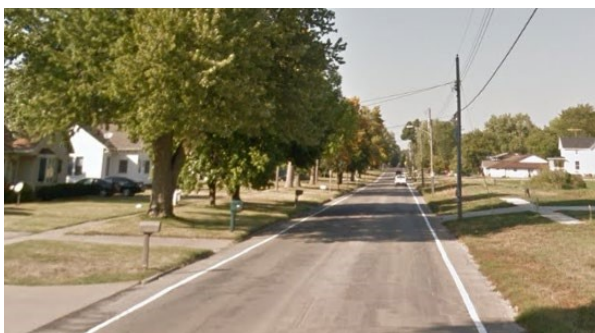


FY 2022-2025



REGION 6
**RESOURCE
PARTNERS**

TRANSPORTATION IMPROVEMENT PROGRAM



Prepared by:

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

6/28/21 Approved

RESOLUTION

A RESOLUTION TO APPROVE THE FY 2022-2025 REGION 6 RESOURCE PARTNERS TRANSPORTATION IMPROVEMENTS PROGRAM

WHEREAS the Region 6 Resource Partners has prepared the FY2022-2025 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 2022-2025 Transportation Improvements Program is hereby approved.

Approved this 28th day of June, 2021.



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 28, 2021. 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 2022 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 nonroadway 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 2022-2025, averages \$2,529,968 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 2022-2025 expenditure and revenue projections –

City: used FY 2019 actual financial data. 2% annual growth rate shown for all income and expense categories.

County: used FY 2020 actual financial data, except used the average FY 22-25 bridge funding from the STIP, and the annual STPBG allocation to counties for the FY 22-25 STIP estimated target expenditures for Counties. Counties do not have a sub-allocation amount but somewhat of a historical target percentage.

IDOT: use data provided from the IDOT.

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

GOVERNMENT REPRESENTATIVES

NAME	GOVERNMENT	POSITION
Dan Anderson	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

NON-GOVERNMENT REPRESENTATIVES

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

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. Peoplerrides, 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 \$2,518,000 annual surface transportation program. This is \$562,269 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 51 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 2022 cannot last until 2073 to be replaced.

Federal aid revenues are about 2% of the anticipated funding share from 2022-2025. State funds represent 42% of the funding share. 56% 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 2022-2025 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 2022-2025 range. The challenge for every place is to improve roads without funding increases.

Using the \$12.16 million in annual capital figures shown in Chart B and the \$376,000 average cost per mile in the 2022-2025 transportation improvements program there is enough annual funding to replace 32 miles of roads across the region.

Chart A

City Revenue Type	2022	2023	2024	2025	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	2022	2023	2024	2025	Total
Total Roadway Maintenance	\$ 6,760,000	\$ 6,895,200	\$ 7,033,104	\$ 7,173,766	\$ 27,862,070
Total Roadway Operations	\$ 2,704,000	\$ 2,758,080	\$ 2,813,242	\$ 2,869,506	\$ 11,144,828
Total Roadway Capital	\$ 12,160,000	\$ 12,403,200	\$ 12,651,264	\$ 12,904,289	\$ 50,118,753
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 74% of the road funding. 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 27% 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 \$8.8 million annually for the region. Bridge work comprises about 10% of that estimated total. The amount that is estimated to be available for regional road improvements is about \$35.1 million or \$8.7 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 51 years to replace each mile of pavement owned by counties. A road repaved in 2022 cannot be done again until 2073.

The regional county federal road funding for counties is 5% of the revenues. 64% of the county transportation budget is from state funds. Local property tax funds represent 31% of funding.

Chart C, Operations and Maintenance Expenses

County Expense Type	2022	2023	2024	2025	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	\$ 9,125,500	\$ 8,934,580	\$ 8,736,549	\$ 8,531,231	\$ 35,327,860
Total Expenses	\$ 35,135,500	\$ 35,464,780	\$ 35,797,353	\$ 36,133,251	\$ 142,530,884

Chart D, Sources and Uses of County Funds

County Revenue Type	2022	2023	2024	2025	Total
Property Tax (local)	\$ 9,440,000	\$ 9,534,400	\$ 9,629,744	\$ 9,726,041	\$ 38,330,185
LOST - Marshall County (local)	\$ 719,000	\$ 726,190	\$ 733,452	\$ 740,786	\$ 2,919,428
LOST - Poweshiek County (local)	\$ 455,000	\$ 459,550	\$ 464,146	\$ 468,787	\$ 1,847,482
Road Use Tax (state)	\$ 15,320,000	\$ 15,473,200	\$ 15,627,932	\$ 15,784,211	\$ 62,205,343
Farm to Market (state)	\$ 4,998,000	\$ 5,047,980	\$ 5,098,460	\$ 5,149,444	\$ 20,293,884
Time-21 (state)	\$ 1,996,000	\$ 2,015,960	\$ 2,036,120	\$ 2,056,481	\$ 8,104,560
Bridge (federal)	\$ 536,500	\$ 536,500	\$ 536,500	\$ 536,500	\$ 2,146,000
Misc - STPG	\$ 1,671,000	\$ 1,671,000	\$ 1,671,000	\$ 1,671,000	\$ 6,684,000
Total Revenues	\$ 35,135,500	\$ 35,464,780	\$ 35,797,353	\$ 36,133,251	\$ 142,530,884

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.

The pandemic has provided a much needed influx revenue to the Peoplerides program. The additional revenue has helped the system at least break even for FY 22, and maybe FY 23. It is unclear what the revenue forecast and service level will be beyond FY 22. Peoplerides is holding county level public transit workshops to discuss the need for current and potentially expanded services. This process will help define the future public transit services in the region and how those services will need to be funded into the future.

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.region6resources.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

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.

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.

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.

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.

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 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 12 and 13 of the LRTP. Listed below are the goals pertaining to public transit specifically.

Goal 1: Provide an efficient, multimodal transportation system to promote connectivity and mobility.

Objective 1.1: Affordability

Provide convenient, affordable transportation throughout the region.

