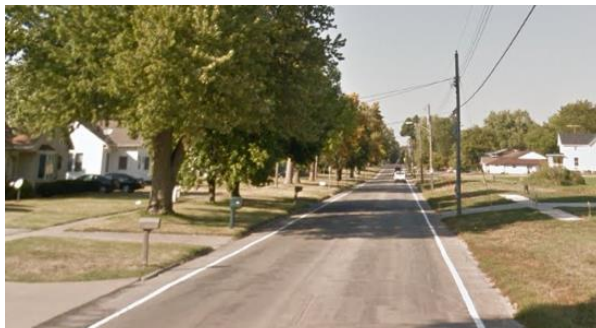


FY 2020-2023



TRANSPORTATION IMPROVEMENT PROGRAM



Prepared by:

Region 6 Resource Partners
903 East Main St
Marshalltown, IA 50158

6/6/2019
FINAL

**REGION 6 RESOURCE PARTNERS
MEETING MINUTES FOR 6/24/2019**

The Region 6 Resource Partners met via teleconference call on 6/24/2019 with the call originating from the Region 6 Resource Partners offices.

Present: Anderson, Schoborg, Roudabush, Spohnheimer, Luehring, Scott, Thompson, Buschkamp, and Agnew.

The agenda item was the FY 2020-2023 Region 6 Transportation Improvements Program. The new projects and activities were reviewed at a public hearing on 4/29/2019. Thompson made the motion to approve the program and seconded by Scott. All voted aye – motion carried.

Agnew made a motion to adjourn and seconded by Roudabush. All voted aye – motion carried.

Marty Wymore
Director

CERTIFICATION OF THE PLANNING PROCESS

Region 6 Resource Partners Commission certifies that the transportation improvement program (TIP) process is carried out in accordance with federal code related to Clean Air Act, Civil Rights Act, and Americans with Disabilities Act, among others.

DISCLAIMER

Region 6 Resource Partners Commission prepared this report with funding from the U.S. Highway Department of Transportation's Federal Highway Administration and Federal Transit Administration, and in part through local matching funds of the Region 6 member governments. These contents are the responsibility of Region 6 Resource Partners Commission. The U.S. government and its agencies assume no liability for the contents of this report or for the use of its contents. Region 6 Resource Partners Commission approved this document on June 24, 2019. Please call 641-752-0717 to obtain permission of use.

INTRODUCTION

Programming is the transition of projects from planning and design to construction. The Region 6 Transportation Improvements Program lists roadway, bridge, public transit, and transportation alternative federal projects over the next four federal fiscal years. The Region 6 Resource Partners Commission area is noted below.

Project priority is given to the FY 2020 annual element of the Region 6 Transportation Improvements Program. Working budgets for the STBG projects are created and monitored by Region 6 staff for review by the Transportation Committee. Projects in any of the annual elements can be moved from one year to another, and may be increased or decreased, depending on degree of need and project readiness as suggested by public comment and agreed upon by the Committee. The program is fiscally constrained, and there are sufficient funds in each year to complete the program, as outlined further in this document. (See Table 1, below, for STBG Funding Schedule.)

Public input opportunities are provided throughout the TIP development process. All committee meetings are open to the public.

Public Notices: All meeting announcements and agendas for the Region 6 Resource Partners Transportation Committee and Executive Board of Directors (policy committee) are sent to all committee members and other interested individuals and groups prior to the actual meeting date. Meeting agendas are also posted at the Region 6 Resource Partners Commission office.

Annual TIP Project Request Notifications: Region 6 Cities and Counties, members of the Committees, the Meskwaki Settlement, and other interested parties are informed when projects are being sought for inclusion in the annual Region 6 Transportation Improvements Program.

Public Comment: Prior to final Region 6 Transportation Improvements Program approval, the Region 6 Resource Partners Commission Board of Directors holds a public hearing on all the projects being considered for approval in the TIP. The public hearing meets the requirements noted in the Code of Iowa.

PROJECT SELECTION PROCEDURES

Roadways across Region 6 are under the jurisdiction of Cities, Counties, and the Iowa Department of Transportation. Funding for the planning, engineering, construction and maintenance of these streets and highways is provided through federal, state, and local tax revenues and user fees including road use-motor fuel taxes, property taxes, special tax levies, and motor vehicle registration and drivers' license fees.

Each year Region 6 is designated to receive a portion of the Surface Transportation Block Grant (STBG) funds that are available from the State of Iowa for roadway improvements or non-roadway projects. STBG funds may be used on either the National Highway System (NHS) or Federal Aid eligible routes. The annual STBG fund target including 70% of STBG-TAP flex funds for Region 6 Resource Partners Commission, for 2020-2023, averages \$2,599,596 per year.

The STBG projects working budgets are created and monitored by Region 6 staff for review by the Transportation Committee from applications submitted by project sponsors. Projects are chosen by the Transportation Committee for recommendation to the Executive Board to be included in the TIP. Funding for projects in any of the annual elements can be moved from one year to another. Projects recommended for funding are targeted to stay within the forecasted budget for each of the fiscal years in the 4-year plan. However, a small amount of funding may exceed or may be carried over from one fiscal year to another to accommodate a project, but the funding is constrained to fit within the range of the current TIP, ending with a positive balance. (See Table 1, below, for Funding Schedule.)

Year of Expenditure (YOE):

All projects are developed using Year of Expenditure cost estimates. Local project sponsors are responsible for accounting for YOE, using best estimates based on past experience and assumptions for future changes in construction costs considered at the time of estimate.

For the 2020-2023 expenditure and revenue projections - 2018 reported expenditures and revenues and projected FY 2018 data were averaged with 2017 data to determine the FY 2019 levels. The FY 2021-2023 levels show 2% growth over the FY 2019 level.

STBG Funds:

The Region 6 Resource Partners Board of Directors determines where Region 6 STBG funds shall be expended. The Region 6 Transportation Committee recommends projects to the Region 6 Board.

Region 6 Resource Partners Commission annually takes applications for the STBG funds. All regional cities, counties, and the Sac & Fox tribe are sent applications via email, and are encouraged to submit eligible applications.

Each applicant applies for their priority projects. Projects are chosen by Region 6 Resource Partners that comply with the Region 6 Resource Partners Transportation Plan and are recognized regional and local needs. The projects that are funded are on roads in poor condition or the investment is clearly needed for the other permitted STBG modes (e.g. public transit).

Applications include selection criteria as based upon need and contribution to the transportation system. Applications are discussed and ranked by the Transportation Committee, which acts as the project selection committee for STBG projects and also reviews, prioritizes, and recommends TAP projects to the IDOT for potential funding. The Committee uses qualitative methods for ranking projects and recommends projects for funding following presentation and discussion.

The regional challenge is to maintain roads adequately – the worst condition roads are funded first. The region uses some target amounts for cities over 5000 people and counties, but these targets are not strictly followed on a yearly basis.

Iowa's Transportation Alternatives Program Funds:

Region 6 Resource Partners has a slightly new application process for these funds. The process will proceed as follows:

- Region 6 will notify the IDOT, all cities and counties, the Sac & Fox Tribe, scenic byway groups, bicycle groups, and others who may have an in in Iowa's TAP funding,
- Region 6 will provide applications to the IDOT for review and comment prior to our review.
- The Region 6 Transportation Committee will review the applications and the comments from the IDOT.
- The Region 6 Transportation Committee will make recommendations to the Region 6 Board of Directors.
- After the Region 6 Board approves the recommendations the applicants will be notified in writing about the status and timing of the award.

Region 6 Resource Partners Project Selection Members:

Region 6 (Policy) Board

1. GOVERNMENT REPRESENTATIVES

NAME	GOVERNMENT	POSITION
Kendall Jordan	Tama County	Board of Supervisors
Lance Granzow	Hardin County	Board of Supervisors
Jason Roudabush	Poweshiek County	Board of Supervisors
Jody Anderson, Chair	City of Iowa Falls	City Administrator
Michelle Spohnheimer	City of Marshalltown	Housing & Community Development Dir.
Trudi Scott	City of Gladbrook	City Council
Dan Agnew	City of Grinnell	Mayor

2. NON-GOVERNMENT REPRESENTATIVES

A. Private Sector Representatives:

NAME	COMPANY/ENTERPRISE	POSITION
Mark Schoborg, Vice-Chair	Self-Employed	Independent Business Owner
Dave Thompson, Secty/Treas	Thompson True Value	Owner & Marshall County Board of Supervisors
Roger Luehring	Clapsaddle-Garber Associates	Finance Manager

B. Stakeholder Organization Representatives:

NAME	ORGANIZATION	POSITION
Mark Buschkamp	Iowa Falls Area Development Corporation (IFADC)	Executive Director

Region 6 has a transportation advisory committee that operates under the Executive Board.

Transportation Committee

The purpose of the Transportation Committee is to plan and program the Surface Transportation Block Grant (STBG) and Iowa's TAP program funds for Region 6 counties. Three voting members from each of the four counties serve on the Committee. Peoplerides, the regional transit system operated by Region 6 Resource Partners, also has one vote. One of the two members from each county is the County Engineer. A second member is a city engineer or city administrator from a city with a population of over 5,000 people. The two non-voting (ex officio) members on this committee represent the State of Iowa Department of Transportation and the Marshalltown Municipal Transit, the only municipal transit system serving the Region.

Transportation Committee	Name	Title	County, City or Agency Represented
Voting Member	Taylor Roll	County Engineer	Hardin County
Voting Member	Jody Anderson	City Administrator	City of Iowa Falls
Voting Member	Paul Geilenfeldt	County Engineer	Marshall County
Voting Member	Justin Nickel	City Public Works Director	City of Marshalltown
Voting Member	Lyle Brehm	County Engineer	Tama & Poweshiek Counties
Voting Member	Russ Behrens	City Administrator	City of Grinnell
Voting Member	Mike Carnahan John Lloyd	Mayor of Tama Mayor of Toledo	Tama/Toledo urbanized area (1 vote)
Voting Member	Marty Wymore	Director	Region 6 Transit/Peoplerides
Non-Voting (ex officio)	Andy Loonan	IA DOT	State of Iowa
Non-Voting (ex officio)	Kevin Pigors	Municipal Transit Director	Marshalltown Municipal Transit
Non-Voting (ex officio)	Larry Lasley	Econ. Dev. Director	Meskwaki Tribe

Region 6 Staff

Region 6 Resource Partners staff also plays a key role in developing effective regional strategies. Region 6 Resource Partners benefits from a creative and talented staff with extensive experience in transportation planning, regional transit operations, project management, and grant administration. Region 6 Resource Partners staff stays abreast of project challenges and new potential projects that are a good fit for the regional program.

