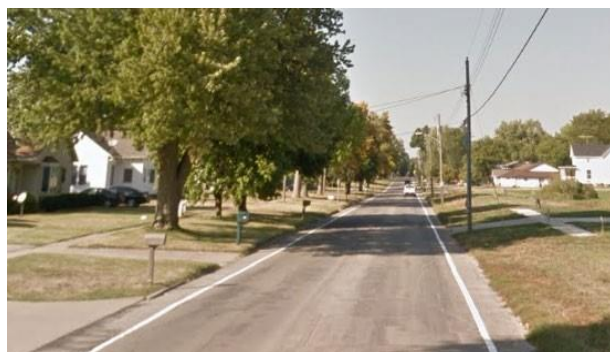


FY 2023-2026



REGION 6
**RESOURCE
PARTNERS**

TRANSPORTATION IMPROVEMENT PROGRAM



Prepared by:

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

6/27/22 Approved

RESOLUTION

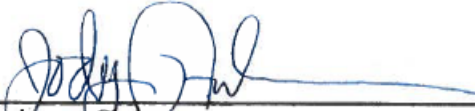
A RESOLUTION TO APPROVE THE FY 2023-2026 REGION 6 RESOURCE PARTNERS TRANSPORTATION IMPROVEMENTS PROGRAM

WHEREAS the Region 6 Resource Partners has prepared the FY2023-2026 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 2023-2026 Transportation Improvements Program is hereby approved.

Approved this 27th day of June, 2022.



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 27, 2022. 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 2023 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. No oral or written comments have been received during the preparation of this document.

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 for Region 6 Resource Partners Commission, for 2023-2026, averages \$2,816,523 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 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 2023-2026 expenditure and revenue projections –

- City: used FY 2021 actual financial data. 2% annual growth rate shown for all income and expense categories.
- County: used FY 2021 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 23-26 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.
Dave Thompson, Secty/Treas	Marshall County	Owner & Marshall County Board of Supervisors
Trudi Scott	City of Gladbrook	Mayor
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
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. 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	Heather Thomas	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 2023-2026 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.

22.6% of miles are on the federal aid eligible routes. This mileage total for Cities is 95.4 miles. So the cost to maintain the federal aid system is about 22.6% of the costs in the tables below.

In the Region 6 Resource Partners area the targeted sum of funding for urban places is 22.33% of the \$2,816,523 annual surface transportation program. This is \$628,930 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. With recent bid numbers that cost is now estimated at \$490,000. If the only funding source for road resurfacing type projects was federal aid through the regional transportation program it would take 74 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 2096 to be replaced.

Federal aid revenues are about 1% of the anticipated funding share from 2023-2026. State funds represent 32% of the funding share. 67% of the road funding for Cities comes from local property tax funds. Over the past year, the federal funding percentage has reduced about 1%, the state funding percentage has decreased 10% since last year, and local funding has increased about 11%.

Federal funds are anticipated to increase by about 2% same over 2023-2026 years. 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 11%. 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 2023-2026 range. The challenge for every place is to improve roads without funding increases.

Using the \$16.7 million in annual capital figures shown in Chart B and the \$490,000 average cost per mile there is enough annual funding to replace 34 miles of roads across the region.

Chart A

City Revenue Type	2023	2024	2025	2026	Total
Road Use Tax Fund	\$ 12,027,343	\$ 12,267,890	\$ 12,513,248	\$ 12,763,513	\$ 49,571,993
Other Road Fund Receipts	\$ 16,284,134	\$ 16,609,817	\$ 16,942,013	\$ 17,280,853	\$ 67,116,817
Debt Service Fund Receipts	\$ 9,779,001	\$ 9,974,581	\$ 10,174,073	\$ 10,377,554	\$ 40,305,209
Total Revenues	\$ 38,090,478	\$ 38,852,288	\$ 39,629,333	\$ 40,421,920	\$ 156,994,019

Chart B

City Expense Type	2023	2024	2025	2026	Total
Total Roadway Maintenance	\$ 5,349,522	\$ 5,456,512	\$ 5,565,643	\$ 5,676,956	\$ 22,048,633
Total Roadway Operations	\$ 16,053,549	\$ 16,374,620	\$ 16,702,112	\$ 17,036,155	\$ 66,166,436
Total Roadway Capital	\$ 16,687,407	\$ 17,021,155	\$ 17,361,578	\$ 17,708,810	\$ 68,778,950
Total Expenses	\$ 38,090,478	\$ 38,852,288	\$ 39,629,333	\$ 40,421,920	\$ 156,994,019

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.

33.8% of the County miles are on the federal aid network. The total federal aid miles total 1366 miles. The total county system miles are 4049.