Objective 1.2: Mobility

Support accessible transportation modes for individual and commercial needs.

Objective 1.3: Public Health

Support active, healthy, and safe transportation options including recreational trails and multimodal roadways.

Goal 4: Provide an inclusive, accessible, and equitable transportation system

Objective 4.1: Transit access

Support transportation investments that improve public transit services for low income and transit dependent populations to increase access to goods and services that improve quality of life.

Objective 4.2: Transportation equity

Identify the needs of low income and minority populations and develop strategies to ensure that transportation projects do not disproportionately burden low income and minority populations and produce procedures that avoid or mitigate adverse impacts.

Objective 4.3: Public Participation

Provide open, inclusive opportunities for public input and develop outreach strategies that encourage citizens of all socio-economic demographics to participate, with a focus on low-income and minority populations.

Goal 5: Enhance sustainability of the region. Objective 5.1:

Enhance Economic Sustainability

Provide transportation services that promote local and regional economic growth and support transit programs that improve access to employment and education.

Objective 5.2: Improve Environmental Sustainability

Support transportation projects and programs that minimize impacts to natural resources, reduce greenhouse gas emissions, and reduce pollutants that adversely impact soil and water quality.

Objective 5.3: Efficiency

Develop evaluation strategy and implement programs that maximize the efficiency of economic resources.

**TABLE 1: STBG & TAP FUNDING SCHEDULE
(2022-2025)**

REGION 6 STP OBLIGATIONS & APPROPRIATIONS				
YEAR	REVENUE	PLACE	PROJECT	EXPENSE
			BALANCE END OF 2021	\$ 248,625
2022	\$ 2,565,872	IOWA's STBG ALLOCATION + 70% IOWA's STBG-TAP-FLEX		
2022		ACKLEY	BUTLER ST: 3RD AVE TO N PARK	\$ 100,000
2022		MARSHALL COUNTY	E63: STORY COUNTY LINE TO IA 330	\$ 1,500,000
2022		TAMA COUNTY	T47: E27 TO HWY 96	\$ 1,000,000
			TOTAL 2022	\$ 2,600,000
			BALANCE END OF 2022	\$ 214,497
2023	\$ 2,518,000	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	\$ 2,514,497
2024	\$ 2,518,000	IOWA's STBG ALLOCATION + 70% IOWA's STBG-TAP-FLEX		
2024		REGION 6	PLAN & PROGRAM	\$ 20,000
2024		MARSHALL COUNTY	E29 - STORY COUNTY LINE TO HOPKINS AVE	\$ 1,000,000
2024		MARSHALLTOWN	HIGHLAND ACRES ROAD	\$ 3,900,000
			TOTAL 2024	\$ 4,920,000
			BALANCE END OF 2024	\$ 112,497
2025	\$ 2,518,000	IOWA's STBG ALLOCATION + 70% IOWA's STBG-TAP-FLEX		
2025		REGION 6	PLAN & PROGRAM	\$ 20,000
			TOTAL 2025	\$ 20,000
			BALANCE END OF 2025	\$ 2,610,497

IOWA'S TAP FUNDING

REGION 6 TAP OBLIGATIONS & APPROPRIATIONS

YEAR	REVENUE	PROJECT	EXPENSE
		BALANCE 2021	\$ 1,084,000
2022	\$ 160,555	Iowa's TAP 2022 Allocation + 30% Iowa's STBG-TAP-Flex	
		MARSHALLTOWN (IOWA RIVER'S EDGE TRAIL): BRIDGES 2-5	\$ 547,000
		HARDIN COUNTY (IOWA RIVER'S EDGE TRAIL): BRIDGES 19-25 & PAVE STEAMBOAT ROCK TO ELDORA	\$ 392,000
		MARSHALL COUNTY (HWY 330 TRAIL): GRAVEL CROSSINGS	\$ 144,000
		GRINNELL: GART FROM INDUSTRIAL TO STAGECOACH	\$ 336,000
		TOTAL 2022	\$ 1,419,000
		BALANCE 2022	\$ (174,445)
2023	\$ 161,000	Iowa's TAP 2022 Allocation + 30% Iowa's STBG-TAP-Flex	
		BALANCE 2023	\$ (13,445)
2024	\$ 161,000	Iowa's TAP 2022 Allocation + 30% Iowa's STBG-TAP-Flex	
		BALANCE 2024	\$ 147,555
2025	\$ 161,000	Iowa's TAP 2022 Allocation + 30% Iowa's STBG-TAP-Flex	
		BALANCE 2025	\$ 308,555

TABLE 2: SUMMARY OF TOTAL PROJECT COSTS AND FEDERAL AID PROGRAMMED IN TIP (FY 2022 TO 2025)

PROGRAM	2022 TOTAL	2022 FEDERAL	2022 SWAP	2023 TOTAL	2023 FEDERAL	2023 SWAP	2024 TOTAL	2024 FEDERAL	2024 SWAP	2025 TOTAL	2025 FEDERAL	2025 SWAP
HSIP	\$ 990,000	\$ 891,000		\$ -	\$ -		\$ -	\$ -		\$ -	\$ -	
NHPP	\$ 57,107,000	\$ 46,778,700		\$ 328,000	\$ 278,800		\$ 11,168,000	\$ 8,934,400		\$ 8,420,000	\$ 6,736,000	
PRF	\$ 386,000	\$ -		\$ 822,000	\$ -		\$ -	\$ -		\$ 200,000	\$ -	
RTP	\$ 375,000	\$ 300,000		\$ -	\$ -		\$ -	\$ -		\$ -	\$ -	
STBG	\$ 5,566,000	\$ 4,452,800		\$ 25,000	\$ 20,000		\$ 25,000	\$ 20,000		\$ 25,000	\$ 20,000	
STBG-TAP	\$ 1,283,750	\$ 1,027,000		\$ -	\$ -		\$ -	\$ -		\$ -	\$ -	
SWAP-HBP	\$ 9,040,000	\$ -	\$ 8,492,000	\$ 6,250,000	\$ -	\$ 6,250,000	\$ 4,325,000	\$ -	\$ 4,325,000	\$ 2,750,000	\$ 2,750,000	
SWAP-STBG	\$ 4,425,000	\$ -	\$ 2,600,000	\$ 198,000	\$ -	\$ 198,000	\$ 7,125,000	\$ -	\$ 4,900,000	\$ 1,500,000		\$ 1,200,000
TOTAL	\$ 79,172,750	\$ 53,449,500	\$ 11,092,000	\$ 7,623,000	\$ 298,800	\$ 6,448,000	\$ 22,643,000	\$ 8,954,400	\$ 9,225,000	\$ 12,895,000	\$ 9,506,000	\$ 1,200,000