Other Representation

The Meskwaki Settlement is included on our Region 6 Transportation Planning mailing lists. They are informed about meeting agendas and application deadlines. Periodically Region 6 Resource Partners staff consults with Meskwaki staff to discuss upcoming projects.

Public Transit:

The federal transit assistance funds for transit services in Region 6 (Peoplerides and Marshalltown Municipal Transit) come from two federal transit assistance programs – 5309 and 5311. The 5309 program is a federal program for capital projects. The 5309 will be the primary capital replacement program for Peoplerides transit. Region 6 may need to use local funds to replace some equipment. The 5311 funds are primarily for operating.

The Region 6 Board of Directors has final approval of all projects that are included in the Region 6 Transportation Improvements Program as well as being responsible for the day-to-day operations of the Commission.

OPERATIONS AND MAINTENANCE OF ROADS -- City

City

Cities with over 5,000 people in the urbanized area as defined by the US Census Bureau and the Federal Highway Administration are defined as urban. Urban means that they have more miles of roads that are eligible for Federal Highway Administration road funding. Those places for the 2020-2023 period that are defined as urban include – Grinnell, Marshalltown, and Iowa Falls. Tama-Toledo has slightly under 5,000 people in the urbanized area, even though the incorporated city population is over 5,000.

These 3 urban places have 79.61 miles of roads that are eligible for federal assistance and maintained by those places. The IDOT also has additional road miles in those jurisdictions that are eligible for federal assistance.

In the Region 6 Resource Partners area the targeted sum of funding for urban places is 22.33% of the \$2,599,596 annual surface transportation program. This is \$580,490 of annual funding for the eligible roads. The urban cities must use non-federal sources to maintain the 181.3 miles of local roads. This 22.33% percentage is a long term goal figure. The committee and board consider local individual place funding needs first. If a city, irregardless of size, has a funding need this percentage is not considered. This percentage may be significantly lower or higher with each program, in short. Currently, this overall percentage is significantly under that percentage, but that could change if individual place funding needs change.

The cost per mile to just resurface two lanes of eligible city & county federal routes was about \$385,000 in the FY 2020-2023 transportation improvement program. If the only funding source for road resurfacing type projects was federal aid through the regional transportation program it would take 120 years (at current funding levels and the programmed cost per mile levels) to replace every mile of eligible urban road. This is several times longer than the life of those road miles. A road that is replaced in 2020 cannot last until 2140 to be replaced.

Federal aid revenues are about 2% of the anticipated funding share from 2020-2023. State funds represent 32% of the funding share. 66% of the road funding for Cities comes from local property tax funds. Over the past year, the federal funding percentage has remained the same, the state funding percentage has increased (\$0.10 gas tax increase), and local funding has remained about the same with the inflation adjustment.

Federal funds are anticipated to stay the same over 2020-2023 time frame. Federal funds are from different motor fuel taxes. If fuel efficiency increases tax revenues decrease. The federal gas tax rate is not anticipated to increase.

Property tax levels have been estimated in the charts below to increase at 2%. Most places try not to increase tax rates. Some have some revenue increases through valuation growth. At some point in time, local places may increase the property tax paid debt service levy to bond for street improvements. Places only do that when the residents want better roads and there are no other options to pay for improvements.

Expenses shown in Chart B are kept at the same 2% increase level for the 2020-2023 range. The challenge for every place is to improve roads without funding increases.

Using the about \$15.6 million in annual capital figures shown in Chart B and the \$385,000 average cost per mile in the 2020-2023 transportation improvements program there is enough annual funding to replace 41 miles of roads across the region.

Chart A

City Revenue Type	2020	2021	2022	2023	Total
Road Use Tax Fund	\$ 9,000,000	\$ 9,180,000	\$ 9,363,600	\$ 9,550,872	\$ 37,094,472
Other Road Fund Receipts	\$ 12,300,000	\$ 12,546,000	\$ 12,796,920	\$ 13,052,858	\$ 50,695,778
Debt Service Fund Receipts	\$ 7,000,000	\$ 7,140,000	\$ 7,282,800	\$ 7,428,456	\$ 28,851,256
Total Revenues	\$ 28,300,000	\$ 28,866,000	\$ 29,443,320	\$ 30,032,186	\$ 116,641,506

Chart B

City Expense Type	2020	2021	2022	2023	Total
Total Roadway Maintenance	\$ 10,000,000	\$ 10,200,000	\$ 10,404,000	\$ 10,612,080	\$ 41,216,080
Total Roadway Operations	\$ 2,700,000	\$ 2,754,000	\$ 2,809,080	\$ 2,865,262	\$ 11,128,342
Total Roadway Capital	\$ 15,600,000	\$ 15,912,000	\$ 16,230,240	\$ 16,554,845	\$ 64,297,085
Total Expenses	\$ 28,300,000	\$ 28,866,000	\$ 29,443,320	\$ 30,032,186	\$ 116,641,506

Counties

Counties in Region 6 maintain 4,348 road miles. The federal aid eligible roads total 660.18 miles or 15% of the system miles. The non-eligible federal aid routes are generally the granular surface roads. All road miles need annual operations and maintenance expense. The annual regional operations and maintenance expense is about 75% of the road funding, this is a 1% projected increase from the previous year. For the charts listed in Chart C the expenses are estimated to increase about 2% every year.

Counties share similar funding challenges as cities. Property taxes are 25% of the road budget for Counties. Counties have not historically used the debt service levy as a method to pay for road and bridge improvements. That may need to change in the future. For this transportation improvement program no debt service levy funds from counties are included.

The estimated amount of annual county funds available for capital project is about \$8.4 million for the region. The amount that is estimated to be available for regional road improvements is about \$8.5 million (farm to market, time 21, and regional funds) annually (using 2020 levels).

The average cost per mile to resurface a county road in the 2020-2023 program is about \$385,000/mile. This funding is sufficient to improve about 22 miles of roads every year. There are 660 miles of eligible federal aid miles across the region. With current funding levels it will take 30 years to replace each mile of pavement owned by counties. A road repaved in 2020 cannot be done again until 2050.

The regional county federal road funding for counties is 8% of the revenues. 67% of the county transportation budget is from state funds. Local property tax funds represent 25% of funding.

Chart C, Operations and Maintenance Expenses

County Expense Type	2020	2021	2022	2023	Total
Operations	\$ 8,300,000	\$ 8,466,000	\$ 8,635,320	\$ 8,808,026	\$ 34,209,346
Maintenance	\$ 17,200,000	\$ 17,544,000	\$ 17,894,880	\$ 18,252,778	\$ 70,891,658
Capital	\$ 8,330,000	\$ 8,496,600	\$ 8,666,532	\$ 8,839,863	\$ 34,332,995
Total Expenses	\$ 33,830,000	\$ 34,506,600	\$ 35,196,732	\$ 35,900,667	\$ 139,433,999

Chart D, Sources and Uses of County Funds

City Revenue Type	2020	2021	2022	2023	Total
Property Tax (local)	\$ 8,300,000	\$ 8,466,000	\$ 8,635,320	\$ 8,808,026	\$ 34,209,346
LOST - Marshall County (local)	\$ 750,000	\$ 765,000	\$ 780,300	\$ 795,906	\$ 3,091,206
LOST - Poweshiek County (local)	\$ 300,000	\$ 306,000	\$ 312,120	\$ 318,362	\$ 1,236,482
Road Use Tax (state)	\$ 15,100,000	\$ 15,402,000	\$ 15,710,040	\$ 16,024,241	\$ 62,236,281
Farm to Market (state)	\$ 4,900,000	\$ 4,998,000	\$ 5,097,960	\$ 5,199,919	\$ 20,195,879
Time-21 (state)	\$ 1,900,000	\$ 1,938,000	\$ 1,976,760	\$ 2,016,295	\$ 7,831,055
Bridge (federal)	\$ 1,600,000	\$ 1,632,000	\$ 1,664,640	\$ 1,697,933	\$ 6,594,573
Misc	\$ 980,000	\$ 999,600	\$ 1,019,592	\$ 1,039,984	\$ 4,039,176
Total Revenues	\$ 33,830,000	\$ 34,506,600	\$ 35,196,732	\$ 35,900,667	\$ 139,433,999

PUBLIC TRANSIT FINANCIAL CAPACITY ANALYSIS

The current federal transportation bill provides \$1 million of capital funding for Iowa public transit systems. Iowa has the 47th oldest fleet in the nation, so that amount of funding is not sufficient to replace worn out equipment. Due to this problem, the IDOT has set aside \$4 million of Iowa Clean Air Attainment Program funds for capital. This \$5 million will assist with replacing worn out rolling stock. The region and MMT may need to access available regional Surface Transportation Program funds for capital replacement. Those STBG funds are limited and insufficient given large amount of critical road and bridge replacement needs.

Region 6 and MMT are not looking at any service reductions in FY 2020. State and federal revenues are consistent along with local funds. Some of the 2015 calendar year Iowa Medicaid changes have been good for the Region 6 Public Transit program financials. These changes have allowed the region to replace some vehicles with our operating surplus vs being only reliant upon federal aid.

PUBLIC TRANSIT PLANNING JUSTIFICATION FOR PROJECTS

Region 6 Resource Partners Commission/Peoplerides and Marshalltown Municipal Transit historically have had to wait to replace vehicles until they have far exceeded their useful life. The replacements scheduled in the program continue to follow that history. The typical Peoplerides bus is about 10 years old with more than 220,000 miles at replacement. Marshalltown Transit vehicles are typically over 20 years old with more than 300,000 miles at replacement. Being able to continue current public transit services will depend upon the ability to replace vehicles more timely. Region 6 Resource Partners has used local funds to replace many vehicles recently due to the lack of federal funds.

Peoplerides and MMT depend upon federal and state operating assistance. These transit services are transit as a last resort for most passengers. Most passengers do not have other forms of transportation. Without the transportation services Peoplerides and MMT provide, people could not get to medical appointments, vocational programs, social services, and grocery stores, and would lack the ability to maintain their independence.

