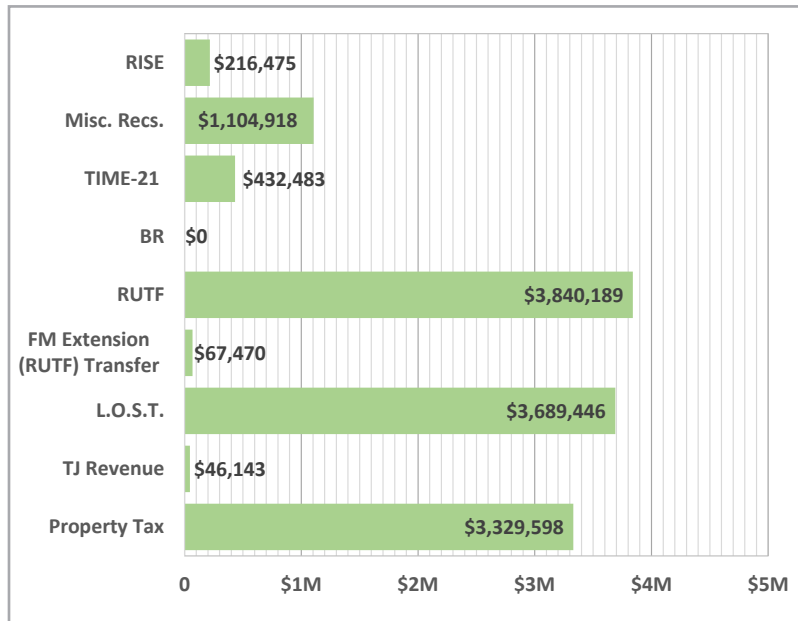
Average Annual Spending on Federal Aid Routes	
Admin. & Engineering	\$137,110
Local Construction	\$526,983
Roadway Maintenance	\$1,009,080
General Roadway	\$543,231
Total	\$2,216,404

DUBUQUE COUNTY

REVENUE

With an average annual budget of \$12.73 million Dubuque County derives its revenues from several sources. The County's property tax revenues averaged of \$3.3 million annually. Transfer of Jurisdiction (TJ) revenues had an annual average of \$46,143. Local Option Sales Tax (LOST) revenues had an annual average of \$3.7 million. Farm to Market (FM) revenues had an annual average of \$47,470. The Road Use Tax Fund (RUTF) revenue had an annual average of \$ 3.48 million. TIME-21 revenues had an annual average of \$432,483, and other miscellaneous funds had an annual average of \$1.1 million.

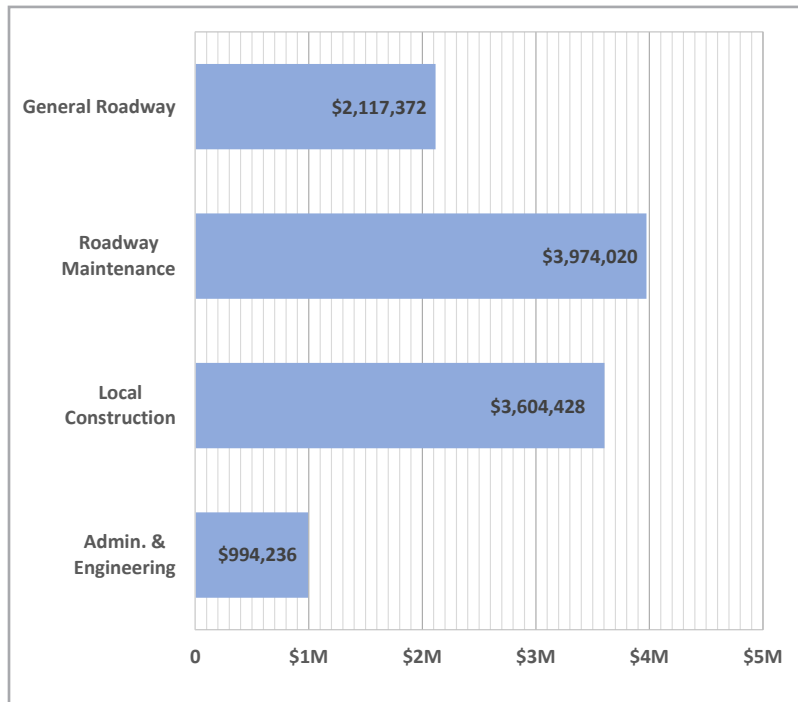
Annual Average Revenue: \$12.73 Million



EXPENDITURES

Annual Dubuque County expenditures averaged \$10.69 million. The County's expenditures fall into four categories: road maintenance, local construction, administration and engineering, and general roadway. Annual county roadway maintenance expenditures averaged \$3.09 million; local construction averaged \$1.6 million; administration and engineering costs averaged \$421,000; and the County's General Roadway averaged \$1.66 million.

Annual Average Expenditure: \$10.69 Million



SPENDING ON THE FEDERAL AID SYSTEM

Dubuque County has 441.39 lane miles of road, of which 176.85 miles (40.07%) are federal aid eligible routes and 267.54 miles (59.93%) are nonfederal aid eligible routes. It is assumed that the County will spend 40.07% of its \$ 10.69 million in annual expenditures on the federal aid system.

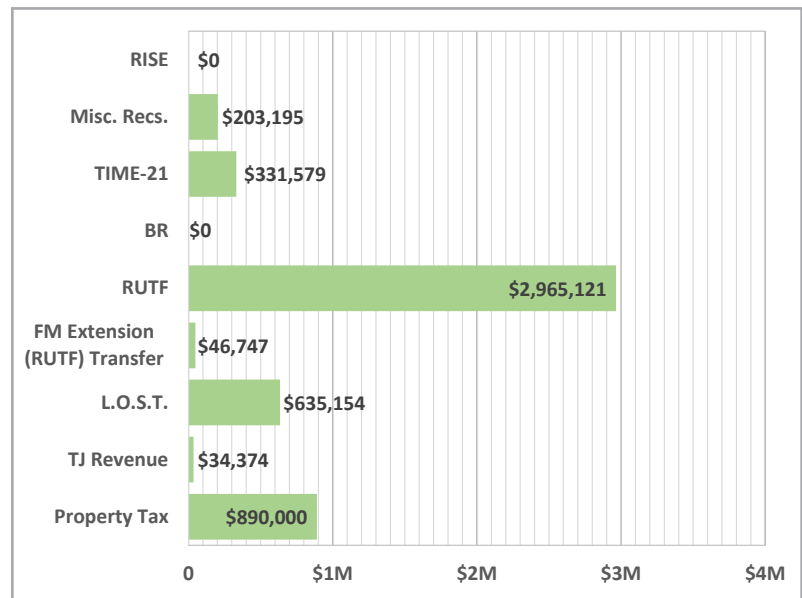
Average Annual Spending on Federal Aid Routes	
Admin. & Engineering	\$398,358
Local Construction	\$1,444,177
Roadway Maintenance	\$1,592,260
General Roadway	\$848,362
Total	\$4,283,157

JACKSON COUNTY

REVENUE

With an average annual budget of \$5.1 million Jackson County derives its revenues from several sources. The County's property tax revenues averaged of \$890,000 annually. Transfer of Jurisdiction (TJ) revenues had an annual average of \$34,374. Local Option Sales Tax (LOST) revenues had an annual average of \$635,154. Farm to Market (FM) revenues had an annual average of \$46,747. The Road Use Tax Fund (RUTF) revenue had an annual average of \$2.9 million. TIME-21 revenues had an annual average of \$331,579, and other miscellaneous funds had an annual average of \$203,195.