REGION 6 FY 2021 PROJECT STATUS REPORT

ID	Sponsor	Location	Funding Program	Name	Status	SWAP	Federal	Region	Total
35412	Ackley	In the city of Ackley, On Butler Street, from 3rd Ave north .3 Miles to Park Avenue	SWAP-STBG	Butler Street	May meet FY 21 obligation schedule	\$ 100,000		\$ 100,000	\$ 125,000
38990	Hardin County	On M Avenue, Over the South Fork of the Iowa River, W1/4 S1 T87N R21W	SWAP-HBP	Bridge 11009	Let & under contract	\$ 500,000			\$ 500,000
32615	Hardin County	On Main St. Alden, Over Iowa River, in S18 T89 R21	SWAP-HBP	Bridge 3267	Delayed to FY 22	\$ 1,000,000			\$ 1,300,000
16532	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	SWAP-STBG	D55/S33	Let & under contract	\$ 1,500,000		\$ 1,500,000	\$ 3,650,000
44623	Hardin County	On S 27, Over TIPTON CREEK, from D41 S 1.1 miles S2 T87 R22	SWAP-HBP	Bridge 12015	Let & under contract	\$ 450,000			\$ 450,000
36931	Hardin County Board of Supervisors	On Iowa River Trail, from Bridge 19 south 9.3 Miles to Bridge 25	RTP	Iowa River Trail Hardin County Bridge Rehabilitation #19-25 and Culvert	May meet FY 21 obligation schedule		\$ 494,000	\$ 247,000	\$ 618,000
39485	Hardin County Board of Supervisors	On the Iowa River's Edge Trail, starting at 12th Avenue in Eldora and ending NE of 1304 S River Road in Steamboat Rock	STBG-TAP	Iowa River Trail Phase 1C Hardin County	May meet FY 21 obligation schedule		\$ 570,000	\$ 145,000	\$ 1,130,000
38154	Iowa Department of Transportation	I-80: 1.0 MI W OF IA 146 TO 2.0 MI E OF IA 146	NHPP		Under contract		\$ 7,245,400		\$ 8,524,000
39342	Iowa Department of Transportation	US6: PENROSE ST TO OAK ST IN GRINNELL	PRF		Under contract				\$ 195,000
45286	Iowa Department of Transportation	US20: E OF US 65 TO 2.0 MI E OF CO RD S56 (VAR LOC)	HSIP		Under contract		\$ 1,993,500		\$ 2,215,000
45429	Iowa Department of Transportation	IA14: 0.7 MI S OF US 30	PRF		Under contract				\$ 105,000
39361	Iowa Department of Transportation	US63: S OF TAMA (VAR LOC)	PRF		Under contract				\$ 30,000
39343	Iowa Department of Transportation	I-80: 1.1 MI W OF US 63 AND 0.7 MI E OF IA 21	PRF		Under contract				\$ 60,000
45561	Iowa Falls	On RIVER ROAD, Over ELK RUN, S13 T89 R21	SWAP-HBP	City of Iowa Falls	FY 22 project	\$ 1,000,000			\$ 1,000,000
21775	Marshall County	NORTH CENTER ST RD: Over ASHER CREEK	SWAP-HBP	G-9 Bridge	Under contract	\$ 1,300,000			\$ 1,300,000
16616	Marshall County	S52: From STATE CENTER, N to E29 (190TH ST)	SWAP-STBG	Eastman Ave (S52) from State Center N to E29	Let & under contract	\$ 600,000		\$ 600,000	\$ 1,400,000
37613	Marshall County	Paving Bike Trail Int's at 233rd St, 238th St, 242nd St, 250th St, Jessup Av, 265th St, Ingram Av, Hart Av, Glick Av	STBG-TAP	HMA Paving of gravel portions of bike trail along IA 330	Delayed to FY 22		\$ 144,000	\$ 144,000	\$ 180,000
21777	Marshall County	NORTH CENTER ST RD: Over ASHER CREEK	SWAP-HBP	G-11 Bridge	Under contract	\$ 1,200,000			\$ 1,200,000
35106	Marshall County	On In 2500 Mile of 260th St, Over North Timber Creek, S23 T83 R18	CHBP	Bridge Replacement of J-15	Under contract	\$ 272,280	\$ 327,720		\$ 600,000
45114	Marshall County	On ABBOTT AVE, Over BR SUGAR CREEK, S1 T84 R17	SWAP-HBP	Bridge H-1 in 1600 mile of Abbott Ave - replacing w/RCB	FY 22 project	\$ 125,000			\$ 125,000
45115	Marshall County	On ABBOTT AVE, Over BR SUGAR CREEK, S1 T84 R17	SWAP-HBP	Bridge H-2 in 1600 mile of Abbott Ave - replacing w/RCB	FY 22 project	\$ 125,000			\$ 125,000