PUBLIC INVOLVEMENT PROCESS

Transportation Improvement Program (TIP):

Public Notice: Prior to approval of the annual Transportation Improvement Program, Region 6 Resource Partners Commission Board of Directors holds a public hearing on the TIP. The public hearing is held prior to the date the TIP is due to the IDOT. The public hearing notice complies with the Iowa Code publication requirements – the public hearing notice is published at least 4 but not more than 20 days prior to the public hearing. The public hearing notice is published in the Marshalltown Times Republican. The public hearing notice will also be posted at the Region 6 Resource Partners Commission offices. Press releases shall also be provided concurrently to Marshalltown Times Republican, Iowa Falls Times Citizen, Eldora Herald Register, Ackley World Journal, KDAO, KIFG, KFJB, KGRN, Mid-Iowa Enterprise, Toledo Chronicle, Tama News Herald, Traer Star Clipper, Montezuma Record, Grinnell Herald Register, and South Hardin Signal Review. The press releases will be provided via email. The TIP will be available for review at the Region 6 Resource Partners Commission office, online at www.region6planning.org, and Region 6 Resource Partners Commission will copy and mail the document upon request.

All public comments received on the draft TIP shall be included in the final TIP.

Application: Annually, Region 6 Resource Partners will accept applications for the Region 6 Surface Transportation Block Grant (STBG) Application instructions and forms are provided to Region 6 Cities and Counties, County Engineers, City Engineers, IDOT, Meskwaki Settlement, Economic/Community Development/Betterment Groups, and others interested in regional transportation funding.

Public Involvement Procedures: The public participation procedures are updated on an as needed basis. Any amendments will be approved by the Region 6 Board of Directors. Region 6 Resource Partners Commission Board of Directors will publish a notice in the Marshalltown Times Republican to notify the public that the public involvement process will be amended. This notice shall be published at least 45 days prior to approval action by the Region 6 Board of Directors.

Transportation Committee and Region 6 Board of Directors Meeting Notices: These meeting notices are subject to Iowa Open Meetings law. The agendas are posted at the Region 6 Resource Partners Offices, mailed/mailed to committee members, and mailed to other interested groups. The meeting notice/agenda is also mailed in press release format to the Marshalltown Times Republican, Iowa Falls Times Citizen, Eldora Herald Register, Ackley World Journal, KDAO, KIFG, KFJB, KGRN, Mid-Iowa Enterprise, Toledo Chronicle, Tama News Herald, Traer Star Clipper, Montezuma Republican, Grinnell Herald Register, Poweshiek County CR, and South Hardin Signal Review. These notices are mailed, faxed, or emailed at least 4 days, but not more than 20 days prior to the meeting.

PROCEDURES FOR REVISING THE TIP AND STIP

1. **SWAP Project Changes:** any amendment or revision for a SWAP project shall start with a public hearing by the Region 6 Resource Partners Board. The public hearing shall meet the Code of Iowa requirements. After the public hearing the board shall consider whether to approve the revision.
2. **Non-SWAP Project Amendments:** Any new project, a significant change in the scope of work, or a significant change in the requested federal funding, are considered amendments. The amendments must be approved by the Region 6 Resource Partners Board of Directors. The Region 6 Board of Directors will hold a public hearing on these amended projects at a regularly scheduled meeting. The approval procedure for an amendment will be the same as the approval procedure for the annual document, which is outlined above.

An amendment is a revision to a TIP that involves a major change to a project included in the TIP/STIP or the creation of a new project. This includes an addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or scope (see below). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment requires approval by the Region 6 technical and policy boards and must follow the Region 6 public participation process of public review and comment. When the TIP is amended, Region 6 Resource Partners Commission must redemonstrate fiscal constraint of the TIP. If a revenue source is subsequently removed or substantially reduced (i.e., by legislative

or administrative actions), the original determination of fiscal constraint will not be withdrawn. Changes that affect fiscal constraint must take place by amendment of the TIP.

Any proposed changes that meet any of the following criteria are considered amendments.

- **Project cost:** Projects in which the recalculated project costs increase federal aid by more than 30 percent or increase total federal aid by more than \$2 million from the original amount.
- **Schedule changes:** Projects added or deleted from the TIP.
- **Funding sources:** Adding an additional federal funding source.
- **Scope changes:** Changing the project termini, project alignment, the amount of through traffic lanes, type of work from an overlay to reconstruction, or a change to include widening of the roadway.

Amendment process

For locally sponsored projects, the planning agency conducts its amendment process that includes both public comment period and board approval. Upon completion of the public comment period and inclusion to the local TIP, the amendment will be approved by the Iowa DOT. Following approval of the Iowa DOT, the amendment is eligible for FHWA approval.

When adding an Iowa DOT-sponsored project the amendment process begins with presenting the proposed new project to the Iowa Transportation Commission. If approved these projects are added to the Five Year Program and then published to the Iowa DOT website for a minimum 14-day public comment period. For an Iowa DOT amendment in an RPA an attempt will be made to submit amendments to the applicable RPA to go through the local amendment process. Once completed at the local level, the amendment is eligible for FHWA approval. However, if necessary, Iowa DOT amendments in an RPA may be approved at the statewide level to facilitate letting/authorization.

Revisions are defined as changes to a TIP or STIP that occur between scheduled periodic updates. There are two types of changes that occur under the umbrella of revision. The first is a major revision or “Amendment.” The second is a minor revision or “Administrative Modification.” The following definitions and thresholds are considered for determining an amendment versus an administrative modification.

3. **Minor Changes:** Any minor TIP changes can be approved by the Region 6 Resource Partners Commission Board of Directors without a public hearing. These include moving a project from one fiscal year to another, or adjusting the total project costs.
4. **Non-SWAP Projects Administrative Modification:** An administrative modification is a revision making a minor change to a project in the TIP. An administrative modification does not require public review and comment, re-demonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas). An administrative modification can include minor changes to project costs and project or project phase

initiation dates. Any proposed changes that meet any of the following criteria are considered administrative modifications.

- **Project cost:** Projects in which the recalculated project costs do not increase federal aid by more than 30 percent or do not increase total federal aid by more than \$2 million from the original amount.
- **Schedule changes:** Changes in schedules to projects included in the first four years of the TIP.
- **Funding sources:** Changing funding from one source to another.
- **Scope changes:** All changes to a project's scope require an amendment.

Projects in any of the first four years of the TIP may be advanced in place of another project in the first four years of the TIP, subject to the Region 6 Resource Partners Commission selection requirements, and this change is considered an administrative modification unless the TIP does not remain fiscally constrained. In addition, any changes to projects included in the TIP for illustrative purposes may be processed via an administrative modification. This includes adding a project for NEPA/IRJ determination purposes.

Administrative modification process

Administrative modifications have simplified procedures that allow more flexibility in processing changes. Region 6 Resource Partners Commission may make minor changes administratively by seeking board approval, or if the process is documented and approved by the appropriate technical and policy boards. Public participation procedures are not required for administrative modifications for either locally or Iowa DOT-sponsored projects.

5. ***Illustrative Projects:*** The revision process for Illustrative projects is dependent upon whether or not the project is regionally significant. Regional significance can generally be thought of as whether or not the project adds capacity or changes access. Illustrative projects that are found to be regionally significant must be revised via the amendment process. An administrative modification can be processed for projects that are not regionally significant.

FISCAL CONSTRAINT PROCEDURES – Highway Section

As an integral part of the transportation planning process, budgets for each of the funding sources are monitored by Region 6 staff. In order to keep project approval within the limits of funding availability, projects and program budgets are submitted to the respective committees for their review and approval. During the course of the year, projects can be moved forward or back within the plan, and may be increased or decreased, depending on degree of need and project readiness as suggested by public comment and agreed upon by the committee. This fluidity allows project sponsors to have considerable input on how the available funds will be expended. (See table 1 below for STBG Funding Schedule. The projects listed in the table constitute the awarding of regional STBG funding. IDOT projects are only listed where regional funding has been awarded.)

FISCAL CONSTRAINT PROCEDURES – Bridge Section

County level targets are provided to counties by the Office of Local Systems. Using these targets, bridge projects are submitted by counties for inclusion into the TIP only if reasonably expected to be obligated during the year. The Office of Local Systems will perform statewide Bridge Program constraint analysis to determine if the county bridge program is within acceptable limits on both a total and a year-by-year basis. If adjustments are necessary, counties that are over-programmed will be required to adjust their bridge program until fiscal constraint of the bridge program is achieved. After the STIP has been approved by FHWA, counties may make changes to their bridge program using the existing procedures for TIP revisions. (No table demonstrating fiscal constraint of bridge projects is included in this document.)

NATIONAL ENVIRONMENTAL POLICY ACT (NEPA) project programming

The regional significance of a project plays an important role in determining whether the project needs to be included in the TIP. Regional significance can be defined as a transportation project on a facility that serves regional transportation needs and would normally be included in the modeling of the area's transportation network. All projects found to be regionally significant, regardless of whether or not the projects have federal-aid funding programmed, are required to be included in the TIP.

Specific programming requirements exist for projects covered under NEPA. Unique scenarios with unique programming implications include: Where a single regionally significant project is located within the RPA boundary, all costs associated with the phases that are within the TIP timeframe must be included in the fiscally constrained TIP. Regionally significant projects within an RPA must be consistent with the goals and objectives of the statewide LRTP.

The project needs to be programmed both in the year federal funds are to be obligated and the year FHWA approval is requested, even though no additional funds are being programmed. Projects seeking NEPA approval are also required to be programmed in the year approval will be sought, even if no funds are to be authorized. For these projects, all project costs anticipated to be incurred during the four years of the STIP need to be programmed.

PROJECT CONSISTENCY WITH LONG RANGE TRANSPORTATION PLAN

Projects are consistent with the planning goals of the Region's Long Range Transportation Plan. All projects are generally maintenance-related projects that support the goals and objectives outlined in the region's LRTP. Policy goals are found on pages 15 and 16 of the LRTP. Listed below are the goals pertaining to public transit specifically.

Goal 4: Transportation funding should be available for projects that reduce carbon dioxide and other greenhouse emissions, and reduce reliance on fossil fuels.

Policies to support Goal 4:

- A. Increase Region 6 STP support for planning by approx \$70,000 to hire a full-time dedicated person to work on transportation implementation issues including this, transit programs, bike programs, pedestrian programs, etc.
- B. Increase local financial assistance for transit programs.
- C. Increase state support for transit programs.
- D. Increase federal support for transit programs.
- E. Implement complete street policies.
- F. Create new funding sources for transportation alternative projects.

Goal 5: More elderly and disabled ride programs should available through regional transit & Marshalltown Transit.

Policies to support Goal 5:

- A. More local support for transit programs.
- B. Increase state support for transit programs.
- C. Increase federal support for transit programs.