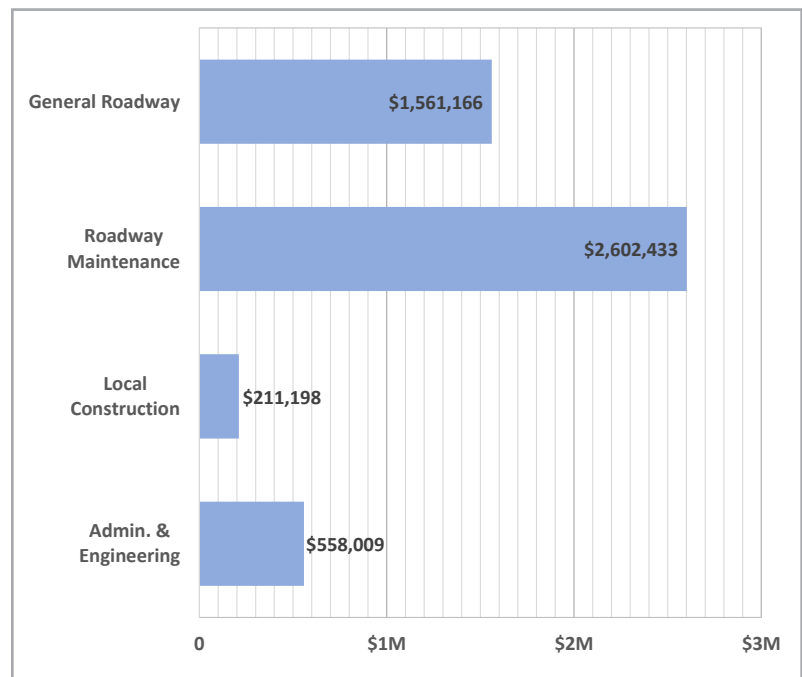
Annual Average Revenue: 5.1 Million



EXPENDITURES

Annual Jackson County expenditures averaged \$4.93 million. The County's expenditures fall into four categories: general roadway, roadway maintenance, local construction, and administration and engineering. The County's annual general roadway expenditures averaged \$1.5 million; annual roadway maintenance expenditures averaged \$2.6 million; annual local construction expenditures averaged \$211,198; and annual administration and engineering expenditures averaged \$558,009.

Annual Average Expenditure: \$4.93 Million



SPENDING ON THE FEDERAL AID SYSTEM

Jackson County has 838.54 lane miles of road, of which 344.61 miles (41.10%) are federal aid eligible routes and 493.61 miles (59.90%) are nonfederal aid eligible routes. It is assumed that the County will spend 41.10% of its \$4.93 million in annual expenditures on the federal aid system.

Average Annual Spending on Federal Aid Routes	
Admin. & Engineering	\$229,326
Local Construction	\$86,796
Roadway Maintenance	\$1,069,525
General Roadway	\$641,594
Total	\$2,027,241

OVERALL HISTORICAL FUNDS SPENT ON THE FEDERAL AID SYSTEM WITHIN RPA 8

Figure 10.2 below provides the amount spent for construction, reconstruction and engineering by members in the RPA 8 area by using information from the city and county tables above. The growth rate for each member is determined using revenue growth from 2012 -2016. The members within RPA 8 spent \$13.6 million on average annually. The revenue growth for the City of Clinton, City of DeWitt, City of Manchester, City of Maquoketa, Clinton County, Delaware County, Dubuque County and Jackson County are taken into consideration to establish an average growth rate for future projects as they have the majority of the federal aid system. RPA 8 prefers a conservative approach for projecting future revenues and uses an annual growth rate of 3% for future years.

Name	Average Amount Spent	Average Revenue Growth from 2012-2016
City of Clinton	\$1,759,071	8.93%
City of DeWitt	\$427,855	4.21%
City of Manchester	\$470,843	4.16%
City of Maquoketa	\$203,032	3.60%
Clinton County	\$2,236,015	0.97%
Delaware County	\$2,216,404	4.13%
Dubuque County	\$4,283,157	15.27%
Jackson County	\$2,027,241	6.06%
Total	\$13,623,617	-

Figure: 10.2 Average Historical Spending on Construction, Reconstruction and Engineering (2012-2016)

FUTURE FUNDING ANALYSIS FOR ROADS, BRIDGES, AND TRAILS

The RPA 8 LRTP financial estimates are derived from an economic climate that is neither stable nor predictable. Revenues for the long-range plan are estimated at a planning level, not the programmatic level, as with the Transportation Improvement Program (TIP). RPA 8 financial projections are reviewed and adjusted regularly to reflect future economic trends.

This analysis is subject to a number of inherent limitations:

- The projections are for a period of 30 years, during which time significant changes are possible in travel behavior and transportation finance.
- Financial estimates are based on future funding estimates, not project-specific estimates, as with the TIP's programmatic approach.
- The analysis lumps federal, state and local funding together and compares the total against the aggregate expenditures identified in the plan.
- Revenues from local sources are projected into future by historical trends and percentage growth. However, this may not account accurately for private-sector funding that could support transportation improvements.
- Projections of federal funding involve a great deal of uncertainty due to shifts in federal transportation budget and deficit-reduction policies and

because these funds are largely administered on a statewide basis.

- Ongoing maintenance costs were estimated by surveying state and local governments about current expenditures. Maintenance needs may be more accurately determined when region-wide pavement and bridge management/condition rating systems are in place.
- Cost estimates for many of the highway capacity projects may involve significant errors due to the long-range nature of the plan, the absence of detailed cost estimates based on actual design of the improvements, and the simplified methodology used to develop many of the estimates.

PROCEDURE FOR FUTURE PROJECTIONS

Transportation revenues rely on taxes and generally reflect the circumstances of the regional economy, and therefore fluctuate from year to year. Currently, the RPA 8 2045 LRTP's financial estimates are derived from information that exists as of today. Over the 30-year time horizon for RPA 8 2045 LRTP, there will likely be variation in the annual transportation revenues available to the region. However, for the purposes of the long-range plan, this variation is impossible to accurately predict, and requires a conservative approach in anticipating gross-level forecasts needed to demonstrate fiscal constraint.

These forecasts assume constant growth in potential revenues for all sources of funds. Future growth rates are estimated based on historical analysis of past years funding. They also assume a constant rate of inflation calculated by using historical data obtained from cities, counties and other sources within RPA 8. The future projections are calculated using a linear regression method using an annual growth rate and average annual funding as inputs. The projections are done for 30 years — between 2016 and 2045.

Overall RPA 8 will have \$198,810,000 in federal and \$618,592,000 in local funds.

FUTURE FEDERAL FUNDS

Figure 10.3 provides future federal funds for RPA 8 region using information from historical trends from Figure 10.1.

