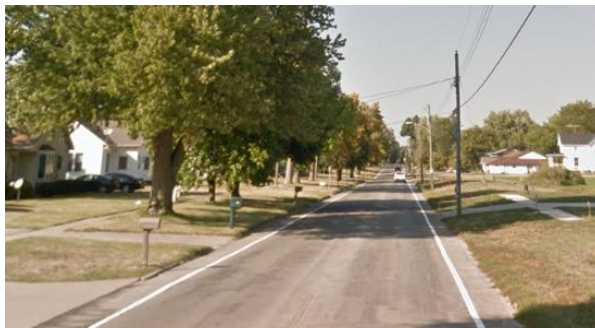


FY 2021-2024



TRANSPORTATION IMPROVEMENT PROGRAM



Prepared by:

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

6/29/20 Approved

RESOLUTION

A RESOLUTION TO APPROVE THE FY 2021-2024 REGION 6 RESOURCE PARTNERS TRANSPORTATION IMPROVEMENTS PROGRAM

WHEREAS the Region 6 Resource Partners has prepared the FY2021-2024 Transportation Improvements Program and received the input of the Region 6 Resource Partners Transportation Committee and IDOT/FHWA/FTA.

NOW, THEREFORE, BE IT RESOLVED BY THE REGION 6 RESOURCE PARTNERS:

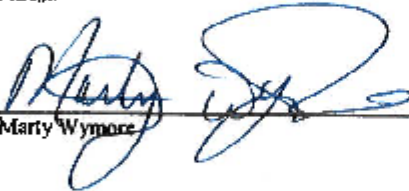
1. The FY 2021-2024 Transportation Improvements Program is hereby approved.

Approved this 24th day of June, 2020.



Jody Anderson, Chair

Attest:



Marty Wymore

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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 29, 2020. 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 2021 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 2021-2024, averages \$2,724,000 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 2021-2024 expenditure and revenue projections - 2019 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 and TAP 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).

Application selection criteria include 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 and TAP projects. 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 followed on an annual basis. All sizes of Cities and all places can receive funding. All types of projects, also, can receive funding.

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	Doug Ray Brian Sokol	Mayor of Tama Mayor of Toledo	Tama/Toledo urbanized area (1 vote)
Voting Member	Marty Wymore, Meeting Facilitator	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)	Rita Schoenman	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 \$2,562,000 annual surface transportation program. This is \$572,095 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 \$376,000 in the FY 2021-2024 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 2021 cannot last until 2141 to be replaced.

Federal aid revenues are about 1% of the anticipated funding share from 2021-2024. State funds represent 42% of the funding share. 57% 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 2021-2024 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 2021-2024 range. The challenge for every place is to improve roads without funding increases.

Using the \$12.5 million in annual capital figures shown in Chart B and the \$376,000 average cost per mile in the 2021-2024 transportation improvements program there is enough annual funding to replace 33 miles of roads across the region.

Chart A

City Revenue Type	2021	2022	2023	2024	Total
Road Use Tax Fund	\$ 9,180,000	\$ 9,363,600	\$ 9,550,872	\$ 9,741,889	\$ 37,836,361
Other Road Fund Receipts	\$ 5,304,000	\$ 5,410,080	\$ 5,518,282	\$ 5,628,647	\$ 21,861,009
Debt Service Fund Receipts	\$ 7,140,000	\$ 7,282,800	\$ 7,428,456	\$ 7,577,025	\$ 29,428,281
Total Revenues	\$ 21,624,000	\$ 22,056,480	\$ 22,497,610	\$ 22,947,562	\$ 89,125,651

Chart B

City Expense Type	2021	2022	2023	2024	Total
Total Roadway Maintenance	\$ 6,630,000	\$ 6,762,600	\$ 6,897,852	\$ 7,035,809	\$ 27,326,261
Total Roadway Operations	\$ 2,652,000	\$ 2,705,040	\$ 2,759,141	\$ 2,814,324	\$ 10,930,504
Total Roadway Capital	\$ 12,342,000	\$ 12,588,840	\$ 12,840,617	\$ 13,097,429	\$ 50,868,886
Total Expenses	\$ 21,624,000	\$ 22,056,480	\$ 22,497,610	\$ 22,947,562	\$ 89,125,651

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 66% of the road funding, this is a 9% 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 22% 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 \$13 million for the region. A good share of that is bridges in 2021 - \$13.3 million. The amount that is estimated to be available for regional road improvements is about \$36 million or \$9 million per year (farm to market, time 21, and regional funds).

The average cost per mile to resurface a county road in the 2021-2024 program is about \$674,000/mile. This funding is sufficient to improve about 13 miles of roads every year. There are 660 miles of eligible federal aid miles across the region. With current funding levels it will take 49 years to replace each mile of pavement owned by counties. A road repaved in 2021 cannot be done again until 2070.

The regional county federal road funding for counties is 5% of the revenues. 73% of the county transportation budget is from state funds. Local property tax funds represent 22% of funding.

Chart C, Operations and Maintenance Expenses

County Expense Type	2021	2022	2023	2024	Total
Operations	\$ 8,466,000	\$ 8,635,320	\$ 8,808,026	\$ 8,984,187	\$ 34,893,533
Maintenance	\$ 17,544,000	\$ 17,894,880	\$ 18,252,778	\$ 18,617,833	\$ 72,309,491
Capital	\$ 23,302,000	\$ 11,532,300	\$ 9,301,946	\$ 10,223,985	\$ 54,360,231
Total Expenses	\$ 49,312,000	\$ 38,062,500	\$ 36,362,750	\$ 37,826,005	\$ 161,563,255