**TABLE 1: STBG FUNDING SCHEDULE
(2020-2023)**

			BALANCE END OF 2019	\$ 790,890
2020	\$2,712,384	IOWA's STBG ALLOCATION + 70% IOWA's STBG-TAP-FLEX		
2020		REGION 6	PLAN & PROGRAM	\$ 9,000
2020		MARSHALL COUNTY	S52 FROM STATE CTR TO E29	\$ 600,000
2020		STATE CENTER	4TH STREET: 3RD ST SW TO 6TH AVE SE	\$ 394,000
2020		ACKLEY	BUTLER ST: 3RD AVE TO N PARK	\$ 100,000
2020		TAMA COUNTY	E64: US63 to V18	\$ 1,400,000
2020		POWESHIEK COUNTY	F17 FROM V30 TO IOWA CL	\$ 1,000,000
			TOTAL 2020	\$ 3,503,000
			BALANCE END OF 2020	\$ 274
2021	\$ 2,562,000	IOWA's STBG ALLOCATION + 70% IOWA's STBG-TAP-FLEX		
2021		REGION 6	PLAN & PROGRAM	\$ 20,000
2021		HARDIN COUNTY	D55: HWY 65 TO S55, & S33 FROM D55 TO HW	\$ 1,500,000
2021		PEOPLERIDES - R6	VEHICLE REPLACEMENT	\$ 42,000
			TOTAL 2021	\$ 1,562,000
			BALANCE END OF 2021	\$ 1,000,274
2022	\$ 2,562,000	IOWA's STBG ALLOCATION + 70% IOWA's STBG-TAP-FLEX		
2022		REGION 6	PLAN & PROGRAM	\$ 20,000
2022		MARSHALL COUNTY	E29 - STORY COUNTY LINE TO HOPKINS AVE	\$ 1,500,000
			TOTAL 2022	\$ 1,520,000
			BALANCE END OF 2022	\$ 2,042,274
2023	\$ 2,562,000	IOWA's STBG ALLOCATION + 70% IOWA's STBG-TAP-FLEX		
		REGION 6	PLAN & PROGRAM	\$ 20,000
			TOTAL 2023	\$ 20,000
			BALANCE END OF 2023	\$ 4,584,274

IOWA'S TAP FUNDING

		BALANCE 2019	\$	613,450
2020	\$ 162,411	Iowa's TAP 2020 Allocation + 30% Iowa's STBG-TAP-Flex		
		MARSHALLTOWN (IOWA RIVER TRAIL): BRIDGES 2-6	\$	247,500
		HARDIN COUNTY (IOWA RIVER TRAIL): BRIDGES 15-17	\$	247,500
		MARSHALL COUNTY (HWY 330 TRAIL): GRAVEL CROSSINGS	\$	144,000
		TOTAL	\$	639,000
		BALANCE 2020	\$	136,861
2021	\$ 162,000	Iowa's TAP 2021 Allocation + 30% Iowa's STBG-TAP-Flex		
		BALANCE 2021	\$	298,861
2022	\$ 162,000	Iowa's TAP 2022 Allocation + 30% Iowa's STBG-TAP-Flex		
		GRINNELL: GART FROM INDUSTRIAL TO STAGECOACH	\$	336,000
		BALANCE 2022	\$	124,861
2023	\$ 162,000	Iowa's TAP 2022 Allocation + 30% Iowa's STBG-TAP-Flex		
		BALANCE 2023	\$	286,861

TABLE 2: SUMMARY OF TOTAL PROJECT COSTS AND FEDERAL AID PROGRAMMED IN TIP (FY 2020 TO 2023)

YEAR	PROGRAM	FM	SWAP
FY 20	CHBP	450	150
FY 20	HSIP	6672	0
FY 20	NHPP	30860	0
FY 20	PRF	0	0
FY 20	RTP	672	0
FY 20	STBG	2576	0
FY 20	STBG-TAP	144	0
FY 20	SWAP-HBP	0	8992
FY 20	SWAP-STBG	0	3494
FY 20	TAP	247	0
FY 20	TOTAL	41621	12636
FY 21	SWAP-HBP	0	4375
FY 21	SWAP-STBG	0	1500
FY 21	NHPP	21918	0
FY 21	STBG	62	0
FY 21	PRF	0	0
FY 21	TOTAL	21980	5875
FY 22	NHPP	14995	0
FY 22	STBG	20	0
FY 22	PRF	0	0
FY 22	SWAP-HBP	0	3050
FY 22	SWAP-STBG	0	1500
FY 22	TAP	336	0
FY 22	TOTAL	15351	4550
FY 23	NHPP	0	0
FY 23	STBG	20	0
FY 23	PRF	0	0
FY 23	SWAP-HBP	0	3200
FY 23	TOTAL	20	3200
FY 20-23 TOTAL		78972	26261

REGION 6 FY 2019 PROJECT STATUS REPORT

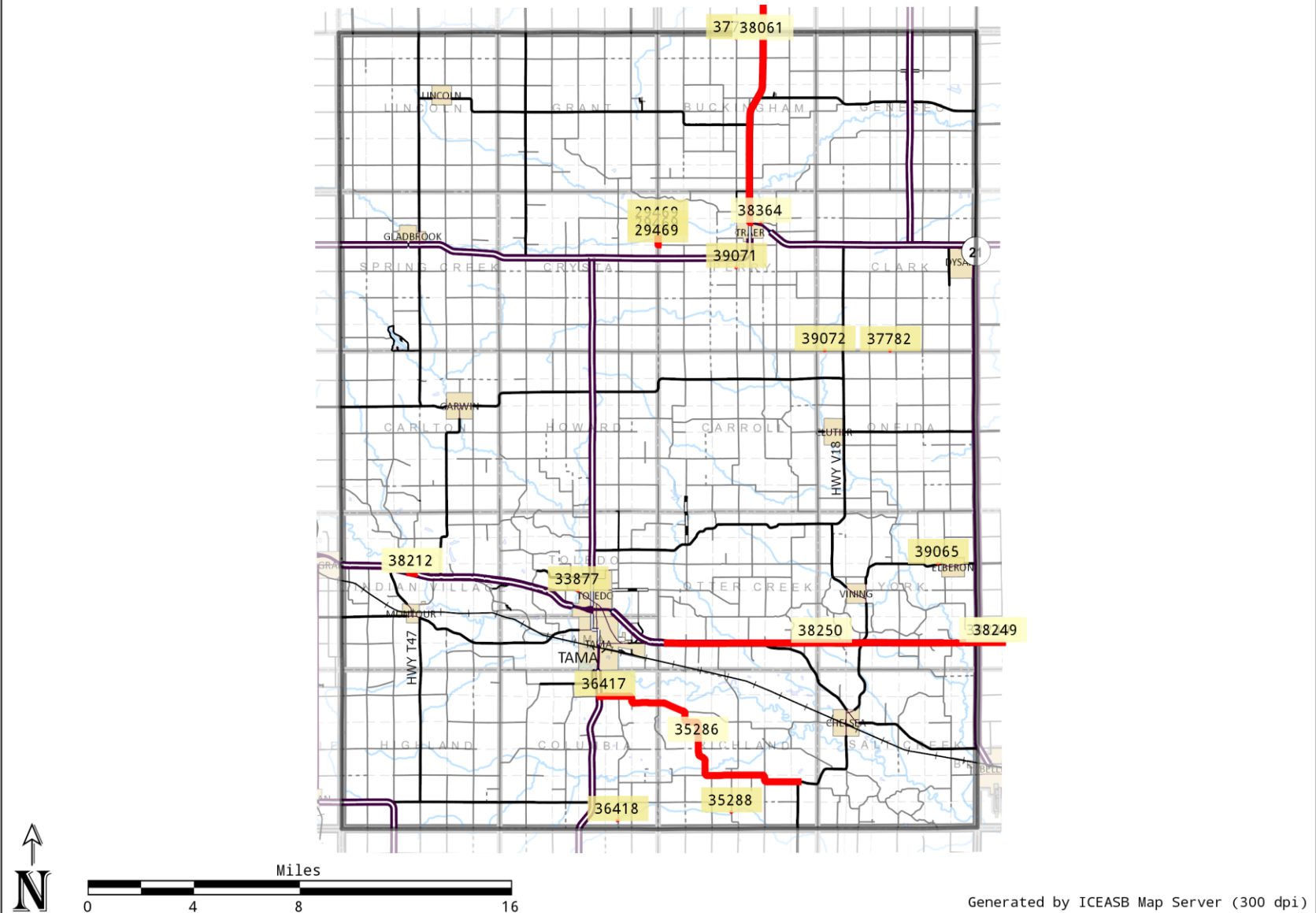
PGM	TPMS	LOCATION	TYPE WORK	TOTAL	FA	RGNL	SWAP	STATUS
NHPP	38241	IA 14: CO RD E18 TO W JCT IA 175	Grading, Right of Way	4254	3404	0	0	Funds awarded
PRF	38213	US 30: L AVE INTERCHANGE E OF TAMA	Grading, Right of Way	65	0	0	0	Funds awarded
PRF	38213	US 30: L AVE INTERCHANGE E OF TAMA	Grading, Right of Way	65	0	0	0	Funds awarded
PRF	38189	US 20: W OF THE IOWA RIVER (WB)	Grading	121	0	0	0	Funds awarded
PRF	38189	US 20: W OF THE IOWA RIVER (WB)	Grading	121	0	0	0	Funds awarded
PRF	38202	IA 14: 0.5 MI S OF US 30 TO IOWA RIVER	Pavement Rehab, Right of Way	4361	0	0	0	Funds awarded
PRF	38202	IA 14: 0.5 MI S OF US 30 TO IOWA RIVER	Pavement Rehab, Right of Way	4361	0	0	0	Funds awarded
PRF	38285	IA 146: JUST S OF 310TH ST	Culvert Replacement, Right of Way	60	0	0	0	Funds awarded
PRF	38285	IA 146: JUST S OF 310TH ST	Culvert Replacement, Right of Way	60	0	0	0	Funds awarded
PRF	38286	IA 146: CO RD E49 TO US 30	Erosion Control	209	0	0	0	Funds awarded
PRF	38286	IA 146: CO RD E49 TO US 30	Erosion Control	209	0	0	0	Funds awarded
PRF	38016	IA 21: DEEP RIVER 1.0 MI N OF IA 85	Bridge Deck Overlay	558	0	0	0	Funds awarded
PRF	38017	IA 21: NORTH ENGLISH RIVER 3.5 MI S OF I-80	Bridge Deck Overlay	413	0	0	0	Funds awarded
RTP	36931	On Iowa River Trail, from Bridge 19 south 9.3 Miles to Bridge 25	Bridge Rehabilitation, Culvert Replacement	309	247	0	0	Project moved to FY 2020
STBG	35693	On Iowa River Trail, from North Fork Iowa River, Bridge #18 southeast 2.5 Miles to Bridge #15, North of Union	Ped/Bike Structures	309	247	247	0	Project moved to FY 2020
STBG	36300	In the city of Iowa Falls, North Park Cadet Trail Phase 2, trail from intersection of Main & North St to Vernon Dr	Ped/Bike Grade & Pave	250	200	200	0	Funds awarded
STBG	9953	On F-29, from V18 to IA 21, S23 T80 R14 and on F46, from IA21 East 0.7 miles to Butler Street, S15 T79 R13	Pavement Rehab/Widen	2750	1675	1675	0	Funds awarded
STBG	38258	US 65: 0.3 MI N OF ELLSWORTH AVE TO 115TH ST IN IOWA FALLS (STATE SHARE)	Pavement Rehab, Right of Way	1888	1511	0	0	Funds awarded
STBG	38259	IA 175: N JCT US 65 TO E OF OTTER CREEK IN ELDORA (STATE SHARE)	Pavement Rehab	2648	2119	0	0	Funds awarded
STBG	38260	IA 175: ECL OF ELDORA TO W JCT IA 14 (STATE SHARE)	Pavement Rehab	5304	4244	0	0	Funds awarded
STBG	38268	IA 21: W JCT IA 8 TO BLACK HAWK CO	Pavement Rehab	2707	2166	0	0	Funds awarded
STBG-TAP	37613	Paving Bike Trail Int's at 233rd St, 238th St, 242nd St, 250th St, Jessup Av, 265th St, Ingram Av, Hart Av, Glick Av	Ped/Bike Paving	180	144	144	0	Project moved to FY 2020
SWAP-HBP	35637	In the city of Marshalltown, On N. Center Street, Over Iowa River	Bridge Replacement	1725	0	0	1000	Funds awarded
SWAP-HBP	38364	In the city of Traer, On 1st Street, Over Coon Creek	Bridge Replacement	740	0	0	592	Project moved to FY 2020
SWAP-STBG	35412	In the city of Ackley, On Butler Street, from 3rd Ave north .3 Miles to Park Avenue	Pavement Rehab	125	0	100	100	Project moved to 2020
SWAP-STBG	35102	On D65, from US Hwy 65 East 10.2 Miles to Co Hwy S55, and On S57, from Marshall County Line North 2 Miles to D65	Pavement Rehab	2805	0	1800	1800	Funds awarded
TAP	34112	In the city of Marshalltown, On Iowa River Trail, from Bridge #2 1 Miles to Bridge #5	Ped/Bike Structures	309	247	247	0	Project moved to FY 2020
				36906	16204	4413	3492	