Year	RPA 8 Funds			Total Revenue
	STP	HBP	TAP & TAP Flex	
2016	\$2,241,000	\$2,187,000	\$198,000	\$4,626,000
2017	\$2,308,000	\$2,251,000	\$205,000	\$4,764,000
2018	\$2,375,000	\$2,315,000	\$212,000	\$4,902,000
2019	\$2,442,000	\$2,379,000	\$219,000	\$5,040,000
2020	\$2,509,000	\$2,443,000	\$226,000	\$5,178,000
2021	\$2,576,000	\$2,507,000	\$233,000	\$5,316,000
2022	\$2,643,000	\$2,571,000	\$240,000	\$5,454,000
2023	\$2,710,000	\$2,635,000	\$247,000	\$5,592,000
2024	\$2,777,000	\$2,699,000	\$254,000	\$5,730,000
2025	\$2,844,000	\$2,763,000	\$261,000	\$5,868,000
2026	\$2,911,000	\$2,827,000	\$268,000	\$6,006,000
2027	\$2,978,000	\$2,891,000	\$275,000	\$6,144,000
2028	\$3,045,000	\$2,955,000	\$282,000	\$6,282,000
2029	\$3,112,000	\$3,019,000	\$289,000	\$6,420,000
2030	\$3,179,000	\$3,083,000	\$296,000	\$6,558,000
2031	\$3,246,000	\$3,147,000	\$303,000	\$6,696,000
2032	\$3,313,000	\$3,211,000	\$310,000	\$6,834,000
2033	\$3,380,000	\$3,275,000	\$317,000	\$6,972,000
2034	\$3,447,000	\$3,339,000	\$324,000	\$7,110,000
2035	\$3,514,000	\$3,403,000	\$331,000	\$7,248,000
2036	\$3,581,000	\$3,467,000	\$338,000	\$7,386,000
2037	\$3,648,000	\$3,531,000	\$345,000	\$7,524,000
2038	\$3,715,000	\$3,595,000	\$352,000	\$7,662,000
2039	\$3,782,000	\$3,659,000	\$359,000	\$7,800,000
2040	\$3,849,000	\$3,723,000	\$366,000	\$7,938,000
2041	\$3,916,000	\$3,787,000	\$373,000	\$8,076,000
2042	\$3,983,000	\$3,851,000	\$380,000	\$8,214,000
2043	\$4,050,000	\$3,915,000	\$387,000	\$8,352,000
2044	\$4,117,000	\$3,979,000	\$394,000	\$8,490,000
2045	\$4,184,000	\$4,043,000	\$401,000	\$8,628,000
Total	\$96,375,000	\$93,450,000	\$8,985,000	\$198,810,000

Figure 10.3: Future Federal Funds for the RPA 8 Region

Source: RPA 8

FUTURE LOCAL REVENUES

Figure 10.4 provides future local funds for RPA 8 region using information from historical trends of RPA 8 members and from Figure 10.2.

Figure 10.4: Future Local Funds for the RPA 8 Region

Year	City of Clinton	City of DeWitt	City of Manchester	City of Maquoketa	Clinton County	Delaware County	Dubuque County	Jackson County	Total
Growth Rate	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	
2017	\$1,812,000	\$441,000	\$485,000	\$210,000	\$2,303,095	\$2,282,897	\$4,411,652	\$2,142,619	\$14,088,263
2018	\$1,850,000	\$454,000	\$500,000	\$217,000	\$2,370,175	\$2,349,389	\$4,540,147	\$2,257,998	\$14,538,708
2019	\$1,888,000	\$467,000	\$515,000	\$224,000	\$2,437,256	\$2,415,881	\$4,668,641	\$2,373,376	\$14,989,154
2020	\$1,926,000	\$480,000	\$530,000	\$231,000	\$2,504,336	\$2,482,373	\$4,797,136	\$2,488,754	\$15,439,600
2021	\$1,964,000	\$493,000	\$545,000	\$238,000	\$2,571,417	\$2,548,865	\$4,925,631	\$2,604,133	\$15,890,045
2022	\$2,002,000	\$506,000	\$560,000	\$245,000	\$2,638,497	\$2,615,357	\$5,054,126	\$2,719,511	\$16,340,491
2023	\$2,040,000	\$519,000	\$575,000	\$252,000	\$2,705,578	\$2,681,849	\$5,182,620	\$2,834,889	\$16,790,937
2024	\$2,078,000	\$532,000	\$590,000	\$259,000	\$2,772,658	\$2,748,342	\$5,311,115	\$2,950,268	\$17,241,382
2025	\$2,116,000	\$545,000	\$605,000	\$266,000	\$2,839,739	\$2,814,834	\$5,439,610	\$3,065,646	\$17,691,828
2026	\$2,154,000	\$558,000	\$620,000	\$273,000	\$2,906,819	\$2,881,326	\$5,568,104	\$3,181,024	\$18,142,274
2027	\$2,192,000	\$571,000	\$635,000	\$280,000	\$2,973,899	\$2,947,818	\$5,696,599	\$3,296,403	\$18,592,719
2028	\$2,230,000	\$584,000	\$650,000	\$287,000	\$3,040,980	\$3,014,310	\$5,825,094	\$3,411,781	\$19,043,165
2029	\$2,268,000	\$597,000	\$665,000	\$294,000	\$3,108,060	\$3,080,802	\$5,953,589	\$3,527,159	\$19,493,610
2030	\$2,306,000	\$610,000	\$680,000	\$301,000	\$3,175,141	\$3,147,294	\$6,082,083	\$3,642,538	\$19,944,056
2031	\$2,344,000	\$623,000	\$695,000	\$308,000	\$3,242,221	\$3,213,786	\$6,210,578	\$3,757,916	\$20,394,502
2032	\$2,382,000	\$636,000	\$710,000	\$315,000	\$3,309,302	\$3,280,279	\$6,339,073	\$3,873,294	\$20,844,947
2033	\$2,420,000	\$649,000	\$725,000	\$322,000	\$3,376,382	\$3,346,771	\$6,467,567	\$3,988,673	\$21,295,393
2034	\$2,458,000	\$662,000	\$740,000	\$329,000	\$3,443,462	\$3,413,263	\$6,596,062	\$4,104,051	\$21,745,839
2035	\$2,496,000	\$675,000	\$755,000	\$336,000	\$3,510,543	\$3,479,755	\$6,724,557	\$4,219,430	\$22,196,284
2036	\$2,534,000	\$688,000	\$770,000	\$343,000	\$3,577,623	\$3,546,247	\$6,853,052	\$4,334,808	\$22,646,730
2037	\$2,572,000	\$701,000	\$785,000	\$350,000	\$3,644,704	\$3,612,739	\$6,981,546	\$4,450,186	\$23,097,176
2038	\$2,610,000	\$714,000	\$800,000	\$357,000	\$3,711,784	\$3,679,231	\$7,110,041	\$4,565,565	\$23,547,621
2039	\$2,648,000	\$727,000	\$815,000	\$364,000	\$3,778,865	\$3,745,724	\$7,238,536	\$4,680,943	\$23,998,067
2040	\$2,686,000	\$740,000	\$830,000	\$371,000	\$3,845,945	\$3,812,216	\$7,367,030	\$4,796,321	\$24,448,512
2041	\$2,724,000	\$753,000	\$845,000	\$378,000	\$3,913,026	\$3,878,708	\$7,495,525	\$4,911,700	\$24,898,958
2042	\$2,762,000	\$766,000	\$860,000	\$385,000	\$3,980,106	\$3,945,200	\$7,624,020	\$5,027,078	\$25,349,404
2043	\$2,800,000	\$779,000	\$875,000	\$392,000	\$4,047,186	\$4,011,692	\$7,752,515	\$5,142,456	\$25,799,849
2044	\$2,838,000	\$792,000	\$890,000	\$399,000	\$4,114,267	\$4,078,184	\$7,881,009	\$5,257,835	\$26,250,295
2045	\$2,876,000	\$805,000	\$905,000	\$406,000	\$4,181,347	\$4,144,676	\$8,009,504	\$5,373,213	\$26,700,741
2046	\$2,914,000	\$818,000	\$920,000	\$413,000	\$4,248,428	\$4,211,168	\$8,137,999	\$5,488,591	\$27,151,186
Total	\$70,890,000	\$18,885,000	\$21,075,000	\$9,345,000	\$98,272,841	\$97,410,975	\$188,244,760	\$114,468,160	\$618,591,736

FUNDING OVERVIEW FOR TRANSIT

Transit systems in the RPA 8 area are funded through a combination of federal, state, and local funds. The RTA and Clinton MTA utilize this combination of funds for operational and capital strategies. Federal funding for transit programs and capital projects flow through RPA 8.