34112	Marshalltown	In the city of Marshalltown, On Iowa River Trail, from Bridge #2 1 Miles to Bridge #5	STBG-TAP	Iowa River Trail Bridge Replacement #2-5	FY 22 project		\$ 547,000	\$ 547,000	\$ 683,750
34932	Poweshiek County	On V30/F17, from Main Street in Hartwick Northeastly 3.0 Miles to Poweshiek-Iowa Rd	SWAP-STBG	F17 East Resurfacing	May 21 letting	\$ 1,000,000		\$ 1,000,000	\$ 1,500,000
37809	Poweshiek County	On F62, Over SUGAR CREEK, S7 T78 R16	CHBP	Sugar Creek 7 Bridge	Aug 21 letting	\$ 385,730	\$ 464,270		\$ 850,000
13586	Poweshiek County	On 370TH AVE, Over STONY CREEK, S10 T80 R14	SWAP-HBP	Bear Creek 10 Bridge	Aug 21 letting	\$ 400,000			\$ 400,000
37808	Poweshiek County	On F57, Over BUCK CREEK, S8 T78 R15	SWAP-HBP	Union 8 Bridge Deck Overlay	FY 22 project	\$ 250,000			\$ 250,000
34679	Poweshiek County	On 520TH AVE, Near the NW Corner of S28 T78N R13W	SWAP-HBP	Deep River 28 Bridge	FY 22 project	\$ 350,000			\$ 350,000
34932	Poweshiek County	On V30/F17, from Main Street in Hartwick Northeastly 3.0 Miles to Poweshiek-Iowa Rd	SWAP-STBG	F17 East Resurfacing	May 21 letting	\$ 1,000,000		\$ 1,000,000	\$ 1,500,000
13588	Poweshiek County	On 80th St., Over A Small Stream, S20 T81 R15	SWAP-HBP	Sheridan 20	Aug 21 letting	\$ 250,000			\$ 250,000
17390	Poweshiek County	On 110th Street, Over Little Bear Creek, Near the W 1/4 Corner Sec 26, T80N, R15W	SWAP-HBP	Malcom 26 Bridge	Let & under contract	\$ 500,000			\$ 500,000
36302	RPA 6	Purchase 1 expansion non-accessible minivan	STBG	Purchase 1 expansion non-accessible minivan	Under contract		\$ 42,000	\$ 42,000	\$ 53,000
319	RPA 6	RSPC - RPA 6: RPA 6 TRANSPORTATION PLANNING	STBG		Under contract				\$ 5,000
38337	State Center	In the city of State Center, On 4th Street SE, from 3rd Street NW East 1.34 Miles to 6th Avenue SE	SWAP-STBG	4th Street SE Pavement Management	Let & under contract	\$ 394,000		\$ 394,000	\$ 493,000

ID	Sponsor	Location	Funding Program	Name	Status	SWAP	Federal	Region	Total
35288	Tama County	On P AVE, Over NORTH WALNUT CREEK, from 400th Street North 0.75 Miles, S33 T82 R14	SWAP-HBP	Richland 33 Bridge Replacement	FY 22 project	\$ 400,000			\$ 400,000
36418	Tama County	On K AVE, Over NORTH WALNUT CREEK, from 400th St. North 1500 Feet, S35 T82 R15	SWAP-HBP	Columbia 35 Bridge	FY 22 project	\$ 200,000			\$ 200,000
36417	Tama County	On E64, Over BRANCH OF IOWA RIVER, from US63 East 1300 Feet, S11 T82 R15	SWAP-HBP	Columbia 11 Bridge (Near Sandhill)	Let & under contract	\$ 300,000			\$ 300,000
29469	Tama County	On M Ave., Over Wolf Creek & Four Mile Creek, from US 63 North 0.75 Miles, on WLINE S7 T85 R14	SWAP-HBP	Perry 7 Bridges	Let & under contract	\$ 1,750,000			\$ 1,750,000
33877	Tama County	On Business 30, Over Deer Creek, S21 T83 R15	SWAP-HBP	Toledo 21 Bridge Deck Replacement	FY 22 project	\$ 750,000			\$ 750,000
45049	Tama County	On HWY E64, from Richland Creek to V18	SWAP-STBG	E64 SE Resurfacing	Let & under contract	\$ 970,000		\$ 970,000	\$ 2,500,000
45095	Tama County	On B AVE, Over SUGAR CREEK, S17 T84 R16	SWAP-HBP	Carlton 17 Bridge Replacement	Aug 21 letting	\$ 500,000			\$ 500,000
45125	Tama County	On ABBOTT AVE, Over BR SUGAR CREEK, S1 T84 R17	SWAP-HBP	Carlton 6 North Bridge Replacement	FY 22 project	\$ 250,000			\$ 250,000
45127	Tama County	On ABBOTT AVE, Over BR SUGAR CREEK, S1 T84 R17	SWAP-HBP	Carlton 6 South Bridge Replacement	FY 22 project	\$ 125,000			\$ 125,000
37782	Tama County	On 220TH ST, Over BRANCH SALT CREEK, from U Avenue East, NLINE S4 T84 R13	SWAP-HBP	Oneida 4 Bridge	June 21 letting	\$ 250,000			\$ 250,000
38364	Traer	In the city of Traer, On 1st Street, Over Coon Creek	SWAP-HBP	1st Street Bridge over Coon Creek	Very tentative Sept 21 letting, will want to show in FY 22 also	\$ 592,000			\$ 740,000
TOTAL						\$ 18,689,010	\$ 11,827,890	\$ 6,589,000	\$ 39,306,750

2022 Statewide Transportation Improvement Program

RPA 6

CHBP

Project ID	Project Number	Approval Level		2022	2023	2024	2025	Totals
Sponsor								
STIP ID	Location Work Codes	Letting Date						
37809	BRS-CHBP-C079)--GB-79	Draft TIP	Total					\$850,000
Poweshiek County	On F62, Over SUGAR CREEK, S7 T78 R16	Approved	Federal Aid	\$850,000				\$464,270
	Bridge Replacement		Regional	\$464,270				
		9/21/2021	Swap					
				\$385,730				\$385,730

HSIP

Project ID Sponsor STIP ID	Project NumberLocation Work Codes	Approval Level Letting Date		2022	2023	2024	2025	Totals
48438	HSIPX-330()--3L-64	Draft TIP	Total	\$990,000				\$990,000
Iowa Department of Transportation	IA330: N OF US 30 TO SCL OF ALBION	Approved	Federal Aid	\$891,000				\$891,000
	Pavement Widening		Regional					
			Swap					