Chart D, Sources and Uses of County Funds

City Revenue Type	2021	2022	2023	2024	Total
Property Tax (local)	\$ 8,466,000	\$ 8,635,320	\$ 8,808,026	\$ 8,984,187	\$ 34,893,533
LOST - Marshall County (local)	\$ 765,000	\$ 780,300	\$ 795,906	\$ 811,824	\$ 3,153,030
LOST - Poweshiek County (local)	\$ 306,000	\$ 312,120	\$ 318,362	\$ 324,730	\$ 1,261,212
Road Use Tax (state)	\$ 15,402,000	\$ 15,710,040	\$ 16,024,241	\$ 16,344,726	\$ 63,481,006
Farm to Market (state)	\$ 4,998,000	\$ 5,097,960	\$ 5,199,919	\$ 5,303,918	\$ 20,599,797
Time-21 (state)	\$ 1,938,000	\$ 1,976,760	\$ 2,016,295	\$ 2,056,621	\$ 7,987,676
Bridge (federal)	\$ 13,367,000	\$ 3,050,000	\$ 3,200,000	\$ 3,000,000	\$ 22,617,000
Misc - STPG	\$ 4,070,000	\$ 2,500,000	\$ -	\$ 1,000,000	\$ 7,570,000
Total Revenues	\$ 49,312,000	\$ 38,062,500	\$ 36,362,750	\$ 37,826,005	\$ 161,563,255

PUBLIC TRANSIT FINANCIAL CAPACITY ANALYSIS & TRANSIT CAPITAL

The City of Marshalltown has replaced all the regular fixed route and paratransit vehicles recently. The capital needs are met for several years. They will still need operating assistance for the fixed and paratransit services.

Region 6 Resource Partners – Peoplerides has successfully replaced many vehicles over the past 3-4 years. The current vehicle replacement involves replacing about 2 vehicles per year.

Region 6 Resource Partners due to different funding reductions will need to look at different funding systems for services in especially both Marshalltown and Grinnell. In both places more local financial operating assistance will be needed to continue historical service levels. In Marshalltown, there is no current local operating subsidy. This subsidy will need to increase to \$30,000-50,000 annually. The Grinnell subsidy will need to also increase from \$15,000 to somewhere in a similar range as Marshalltown. These changes will need to go into effect from FY 2021 to 2022.

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 be 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.

**TABLE 1: STBG FUNDING SCHEDULE
(2021-2024)**

REGION 6 STP OBLIGATIONS & APPROPRIATIONS				
YEAR	REVENUE	PLACE	PROJECT	EXPENSE
			BALANCE END OF 2020	\$ 1,973,431
2021	\$ 2,562,000	IOWA's STBG ALLOCATION + 70% IOWA's STBG-TAP-FLEX		
2021		REGION 6	PLAN & PROGRAM	\$ 20,000
2021		STATE CENTER	4TH STREET: 3RD ST SW TO 6TH AVE SE	\$ 394,000
2021		ACKLEY	BUTLER ST: 3RD AVE TO N PARK	\$ 100,000
2021		HARDIN COUNTY	D55: HWY 65 TO S55, & S33 FROM D55 TO HW	\$ 1,500,000
2021		MARSHALL COUNTY	S52 FROM STATE CTR TO E29	\$ 600,000
2021		POWESHIEK COUNTY	F17 FROM V30 TO IOWA CL	\$ 1,000,000
2021		TAMA COUNTY	E64 - RICHLAND CREEK TO V18	\$ 970,000
2021		PEOPLERIDES - R6	1 EXPANSION MINIVAN	\$ 42,000
			TOTAL 2021	\$ 4,626,000
			BALANCE END OF 2021	\$ (90,569)
2022	\$ 2,562,000	IOWA's STBG ALLOCATION + 70% IOWA's STBG-TAP-FLEX		
2022		REGION 6	PLAN & PROGRAM	\$ 20,000
2022		TAMA COUNTY	T47: E27 TO HWY 96	\$ 1,000,000
2022		MARSHALL COUNTY	E29 - STORY COUNTY LINE TO HOPKINS AVE	\$ 1,500,000
			TOTAL 2022	\$ 2,520,000
			BALANCE END OF 2022	\$ (48,569)
2023	\$ 2,562,000	IOWA's STBG ALLOCATION + 70% IOWA's STBG-TAP-FLEX		
2023		REGION 6	PLAN & PROGRAM	\$ 20,000
2023		ALDEN	MAIN STREET	\$ 198,000
			TOTAL 2023	\$ 218,000
			BALANCE END OF 2023	\$ 2,295,431
2024	\$ 2,562,000	IOWA's STBG ALLOCATION + 70% IOWA's STBG-TAP-FLEX		
2024		REGION 6	PLAN & PROGRAM	\$ 20,000
2024		MARSHALLTOWN	HIGHLAND ACRES ROAD	\$ 3,900,000
			TOTAL 2024	\$ 3,920,000
			BALANCE END OF 2024	\$ 937,431

IOWA'S TAP FUNDING

REGION 6 TAP OBLIGATIONS & APPROPRIATIONS			
YEAR	REVENUE	PROJECT	EXPENSE
		BALANCE 2020	\$ 774,403
2021	\$ 162,000	Iowa's TAP 2021 Allocation + 30% Iowa's STBG-TAP-Flex	
		MARSHALLTOWN (IOWA RIVER TRAIL): BRIDGES 2-5	\$ 247,500
		HARDIN COUNTY (IOWA RIVER TRAIL): BRIDGES 19-25	\$ 247,500
		MARSHALL COUNTY (HWY 330 TRAIL): GRAVEL CROSSINGS	\$ 144,000
		HARDIN COUNTY IOWA RIVER TRAIL - PAVE STEAMBOAT ROCK TO ELDORA	\$ 145,000
		MARSHALLTOWN IOWA RIVER TRAIL - BRIDGES 2-5	\$ 300,000
		TOTAL	\$ 1,084,000
		BALANCE 2021	\$ (147,597)
2022	\$ 162,000	Iowa's TAP 2022 Allocation + 30% Iowa's STBG-TAP-Flex	
		GRINNELL: GART FROM INDUSTRIAL TO STAGECOACH	\$ 336,000
		BALANCE 2022	\$ (321,597)
2023	\$ 162,000	Iowa's TAP 2022 Allocation + 30% Iowa's STBG-TAP-Flex	
		BALANCE 2023	\$ (159,597)
2024	\$ 162,000	Iowa's TAP 2022 Allocation + 30% Iowa's STBG-TAP-Flex	
		BALANCE 2024	\$ 2,403

TABLE 2: SUMMARY OF TOTAL PROJECT COSTS AND FEDERAL AID PROGRAMMED IN TIP (FY 2021 TO 2024)