[illegible]

Map - Tama County Projects 2020-2023

TIP / STIP Mapping ::

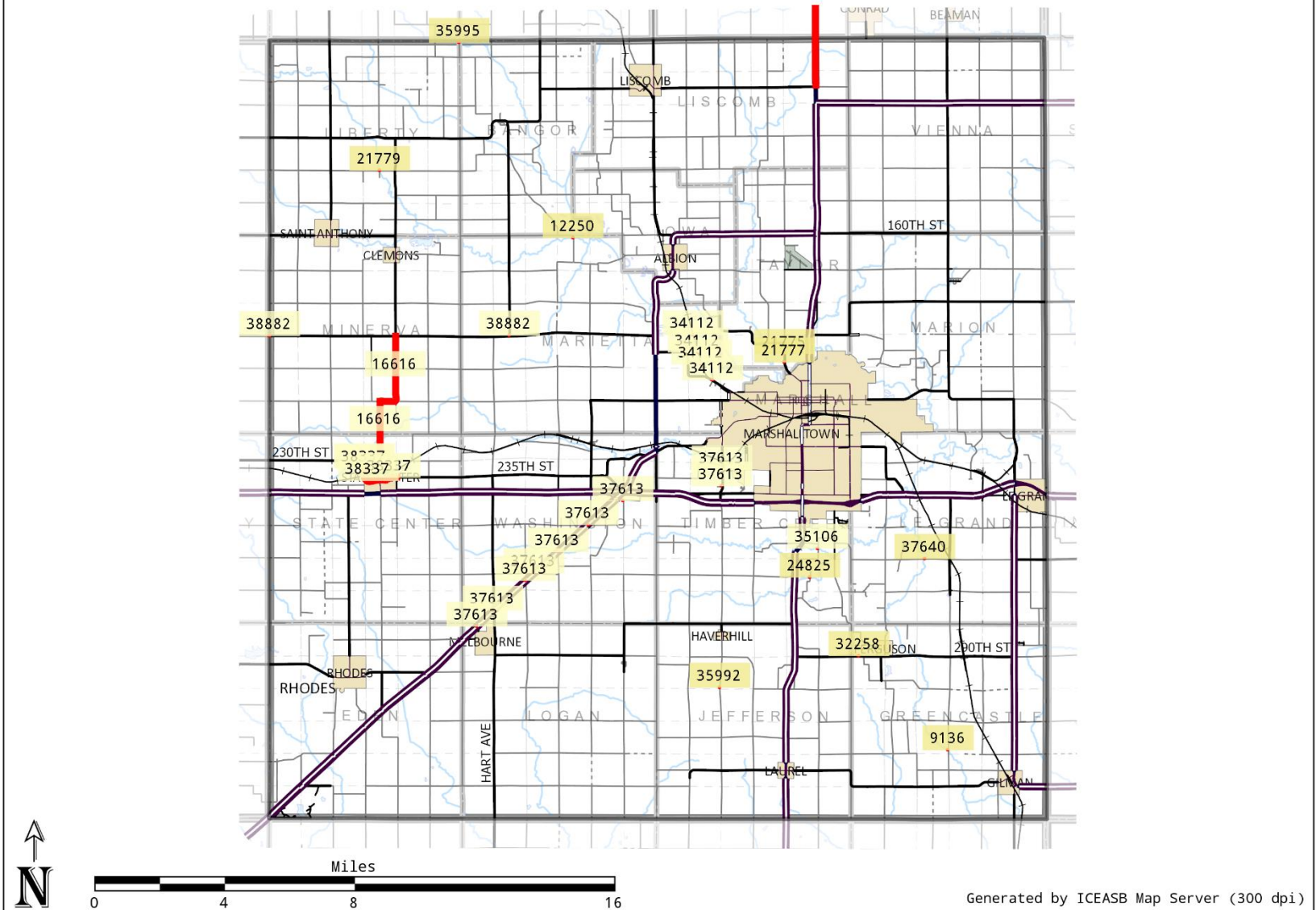
2:24 PM, Wed, May 29, 2019



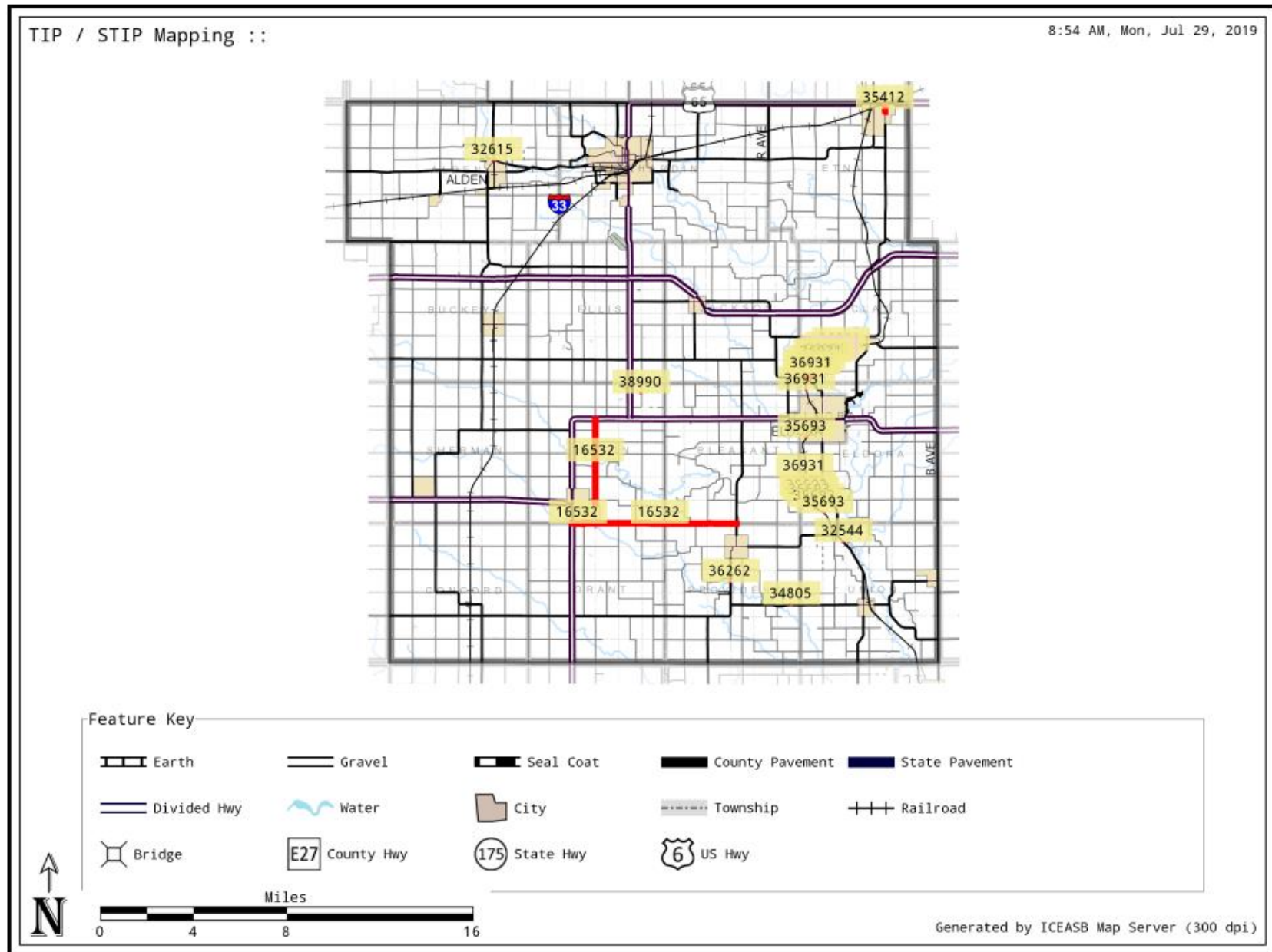
Map - Marshall County Projects 2020-2023

TIP / STIP Mapping ::