NHPP

Project ID Sponsor STIP ID	Project NumberLocation Work Codes	Approval Level Letting Date		2022	2023	2024	2025	Totals
38154	IM-NHS-80)--03-79	Draft TIP	Total	\$17,070,000	\$328,000			\$17,398,000
Iowa Department of Transportation	I-80: 1.0 MI W OF IA 146 TO 2.0 MI E OF IA 146	Approved	Federal Aid	\$14,509,500	\$278,800			\$14,788,300
	Grade and Pave, Bridge Replacement, Erosion Control		Regional Swap					
45389	IMX-80)--02-79	Draft TIP	Total	\$2,396,000				\$2,396,000
Iowa Department of Transportation	I-80: 1.0 MI E OF US 63 TO E OF IOWA CO	Approved	Federal Aid	\$2,156,400				\$2,156,400
			Regional Swap					
48623	NHSX-14)--3H-64	Draft TIP	Total	\$5,406,000				\$5,406,000
Iowa Department of Transportation	IA14: IOWA RIVER BRIDGE IN MARSHALLTOWN TO CO RD E18	Approved	Federal Aid	\$4,324,800				\$4,324,800
	Pavement Widening, Pavement Rehab		Regional Swap					
38249	NHSX-30)--3H-86	Draft TIP	Total	\$16,412,000				\$16,412,000
Iowa Department of Transportation	US30: W OF IA 21 TO 11TH AVE DR	Approved	Federal Aid	\$13,129,600				\$13,129,600
	Grade and Pave, Bridge New, Culvert Replacement		Regional Swap					
38250	NHSX-30)--3H-86	Draft TIP	Total	\$5,122,000		\$328,000		\$5,450,000
Iowa Department of Transportation	US30: TAMA BYPASS TO W OF IA 21	Approved	Federal Aid	\$4,097,600		\$262,400		\$4,360,000
	Culvert Extension, Grading, Erosion Control		Regional Swap					
48495	NHSX-63)--3H-86	Draft TIP	Total	\$4,501,000				\$4,501,000
Iowa Department of Transportation	US63: 0.5 MI S OF IA 96 TO SCL TRAER	Approved	Federal Aid	\$3,600,800				\$3,600,800
	Pavement Rehab		Regional Swap					
48522	NHSX-63)--3H-86	Draft TIP	Total	\$6,200,000				\$6,200,000
Iowa Department of Transportation	US63: N OF WOLFE CREEK IN TRAER TO 0.5 MI S OF IA 58	Approved	Federal Aid	\$4,960,000				\$4,960,000
	Pavement Rehab		Regional Swap					
45341	NHSX-63)--3H-79	Draft TIP	Total			\$10,820,000	\$358,000	\$11,178,000
Iowa Department of Transportation	US63: W JCT US 6 TO SCL TAMA	Approved	Federal Aid			\$8,656,000	\$286,400	\$8,942,400
	Grade and Pave, Pavement Rehab, Erosion Control		Regional Swap					
48422	NHSX-63)--3H-86	Draft TIP	Total			\$20,000	\$8,062,000	\$8,082,000
Iowa Department of Transportation	US63: NCL TOLEDO TO N OF CO RD E29	Approved	Federal Aid			\$16,000	\$6,449,600	\$6,465,600
	Grade and Pave, Traffic Signs, Right of Way		Regional Swap					

PRF

Project ID Sponsor STIP ID	Project NumberLocation Work Codes	Approval Level Letting Date		2022	2023	2024	2025	Totals
38015 Iowa Department of Transportation	BRFN-6()--39-79 US6: ROCK CREEK 0.7 MI E OF W JCT IA 21 Bridge Deck Overlay	Draft TIP Approved	Total Federal Aid Regional Swap	\$234,000				\$234,000
48590 Iowa Department of Transportation	STPN-146()--2J-79 IA146: 0.7 MI N OF NCL GRINNELL Culvert Replacement, Right of Way	Draft TIP Approved	Total Federal Aid Regional Swap	\$152,000				\$152,000
39360 Iowa Department of Transportation	BRFN-63()--39-86 US63: WOLF CREEK 0.3 MI N OF IA 8 IN TRAER Bridge Deck Overlay	Draft TIP Approved	Total Federal Aid Regional Swap		\$822,000			\$822,000
48460 Iowa Department of Transportation	BRFN-65()--39-42 US65: UP RR 2.1 MI W OF IA 57 Bridge Deck Overlay	TIP Approved	Total Federal Aid Regional Swap				\$200,000	\$200,000

RTP

Project ID Sponsor STIP ID	Project NumberLocation Work Codes	Approval Level Letting Date		2022	2023	2024	2025	Totals
48406 Marshalltown	NRT-4797()--9G-64 In the city of Marshalltown, On Iowa River's Edge Trail, starting at Radio Tower Road and going Northwest 1.78 miles Grade and Pave	Draft TIP Approved	Total Federal Aid Regional Swap	\$375,000 \$300,000				\$375,000 \$300,000

STBG

Project ID Sponsor STIP ID	Project NumberLocation Work Codes	Approval Level Letting Date		2022	2023	2024	2025	Totals
48519	STP-21()--2C-79	Draft TIP	Total	\$1,800,000				\$1,800,000
Iowa Department of Transportation	IA21: S OF I-80 TO US 6	Approved	Federal Aid	\$1,440,000				\$1,440,000
	Pavement Rehab		Regional					
			Swap					
48513	STP-57()--2C-42	Draft TIP	Total	\$3,466,000				\$3,466,000
Iowa Department of Transportation	IA57: W OF FAIRVIEW DR IN ACKLEY TO 13TH ST IN APLINGTON	Approved	Federal Aid	\$2,772,800				\$2,772,800
	Pavement Rehab		Regional					
			Swap					
48532	STP-96()--2C-86	Draft TIP	Total	\$300,000				\$300,000
Iowa Department of Transportation	IA96: 0.4 MI W OF US 63 TO US 63	Approved	Federal Aid	\$240,000				\$240,000
	Pavement Rehab		Regional					
			Swap					
319	RGPL-PA06(RTP)--ST-00	TIP Approved	Total		\$25,000	\$25,000	\$25,000	\$75,000
RPA 6	RSPC - RPA 6: RPA 6 TRANSPORTATION PLANNING		Federal Aid		\$20,000	\$20,000	\$20,000	\$60,000
	Trans Planning		Regional		\$20,000	\$20,000	\$20,000	\$60,000
			Swap					