PROGRAM	2021	2022	2023	2024
CHBP	\$ 791,990	\$ -	\$ -	\$ -
CHBP-SWAP	\$ 658,010	\$ -	\$ -	\$ -
HSIP	\$ 1,993,500	\$ -	\$ -	\$ -
NHPP	\$ 7,245,400	\$ 36,724,000	\$ 304,300	\$ 8,884,000
PRF	\$ -	\$ -	\$ -	\$ -
STBG	\$ 62,000	\$ 20,000	\$ 20,000	\$ 20,000
STBG, Regional	\$ 62,000	\$ 20,000	\$ 20,000	\$ 20,000
STBG-TAP	\$ 1,755,000	\$ 336,000	\$ -	\$ -
STBG-TAP, Regional	\$ 1,083,000	\$ 336,000	\$ -	\$ -
SWAP-HBP	\$ 10,817,000	\$ 7,925,000	\$ 4,100,000	\$ 950,000
SWAP-STBG	\$ -	\$ -	\$ -	\$ -
SWAP-STBG, Regional	\$ 4,564,000	\$ 2,500,000	\$ 198,000	\$ 3,900,000
TOTAL	\$ 29,031,900	\$ 47,861,000	\$ 4,642,300	\$ 13,774,000

REGION 6 FY 2020 PROJECT STATUS REPORT

ID	Sponsor	Name	Location	Status	Funding Program	Total	FA	Regional	SWAP
2020(34)									
13588	Poweshiek County	Sheridan 20	80th St.: From F17 to 330th St.	let	SWAP-HBP	\$ 250,000			\$ 250,000
13588	Poweshiek County	Sheridan 20	80th St.: From F17 to 330th St.	let	SWAP-HBP	\$ 250,000			\$ 250,000
16616	Marshall County		S52: From STATE CENTER, N to E29 (190TH ST)	moved to 21	SWAP-STBG	\$ 1,400,000		\$ 600,000	\$ 600,000
17390	Poweshiek County	Malcom 26 Bridge	110th Street: From 410th Avenue to Diagonal Road	let	SWAP-HBP	\$ 500,000			\$ 500,000
29469	Tama County	Perry 7 Bridges	On M Ave., Over Wolf Creek & Four Mile Creek, from US 63 North 0.75 Miles, on WLINE S7 T85 R14	let	SWAP-HBP	\$ 1,750,000			\$ 1,750,000
319	RPA 6		RSPC - RPA 6: RPA 6 TRANSPORTATION PLANNING	ongoing	STBG	\$ 87,000	\$ 69,000	\$ 69,000	
32615	Hardin County	Bridge 3267	On Main St. Alden, Over Iowa River, in S18 T89 R21	moved to 21	SWAP-HBP	\$ 1,300,000			\$ 1,000,000
34112	Marshalltown	Iowa River Trail Bridge Replacement #2-5	In the city of Marshalltown, On Iowa River Trail, from Bridge #2 1 Miles to Bridge #5	moved to 21	STBG-TAP	\$ 309,000	\$ 247,000	\$ 247,000	
34793	Tama County	Geneseo 24 Bridge Replacement	On V37, Over WOLF CREEK, from Highway D65 N 0.25 Miles, S19 T86 R12	moved to 21	SWAP-HBP	\$ 1,000,000			\$ 1,000,000
34932	Poweshiek County	F17 East Resurfacing	On V30/F17, from Main Street in Hartwick	moved to 21	SWAP-STBG	\$ 1,500,000		\$ 1,000,000	\$ 1,000,000
35106	Marshall County	Bridge Replacement of J-15	Northeasterly 3.0 Miles to Poweshiek-Iowa Rd In 2500 Mile of 260th St, Over North Timber Creek, on ELINE S23 T83 R18	moved to 21	CHBP	\$ 600,000	\$ 450,000		\$ 150,000
35286	Tama County	E64 Resurfacing	On E64, from US63 Easterly 10 Miles to V18	let	SWAP-STBG	\$ 4,000,000		\$ 1,400,000	\$ 1,400,000
35288	Tama County	Richland 33 Bridge Replacement	On P AVE, Over NORTH WALNUT CREEK, from 400th Street North 0.75 Miles, S33 T82 R14	moved to 21	SWAP-HBP	\$ 400,000			\$ 400,000
35412	Ackley	Butler Street	In the city of Ackley, On Butler Street, from 3rd Ave north .3 Miles to Park Avenue	moved to 21	SWAP-STBG	\$ 125,000		\$ 100,000	\$ 100,000
36417	Tama County	Columbia 11 Bridge (Near Sandhill)	On E64, Over BRANCH OF IOWA RIVER, from US63 East 1300 Feet, S11 T82 R15	let	SWAP-HBP	\$ 300,000			\$ 300,000
36418	Tama County	Columbia 35 Bridge	On K AVE, Over NORTH WALNUT CREEK, from 400th St. North 1500 Feet, S35 T82 R15	moved to 21	SWAP-HBP	\$ 200,000			\$ 200,000
36418	Tama County	Columbia 35 Bridge	On K AVE, Over NORTH WALNUT CREEK, from 400th St. North 1500 Feet, S35 T82 R15	moved to 21	SWAP-HBP	\$ 200,000			\$ 200,000
36931	Hardin County Board of Supervisors	Iowa River Trail Hardin County Bridge Rehabilitation #19-25 and Culvert	On Iowa River Trail, from Bridge 19 south 9.3 Miles to Bridge 25	moved to 21	NRT	\$ 618,000	\$ 494,000	\$ 247,000	
37613	Marshall County		Paving Bike Trail Int's at 233rd St,238th St,242nd St,250th St, Jessup Av,265th St,Ingram Av,Hart	moved to 21	STBG-TAP	\$ 180,000	\$ 144,000	\$ 144,000	
38014	Iowa Department of Transportation		US 6: STONY CREEK 0.4 MI W OF CO RD V18	let	PRF	\$ 177,000			
38128	Iowa Department of Transportation		I-80: CO RD V18 4.5 MI W OF IA 21 (EB)	let	PRF	\$ 518,000			
38154	Iowa Department of Transportation		I-80: 1.0 MI W OF IA 146 TO 2.0 MI E OF IA 146	moved to 21	NHPP	\$ 34,631,000	\$ 30,847,000		
38212	Iowa Department of Transportation		US 30: IOWA RIVER OVERFLOW 0.6 MI W OF E JCT CO RD T47	let	NHPP	\$ 3,416,000	\$ 2,733,000		
38241	Iowa Department of Transportation		IA 14: CO RD E18 TO W JCT IA 175	let	HSIP	\$ 5,761,000	\$ 4,782,000		
38249	Iowa Department of Transportation		US 30: W OF IA 21 TO 11TH AVE DR	moved to 21	NHPP	\$ 15,052,000	\$ 11,162,000		
38250	Iowa Department of Transportation		US 30: TAMA BYPASS TO W OF IA 21	let	NHPP	\$ 29,086,000	\$ 23,031,000		
38290	Iowa Department of Transportation		IA 21: 1.8 MI TO 2.5 MI N OF IA 85	let	PRF	\$ 100,000			
38291	Iowa Department of Transportation		IA 146: 3.5 MI S OF I-80	let	PRF	\$ 20,000			
38337	State Center	4th Street SE Pavement Management	In the city of State Center, On 4th Street SE, from 3rd Street NW East 1.34 Miles to 6th Avenue SE	moved to 21	SWAP-STBG	\$ 493,000		\$ 394,000	\$ 394,000
38364	Traer	1st Street Bridge over Coon Creek	In the city of Traer, On 1st Street, Over Coon Creek	moved to 21	SWAP-HBP	\$ 740,000			\$ 592,000
38990	Hardin County	Bridge 11009	On M Avenue, Over the South Fork of the Iowa River, W1/4 S1 T87N R21W	moved to 21	SWAP-HBP	\$ 500,000			\$ 500,000
38990	Hardin County	Bridge 11009	On M Avenue, Over the South Fork of the Iowa River, W1/4 S1 T87N R21W	moved to 21	SWAP-HBP	\$ 500,000			\$ 500,000
39344	Iowa Department of Transportation		IA 146: 11TH AVE IN GRINNELL TO TAMA CO	let	STBG	\$ 2,900,000	\$ 2,320,000		
39485	Hardin County Board of Supervisors	Iowa River Trail Phase 1C Hardin County	On Iowa River Trail, from Steamboat Rock Southwest 2.5 Miles to 215th Street	moved to 21	RTP	\$ 636,000	\$ 425,000		
TOTAL						\$ 109,499,000	\$ 76,704,000	\$ 4,201,000	\$ 11,086,000