2:27 PM, Wed, May 29, 2019



Map – Hardin County Projects 2020-2023



RPA-06

2020 - 2023 Transportation Improvement Program

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S:T:R		Pgm'd Amounts in 1000's				Total	STIP#
				FY20	FY21	FY22	FY23		
Swap Bridge									
Benton - 06									
34793 [NBIS: 73600] Tama CRD	BRS-SWAP-C006()-FF-06 On V37, Over WOLF CREEK, from Highway D65 N 0.25 Miles, S19 T86 R12	0 73600	Project Total Federal Aid	1,000 0	0 0	0 0	0 0	1,000 0	--
Final TIP Approved	Bridge Replacement	19:86:12	Regional Swap	0 1,000	0 0	0 0	0 0	0 1,000	
Hardin - 42									
38990 [NBIS: 175611] Hardin CRD	BROS-SWAP-C042(11009)--SE-42 DOT Letting: 02/18/2020 On M Avenue, Over the South Fork of the Iowa River, W1/4 S1 T87N R21W	0.1 MI 175611	Project Total Federal Aid	500 0	0 0	0 0	0 0	500 0	--
Final TIP Approved	Bridge Replacement	1:87N:21W	Regional Swap	0 500	0 0	0 0	0 0	0 500	
32615 [NBIS: 110] Hardin CRD	BHS-SWAP-0077(601)--FC-42 DOT Letting: 01/22/2020 On Main St. Alden, Over Iowa River, in S18 T89 R21	0.1 MI 110	Project Total Federal Aid	1,300 0	0 0	0 0	0 0	1,300 0	--
Final TIP Approved	Bridge Replacement	0:0:00	Regional Swap	0 1,000	0 0	0 0	0 0	0 1,000	
32544 [NBIS: 27270] Hardin CRD	BRS-SWAP-C042(16075)--FF-42 On S62, Over Small Stream, from D55 South 0.5 Miles, in SE S5 T86 R19	0.1 MI 27270	Project Total Federal Aid	0 0	275 0	0 0	0 0	275 0	--
Final TIP Approved	Culvert Replacement	5:86:19	Regional Swap	0 0	0 275	0 0	0 0	0 275	
36262 [NBIS: 174770] Hardin CRD	BRS-SWAP-C042(15163)--FF-42 On S57, Over Honey Creek, from 305th St. South 0.2 Miles, S15 T86 R20	0.1 MI 174770	Project Total Federal Aid	0 0	0 0	600 0	0 0	600 0	--
Final TIP Approved	Bridge Replacement	15:86:20	Regional Swap	0 0	0 0	0 600	0 0	0 600	
34805 [NBIS: 174860] Hardin CRD	BRS-SWAP-C042(15305)--FF-42 On D65, Over Small Stream, from T Ave. West 2000 Feet, in NE S24 T86 R20	0.1 MI 174860	Project Total Federal Aid	0 0	0 0	0 0	200 0	200 0	--
Final TIP Approved	Culvert Replacement	24:86:20	Regional Swap	0 0	0 0	0 0	0 200	0 200	
Marshall - 64									
21775 [NBIS: 243440] Marshall CRD	BROS-SWAP-C064(132)--FE-64 DOT Letting: 01/22/2020 NORTH CENTER ST RD: Over ASHER CREEK	0 MI 243440	Project Total Federal Aid	1,300 0	0 0	0 0	0 0	1,300 0	--
Final TIP Approved	Bridge Replacement	23:84:18	Regional Swap	0 1,300	0 0	0 0	0 0	0 1,300	

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S:T:R		Pgm'd Amounts in 1000's				Total	STIP#
				FY20	FY21	FY22	FY23		
Marshall - 64 (continued)									
21777 [NBIS: 243430]	BROS-SWAP-C064(133)--FE-64 DOT Letting: 01/22/2020	0 MI	Project Total	1,200	0	0	0	1,200	
Marshall CRD	NORTH CENTER ST RD: Over ASHER CREEK	243430	Federal Aid	0	0	0	0	0	
Final TIP Approved	Bridge Replacement	23:84:18	Regional	0	0	0	0	0	
			Swap	1,200	0	0	0	1,200	--
21779 [NBIS: 244550]	BROS-SWAP-C064()--SE-64	0 MI	Project Total	0	700	0	0	700	
Marshall CRD	140TH ST: Over MINERVA CREEK	244550	Federal Aid	0	0	0	0	0	
Final TIP Approved	Bridge Replacement	27:85:20	Regional	0	0	0	0	0	
			Swap	0	700	0	0	700	--
24825 [NBIS: 242680]	BROS-SWAP-C064(130)--SE-64 DOT Letting: 11/17/2020	0 MI	Project Total	0	450	0	0	450	
Marshall CRD	RIDGE RD: Over MIDDLE TIMBER CREEK	242680	Federal Aid	0	0	0	0	0	
Final TIP Approved	Bridge Replacement	26:83:18	Regional	0	0	0	0	0	
			Swap	0	450	0	0	450	--
12250 [NBIS: 243510]	BROS-SWAP-C064(115)--SE-64 DOT Letting: 02/16/2021	0 MI	Project Total	0	1,000	0	0	1,000	
Marshall CRD	JESSUP AVE / 1600 Mile: Over MINERVA CREEK	243510	Federal Aid	0	0	0	0	0	
Final TIP Approved	Bridge Replacement	3:84:19	Regional	0	0	0	0	0	
			Swap	0	1,000	0	0	1,000	--
32258 [NBIS: 241610]	BRS-SWAP-C064()--FF-64	0	Project Total	0	0	600	0	600	
Marshall CRD	On 2800 Mile of 290th St (E63), Over SNIPE CREEK, in NW S7 T82 R17	241610	Federal Aid	0	0	0	0	0	
Final TIP Approved	Bridge Replacement	7:82:17	Regional	0	0	0	0	0	
			Swap	0	0	600	0	600	--
35992 [NBIS: 241835]	BROS-SWAP-C064()--FE-64	0	Project Total	0	0	400	0	400	
Marshall CRD	On 2900 mile of Oaks Ave, Over South Timber Creek, at SW S9 T82 R18	241835	Federal Aid	0	0	0	0	0	
Final TIP Approved	Bridge Replacement	9:82:18	Regional	0	0	0	0	0	
			Swap	0	0	400	0	400	--
37640 [NBIS: 242490]	BROS-SWAP-C064()--FE-64	0	Project Total	0	0	0	450	450	
Marshall CRD	On 3000 mile of 260th St, Over South Timber Creek, (Bridge I-22), NLINE S28 T83 R17	242490	Federal Aid	0	0	0	0	0	
Final TIP Approved	Bridge Replacement	28:83:17	Regional	0	0	0	0	0	
			Swap	0	0	0	450	450	--
35995 [NBIS: 244230]	BROS-SWAP-C064()--FE-64	0	Project Total	0	0	0	500	500	
Marshall CRD	On 1000 mile of Gerhart Ave, Over Branch of Honey Creek, in NW S6 T85 R19	244230	Federal Aid	0	0	0	0	0	
Final TIP Approved	Bridge Replacement	6:85:19	Regional	0	0	0	0	0	
			Swap	0	0	0	500	500	--






TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S:T:R		Pgm'd Amounts in 1000's				Total	STIP#
				FY20	FY21	FY22	FY23		
Marshall - 64 (continued)									
9136 [NBIS: 241740] Marshall CRD Final TIP Approved	BROS-SWAP-C064() --SE-64 3100 MILE OF WALLACE AVE: . Bridge Replacement	0 MI 241740 22:82:17	Project Total Federal Aid Regional Swap	0 0 0 0	0 0 0 0	0 0 0 0	400 0 0 400	400 0 0 400	
Poweshiek - 79									
17390 [NBIS: 293740] Poweshiek CRD Final TIP Approved	BROS-SWAP-C079(55) --SE-79 DOT Letting: 12/17/2019 110th Street: From 410th Avenue to Diagonal Road Bridge Replacement	0 MI 293740 26:80:15	Project Total Federal Aid Regional Swap	500 0 0 500	0 0 0 0	0 0 0 0	0 0 0 0	500 0 0 500	--
13588 [NBIS: 294570] Poweshiek CRD Final TIP Approved	BROS-SWAP-C079(53) --FE-79 Canceled 80th St.: From F17 to 330th St. Bridge Replacement	0.002 MI 294570 20:81:15	Project Total Federal Aid Regional Swap	250 0 0 250	0 0 0 0	0 0 0 0	0 0 0 0	250 0 0 250	--
37808 [NBIS: 291620] Poweshiek CRD Final TIP Approved	BHS-SWAP-C079() --FC-79 On F57, Over STREAM, from 80th Street East, S8 T78 R15 Bridge Deck Overlay	0 291620 8:78:15	Project Total Federal Aid Regional Swap	0 0 0 0	250 0 0 250	0 0 0 0	0 0 0 0	250 0 0 250	--
34679 [NBIS: 291300] Poweshiek CRD Final TIP Approved	BROS-SWAP-C079() --FE-79 On 520TH AVE, Over STREAM, from IA 21 West 0.95 Miles, at NW S28 T78 R13 Bridge Replacement	0 291300 28:78:13	Project Total Federal Aid Regional Swap	0 0 0 0	200 0 0 200	0 0 0 0	0 0 0 0	200 0 0 200	--
29489 [NBIS: 294410] Poweshiek CRD Final TIP Approved	BROS-SWAP-C079(56) --FE-79 DOT Letting: 11/17/2020 On 140th Street, Over A small stream, from 340th Avenue North 1.1 Miles, S17 T81 R14 Bridge Replacement	0.1 MI 294410 17:81:14	Project Total Federal Aid Regional Swap	0 0 0 0	400 0 0 400	0 0 0 0	0 0 0 0	400 0 0 400	--
29486 [NBIS: 293300] Poweshiek CRD Final TIP Approved	BRS-SWAP-C079() --FF-79 On F29, Over Small Stream, from 240th Street West 0.1 Miles, S23 T80 R13 Bridge Replacement	0.1117 MI 293300 23:80:13	Project Total Federal Aid Regional Swap	0 0 0 0	0 0 0 0	450 0 0 450	0 0 0 0	450 0 0 450	--
34677 [NBIS: 292450] Poweshiek CRD Final TIP Approved	BROS-SWAP-C079() --SE-79 On 155TH ST, Over Dugout Creek, from 450th Avenue North 0.95 Miles, at N1/4 S16 T79 R14 Bridge Replacement	0 292450 16:79:14	Project Total Federal Aid Regional Swap	0 0 0 0	0 0 0 0	500 0 0 500	0 0 0 0	500 0 0 500	--