STBG-TAP

Project ID Sponsor STIP ID	Project NumberLocation Work Codes	Approval Level Letting Date		2022	2023	2024	2025	Totals
35405	TAP-U-3127()--8I-79	Draft TIP	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	Approved	Federal Aid	\$336,000				\$336,000
	Ped/Bike Grade & Pave		Regional	\$336,000				\$336,000
			Swap					
DOT Note: Project eligible for FHWA TAP funding								
34112	TAP-U-4797(625)--8I-64	Draft TIP	Total	\$683,750				\$683,750
Marshalltown	In the city of Marshalltown, On Iowa River Trail, from Bridge #2 1 Miles to Bridge #5	Approved	Federal Aid	\$547,000				\$547,000
	Ped/Bike Structures	12/21/2021	Regional	\$547,000				\$547,000
			Swap					
DOT Note: Project eligible for FHWA TAP funding								
37613	TAP-U-C064()--8I-64	Draft TIP	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	Approved	Federal Aid	\$144,000				\$144,000
	Ped/Bike Paving		Regional	\$144,000				\$144,000
			Swap					

SWAP-HBP

Project ID Sponsor STIP ID	Project NumberLocation Work Codes	Approval Level Letting Date		2022	2023	2024	2025	Totals
38364 Traer	BROS-SWAP-7710(604)--SE-86 In the city of Traer, On 1st Street, Over Coon Creek Bridge Replacement	Draft TIP Approved 9/21/2021	Total Federal Aid Regional Swap	\$740,000 \$592,000				\$740,000 \$592,000
45114 Marshall County	BROS-SWAP-C064)--SE-64 On ABBOTT AVE, Over BR SUGAR CREEK, S1 T84 R17 Culvert Replacement	TIP Approved	Total Federal Aid Regional Swap	\$125,000 \$125,000				\$125,000 \$125,000
45115 Marshall County	BROS-SWAP-C064)--SE-64 On ABBOTT AVE, Over BR SUGAR CREEK, S1 T84 R17 Culvert Replacement	TIP Approved	Total Federal Aid Regional Swap	\$125,000 \$125,000				\$125,000 \$125,000
45125 Tama County	BROS-SWAP-C064)--SE-86 On ABBOTT AVE, Over BR SUGAR CREEK, S1 T84 R17	TIP Approved	Total Federal Aid Regional Swap	\$125,000 \$125,000				\$125,000 \$125,000
45127 Tama County	BROS-SWAP-C064)--SE-86 On ABBOTT AVE, Over BR SUGAR CREEK, S1 T84 R17	TIP Approved	Total Federal Aid Regional Swap	\$125,000 \$125,000				\$125,000 \$125,000
12250 Marshall County	BROS-SWAP-C064(115)--SE-64 On JESSUP AVE, Over MINERVA CREEK, Near N 1/4 corner of S3 T84 R19 Bridge Replacement	TIP Approved 12/21/2021	Total Federal Aid Regional Swap	\$1,300,000 \$1,300,000				\$1,300,000 \$1,300,000
13588 Poweshiek County	BROS-SWAP-C079(53)--FE-79 On 80th St., Over A Small Stream, S20 T81 R15	TIP Approved 8/17/2021	Total Federal Aid Regional Swap	\$450,000 \$450,000				\$450,000 \$450,000
13586 Poweshiek County	BROS-SWAP-C079(57)--SE-79 On 370TH AVE, Over STONY CREEK, S10 T80 R14 Bridge Replacement	TIP Approved 8/17/2021	Total Federal Aid Regional Swap	\$950,000 \$950,000				\$950,000 \$950,000
45095 Tama County	BROS-SWAP-C086)--FE-86 On B AVE, Over SUGAR CREEK, S17 T84 R16	TIP Approved 8/17/2021	Total Federal Aid Regional Swap	\$600,000 \$600,000				\$600,000 \$600,000

Project ID Sponsor STIP ID	Project NumberLocation Work Codes	Approval Level Letting Date		2022	2023	2024	2025	Totals
35288	BROS-SWAP-C086)--SE-86	TIP Approved	Total	\$800,000				\$800,000
Tama County	On P AVE, Over NORTH WALNUT CREEK, from 400th Street North 0.75 Miles, S33 T82 R14	11/16/2021	Federal Aid					
	Bridge Replacement		Regional					
			Swap	\$800,000				\$800,000
36418	BROS-SWAP-C086(99)--SE-86	TIP Approved	Total	\$500,000				\$500,000
Tama County	On K AVE, Over NORTH WALNUT CREEK, from 400th St. North 1500 Feet, S35 T82 R15	11/16/2021	Federal Aid					
	Bridge Replacement		Regional					
			Swap	\$500,000				\$500,000
32615	BRS-SWAP-0077(601)--FF-42	TIP Approved	Total	\$1,400,000				\$1,400,000
Hardin County	In the city of Alden, On Main St. Alden, Over Iowa River, in S18 T89 R21	12/21/2021	Federal Aid					
	Bridge Replacement		Regional					
			Swap	\$1,000,000				\$1,000,000
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	11/16/2021	Federal Aid					
	Bridge Replacement		Regional					
			Swap	\$600,000				\$600,000
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					
	Bridge Replacement		Regional					
			Swap	\$1,200,000				\$1,200,000
37808	BHS-SWAP-C079)--FC-79	TIP Approved	Total		\$750,000			\$750,000
Poweshiek County	On F57, Over BUCK CREEK, S8 T78 R15	10/19/2021	Federal Aid					
	Bridge Rehabilitation		Regional					
			Swap		\$750,000			\$750,000
39003	BROS-SWAP-C042)--FE-42	TIP Approved	Total		\$450,000			\$450,000
Hardin County	On T Avenue, Over HONEY CREEK, S30 T86N R19		Federal Aid					
	Bridge Replacement		Regional					
			Swap		\$450,000			\$450,000
35995	BROS-SWAP-C064)--FE-64	TIP Approved	Total		\$500,000			\$500,000
Marshall County	On 1000 mile of Gerhart Ave, Over Mud Creek, in NW S6 T85 R19		Federal Aid					
	Bridge Replacement		Regional					
			Swap		\$500,000			\$500,000
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					
	Bridge Replacement		Regional					
			Swap		\$1,000,000			\$1,000,000