The FTA and Iowa DOT provide funding to, Iowa's MPOs and RPAs, and public transit providers to support public transit operations.

CAPITAL INVESTMENT PROGRAM (SECTION 5309/5339)

Section 5309 is a discretionary funding source that supports transit capital needs that exceed what federal formula programs can support. This program got replaced with 5339. The 5339 program is designed to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

Funding Estimate: The local transit systems received \$1.69 million in section 5309/5339 funding for years 2010 to 2015. The system received an annual average of \$243,000. Staff used 3% as annual growth rate for future projections.

SPECIAL NEEDS PROGRAM (SECTION 5311)

Section 5311 supports transit services in rural areas and communities with populations less than 50,000. These funds are allocated to Iowa based on the number of persons living outside urbanized areas.

Funding Estimate: The local transit systems received \$5.6 million in section 5311 funding from 2010 to 2015. The system received an annual average of \$807,000. Staff used 3% as annual growth rate for future projections.

STATE TRANSIT ASSISTANCE (STA)

All public transit systems in Iowa are eligible for funding under the STA program. STA funding is derived from four percent of the fees for new registration collected on sales of motor vehicle and accessory equipment.

Funding Estimate: The local transit systems have STA funding history from 2010 to 2015. Future year of expenditure funding was based on linear regression between 2016 and 2045 with an annual average of \$454,000. Staff used 3% as annual growth rate for future projections.

TRANSIT LEVY AND CONTRACTS

Iowa law authorizes municipalities to levy up to 95 cents per \$1,000 of assessed taxable property in order to support the cost of a public transit system. Most of Iowa's larger communities levy for support of their urban transit systems. A number of smaller communities use this authority to generate funding used to support services contracted from their designated regional transit system. Clinton MTA uses Transit Levy funds to fund capital improvements and operating expenses.

Most of the rural transit agencies do not have Transit Levy funds they generate their local funding through contract. most of these contract are with senior housing and assisted living agencies. RTA and Clinton MTA generate their local funds through contract.

Funding Estimate: The systems receive an average annual funding of \$331,600. Staff used 3% as annual growth rate for future projections.

FARES

Fees paid by the passengers are one of the most common sources of local support. This can include monies collected on-board the transit vehicle (usually called "farebox receipts"), as well as prepaid fares from sale of passes or tickets, or fares billed to the passenger after the fact.

HISTORICAL ANALYSIS OF TRANSIT REVENUE, OPERATIONS & MAINTENANCE COST

Figure 10.5 provides the historical funds received by the Clinton MTA and RTA 8 from 2010 to 2015 and Figure 10.6 provides historic operation and maintenance costs for the transit systems. A growth rate has been assigned to each funding source using the linear regression method. The growth rate is used to project future funding for the area.

Figure 10.5: Historic Funds Received by the Clinton MTA and RTA

Funding Source RTA	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	Average Annual
Capital							
Section 5339	\$0	\$0	\$61,420	\$0	\$68,000	\$0	\$21,570
Local	\$0	\$0	\$15,355		\$17,000		\$5,393
Operations							
Section 5311	\$170,903	\$170,575	\$188,185	\$219,532	\$271,753	\$329,033	\$224,997
STA	\$234,483	\$217,699	\$246,380	\$266,095	\$261,667	\$272,341	\$249,778
Contracts	\$288,488	\$274,288	\$197,390	\$169,680	\$169,492	\$170,831	\$211,695
Total	\$693,874	\$662,562	\$631,955	\$655,307	\$702,912	\$772,205	\$686,469
Funding Source MTA	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	Average Annual
Capital							
ARRA Funds		\$1,698,252	\$433,332				
Section 5339	\$534,520	\$1	\$1	\$149,445	\$323,569	\$318,532	\$221,011
Local	\$20,270	\$130,977	\$20,468	\$66,561	\$69,855	\$76,424	\$64,093
Operations							
Passenger Revenue	\$257,929	\$390,481	\$426,691	\$486,570	\$253,863	\$395,977	\$368,585
Contract and other revenue	\$21,094	\$272,020	\$336,140	\$14,932	\$21,230	\$53,994	\$119,902
Local Tax	\$666,939	\$645,533	\$756,365	\$756,459	\$723,953	\$652,679	\$700,321
Federal Transit Assistance (FTA)	\$588,581	\$497,531	\$497,507	\$563,803	\$738,731	\$602,123	\$581,379
State Transit Assistance (STA)	\$164,754	\$170,918	\$198,028	\$236,640	\$266,380	\$184,558	\$203,546
Total	1,699,297	\$1,976,483	\$2,214,731	\$2,058,404	\$2,004,157	\$1,889,331	

FUTURE FUNDING ANALYSIS FOR TRANSIT

Figure 10.7 provides future projections of transit system funding. Growth rate has been assigned to each funding using linear regression method. The growth rate is used to project future funding for the area. Overall, the local transit systems will have \$130.57 million for capital improvements, operation and maintenance between 2016 and 2045.