2021-2024 Statewide Transportation Improvement Program

RPA 6

SWAP-HBP

Project ID	Project Number	Approval Level		2021	2022	2023	2024	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
35288	BROS-SWAP-C086()--SE-86	TIP Approved	Total	\$400,000				\$400,000
Tama County	On P AVE, Over NORTH WALNUT CREEK, from 400th Street North 0.75 Miles, S33 T82 R14	11/17/2020	Federal Aid					
	320 - Bridges, 2021 - Bridge Replacement		Regional					
			Swap	\$400,000				\$400,000
36418	BROS-SWAP-C086(99)--SE-86	TIP Approved	Total	\$200,000				\$200,000
Tama County	On K AVE, Over NORTH WALNUT CREEK, from 400th St. North 1500 Feet, S35 T82 R15	10/20/2020	Federal Aid					
	2021 - Bridge Replacement		Regional					
			Swap	\$200,000				\$200,000
36417	BRS-SWAP-C086(97)--FF-86	TIP Approved	Total	\$300,000				\$300,000
Tama County	On E64, Over BRANCH OF IOWA RIVER, from US63 East 1300 Feet, S11 T82 R15	3/17/2020	Federal Aid					
	2021 - Bridge Replacement		Regional					
			Swap	\$300,000				\$300,000
29469	BROS-SWAP-C086(98)--SE-86	TIP Approved	Total	\$1,750,000				\$1,750,000
Tama County	On M Ave., Over Wolf Creek & Four Mile Creek, from US 63 North 0.75 Miles, on WLINE S7 T85 R14	5/19/2020	Federal Aid					
	2021 - Bridge Replacement		Regional					
			Swap	\$1,750,000				\$1,750,000
33877	BHS-SWAP-C086()--FC-86	TIP Approved	Total	\$750,000				\$750,000
Tama County	On Business 30, Over Deer Creek, S21 T83 R15		Federal Aid					
	2513 - Bridge Rehabilitation		Regional					
			Swap	\$750,000				\$750,000
38990	BROS-SWAP-C042(11009)--SE-42	TIP Approved	Total	\$500,000				\$500,000
Hardin County	On M Avenue, Over the South Fork of the Iowa River, W1/4 S1 T87N R21W	10/20/2020	Federal Aid					
	2021 - Bridge Replacement		Regional					
			Swap	\$500,000				\$500,000
32615	BHS-SWAP-0077(601)--FC-42	TIP Approved	Total	\$1,300,000				\$1,300,000
Hardin County	On Main St. Alden, Over Iowa River, in S18 T89 R21	12/15/2020	Federal Aid					
	2021 - Bridge Replacement		Regional					
			Swap	\$1,000,000				\$1,000,000