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S.T.R		Pgm'd Amounts in 1000's				Total	STIP#
				FY20	FY21	FY22	FY23		
Poweshiek - 79 (continued)									
37809 [NBIS: 46030] Poweshiek CRD	BRS-SWAP-C079()--FF-79 On F62, Over SUGAR CREEK, from 18th Street East, S7 T78 R16	0 46030	Project Total Federal Aid	0 0	0 0	0 0	750 0	750 0	
Final TIP Approved	Bridge Replacement	7:78:16	Regional Swap	0 0	0 0	0 0	0 750	0 750	--
13586 [NBIS: 293480] Poweshiek CRD	BROS-SWAP-C079(57)--SE-79 DOT Letting: 11/15/2022 370th Ave.: From 165th St. to V18	0.002 MI 293480	Project Total Federal Aid	0 0	0 0	0 0	400 0	400 0	
Final TIP Approved	Bridge Replacement	10:80:14	Regional Swap	0 0	0 0	0 0	0 400	0 400	--
Tama - 86									
36417 [NBIS: 317000] Tama CRD	BRS-SWAP-C086(97)--FF-86 DOT Letting: 12/17/2019 On E64, Over BRANCH OF IOWA RIVER, from US63 East 1300 Feet, S11 T82 R15	0 317000	Project Total Federal Aid	300 0	0 0	0 0	0 0	300 0	
Final TIP Approved	Bridge Replacement	11:82:15	Regional Swap	0 300	0 0	0 0	0 0	0 300	--
36418 [NBIS: 317200] Tama CRD	BROS-SWAP-C086(99)--SE-86 DOT Letting: 12/17/2019 On K AVE, Over NORTH WALNUT CREEK, from 400th St. North 1500 Feet, S35 T82 R15	0 317200	Project Total Federal Aid	200 0	0 0	0 0	0 0	200 0	
Final TIP Approved	Bridge Replacement	35:82:15	Regional Swap	0 200	0 0	0 0	0 0	0 200	--
35288 [NBIS: 316920] Tama CRD	BROS-SWAP-C086()--SE-86 On P AVE, Over NORTH WALNUT CREEK, from 400th Street North 0.75 Miles, S33 T82 R14	0 316920	Project Total Federal Aid	400 0	0 0	0 0	0 0	400 0	
Final TIP Approved	Bridge Replacement	33:82:14	Regional Swap	0 400	0 0	0 0	0 0	0 400	--
29469 [NBIS: 319610] Tama CRD	BROS-SWAP-C086(98)--SE-86 DOT Letting: 11/19/2019 On M Ave., Over Wolf Creek & Four Mile Creek, from US 63 North 0.75 Miles, on WLINE S7 T85 R14	0.5 MI 319610	Project Total Federal Aid	1,750 0	0 0	0 0	0 0	1,750 0	
Final TIP Approved	Bridge Replacement	7:85:14	Regional Swap	0 1,750	0 0	0 0	0 0	0 1,750	--
38364 Traer	BROS-SWAP-7710()--SE-86 In the city of Traer, On 1st Street, Over Coon Creek	0 --	Project Total Federal Aid	740 0	0 0	0 0	0 0	740 0	
Final TIP Approved	Bridge Replacement	--	Regional Swap	0 592	0 0	0 0	0 0	0 592	--

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S:T:R		Pgm'd Amounts in 1000's				Total	STIP#
				FY20	FY21	FY22	FY23		
Tama - 86 (continued)									
39065 [NBIS: 317480] Tama CRD	BRS-SWAP-C086()--FF-86 On E 44, Over TROUBLESOME CREEK, from X Avenue West 1 Miles to W Avenue, in S14 TT83N RR13W	0 317480	Project Total Federal Aid	0 0	350 0	0 0	0 0	350 0	--
Final TIP Approved	Bridge Replacement	14:T83N:R13W	Regional Swap	0 0	0 350	0 0	0 0	0 350	
33877 [NBIS: 049490] Tama CRD	BHS-SWAP-C086()--FC-86 On Business 30, Over Deer Creek, from II Avenue East 0.5 Miles, in NE S21 T83 R15	0.056 MI 049490	Project Total Federal Aid	0 0	750 0	0 0	0 0	750 0	--
Final TIP Approved	Bridge Rehabilitation	21:83:15	Regional Swap	0 0	0 750	0 0	0 0	0 750	
37781 [NBIS: 320300] Tama CRD	BROS-SWAP-C086()--SE-86 On P AVE, Over STONY CREEK, from 110th Street North, WLINE S3 T86 R14	0 320300	Project Total Federal Aid	0 0	0 0	250 0	0 0	250 0	--
Final TIP Approved	Bridge Replacement	3:86:14	Regional Swap	0 0	0 0	0 250	0 0	0 250	
37782 [NBIS: 318501] Tama CRD	BROS-SWAP-C086()--SE-86 On 220TH ST, Over BRANCH SALT CREEK, from U Avenue East, NLINE S4 T84 R13	0 318501	Project Total Federal Aid	0 0	0 0	250 0	0 0	250 0	--
Final TIP Approved	Bridge Replacement	4:84:13	Regional Swap	0 0	0 0	0 250	0 0	0 250	
39071 [NBIS: 319670] Tama CRD	BROS-SWAP-C086()--SE-86 On P Avenue, Over BRANCH COON CREEK, from 195th Street North 1 Miles to US63, on WLINE S15 TT85N RR14W	0 319670	Project Total Federal Aid	0 0	0 0	0 0	250 0	250 0	--
Final TIP Approved	Bridge Replacement	15:T85N:R14W	Regional Swap	0 0	0 0	0 0	0 250	0 250	
39072 [NBIS: 362535] Tama CRD	BROS-SWAP-C086()--SE-86 On 220th Street, Over SMALL STREAM, from S Avenue East 1 Miles to V18, on NLINE S6 TT84N RR13W	0 362535	Project Total Federal Aid	0 0	0 0	0 0	250 0	250 0	--
Final TIP Approved	Bridge Replacement	6:T84N:R13W	Regional Swap	0 0	0 0	0 0	0 250	0 250	
Swap STBG									
Hardin - 42									
35412 Ackley	STBG-SWAP-0015()--SG-42 In the city of Ackley, On Butler Street, from 3rd Ave north .3 Miles to Park Avenue	0.3 MI --	Project Total Federal Aid	125 0	0 0	0 0	0 0	125 0	--
Final TIP Approved	Pavement Rehab	--	Regional Swap	100 100	0 0	0 0	0 0	100 100	

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S:T:R		Pgm'd Amounts in 1000's				Total	STIP#
				FY20	FY21	FY22	FY23		
Hardin - 42 (continued)									
16532 Hardin CRD	STBG-SWAP-C042(D55/S33)--FG-42 On D55, from US Hwy 65 East 7.25 Miles to Co Hwy S55, and On S33, from Co Hwy D55 North 4.5 Miles to US Hwy 65	11.75 MI --	Project Total Federal Aid	0 0	4,500 0	0 0	0 0	4,500 0	
Final TIP Approved	Pave	--	Regional Swap	0 0	1,500 1,500	0 0	0 0	1,500 1,500	--
Marshall - 64									
16616 Marshall CRD	STBG-SWAP-C064(119)--FG-64 DOT Letting: 05/19/2020 S52: From STATE CENTER, N to E29 (190TH ST)	4.244 MI --	Project Total Federal Aid	1,400 0	0 0	0 0	0 0	1,400 0	
Final TIP Approved	Pave	--	Regional Swap	600 600	0 0	0 0	0 0	600 600	--
38337 State Center	STBG-SWAP-7272()--SG-64 In the city of State Center, On 4th Street SE, from 3rd Street NW East 1.34 Miles to 6th Avenue SE	0.6 MI --	Project Total Federal Aid	493 0	0 0	0 0	0 0	493 0	
Final TIP Approved	Pavement Rehab	--	Regional Swap	394 394	0 0	0 0	0 0	394 394	--
38882 Marshall CRD	STBG-SWAP-C064()--FG-64 On E29 (190th St), from Story Co Line E 7.5 Miles to Hopkins Ave, along NLINE S19-24 T84 R20 & S19-20 T84 R19	7.5 MI --	Project Total Federal Aid	0 0	0 0	2,250 0	0 0	2,250 0	
Final TIP Approved	Pavement Rehab	19-24:84:20	Regional Swap	0 0	0 0	1,500 1,500	0 0	1,500 1,500	--
Poweshiek - 79									
34932 Poweshiek CRD	STBG-SWAP-C079()--FG-79 On V30/F17, from Main Street in Hartwick Northeastly 3.0 Miles to Poweshiek-Iowa Rd	2.651 --	Project Total Federal Aid	1,500 0	0 0	0 0	0 0	1,500 0	
Final TIP Approved	Pavement Rehab	--	Regional Swap	1,000 1,000	0 0	0 0	0 0	1,000 1,000	--
Tama - 86									
35286 Tama CRD	STBG-SWAP-C086()--FG-86 On E64, from US63 Easterly 10 Miles to V18	10.049 --	Project Total Federal Aid	4,000 0	0 0	0 0	0 0	4,000 0	
Final TIP Approved	Pavement Rehab/Widen	--	Regional Swap	1,400 1,400	0 0	0 0	0 0	1,400 1,400	--