Figure 10.7: Future Projections for Clinton MTA and RTA

Year	Capital		Operations			Total Revenue
	Section 5339	Local	Section 5311	STA	Contracts	
2016	\$250,000	\$13,000	\$831,000	\$467,000	\$1,443,000	\$3,004,000
2017	\$258,000	\$16,000	\$856,000	\$481,000	\$1,486,000	\$3,097,000
2018	\$266,000	\$19,000	\$881,000	\$495,000	\$1,529,000	\$3,190,000
2019	\$274,000	\$22,000	\$906,000	\$509,000	\$1,572,000	\$3,283,000
2020	\$282,000	\$25,000	\$931,000	\$523,000	\$1,615,000	\$3,376,000
2021	\$290,000	\$28,000	\$956,000	\$537,000	\$1,658,000	\$3,469,000
2022	\$298,000	\$31,000	\$981,000	\$551,000	\$1,701,000	\$3,562,000
2023	\$306,000	\$34,000	\$1,006,000	\$565,000	\$1,744,000	\$3,655,000
2024	\$314,000	\$37,000	\$1,031,000	\$579,000	\$1,787,000	\$3,748,000
2025	\$322,000	\$40,000	\$1,056,000	\$593,000	\$1,830,000	\$3,841,000
2026	\$330,000	\$43,000	\$1,081,000	\$607,000	\$1,873,000	\$3,934,000
2027	\$338,000	\$46,000	\$1,106,000	\$621,000	\$1,916,000	\$4,027,000
2028	\$346,000	\$49,000	\$1,131,000	\$635,000	\$1,959,000	\$4,120,000
2029	\$354,000	\$52,000	\$1,156,000	\$649,000	\$2,002,000	\$4,213,000
2030	\$362,000	\$55,000	\$1,181,000	\$663,000	\$2,045,000	\$4,306,000
2031	\$370,000	\$58,000	\$1,206,000	\$677,000	\$2,088,000	\$4,399,000
2032	\$378,000	\$61,000	\$1,231,000	\$691,000	\$2,131,000	\$4,492,000
2033	\$386,000	\$64,000	\$1,256,000	\$705,000	\$2,174,000	\$4,585,000
2034	\$394,000	\$67,000	\$1,281,000	\$719,000	\$2,217,000	\$4,678,000
2035	\$402,000	\$70,000	\$1,306,000	\$733,000	\$2,260,000	\$4,771,000
2036	\$410,000	\$73,000	\$1,331,000	\$747,000	\$2,303,000	\$4,864,000
2037	\$418,000	\$76,000	\$1,356,000	\$761,000	\$2,346,000	\$4,957,000
2038	\$426,000	\$79,000	\$1,381,000	\$775,000	\$2,389,000	\$5,050,000
2039	\$434,000	\$82,000	\$1,406,000	\$789,000	\$2,432,000	\$5,143,000
2040	\$442,000	\$85,000	\$1,431,000	\$803,000	\$2,475,000	\$5,236,000
2041	\$450,000	\$88,000	\$1,456,000	\$817,000	\$2,518,000	\$5,329,000
2042	\$458,000	\$91,000	\$1,481,000	\$831,000	\$2,561,000	\$5,422,000
2043	\$466,000	\$94,000	\$1,506,000	\$845,000	\$2,604,000	\$5,515,000
2044	\$474,000	\$97,000	\$1,531,000	\$859,000	\$2,647,000	\$5,608,000
2045	\$482,000	\$100,000	\$1,556,000	\$873,000	\$2,690,000	\$5,701,000
Total	\$10,980,000	\$1,695,000	\$35,805,000	\$20,100,000	\$61,995,000	\$130,575,000

CONCLUSION

The public input process and projects programmed in RPA 8 Transportation Improvements program (TIP) for Federal Fiscal Year 2017-2020 shows that RPA 8 is more inclined to strategically preserve our existing infrastructure and focus future investment in maintaining areas that are already served by significant public infrastructure investments. The following pages include projects programmed in the FY 2017-2020 TIP

Figure 10.8 RPA8 2017-2020 Transportation Improvement Program

Regional Planning Affiliation 8 (FY 2017-2020 Final Transportation Improvement Program)											
FY 2017 (October 1, 2016 to September 30, 2017)					IOWA						
NO	PGM	SPONSOR	TPMS	PN	LOCATION	TYPE WORK	FY 17 TOTAL	FY 18 TOTAL	FY 19 TOTAL	FY 20 TOTAL	GRAND TOTAL
1	DEMO	Clinton	22302	STP-1415(625)-70-23	In the City of Clinton, 19th Ave North Phase III: From Approx. 1100' West of Randall to N. 2nd Street	Grade and Pave	\$ 4,306	\$ -	\$ -	\$ -	\$ 4,306
2	HSIP	DOT-D06-RPA08	35555	HSIP-52()-2H-49	US 52: S OF 395TH AVE TO DUBUQUE CO (STATE SHARE)	Pavement Widening	\$ 1,800	\$ -	\$ -	\$ -	\$ 1,800
3	HSIP	DOT-D06-RPA08	35532	HSIP-67()-2H-23	US 67: SCOTT CO TO S OF W 3RD ST IN CAMANCHE	Pavement Widening	\$ 1,713	\$ -	\$ -	\$ -	\$ 1,713
3	HSIP	DOT-D06-RPA08	35425	HSIP-64()-2H-49	On IA 64, from CO RD Z34 TO END OF BRIDGE OVER RR TRACKS	Pavement Rehab	\$ 5,563	\$ -	\$ -	\$ -	\$ 5,563
4	NHPP	DOT-D06-RPA08	29555	NHS-30()-11-31	On IA 3, from Tollgate Rd (Y13) to E Jet Pfeiler Rd	Grade and Pave, Right of Way	\$ 316	\$ 11,805	\$ -	\$ -	\$ 12,121
5	NHPP	DOT-D06-RPA08	33991	NHS-30()-11-31	On IA 3, from ECL Luxemburg to Tollgate Rd (Y13)	Grade and Pave, Right of Way	\$ -	\$ 225	\$ 8,058	\$ -	\$ 8,283
6	NHPP	DOT-D06-RPA08	35415	NHS-30()-11-31	IA 3: E JCT PFEILER RD TO 0.7 MI N OF BOY SCOUT RD	Grade and Pave, Right of Way	\$ -	\$ -	\$ 215	\$ 11,587	\$ 11,802
7	PRF	DOT-D06-RPA08	501	BREN-30()-39-23	US 30: Mississippi River in Clinton	Bridge Rehabilitation	\$ 400	\$ -	\$ -	\$ -	\$ 400
8	PRF	DOT-D06-RPA08	29562	STPN-67()-2I-49	US 67: IA 64 INTERSECTION W OF SABULA	Grade and Pave	\$ 97	\$ -	\$ -	\$ -	\$ 97
9	PRF	DOT-D06-RPA08	33990	BRFN-136()-39-31	IA 136: NORTH FORK MAQUOKETA RIVER 2.0 MI N OF US 151	Bridge Replacement	\$ 1,817	\$ -	\$ -	\$ -	\$ 1,817
10	PRF	DOT-D06-RPA08	21988	NHSN-20()-2R-28	US 20: DYERSVILLE INTERCHANGE BETWEEN 330TH AVE AND 332ND AVE	Erosion Control	\$ 343	\$ -	\$ -	\$ -	\$ 343
11	PRF	DOT-D06-RPA08	25278	BRFN-20()-39-28	US 20: ABANDONED RR 0.4 MI W OF IA 38 (WB)	Bridge Deck Overlay	\$ 378	\$ -	\$ -	\$ -	\$ 378
12	PRF	DOT-D06-RPA08	25282	BRFN-52()-39-49	US 52: MAQUOKETA RIVER 3.2 MI S OF CO RD Z34	Bridge Deck Overlay	\$ 616	\$ -	\$ -	\$ -	\$ 616
13	PRF	DOT-D06-RPA08	25284	BRFN-61()-39-49	US 61: SOUTH FORK MAQUOKETA RIVER 0.5 MI N OF IA 64 (NB)	Bridge Deck Overlay	\$ 383	\$ -	\$ -	\$ -	\$ 383
14	PRF	DOT-D06-RPA08	25301	NHSN-136()-2R-23	On IA 136, from approximately 2.4 miles west of US 67 to Charlotte	Culvert Replacement, Wetland Mitig	\$ 802	\$ -	\$ -	\$ -	\$ 802
15	PRF	DOT-D06-RPA08	35431	STPN-136()-2I-31	IA 136: IN WORTHINGTON FROM SCL TO NCL (STATE SHARE)	Pavement Rehab	\$ 600	\$ -	\$ -	\$ -	\$ 600
16	PRF	DOT-D06-RPA08	35432	NHSN-136()-2R-31	IA 136: IN CASCADE FROM 1ST AVE TO NEAR NCL (STATE SHARE)	Grade and Pave	\$ 880	\$ -	\$ -	\$ -	\$ 880
17	PRF	DOT-D06-RPA08	35530	BRFN-30()-39-23	US 30: Mississippi River in Clinton	Bridge Rehabilitation, Bridge Clean	\$ 20	\$ 20	\$ 20	\$ 20	\$ 80
18	PRF	DOT-D06-RPA08	35531	NHSN-67()-2R-23	On US 67, from West Junction of IA 136 to 38th Ave North in the City of Clinton	Pavement Rehab	\$ 1,100	\$ -	\$ -	\$ -	\$ 1,100
19	PRF	DOT-D06-RPA08	35533	BRFN-136()-39-23	IA 136: MISSISSIPPI RIVER IN CLINTON (STATE SHARE)	Bridge Cleaning	\$ 20	\$ 20	\$ 20	\$ 20	\$ 80
20	PRF	DOT-D06-RPA08	35535	NHSN-3()-2R-28	IA 3: COLESBURG TO DUBUQUE CO	Pavement Rehab	\$ 330	\$ -	\$ -	\$ -	\$ 330
21	PRF	DOT-D06-RPA08	35537	NHSN-20()-2R-31	US 20: 0.5 MI E OF IA 136 IN DYERSVILLE	Grade and Pave	\$ 42	\$ -	\$ -	\$ -	\$ 42
22	PRF	DOT-D06-RPA08	35540	NHSN-52()-2R-31	US 52: KLEIN LANE TO JAMES RD IN RICKARDSVILLE	Pavement Rehab	\$ 400	\$ -	\$ -	\$ -	\$ 400
23	PRF	DOT-D06-RPA08	35542	NHSN-136()-2R-31	IA 136: IN DYERSVILLE FROM 15TH AVE TO S OF RR	Pavement Rehab	\$ 1,000	\$ -	\$ -	\$ -	\$ 1,000
24	PRF	DOT-D06-RPA08	35556	BRFN-52()-39-49	US 52: MISSISSIPPI RIVER IN SABULA (STATE SHARE)	Bridge Cleaning	\$ 15	\$ 15	\$ 15	\$ 15	\$ 60