38364	BROS-SWAP-7710(604)--SE-86	TIP Approved	Total	\$740,000				\$740,000
Traer	In the city of Traer, On 1st Street, Over Coon Creek	12/15/2020	Federal Aid					
	2021 - Bridge Replacement		Regional					
			Swap	\$592,000				\$592,000
34679	BROS-SWAP-C079)--FE-79	TIP Approved	Total	\$350,000				\$350,000
Poweshiek County	On 520TH AVE, Near the NW Corner of S28 T78N R13W		Federal Aid					
	2021 - Bridge Replacement		Regional					
			Swap	\$350,000				\$350,000
37808	BHS-SWAP-C079)--FC-79	TIP Approved	Total	\$250,000				\$250,000
Poweshiek County	On F57, Over BUCK CREEK, S8 T78 R15		Federal Aid					
	2521 - Bridge Deck Overlay		Regional					
			Swap	\$250,000				\$250,000
13586	BROS-SWAP-C079(57)--SE-79	TIP Approved	Total	\$400,000				\$400,000
Poweshiek County	On 370TH AVE, Over STONY CREEK, S10 T80 R14	12/15/2020	Federal Aid					
	2021 - Bridge Replacement		Regional					
			Swap	\$400,000				\$400,000
13588	BROS-SWAP-C079(53)--FE-79	TIP Approved	Total	\$250,000				\$250,000
Poweshiek County	80th St.: From F17 to 330th St.	4/21/2020	Federal Aid					
	2021 - Bridge Replacement		Regional					
			Swap	\$250,000				\$250,000
21775	BROS-SWAP-C064(132)--FE-64	TIP Approved	Total	\$1,300,000				\$1,300,000
Marshall County	NORTH CENTER ST RD: Over ASHER CREEK	3/17/2020	Federal Aid					
	2021 - Bridge Replacement		Regional					
			Swap	\$1,300,000				\$1,300,000
21777	BROS-SWAP-C064(133)--FE-64	TIP Approved	Total	\$1,200,000				\$1,200,000
Marshall County	NORTH CENTER ST RD: Over ASHER CREEK	3/17/2020	Federal Aid					
	2021 - Bridge Replacement		Regional					
			Swap	\$1,200,000				\$1,200,000
44623	BRS-SWAP-C042(63)--FF-42	TIP Approved	Total	\$450,000				\$450,000
Hardin County	On S 27, Over TIPTON CREEK, from D41 S 1.1 miles S2 T87 R22	10/20/2020	Federal Aid					
	320 - Bridges		Regional					
			Swap	\$450,000				\$450,000
45114	BROS-SWAP-C064)--SE-64	TIP Approved	Total	\$125,000				\$125,000
Marshall County	On ABBOTT AVE, Over BR SUGAR CREEK, S1 T84 R17		Federal Aid					
	3021 - Culvert Replacement		Regional					
			Swap	\$125,000				\$125,000

45115	BROS-SWAP-C064()--SE-64	TIP Approved	Total	\$125,000				\$125,000
Marshall County	On ABBOTT AVE, Over BR SUGAR CREEK, S1 T84 R17		Federal Aid					
	3021 - Culvert Replacement		Regional					
			Swap	\$125,000				\$125,000
45095	BROS-SWAP-C086(103)--FE-86	TIP Approved	Total	\$500,000				\$500,000
Tama County	On B AVE, Over SUGAR CREEK, S17 T84 R16	12/15/2020	Federal Aid					
	320 - Bridges		Regional					
			Swap	\$500,000				\$500,000
45125	BROS-SWAP-C064()--SE-86	TIP Approved	Total	\$250,000				\$250,000
Tama County	On ABBOTT AVE, Over BR SUGAR CREEK, S1 T84 R17		Federal Aid					
	332 - Box Culverts		Regional					
			Swap	\$250,000				\$250,000
45127	BROS-SWAP-C064()--SE-86	TIP Approved	Total	\$125,000				\$125,000
Tama County	On ABBOTT AVE, Over BR SUGAR CREEK, S1 T84 R17		Federal Aid					
	332 - Box Culverts		Regional					
			Swap	\$125,000				\$125,000
39071	BROS-SWAP-C086()--SE-86	TIP Approved	Total		\$250,000			\$250,000
Tama County	On P Avenue, Over BRANCH COON CREEK, S15 T85N R14W		Federal Aid					
	2021 - Bridge Replacement		Regional					
			Swap		\$250,000			\$250,000
39072	BROS-SWAP-C086()--SE-86	TIP Approved	Total		\$250,000			\$250,000
Tama County	On 220th Street, Over SIMPSON CREEK, S6 T84N R13		Federal Aid					
	2021 - Bridge Replacement		Regional					
			Swap		\$250,000			\$250,000
37781	BROS-SWAP-C086()--SE-86	TIP Approved	Total		\$250,000			\$250,000
Tama County	On P AVE, Over STONY CREEK, from 110th Street North, WLINE S3 T86 R14		Federal Aid					
	2021 - Bridge Replacement		Regional					
			Swap		\$250,000			\$250,000
39065	BRS-SWAP-C086()--FF-86	TIP Approved	Total		\$350,000			\$350,000
Tama County	On E 44, Over TROUBLESOME CREEK, S14 T83N R13W		Federal Aid					
	2021 - Bridge Replacement		Regional					
			Swap		\$350,000			\$350,000
37782	BROS-SWAP-C086()--SE-86	TIP Approved	Total		\$250,000			\$250,000
Tama County	On 220TH ST, Over BRANCH SALT CREEK, from U Avenue East, NLINE S4 T84 R13		Federal Aid					
	2021 - Bridge Replacement		Regional					
			Swap		\$250,000			\$250,000

36262	BRS-SWAP-C042(15163)--FF-42	TIP Approved	Total		\$600,000			\$600,000
Hardin County	On S57, Over Honey Creek, from 305th St. South 0.2 Miles, S15 T86 R20		Federal Aid					
	2021 - Bridge Replacement		Regional					
			Swap		\$600,000			\$600,000
32544	BRS-SWAP-C042(16075)--FF-42	TIP Approved	Total		\$275,000			\$275,000
Hardin County	On S62, Over Small Stream, from D55 South 0.5 Miles, in SE S5 T86 R19		Federal Aid					
	332 - Box Culverts, 3021 - Culvert Replacement		Regional					
			Swap		\$275,000			\$275,000
34677	BROS-SWAP-C079()--SE-79	TIP Approved	Total		\$500,000			\$500,000
Poweshiek County	On 155TH ST, Over Dugout Creek, S16 T79 R14		Federal Aid					
	2021 - Bridge Replacement		Regional					
			Swap		\$500,000			\$500,000
29486	BRS-SWAP-C079()--FF-79	TIP Approved	Total		\$450,000			\$450,000
Poweshiek County	On F29, Over Small Stream, S23 T80 R13		Federal Aid					
	2021 - Bridge Replacement		Regional					
			Swap		\$450,000			\$450,000
12250	BROS-SWAP-C064(115)--SE-64	TIP Approved	Total		\$1,300,000			\$1,300,000
Marshall County	On JESSUP AVE, Over MINERVA CREEK, Near N 1/4 corner of S3 T84 R19	6/15/2021	Federal Aid					
	2021 - Bridge Replacement		Regional					
			Swap		\$1,300,000			\$1,300,000
32258	BRS-SWAP-C064()--FF-64	TIP Approved	Total		\$600,000			\$600,000
Marshall County	On 2800 Mile of 290th St (E63), Over SNIPE CREEK, in NW S7 T82 R17		Federal Aid					
	2021 - Bridge Replacement		Regional					
			Swap		\$600,000			\$600,000
35995	BROS-SWAP-C064()--FE-64	TIP Approved	Total		\$500,000			\$500,000
Marshall County	On 1000 mile of Gerhart Ave, Over Branch of Honey Creek, in NW S6 T85 R19		Federal Aid					
	2021 - Bridge Replacement		Regional					
			Swap		\$500,000			\$500,000
35992	BROS-SWAP-C064()--FE-64	TIP Approved	Total		\$400,000			\$400,000
Marshall County	On 2900 mile of Oaks Ave, Over South Timber Creek, at SW S9 T82 R18		Federal Aid					
	2021 - Bridge Replacement		Regional					
			Swap		\$400,000			\$400,000