Project ID Sponsor STIP ID	Project NumberLocation Work Codes	Approval Level Letting Date		2022	2023	2024	2025	Totals
34679 Poweshiek County	BROS-SWAP-C079)--FE-79 On 520TH AVE, Near the NW Corner of S28 T78N R13W Bridge Replacement	TIP Approved	Total Federal Aid Regional Swap		\$500,000			\$500,000
					\$500,000			\$500,000
34677 Poweshiek County	BROS-SWAP-C079)--SE-79 On 155TH ST, Over Dugout Creek, S16 T79 R14 Bridge Replacement	TIP Approved	Total Federal Aid Regional Swap		\$500,000			\$500,000
					\$500,000			\$500,000
39070 Tama County	BROS-SWAP-C086)--FE-86 On G Avenue, Near the W 1/4 Corner of S24 T84N R16W Bridge Replacement	TIP Approved	Total Federal Aid Regional Swap		\$250,000			\$250,000
					\$250,000			\$250,000
29486 Poweshiek County	BRS-SWAP-C079)--FF-79 On F29, Over Small Stream, S23 T80 R13 Bridge Replacement	TIP Approved	Total Federal Aid Regional Swap		\$450,000			\$450,000
					\$450,000			\$450,000
39065 Tama County	BRS-SWAP-C086)--FF-86 On E 44, Over TROUBLESOME CREEK, S14 T83N R13W Bridge Replacement	TIP Approved	Total Federal Aid Regional Swap		\$350,000			\$350,000
					\$350,000			\$350,000
33877 Tama County	BRS-SWAP-C086)--FF-86 On Business 30, Over Deer Creek, S21 T83 R15 Bridge Replacement	TIP Approved	Total Federal Aid Regional Swap		\$1,500,000			\$1,500,000
					\$1,500,000			\$1,500,000
9136 Marshall County	BROS-SWAP-C064)--SE-64 On 3100 MILE OF WALLACE AVE, Over Brush Creek, from 310th St S 0.9 miles S22 T82 R17 Bridge Replacement	TIP Approved	Total Federal Aid Regional Swap			\$450,000		\$450,000
						\$450,000		\$450,000
35994 Marshall County	BROS-SWAP-C064)--SE-64 On 1000 mile of Langford Ave, Over Dowd Creek, S1 T85 R19 Bridge Replacement	TIP Approved	Total Federal Aid Regional Swap			\$600,000		\$600,000
						\$600,000		\$600,000
29489 Poweshiek County	BROS-SWAP-C079)--SE-79 On 140th Street, Over Walnut Creek, S17 T81 R14 Bridge Replacement	TIP Approved 2/15/2022	Total Federal Aid Regional Swap			\$400,000		\$400,000
						\$400,000		\$400,000

Project ID Sponsor STIP ID	Project NumberLocation Work Codes	Approval Level Letting Date		2022	2023	2024	2025	Totals
45106 Poweshiek County	BROS-SWAP-C079)--SE-79 On 460TH AVE, Over BUCK CREEK, S27 T79 R16	TIP Approved	Total Federal Aid Regional Swap			\$350,000		\$350,000
						\$350,000		\$350,000
45107 Poweshiek County	BROS-SWAP-C079)--SE-79 On 100TH ST, Over N ENGLISH RIVER, S15 T79 R15	TIP Approved	Total Federal Aid Regional Swap			\$750,000		\$750,000
						\$750,000		\$750,000
45092 Tama County	BROS-SWAP-C086)--FE-86 On S AVE, Over BRANCH WOLF CREEK, S6 T85 R13	TIP Approved	Total Federal Aid Regional Swap			\$500,000		\$500,000
						\$500,000		\$500,000
39072 Tama County	BROS-SWAP-C086)--SE-86 On 220th Street, Over SIMPSON CREEK, S6 T84N R13 Bridge Replacement	TIP Approved	Total Federal Aid Regional Swap			\$250,000		\$250,000
						\$250,000		\$250,000
39068 Tama County	BROS-SWAP-C086)--SE-86 On E Avenue, Over BRANCH WOLF CREEK, S26 T86N R16W Bridge Replacement	TIP Approved	Total Federal Aid Regional Swap			\$250,000		\$250,000
						\$250,000		\$250,000
39069 Tama County	BROS-SWAP-C086)--SE-86 On F Avenue, Over BRANCH WOLF CREEK, S25 T86N R16W Bridge Replacement	TIP Approved	Total Federal Aid Regional Swap			\$250,000		\$250,000
						\$250,000		\$250,000
39071 Tama County	BROS-SWAP-C086)--SE-86 On P Avenue, Over BRANCH COON CREEK, S15 T85N R14W Bridge Replacement	TIP Approved	Total Federal Aid Regional Swap			\$250,000		\$250,000
						\$250,000		\$250,000
32544 Hardin County	BRS-SWAP-C042(16075)--FF-42 On S62, Over Small Stream, from D55 South 0.5 Miles, in SE S5 T86 R19 Culvert Replacement	TIP Approved	Total Federal Aid Regional Swap			\$275,000		\$275,000
						\$275,000		\$275,000
39004 Hardin County	BROS-SWAP-C042(5139)--FE-42 On H Avenue, Over SOUTH FORK IOWA RIVER, along WLINE S18 T88N R21W Bridge Replacement	TIP Approved	Total Federal Aid Regional Swap				\$500,000	\$500,000
							\$500,000	\$500,000