Figure 10.8 RPA8 2017-2020 Transportation Improvement Program (Cont.)

Regional Planning Affiliation 8 (FY 2017-2020 Final Transportation Improvement Program)														
FY 2017 (October 1, 2016 to September 30, 2017)					IOWA					Programmed Amounts in 1,000				
NO	PCM	SPONSOR	TPMS	PN	LOCATION	TYPE WORK	FY 17 TOTAL	FY 18 TOTAL	FY 19 TOTAL	FY 20 TOTAL	GRAND TOTAL			
25	PRF	DOT-D06-RPA08	35557	STPN-61(0)-21-49	US 61: HURSTVILLE MARSH	Wetland Mitigation	\$ 55	\$ -	\$ -	\$ -	\$ 55			
26	PRF	DOT-D06-RPA08	33987	BRFN-20(0)-39-28	US 20: HATCHERY RD & SPRING BRANCH CREEK 2.8 MI W OF IA 38 (EB & WB)	Bridge Deck Overlay, Traffic Signs	\$ -	\$ 1,111	\$ -	\$ -	\$ 1,111			
27	PRF	DOT-D06-RPA08	29559	BRFN-62(0)-39-49	IA 62: LITTLE MILL CREEK 0.1 MIS OF CO RD D61	Bridge Deck Overlay	\$ -	\$ 349	\$ -	\$ -	\$ 349			
28	PRF	DOT-D06-RPA08	29560	BRFN-62(0)-39-49	IA 62: MILL CREEK 0.1 MIN OF CO RD D61	Bridge Deck Overlay	\$ -	\$ 348	\$ -	\$ -	\$ 348			
29	PRF	DOT-D06-RPA08	35461	BRFN-30(0)-39-23	US 30: S 6TH AVE 1.5 MI E OF S JCT US 61 (EB/WB)	Bridge Deck Overlay	\$ -	\$ -	\$ -	\$ 880	\$ 880			
30	STBG	Bellevue	35623	STP-U-0520(0)-27-49	In the city of Bellevue, On US 52 S, from Dubuque/Jackson County line to Northern City limits of Bellevue	Shoulder Grading	\$ 288	\$ -	\$ -	\$ -	\$ 288			
31	STBG	RPA-08	35624	RGTR-PA08(0)-ST-31	Replace four Regional Transit Authority 8 buses	Transit Investments	\$ 360	\$ -	\$ -	\$ -	\$ 360			
32	STBG	RPA-08	35625	RGTR-PA08(0)-ST-23	Replacing two buses for Clinton Municipal Transit Administration (MTA)	Transit Investments	\$ 180	\$ -	\$ -	\$ -	\$ 180			
33	STBG	La Moite	26639	STP-U-4080(601)-70-49	In the city of La Moite, On S Main St from Park Ave. south to the south city limits	Bridge Replacement, Culvert Replacement	\$ 435	\$ -	\$ -	\$ -	\$ 435			
34	STBG	Maquoketa	9625	STP-U-4742(619)-70-49	On N 2nd from W Platt st to W Quarry st including 1/2 block of James Street east of N 2nd and James St intersection.	Pavement Rehab	\$ 1,125	\$ -	\$ -	\$ -	\$ 1,125			
35	STBG	Clinton CRD	17644	STP-S-C023(106)-5E-23	On Welton East (E63) from Hwy 61 to Y70	Pavement Rehab	\$ 950	\$ -	\$ -	\$ -	\$ 950			
36	STBG	Jackson CRD	24844	STP-S-C049(69)-5E-49	Y46 (142nd Ave), Clinton County Line to IA 64	Pavement Rehab	\$ 700	\$ -	\$ -	\$ -	\$ 700			
37	STBG	RPA-08	478	RGPL-PA08(RTP)-ST-00	On ECIA Transportation Planning	Trans Planning	\$ 103	\$ 65	\$ 65	\$ 65	\$ 298			
38	STBG	Worthington	33885	STP-J36-3(48)-2C-31	In the city of Worthington, On HWY 136, from Milepost 81.71 to Milepost 82.30	Pavement Rehab	\$ 218	\$ -	\$ -	\$ -	\$ 218			
39	STBG	De Witt	34212	STP-U-1855(617)-70-23	In the city of De Witt, On S 6th Ave, from Lake St to S 5th St	Pavement Rehab	\$ -	\$ 940	\$ -	\$ -	\$ 940			
40	STBG	Dyersville	29670	STP-U-2160(0)-70-28	In the city of Dyersville, On 1st Avenue West Bridge Deck Overlay, Over Bear Creek, from X49/332nd Ave to Bellline Rd	Bridge Deck Overlay	\$ -	\$ 386	\$ -	\$ -	\$ 386			
41	STBG	Clinton CRD	32459	STP-S-C023(109)-5E-23	On F 12, from Z-36 east to Mill Creek Road, S4 T81 RE6	Pavement Rehab	\$ -	\$ -	\$ 2,140	\$ -	\$ 2,140			
42	STBG	Delaware CRD	26843	STP-S-C028(0)-5E-28	On Robinson Road, from Linn County Line North 12.0 Miles to 220th Street	Pave, Subdrains	\$ -	\$ -	\$ -	\$ 3,018	\$ 3,018			
43	STBG	Maquoketa	35632	STP-U-4742(0)-70-49	In the city of Maquoketa, On W Quarry St, from N 2nd Street to N Vermont	Pavement Rehab	\$ -	\$ -	\$ -	\$ 723	\$ 723			
44	STBG	Clinton	35633	STP-U-1415(0)-70-23	In the city of Clinton, On Manufacturing Drive, from Bluff Blvd to Rail road tracks	Pavement Rehab	\$ -	\$ -	\$ -	\$ 2,426	\$ 2,426			
45	STBG	Manchester	35683	STP-4682(0)-2C-28	HWY 13, from Intersection of HWY 13 and West Main St to Intersection of HWY 13 and Acres St	Pavement Rehab	\$ -	\$ -	\$ -	\$ 1,000	\$ 1,000			
46	STBG	Jackson CRD	35330	STP-S-C049(0)-5E-49	On Z34 (435th Ave), from Preston North to Maquoketa River	Pavement Rehab	\$ -	\$ -	\$ -	\$ 1,902	\$ 1,902			
47	STBG	Dubuque CRD	35684	STP-S-C031(0)-5E-31	On Tollgate Rd, from HWY 52 to Clayton County Line	Pavement Rehab	\$ -	\$ -	\$ -	\$ 1,750	\$ 1,750			
48	STBG	Dubuque CRD	35685	STP-S-C031(0)-5E-31	On Ridge rd, from Tollgate rd to N Buena Vista rd	Pavement Rehab	\$ -	\$ -	\$ -	\$ 1,750	\$ 1,750			