39040	BRS-SWAP-C079()--FF-79	TIP Approved	Total		\$1,200,000			\$1,200,000
Poweshiek County	On V18, Over Big Bear Creek, S14 T80N R14W		Federal Aid					
	320 - Bridges, 2021 - Bridge Replacement		Regional					
			Swap		\$1,200,000			\$1,200,000
39068	BROS-SWAP-C086()--SE-86	TIP Approved	Total		\$250,000			\$250,000
Tama County	On E Avenue, Over BRANCH WOLF CREEK, S26 T86N R16W		Federal Aid					
	332 - Box Culverts, 2021 - Bridge Replacement		Regional					
			Swap		\$250,000			\$250,000
39069	BROS-SWAP-C086()--SE-86	TIP Approved	Total		\$250,000			\$250,000
Tama County	On F Avenue, Over BRANCH WOLF CREEK, S25 T86N R16W		Federal Aid					
	332 - Box Culverts, 2021 - Bridge Replacement		Regional					
			Swap		\$250,000			\$250,000
39070	BROS-SWAP-C086()--FE-86	TIP Approved	Total		\$250,000			\$250,000
Tama County	On G Avenue, Near the W 1/4 Corner of S24 T84N R16W		Federal Aid					
	332 - Box Culverts, 2021 - Bridge Replacement		Regional					
			Swap		\$250,000			\$250,000
34805	BRS-SWAP-C042(15305)--FF-42	TIP Approved	Total			\$200,000		\$200,000
Hardin County	On D65, Over Small Stream, from T Ave. West 2000 Feet, in NE S24 T86 R20		Federal Aid					
	3021 - Culvert Replacement		Regional			\$200,000		\$200,000
			Swap					
29489	BROS-SWAP-C079()--SE-79	TIP Approved	Total			\$400,000		\$400,000
Poweshiek County	On 140th Street, Over Walnut Creek, S17 T81 R14	11/17/2020	Federal Aid					
	2021 - Bridge Replacement		Regional					
			Swap			\$400,000		\$400,000
9136	BROS-SWAP-C064()--SE-64	TIP Approved	Total			\$400,000		\$400,000
Marshall County	On 3100 MILE OF WALLACE AVE, Over Brush Creek, from 310th St S 0.92 miles S22 T82 R17		Federal Aid					
	2021 - Bridge Replacement		Regional					
			Swap			\$400,000		\$400,000
21779	BROS-SWAP-C064()--SE-64	TIP Approved	Total			\$1,000,000		\$1,000,000
Marshall County	On 140TH ST, Over MINERVA CREEK, from Durham Ave E 0.02 miles S27 T85 R20		Federal Aid					
	2021 - Bridge Replacement		Regional					
			Swap			\$1,000,000		\$1,000,000

37640	BROS-SWAP-C064()--FE-64	TIP Approved	Total			\$450,000		\$450,000
Marshall County	On 3000 mile of 260th St, Over South Timber Creek, (Bridge I-22), NLINE S28 T83 R17		Federal Aid					
	2021 - Bridge Replacement		Regional					
			Swap			\$450,000		\$450,000
45107	BROS-SWAP-C079()--SE-79	TIP Approved	Total			\$750,000		\$750,000
Poweshiek County	On 100TH ST, Over N ENGLISH RIVER, S15 T79 R15		Federal Aid					
	320 - Bridges		Regional					
			Swap			\$750,000		\$750,000
45092	BROS-SWAP-C086()--FE-86	TIP Approved	Total			\$500,000		\$500,000
Tama County	On S AVE, Over BRANCH WOLF CREEK, S6 T85 R13		Federal Aid					
	320 - Bridges		Regional					
			Swap			\$500,000		\$500,000
45094	BROS-SWAP-C086()--SE-86	TIP Approved	Total			\$400,000		\$400,000
Tama County	On 230TH ST, Over SUGAR CREEK, S7 T84 R16		Federal Aid					
	320 - Bridges		Regional					
			Swap			\$400,000		\$400,000
35994	BROS-SWAP-C064()--SE-64	TIP Approved	Total				\$600,000	\$600,000
Marshall County	On 1000 mile of Langford Ave, Over Dowd Creek, S1 T85 R19		Federal Aid					
	320 - Bridges, 2021 - Bridge Replacement		Regional				\$600,000	\$600,000
			Swap					
45106	BROS-SWAP-C079()--SE-79	TIP Approved	Total				\$350,000	\$350,000
Poweshiek County	On 460TH AVE, Over BUCK CREEK, S27 T79 R16		Federal Aid					
	320 - Bridges		Regional					
			Swap				\$350,000	\$350,000

SWAP-STBG

Project ID	Project Number	Approval Level		2021	2022	2023	2024	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
16532	STBG-SWAP-C042(D55/S33)--FG-42	TIP Approved	Total	\$3,650,000				\$3,650,000
Hardin County	On D55, from US Hwy 65 E 7.25 miles to Co Hwy S55, and On S33, from Co Hwy D55 North 4.5 Miles to US Hwy 65		Federal Aid					
			Regional	\$1,500,000				\$1,500,000
			Swap	\$1,500,000				\$1,500,000
	366 - HMA Paving, 1005 - Pave							