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S:T:R		Pgm'd Amounts in 1000's				Total	STIP#
				FY20	FY21	FY22	FY23		
National Highway Performance Program									
Poweshiek - 79									
38154 DOT-D01-RPA06 Final TIP Approved	IM-NHS--80)--03-79 I-80: 1.0 MI W OF IA 146 TO 2.0 MI E OF IA 146 Grade and Pave,Bridge Replacement	0 MI -- --	Project Total Federal Aid Regional Swap	10,948 9,854 0 0	6,664 5,998 0 0	16,661 14,995 0 0	358 0 0 0	34,631 30,847 0 0	TA -- --
Tama - 86									
38249 DOT-D01-RPA06 Final TIP Approved	NHSX--30)--3H-86 US 30: W OF IA 21 TO 11TH AVE DR Grade and Pave,Bridge New,Right of Way	0 MI -- --	Project Total Federal Aid Regional Swap	1,100 0 0 0	13,952 11,162 0 0	0 0 0 0	0 0 0 0	15,052 11,162 0 0	TA -- --
38250 DOT-D01-RPA06 Final TIP Approved	NHSX--30)--3H-86 US 30: TAMA BYPASS TO W OF IA 21 Pave,Grading	0 MI -- --	Project Total Federal Aid Regional Swap	22,841 18,273 0 0	5,947 4,758 0 0	298 0 0 0	0 0 0 0	29,086 23,031 0 0	TA -- --
38212 DOT-D01-RPA06 Final TIP Approved	NHSX--30)--3H-86 US 30: IOWA RIVER OVERFLOW 0.6 MI W OF E JCT CO RD T47 Bridge New,Right of Way	0 -- --	Project Total Federal Aid Regional Swap	3,416 2,733 0 0	0 0 0 0	0 0 0 0	0 0 0 0	3,416 2,733 0 0	TA -- --
Surface Transportation Block Grant Program									
Region Wide - 00									
319 RPA-06 Final TIP Approved	RGPL-PA06(RTP)--ST-00 RSPC - RPA 6: RPA 6 TRANSPORTATION PLANNING Trans Planning	0 MI -- --	Project Total Federal Aid Regional Swap	12 9 9 0	25 20 20 0	25 20 20 0	25 20 20 0	87 69 69 0	TA -- --
Marshall - 64									
36302 RPA-06 Final TIP Approved	RGTR-PA06)--ST-64 Replace Peoplerides transit vehicle #110 Transit Investments	0 -- --	Project Total Federal Aid Regional Swap	0 0 0 0	53 42 42 0	0 0 0 0	0 0 0 0	53 42 42 0	TA -- --
Poweshiek - 79									
39344 DOT-D01-RPA06 Final TIP Approved	STP--146)--2C-79 IA 146: 11TH AVE IN GRINNELL TO TAMA CO Pavement Rehab	0 MI -- --	Project Total Federal Aid Regional Swap	2,900 2,320 0 0	0 0 0 0	0 0 0 0	0 0 0 0	2,900 2,320 0 0	TA -- --
STBG - Iowa's Transportation Alternatives Program									

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S:T:R		Pgm'd Amounts in 1000's				Total	STIP#
				FY20	FY21	FY22	FY23		
Hardin - 42									
35693 Hardin CBS	TAP-R-C042(101)--8T-42 DOT Letting: 02/18/2020 On Iowa River Trail, from North Fork Iowa River, Bridge #25 southeast 9.3 Miles to Bridge #19, North of Gifford	2.5 MI --	Project Total Federal Aid	309 247	0 0	0 0	0 0	309 247	
Final TIP Approved	Ped/Bike Structures	--	Regional Swap	247 0	0 0	0 0	0 0	247 0	--
DOT NOTE: Project eligible for FHWA TAP funding									
Marshall - 64									
37613 Marshall CRD	TAP-U-C064()-8I-64 Paving Bike Trail Int's at 233rd St,238th St,242nd St,250th St, Jessup Av,265th St,Ingram Av,Hart Av,Glick Av	0 --	Project Total Federal Aid	180 144	0 0	0 0	0 0	180 144	
Final TIP Approved	Ped/Bike Paving	--	Regional Swap	144 0	0 0	0 0	0 0	144 0	--
Transportation Alternatives Program									
Marshall - 64									
34112 Marshalltown	TAP-U-4797()-8I-64 In the city of Marshalltown, On Iowa River Trail, from Bridge #2 1 Miles to Bridge #5	2 MI --	Project Total Federal Aid	309 247	0 0	0 0	0 0	309 247	
Final TIP Approved	Ped/Bike Structures	--	Regional Swap	247 0	0 0	0 0	0 0	247 0	--
DOT NOTE: Project eligible for FHWA TAP funding									
Poweshiek - 79									
35405 Grinnell	STP-E-3127()-8V-79 On Grinnell Trail, from SE corner of Industrial Ave & Ia Hwy 146 south 1.21 Miles to NE corner of Stagecoach Rd	1.21 MI --	Project Total Federal Aid	0 0	0 0	420 336	0 0	420 336	
Final TIP Approved	Ped/Bike Grade & Pave	--	Regional Swap	0 0	0 0	336 0	0 0	336 0	--
DOT NOTE: Project eligible for FHWA TAP funding									
Recreational Trails Program									
Hardin - 42									
36931 Hardin CBS	NRT-C042(87)--9G-42 DOT Letting: 03/17/2020 On Iowa River Trail, from Bridge 19 south 9.3 Miles to Bridge 25	0 --	Project Total Federal Aid	309 247	0 0	0 0	0 0	309 247	
Final TIP Approved	Bridge Rehabilitation,Culvert Replacement	--	Regional Swap	0 0	0 0	0 0	0 0	0 0	--

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S:T:R		Pgm'd Amounts in 1000's				Total	STIP#
				FY20	FY21	FY22	FY23		
Competitive Highway Bridge Program									
Marshall - 64									
35106 [NBIS: 242650] Marshall CRD	BROS-CHBP-C064()--NC-64 In 2500 Mile of 260th St, Over North Timber Creek, on ELINE S23 T83 R18	0 242650	Project Total Federal Aid	600 450	0 0	0 0	0 0	600 450	TA
Final TIP Approved	Bridge Replacement	23:83:18	Regional Swap	0 150	0 0	0 0	0 0	0 150	--
Primary Road Funds									
Poweshick - 79									
38290 DOT-D01-RPA06 Final TIP Approved	STPN--21()--2J-79 IA 21: 1.8 MI TO 2.5 MI N OF IA 85 Slope Improvement,Right of Way	0 MI -- --	Project Total Federal Aid Regional Swap	100 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	100 0 0 0	TA --
38291 DOT-D01-RPA06 Final TIP Approved	STPN--146()--2J-79 IA 146: 3.5 MI S OF I-80 Slope Improvement	0 MI -- --	Project Total Federal Aid Regional Swap	20 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	20 0 0 0	TA --
38128 DOT-D01-RPA06 Final TIP Approved	IMN--80()--0E-79 I-80: CO RD V18 4.5 MI W OF IA 21 (EB) Bridge Deck Overlay,Traffic Signs	0 MI -- --	Project Total Federal Aid Regional Swap	518 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	518 0 0 0	TA --
38014 DOT-D01-RPA06 Final TIP Approved	BRFN--6()--39-79 US 6: STONY CREEK 0.4 MI W OF CO RD V18 Bridge Rehabilitation	0 MI -- --	Project Total Federal Aid Regional Swap	177 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	177 0 0 0	TA --
39342 DOT-D01-RPA06 Final TIP Approved	STPN--6()--2J-79 US 6: PENROSE ST TO OAK ST IN GRINNELL Grading	0 MI -- --	Project Total Federal Aid Regional Swap	0 0 0 0	100 0 0 0	0 0 0 0	0 0 0 0	100 0 0 0	TA --
39343 DOT-D01-RPA06 Final TIP Approved	IMN--80()--0E-79 I-80: 1.1 MI W OF US 63 AND 0.7 MI E OF IA 21 Rip Rap	0 MI -- --	Project Total Federal Aid Regional Swap	0 0 0 0	60 0 0 0	0 0 0 0	0 0 0 0	60 0 0 0	TA --
38015 DOT-D01-RPA06 Final TIP Approved	BRFN--6()--39-79 US 6: ROCK CREEK 0.7 MI E OF W JCT IA 21 Bridge Deck Overlay	0 MI -- --	Project Total Federal Aid Regional Swap	0 0 0 0	0 0 0 0	220 0 0 0	0 0 0 0	220 0 0 0	TA --
Tama - 86									
39361 DOT-D01-RPA06 Final TIP Approved	NHSN--63()--2R-86 US 63: S OF TAMA (VAR LOC) Culvert Replacement	0 MI -- --	Project Total Federal Aid Regional Swap	0 0 0 0	30 0 0 0	0 0 0 0	0 0 0 0	30 0 0 0	TA --

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S:T:R		Pgm'd Amounts in 1000's				Total	STIP#
				FY20	FY21	FY22	FY23		
Tama - 86 (continued)									
39360	BRFN--63()--39-86	0 MI	Project Total	0	0	0	660	660	TA
DOT-D01-RPA06	US 63: WOLF CREEK 0.3 MI N OF IA 8 IN TRAER	--	Federal Aid	0	0	0	0	0	
Final TIP Approved	Bridge Deck Overlay	--	Regional	0	0	0	0	0	--
			Swap	0	0	0	0	0	
Highway Safety Improvement Program									
Marshall - 64									
38241	HSIP-14()--2H-64	0	Project Total	5,761	0	0	0	5,761	TA
DOT-D01-RPA06	IA 14: CO RD E18 TO W JCT IA 175	--	Federal Aid	4,782	0	0	0	4,782	
Final TIP Approved	Pavement Widening,Pavement Rehab	--	Regional	0	0	0	0	0	--
			Swap	0	0	0	0	0	
DOT NOTE: Joint HSIP and 3R project									
Tama - 86									
38061	HSIPX--63()--3L-86	0 MI	Project Total	2,100	0	0	0	2,100	TA
DOT-D01-RPA06	US 63: NCL OF TRAER TO IA 58	--	Federal Aid	1,890	0	0	0	1,890	
Final TIP Approved	Pavement Widening	--	Regional	0	0	0	0	0	--
			Swap	0	0	0	0	0	

Draft 2020 Transit Program

(Filtered)

RPA-06 (9 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY20	FY21	FY22	FY23
STA, 5311	Marshalltown	2134 Operations Other	General Operations/Maintenance/Administration	Total	840,032	842,000	845,000	848,000
				FA	245,427	246,000	247,000	248,000
				SA	221,605	222,000	223,000	224,000
STA, 5311	Region 6 / PeopleRides	1280 Operations Misc	General Operations/Maintenance/Administration	Total	1,009,315	1,021,000	1,033,000	1,045,000
				FA	206,029	207,000	208,000	209,000
				SA	243,286	244,000	245,000	246,000
5339	Region 6 / PeopleRides	4403 Capital Replacement	Light Duty Bus (158" wb) VSS Unit #: 209D	Total	89,100			
				FA	75,735			
				SA				
5339	Region 6 / PeopleRides	4404 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: 111D	Total	94,500			
				FA	80,325			
				SA				
5339	Region 6 / PeopleRides	4405 Capital Replacement	Conversion Van VSS Unit #: 110	Total	57,100			
				FA	48,535			
				SA				
5339	Region 6 / PeopleRides	5075 Capital Replacement	Light Duty Bus (158" wb) Unit #: 112D	Total		85,100		
				FA		72,335		
				SA				
5339	Region 6 / PeopleRides	5076 Capital Replacement	Light Duty Bus (158" wb) VSS Unit #: 212D	Total		91,100		
				FA		77,435		
				SA				
5339	Region 6 / PeopleRides	5077 Capital Replacement	Conversion Van VSS Unit #: 412	Total			57,100	
				FA			48,535	
				SA				
5339	Region 6 / PeopleRides	5505 Capital Replacement	Light Duty Bus (158" wb) Unit #: 312	Total				85,100
				FA				72,335
				SA				