Figure 10.8 RPA8 2017-2020 Transportation Improvement Program (Cont.)

Regional Planning Affiliation 8 (FY 2017-2020 Final Transportation Improvement Program)											
FY 2017 (October 1, 2016 to September 30, 2017)					IOWA						
NO	PGM	SPONSOR	TPMS	PN	LOCATION	TYPE WORK	FY 17 TOTAL	FY 18 TOTAL	FY 19 TOTAL	FY 20 TOTAL	GRAND TOTAL
49	STBG	De Wit	35686	STP-U-1855(0)-27-23	In the city of De Wit, On S 6th Ave, from S 5th St to City Limits	Pavement Rehab	\$ -	\$ -	\$ -	\$ 418	\$ 418
50	STBG	Clinton CRD	35150	STP-S-C023(xx)-5E-23	On Z30, from Wapsipicon River to State Highway 67, S8 T80 RE5	Pavement Rehab	\$ -	\$ -	\$ -	\$ 1,220	\$ 1,220
51	STBG-HBP	Clinton CRD	26902	BROS-C023(100)-8J-23	On new road, from 235th Street to Hwy 30	Grading	\$ 725	\$ -	\$ -	\$ -	\$ 725
52	STBG-HBP	Clinton	29503	BROS-1415(628)-8J-23	In the city of Clinton, On W. Deer Creek Rd., Over Deer Creek	Bridge Replacement	\$ 900	\$ -	\$ -	\$ -	\$ 900
53	STBG-HBP	DOT-D06-RPA08	20855	BRF-52(0)-38-49	US 52, MISSISSIPPI RIVER OVERFLOW IN SABULA	Bridge Replacement, Right of Way	\$ 2	\$ 6,079	\$ -	\$ -	\$ 6,081
54	STBG-HBP	Delaware CRD	26942	BROS-C028(90)-8J-28	On 220th Ave, from 297th St North 0.3 Miles, S7 T87 R4	Bridge Replacement	\$ 490	\$ -	\$ -	\$ -	\$ 490
55	STBG-HBP	Jackson CRD	32807	BROS-C049(67)-8J-49	Lytle Creek bridge on 287th St	Bridge Replacement	\$ 525	\$ -	\$ -	\$ -	\$ 525
56	STBG-HBP	Jackson CRD	32800	BROS-C049(65)-5E-49	On 162nd street, Over Small Creek, S17 T85N R2E	Bridge Replacement	\$ 350	\$ -	\$ -	\$ -	\$ 350
57	STBG-HBP	Clinton CRD	35141	BROS-8235(601)-8J-23	On SEVEN DAY RD, Over SILVER CREEK(WEST), S0 T0 R00	Bridge New	\$ 450	\$ -	\$ -	\$ -	\$ 450
58	STBG-HBP	Jackson CRD	21843	BRS-C049(64)-60-49	On E29 (Division St), Over Beers Creek	Bridge Replacement	\$ -	\$ 900	\$ -	\$ -	\$ 900
59	STBG-HBP	Jackson CRD	24842	BRS-C049(70)-60-49	On E17 (150th St), Over Jessie Branch	Bridge Replacement	\$ -	\$ 800	\$ -	\$ -	\$ 800
60	STBG-HBP	Delaware CRD	19147	BROS-C028(0)-8J-28	190TH AVE: From 165th Street to 150th Street	Bridge Replacement	\$ -	\$ 550	\$ -	\$ -	\$ 550
61	STBG-HBP	Delaware CRD	23527	BROS-C028(0)-8J-28	Pioneer Rd: Hwy 38 W 0.25 MI	Bridge Replacement	\$ -	\$ -	\$ 350	\$ -	\$ 350
62	STBG-HBP	Jackson CRD	20486	BROS-C049(0)-5E-49	On 35th St Over Prairie Creek	Bridge Replacement	\$ -	\$ -	\$ 600	\$ -	\$ 600
63	STBG-HBP	Clinton CRD	29281	BRS-C023(0)-60-23	On Y-32, Over overflow, in NE S17 T82 R1	Bridge New	\$ -	\$ -	\$ -	\$ 400	\$ 400
64	STBG-HBP	Clinton CRD	32441	BRS-C023(108)-60-23	On Z36, Over SMALL STREAM, in S14 T82 RE5	Bridge Replacement	\$ -	\$ -	\$ -	\$ 280	\$ 280
65	STBG-HBP	Delaware CRD	26844	BROS-C028(0)-8J-28	On 285th Street, from 110th Ave East 0.2 Miles, S5 T87 R6	Bridge Replacement	\$ -	\$ -	\$ -	\$ 500	\$ 500
66	TAP	Eppworth	34300	TAP-R-2405(603)-8T-31	In the city of Eppworth, On Jacoby Drive East & Bierman Road, from South Center Avenue to Meadowlands Court	Lighting	\$ 111	\$ -	\$ -	\$ -	\$ 111
67	TAP	DOT-D06-RPA08	35629	TAP-U-US 52(0)-8J-49	On US 52, from Dubuque/Jackson Co line to Saint Donatus, from Saint Donatus to North end of City of Bellevue	Ped/Bike Paving	\$ 313	\$ -	\$ -	\$ -	\$ 313
68	TAP	Dyersville	35630	TAP-R-2160(614)-8T-31	10 foot side walk on 3rd street bridge over North fork creek of Moquoketa river	Ped/Bike Paving	\$ -	\$ 313	\$ -	\$ -	\$ 313

Figure 10.8 RPA8 2017-2020 Transportation Improvement Program (Cont.)