38337	STBG-SWAP-7272()--SG-64	TIP Approved	Total	\$493,000				\$493,000
State Center	In the city of State Center, On 4th Street SE, from 3rd Street NW East 1.34 Miles to 6th Avenue SE		Federal Aid					
	1509 - Pavement Rehab		Regional	\$394,000				\$394,000
			Swap	\$394,000				\$394,000
34932	STBG-SWAP-C079(61)--FG-79	TIP Approved	Total	\$1,500,000				\$1,500,000
Poweshiek County	On V30/F17, from Main Street in Hartwick Northeasterly 3.0 Miles to Poweshiek-Iowa Rd	1/20/2021	Federal Aid					
	367 - PCC Paving, 1509 - Pavement Rehab		Regional	\$1,000,000				\$1,000,000
			Swap	\$1,000,000				\$1,000,000
16616	STBG-SWAP-C064(119)--FG-64	TIP Approved	Total	\$1,400,000				\$1,400,000
Marshall County	S52: From STATE CENTER, N to E29 (190TH ST)	3/16/2021	Federal Aid					
	366 - HMA Paving, 1005 - Pave		Regional	\$600,000				\$600,000
			Swap	\$600,000				\$600,000
35412	STBG-SWAP-0015()--SG-42	TIP Approved	Total	\$125,000				\$125,000
Ackley	In the city of Ackley, On Butler Street, from 3rd Ave north .3 Miles to Park Avenue		Federal Aid					
	1509 - Pavement Rehab		Regional	\$100,000				\$100,000
			Swap	\$100,000				\$100,000
45049	STBG-SWAP-C086()--FG-86	TIP Approved	Total	\$2,500,000				\$2,500,000
Tama County	On HWY E64, from Richland Creek to V18		Federal Aid					
	366 - HMA Paving		Regional	\$970,000				\$970,000
			Swap	\$970,000				\$970,000
38915	STBG-SWAP-C064()--FG-64	TIP Approved	Total		\$1,800,000			\$1,800,000
Marshall County	On E63, from Story Co Line E 5 miles to IA Hwy 330		Federal Aid					
	366 - HMA Paving, 1509 - Pavement Rehab		Regional		\$1,500,000			\$1,500,000
			Swap		\$1,500,000			\$1,500,000
45044	STBG-SWAP-C086()--FG-86	TIP Approved	Total		\$2,500,000			\$2,500,000
Tama County	On T47, from E27 to IA96		Federal Aid					
	366 - HMA Paving		Regional		\$1,000,000			\$1,000,000
			Swap		\$1,000,000			\$1,000,000
45060	STBG-SWAP-0077()--SG-42	TIP Approved	Total			\$198,000		\$198,000
Alden	On Main Street, Over from D20 NE .53 miles to Iowa River Bridge S18 T89 R21		Federal Aid					
	366 - HMA Paving		Regional			\$198,000		\$198,000
			Swap			\$198,000		\$198,000

45064	STBG-SWAP-4797()--SG-64	TIP Approved	Total				\$4,875,000	\$4,875,000
Marshalltown	On HIGHLAND ACRES RD, from Lincoln Way 1.2 miles to Main Street S5 T83 R18		Federal Aid					
	359 - Miscellaneous, 366 - HMA Paving		Regional				\$3,900,000	\$3,900,000
			Swap				\$3,900,000	\$3,900,000

CHBP

Project ID	Project Number	Approval Level		2021	2022	2023	2024	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
37809	BRS-CHBP-C079()--GB-79	TIP Approved	Total	\$850,000				\$850,000
Poweshiek County	On F62, Over SUGAR CREEK, S7 T78 R16	11/17/2020	Federal Aid	\$464,270				\$464,270
	2021 - Bridge Replacement		Regional					
			Swap	\$385,730				\$385,730
35106	BROSCHBP-C064()--NC-64	TIP Approved	Total	\$600,000				\$600,000
Marshall County	On In 2500 Mile of 260th St, Over North Timber Creek, S23 T83 R18	4/20/2021	Federal Aid	\$327,720				\$327,720
	320 - Bridges, 2021 - Bridge Replacement		Regional					
			Swap	\$272,280				\$272,280

STBG

Project ID	Project Number	Approval Level		2021	2022	2023	2024	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
36302	STP-U-PA06()--70-64	TIP Approved	Total	\$53,000				\$53,000
RPA 6	Purchase 1 expansion non-accessible minivan		Federal Aid	\$42,000				\$42,000
	9513 - Transit Investments		Regional	\$42,000				\$42,000
			Swap					
319	RGPL-PA06(RTP)--ST-00	TIP Approved	Total	\$25,000	\$25,000	\$25,000	\$25,000	\$100,000
RPA 6	RSPC - RPA 6: RPA 6 TRANSPORTATION PLANNING		Federal Aid	\$20,000	\$20,000	\$20,000	\$20,000	\$80,000
	9514 - Trans Planning		Regional	\$20,000	\$20,000	\$20,000	\$20,000	\$80,000
			Swap					

STBG-TAP

Project ID	Project Number	Approval Level		2021	2022	2023	2024	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

37613	TAP-U-C064()--8I-64	TIP Approved	Total	\$180,000				\$180,000
Marshall County	Paving Bike Trail Int's at 233rd St, 238th St, 242nd St, 250th St, Jessup Av, 265th St, Ingram Av, Hart Av, Glick Av		Federal Aid	\$144,000				\$144,000
	366 - HMA Paving, 9508 - Ped/Bike Paving		Regional	\$144,000				\$144,000
			Swap					
39485	TAP-R-C042()--8T-42	TIP Approved	Total	\$1,130,000				\$1,130,000
Hardin County Board of Supervisors	On DOTUR 6TH AVE UNSIGNED RTE, Over CREEK, from Steamboat Rock 4.36 miles to 12th Ave S6 T87 R19		Federal Aid	\$570,000				\$570,000
	9509 - Ped/Bike Grade & Pave		Regional	\$145,000				\$145,000
			Swap					
36931	TAP-R-C042(87)--8T-42	TIP Approved	Total	\$618,000				\$618,000
Hardin County Board of Supervisors	On Iowa River Trail, from Bridge 19 south 9.3 Miles to Bridge 25	12/15/2020	Federal Aid	\$494,000				\$494,000
	2513 - Bridge Rehabilitation, 3021 - Culvert Replacement		Regional	\$247,000				\$247,000
			Swap					
34112	TAP-U-4797(625)--8I-64	TIP Approved	Total	\$683,750				\$683,750
Marshalltown	In the city of Marshalltown, On Iowa River Trail, from Bridge #2 1 Miles to Bridge #5	12/15/2020	Federal Aid	\$547,000				\$547,000
	9510 - Ped/Bike Structures		Regional	\$547,000				\$547,000
			Swap					
DOT Note: Project eligible for FHWA TAP funding								
35405	TAP-U-3127()--8I-79	TIP Approved	Total		\$420,000			\$420,000
Grinnell	On Grinnell Trail, from SE corner of Industrial Ave & Ia Hwy 146 south 1.21 Miles to NE corner of Stagecoach Rd		Federal Aid		\$336,000			\$336,000
	9509 - Ped/Bike Grade & Pave		Regional		\$336,000			\$336,000
			Swap					
DOT Note: Project eligible for FHWA TAP funding								