SWAP-HBP

Project ID Sponsor STIP ID	Project NumberLocation Work Codes	Approval Level Letting Date		2022	2023	2024	2025	Totals
35992 Marshall County	BROS-SWAP-C064()--FE-64 On 2900 mile of Oaks Ave, Over South Timber Creek, at SW S9 T82 R18 Bridge Replacement	TIP Approved	Total				\$400,000	\$400,000
			Federal Aid					
			Regional					
			Swap				\$400,000	\$400,000
32257 Marshall County	BROS-SWAP-C064()--SE-64 On 2900 Mile of Taylor Ave, Over Snipe Creek, S7 T82 R17 Bridge Replacement	TIP Approved	Total				\$400,000	\$400,000
			Federal Aid					
			Regional					
			Swap				\$400,000	\$400,000
5500 Marshall County	BROS-SWAP-C064(86)--SE-64 On Taylor Ave., Over Lutes Creek, from 300th St N 0.14 miles S7 T82 R17 Bridge Replacement	TIP Approved 12/19/2023	Total				\$450,000	\$450,000
			Federal Aid					
			Regional					
			Swap				\$450,000	\$450,000
45096 Tama County	BROS-SWAP-C086()--SE-86 On II AVE, Over RICHLAND CREEK, S21 T82 R15	TIP Approved	Total				\$1,000,000	\$1,000,000
			Federal Aid					
			Regional					
			Swap				\$1,000,000	\$1,000,000

SWAP-STBG

Project ID Sponsor STIP ID	Project NumberLocation Work Codes	Approval Level Letting Date		2022	2023	2024	2025	Totals
35412	STBG-SWAP-0015)--SG-42	Draft TIP	Total	\$125,000				\$125,000
Ackley	In the city of Ackley, On Butler Street, from 3rd Ave north .3 Miles to Park Avenue	Approved	Federal Aid					
	Pavement Rehab		Regional	\$100,000				\$100,000
			Swap	\$100,000				\$100,000
38915	STBG-SWAP-C064)--FG-64	Draft TIP	Total	\$1,800,000				\$1,800,000
Marshall County	On E63, from Story Co Line E 5 miles to IA Hwy 330	Approved	Federal Aid					
	Pavement Rehab		Regional	\$1,500,000				\$1,500,000
			Swap	\$1,500,000				\$1,500,000
45044	STBG-SWAP-C086)--FG-86	Draft TIP	Total	\$2,500,000				\$2,500,000
Tama County	On T47, from E27 to IA96	Approved	Federal Aid					
			Regional	\$1,000,000				\$1,000,000
			Swap	\$1,000,000				\$1,000,000
45060	STBG-SWAP-0077)--SG-42	Draft TIP	Total		\$198,000			\$198,000
Alden	On Main Street, Over from D20 NE .53 miles to Iowa River Bridge S18 T89 R21	Approved	Federal Aid					
			Regional		\$198,000			\$198,000
			Swap		\$198,000			\$198,000
45064	STBG-SWAP-4797)--SG-64	Draft TIP	Total			\$4,875,000		\$4,875,000
Marshalltown	On HIGHLAND ACRES RD, from Lincoln Way 1.2 miles to Main Street S5 T83 R18	Approved	Federal Aid					
			Regional			\$3,900,000		\$3,900,000
			Swap			\$3,900,000		\$3,900,000
38882	STBG-SWAP-C064)--FG-64	TIP Approved	Total			\$2,250,000		\$2,250,000
Marshall County	On E 29, from Story Co Line E 7.5 miles to Hopkins Ave		Federal Aid					
	Pavement Rehab		Regional			\$1,000,000		\$1,000,000
			Swap			\$1,000,000		\$1,000,000
45899	STBG-SWAP-C079)--FG-79	Draft TIP	Total				\$1,500,000	\$1,500,000
Poweshiek County	On F29, from IA21 E to V36	Approved	Federal Aid					
			Regional				\$1,200,000	\$1,200,000
			Swap				\$1,200,000	\$1,200,000

Draft 2022 Transit Program

(Filtered)

RPA-06 (7 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY22	FY23	FY24	FY25
STA, 5311	Marshalltown	2134 Operations Other	General Operations/Maintenance/Administration	Total	778,649	784,000	790,000	797,000
				FA	211,603	213,000	215,000	217,000
				SA	192,046	195,000	198,000	200,000
STA, 5311	Region 6 / PeopleRides	1280 Operations Misc	General Operations/Maintenance/Administration	Total	1,050,000	1,100,000	1,150,000	1,163,000
				FA	174,150	176,000	178,000	180,000
				SA	253,851	257,000	260,000	263,000
5317	Region 6 / PeopleRides	5077 Capital Replacement	Conversion Van Unit #: 412	Total	57,920			
				FA	49,232			
				SA				
5317	Region 6 / PeopleRides	5505 Capital Replacement	Light Duty Bus (158" wb) Unit #: 312	Total	90,280			
				FA	76,738			
				SA				
5317	Region 6 / PeopleRides	5998 Capital Replacement	Conversion Van Unit #: 214	Total		57,920		
				FA		49,232		
				SA				
5317	Region 6 / PeopleRides	5999 Capital Replacement	Conversion Van Unit #: 114A	Total		57,920		
				FA		49,232		
				SA				
5317	Region 6 / PeopleRides	6468 Capital Replacement	Light Duty Bus (158" wb) Unit #: 115	Total				90,280
				FA				76,738
				SA				

Region 6 STIP 2022-2025 Project Map