Regional Planning Affiliation 8 (FY 2017-2020 Final Transportation Improvement Program)													
IOWA											Region 8/RTA		
FY 2017 (October 1, 2016 to September 30, 2017)													
NO	Fund(s)	Sponsor	Transit #	Expense	Prj. Type	Obj. Type	Unit #	Desc	Add Ons	FY17_Td	FY18_Td	FY19_Td	FY20_Td
1	5339	Region 8 / RTA	3172	Capital	Replacement	Vehicle	Unit#: 102	Light Duty Bus (176" wb)	VSS	\$ 90,000	\$ -	\$ -	\$ -
2	5339	Region 8 / RTA	3173	Capital	Replacement	Vehicle	Unit#: 143	Light Duty Bus (176" wb)	VSS	\$ 90,000	\$ -	\$ -	\$ -
3	5339	Region 8 / RTA	3263	Capital	Replacement	Vehicle	Unit#: 006	Light Duty Bus (176" wb)	VSS	\$ 90,000	\$ -	\$ -	\$ -
4	5339	Region 8 / RTA	3264	Capital	Replacement	Vehicle	Unit#: 114	Light Duty Bus (176" wb)	VSS	\$ 90,000	\$ -	\$ -	\$ -
5	5339	Region 8 / RTA	3265	Capital	Replacement	Vehicle	Unit#: 113	Light Duty Bus (176" wb)	VSS	\$ 90,000	\$ -	\$ -	\$ -
6	5339	Region 8 / RTA	3266	Capital	Replacement	Vehicle	Unit#: 9142	Light Duty Bus (176" wb)	VSS	\$ 90,000	\$ -	\$ -	\$ -
7	5339	Region 8 / RTA	3267	Capital	Replacement	Vehicle	Unit#: 9144	Light Duty Bus (176" wb)	VSS	\$ 90,000	\$ -	\$ -	\$ -
8	5339	Region 8 / RTA	2459	Capital	Replacement	Vehicle	Unit#: 004	Light Duty Bus (176" wb)	VSS	\$ 90,000	\$ -	\$ -	\$ -
9	5339	Region 8 / RTA	2462	Capital	Replacement	Vehicle	Unit#: 005	Light Duty Bus (176" wb)	VSS	\$ 90,000	\$ -	\$ -	\$ -
10	5339	Region 8 / RTA	2870	Capital	Replacement	Vehicle	Unit#: 945	Light Duty Bus (176" wb)	VSS	\$ 90,000	\$ -	\$ -	\$ -
11	5339	Region 8 / RTA	3169	Capital	Replacement	Vehicle	Unit#: 601	Light Duty Bus (176" wb)	VSS	\$ 90,000	\$ -	\$ -	\$ -
12	5339	Region 8 / RTA	3273	Capital	Replacement	Vehicle	Unit#: 4484	Light Duty Bus (176" wb)	VSS	\$ 90,000	\$ -	\$ -	\$ -
13	5339	Region 8 / RTA	3990	Capital	Replacement	Vehicle	Unit#: 470	New Project	VSS	\$ 90,000	\$ -	\$ -	\$ -
14	5339	Region 8 / RTA	3992	Capital	Replacement	Vehicle	Unit#: 960	New Project	VSS	\$ 52,500	\$ -	\$ -	\$ -
15	5339	Region 8 / RTA	3274	Capital	Replacement	Vehicle	Unit#: 485	Light Duty Bus (176" wb)	VSS	\$ -	\$ 90,000	\$ -	\$ -
16	5339	Region 8 / RTA	3275	Capital	Replacement	Vehicle	Unit#: 486	Light Duty Bus (176" wb)	VSS	\$ -	\$ 90,000	\$ -	\$ -
17	5339	Region 8 / RTA	3502	Capital	Replacement	Vehicle	Unit#: 9143	Light Duty Bus (176" wb)	VSS	\$ -	\$ 90,000	\$ -	\$ -
18	5339	Region 8 / RTA	3268	Capital	Replacement	Vehicle	Unit#: 998	Light Duty Bus (176" wb)	VSS	\$ -	\$ 90,000	\$ -	\$ -
19	5339	Region 8 / RTA	3269	Capital	Replacement	Vehicle	Unit#: 440	Light Duty Bus (176" wb)	VSS	\$ -	\$ 90,000	\$ -	\$ -
20	5339	Region 8 / RTA	3270	Capital	Replacement	Vehicle	Unit#: 999	Light Duty Bus (176" wb)	VSS	\$ -	\$ 90,000	\$ -	\$ -
21	5339	Region 8 / RTA	3271	Capital	Replacement	Vehicle	Unit#: 348	Light Duty Bus (176" wb)	VSS	\$ -	\$ 90,000	\$ -	\$ -
22	5339	Region 8 / RTA	3272	Capital	Replacement	Vehicle	Unit#: 4483	Light Duty Bus (176" wb)	VSS	\$ -	\$ 90,000	\$ -	\$ -
23	5339	Region 8 / RTA	4007	Capital	Replacement	Vehicle	Unit#: 983	Light Duty Bus (176" wb)	VSS	\$ -	\$ -	\$ 90,000	\$ -
24	5339	Region 8 / RTA	4008	Capital	Replacement	Vehicle	Unit#: 984	Light Duty Bus (176" wb)	Low Floor	\$ -	\$ -	\$ 90,000	\$ -
25	STP	Region 8 / RTA	3991	Capital	Replacement	Vehicle	Unit#: 726	New Project	VSS	\$ 90,000	\$ -	\$ -	\$ -
26	STP	Region 8 / RTA	3988	Capital	Replacement	Vehicle	Unit#: 650	New Project	VSS	\$ 90,000	\$ -	\$ -	\$ -
27	STP	Region 8 / RTA	3989	Capital	Replacement	Vehicle	Unit#: 007	New Project	VSS	\$ 90,000	\$ -	\$ -	\$ -
28	STP	Region 8 / RTA	3171	Capital	Replacement	Vehicle	Unit#: 094	Light Duty Bus (176" wb)	VSS	\$ 90,000	\$ -	\$ -	\$ -
28	STP	Region 8 / RTA	4245	Expansion	Operations	Other		Delaware County expansion (Rides to Wellness)		\$ 163,200	\$ -	\$ -	\$ -
29	STP	Region 8 / RTA	4616	Capital	Misc	Other		Communication/Maintenance equipment		\$ 10,167	\$ -	\$ -	\$ -

Figure 10.8 RPA8 2017-2020 Transportation Improvement Program (Cont.)

Regional Planning Affiliation 8 (FY 2017-2020 Final Transportation Improvement Program)																	
FY 2017 (October 1, 2016 to September 30, 2017)						IOWA						CLINTON MTA					
NO	Fund(s)	Sponsor	Transit #	Expense	Prj. Type	Obj. Type	Unit #	Desc	Add Ons	FY17_Ttl	FY18_Ttl	FY19_Ttl	FY20_Ttl				
1	5311	Clinton	4143	Operations	Misc	Other		General Operations		\$ 2,064,352	\$ -	\$ -	\$ -				
2	5339	Clinton	4144	Capital	Replacement	Vehicle	Unit#: 00-51	Light Duty Bus (176" wb)	Diesel, VSS, BioDiesel	\$ 103,000	\$ -	\$ -	\$ -				
3	5339	Clinton	4145	Capital	Replacement	Vehicle	Unit#: 9743	Heavy Duty Bus (35-39 ft.)	Diesel, UFR, VSS, Low Floor, BioDiesel	\$ 434,000	\$ -	\$ -	\$ -				
4	5339	Clinton	4142	Capital	Replacement	Vehicle	Unit#: 0150	Light Duty Bus (158" wb)	Diesel, VSS, BioDiesel	\$ 98,000	\$ -	\$ -	\$ -				
5	STA, STP	Clinton	4147	Capital	Replacement	Vehicle	Unit#: 0640	Light Duty Bus (176" wb)	Diesel, VSS, BioDiesel	\$ 103,000	\$ -	\$ -	\$ -				
6	STA, STP	Clinton	4148	Capital	Replacement	Vehicle	Unit#: 564	Light Duty Bus (138" wb)	Diesel, VSS, BioDiesel	\$ 96,000	\$ -	\$ -	\$ -				