NHPP

Project ID	Project Number	Approval Level		2021	2022	2023	2024	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
38154	IM-NHS-80()--03-79	TIP Approved	Total	\$8,524,000	\$16,960,000	\$358,000		\$25,842,000
Iowa Department of Transportation	I-80: 1.0 MI W OF IA 146 TO 2.0 MI E OF IA 146		Federal Aid	\$7,245,400	\$14,416,000	\$304,300		\$21,965,700
	1001 - Grade and Pave, 1005 - Pave, 2021 - Bridge Replacement		Regional					
			Swap					

38249	NHSX-30()--3H-86	TIP Approved	Total		\$18,403,000			\$18,403,000
Iowa Department of Transportation	US30: W OF IA 21 TO 11TH AVE DR		Federal Aid		\$14,722,400			\$14,722,400
	1001 - Grade and Pave, 2011 - Bridge New, 3021 - Culvert Replacement		Regional Swap					
38250	NHSX-30()--3H-86	TIP Approved	Total		\$9,482,000		\$328,000	\$9,810,000
Iowa Department of Transportation	US30: TAMA BYPASS TO W OF IA 21		Federal Aid		\$7,585,600		\$262,400	\$7,848,000
	3031 - Culvert Extension, 3511 - Grading, 4521 - Erosion Control		Regional Swap					
45341	NHSX-63()--3H-79	TIP Approved	Total				\$10,777,000	\$10,777,000
Iowa Department of Transportation	US63: W JCT US 6 TO SCL TAMA		Federal Aid				\$8,621,600	\$8,621,600
	1001 - Grade and Pave, 5062 - Traffic Signs, 6031 - Right of Way		Regional Swap					

PRF

Project ID	Project Number	Approval Level		2021	2022	2023	2024	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
39342	STPN-6()--2J-79	TIP Approved	Total	\$195,000				\$195,000
Iowa Department of Transportation	US6: PENROSE ST TO OAK ST IN GRINNELL		Federal Aid					
	3511 - Grading, 6031 - Right of Way		Regional Swap					
45429	NHSN-14()--2R-64	TIP Approved	Total	\$105,000				\$105,000
Iowa Department of Transportation	IA14: 0.7 MI S OF US 30		Federal Aid					
	3523 - Slope Improvement		Regional Swap					
39361	NHSN-63()--2R-86	TIP Approved	Total	\$30,000				\$30,000
Iowa Department of Transportation	US63: S OF TAMA (VAR LOC)		Federal Aid					
	3021 - Culvert Replacement		Regional Swap					
39343	IMN-80()--0E-79	TIP Approved	Total	\$60,000				\$60,000
Iowa Department of Transportation	I-80: 1.1 MI W OF US 63 AND 0.7 MI E OF IA 21		Federal Aid					
			Regional Swap					
38015	BRFN-6()--39-79	TIP Approved	Total		\$220,000			\$220,000
Iowa Department of Transportation	US6: ROCK CREEK 0.7 MI E OF W JCT IA 21		Federal Aid					
	2522 - Bridge Deck Overlay		Regional Swap					

45389	IMN-80()--0E-79	TIP Approved	Total		\$2,500,000			\$2,500,000
Iowa Department of Transportation	I-80: 1.0 MI E OF US 63 TO E OF IOWA CO		Federal Aid					
			Regional					
			Swap					
39360	BRFN-63()--39-86	TIP Approved	Total			\$820,000		\$820,000
Iowa Department of Transportation	US63: WOLF CREEK 0.3 MI N OF IA 8 IN TRAER		Federal Aid					
	2522 - Bridge Deck Overlay		Regional					
			Swap					

HSIP

Project ID	Project Number	Approval Level		2021	2022	2023	2024	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
45286	HSIPX-20()--3L-42	TIP Approved	Total	\$2,215,000				\$2,215,000
Iowa Department of Transportation	US20: E OF US 65 TO 2.0 MI E OF CO RD S56 (VAR LOC)		Federal Aid	\$1,993,500				\$1,993,500
	1501 - Pavement Widening		Regional					
			Swap					

Final 2021 Transit Program (Filtered)

RPA-06 (8 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY21	FY22	FY23	FY24
STA, 5311	Marshalltown	2134 Operations Other	General Operations/Maintenance/Administration	Total	764,757	766,000	769,000	772,000
				FA	211,895	212,000	213,000	214,000
				SA	178,862	179,000	180,000	181,000
STA, 5311	Region 6 / PeopleRides	1280 Operations Misc	General Operations/Maintenance/Administration	Total	1,000,815	1,007,000	1,014,000	1,021,000
				FA	174,390	175,000	176,000	177,000
				SA	236,425	237,000	238,000	239,000
5339	Region 6 / PeopleRides	5075 Capital Replacement	Conversion Van Unit #: 412	Total	56,227			
				FA	47,793			
				SA				
5339	Region 6 / PeopleRides	5076 Capital Replacement	Light Duty Bus (158" wb) Unit #: 312	Total	87,636			
				FA	74,491			
				SA				
5339	Region 6 / PeopleRides	5077 Capital Replacement	Conversion Van VSS Unit #: 214	Total		57,100		
				FA		48,535		
				SA				
5339	Region 6 / PeopleRides	5505 Capital Replacement	Light Duty Bus (158" wb) Unit #: 114A	Total		56,228		
				FA		47,793		
				SA				
5339	Region 6 / PeopleRides	5998 Capital Replacement	Light Duty Bus (158" wb) Unit #: 115	Total			87,636	
				FA			74,491	
				SA				
5339	Region 6 / PeopleRides	5999 Capital Replacement	Light Duty Bus (176" wb) Unit #: 215	Total			93,197	
				FA			79,218	
				SA				