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. With recent inflation that cost is estimated at \$876,000/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	2023	2024	2025	2026	Total
Operations	\$ 10,048,607	\$ 10,249,579	\$ 10,454,571	\$ 10,663,662	\$ 41,416,419
Maintenance	\$ 17,518,311	\$ 17,868,677	\$ 18,226,051	\$ 18,590,572	\$ 72,203,611
Capital	\$ 13,939,608	\$ 13,755,487	\$ 13,564,012	\$ 13,364,999	\$ 54,624,106
Total Expenses	\$ 41,506,526	\$ 41,873,744	\$ 42,244,634	\$ 42,619,232	\$ 168,244,136

Chart D, Sources and Uses of County Funds

County Revenue Type	2023	2024	2025	2026	Total
Property Tax (local)	\$ 10,213,512	\$ 10,315,647	\$ 10,418,804	\$ 10,522,992	\$ 41,470,954
LOST - Marshall County (local)	\$ 801,518	\$ 809,533	\$ 817,629	\$ 825,805	\$ 3,254,484
LOST - Poweshiek County (local)	\$ 300,000	\$ 303,000	\$ 306,030	\$ 309,090	\$ 1,218,120
Road Use Tax (state)	\$ 17,770,003	\$ 17,947,703	\$ 18,127,180	\$ 18,308,452	\$ 72,153,338
Farm to Market (state)	\$ 5,307,933	\$ 5,361,012	\$ 5,414,622	\$ 5,468,769	\$ 21,552,336
Time-21 (state)	\$ 2,328,808	\$ 2,352,096	\$ 2,375,617	\$ 2,399,373	\$ 9,455,894
Bridge (federal)	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 12,000,000
Misc - STPG	\$ 1,784,752	\$ 1,784,752	\$ 1,784,752	\$ 1,784,752	\$ 7,139,008
Total Revenues	\$ 41,506,526	\$ 41,873,744	\$ 42,244,634	\$ 42,619,232	\$ 168,244,136

IDOT

The estimated amount that is available for Right of Way and Construction work is \$854.5 million to 857.90 million in the FY 2023 to 2026 time period.

<i>Dollars in millions</i>					
IDOT Revenue Type	2023	2024	2025	2026	Total
Primary Road Fund	\$ 747.3	\$ 753.1	\$ 758.0	\$ 764.9	\$ 3,023
Time-21	\$ 135.0	\$ 135.0	\$ 135.0	\$ 135.0	\$ 540
Misc	\$ 25.0	\$ 25.0	\$ 25.0	\$ 25.0	\$ 100
Federal Aid	\$ 487.8	\$ 496.1	\$ 504.7	\$ 513.4	\$ 2,002
Total	\$ 1,395	\$ 1,409	\$ 1,423	\$ 1,438	\$ 5,665

<i>Dollars in millions</i>					
Statewide Allocations	2023	2024	2025	2026	Total
Operations & Maintenance	\$ 367.9	\$ 379.6	\$ 391.9	\$ 404.2	\$ 1,544
Miscellaneous Programs	\$ 46.3	\$ 47.1	\$ 47.8	\$ 48.3	\$ 190
Consultant Services	\$ 76.0	\$ 76.0	\$ 76.0	\$ 76.0	\$ 304
Statewide Operations	\$ 9.0	\$ 9.0	\$ 9.0	\$ 9.0	\$ 36
Contract Maintenance	\$ 36.4	\$ 36.9	\$ 37.4	\$ 37.9	\$ 149
Railroad Crossing Protection	\$ 5.0	\$ 5.0	\$ 5.0	\$ 5.0	\$ 20
Total	\$ 541	\$ 554	\$ 567		\$ 1,661

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 1-2 vehicles per year. Since federal replacement funding is not always available the timelines can be extended.

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 21-22. The Region 6 Board has

agreed to cover operating losses with the program in FY 2023, with hopes of finding a solution for services starting in FY 2024. The estimated FY 2024 deficit is about \$209,000. Some driver hour reductions, rate increases, and local funding is needed to cover the gap. The program cannot continue long term with those type of funding deficits.

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/emailed 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 shall be approved by Region 6 Resource Partners staff. 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 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 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 (2023-2026)

REGION 6 STP OBLIGATIONS & APPROPRIATIONS				
YEAR	REVENUE	PLACE	PROJECT	EXPENSE
			BALANCE END OF 2022	\$ 144,796
2023	\$ 2,736,090	IOWA's STBG ALLOCATION		
2023		ALDEN	MAIN STREET	\$ 198,000
			TOTAL 2023	\$ 198,000
			BALANCE END OF 2023	\$ 2,682,886
2024	\$ 2,789,000	IOWA's STBG ALLOCATION		
2024		REGION 6	PLAN & PROGRAM	\$ 20,000
2024		GRINNELL	HWY 146	\$ 600,000
2024		MARSHALLTOWN	HIGHLAND ACRES ROAD	\$ 3,900,000
			TOTAL 2024	\$ 4,520,000
			BALANCE END OF 2024	\$ 951,886
2025	\$ 2,843,000	IOWA's STBG ALLOCATION		
2025		REGION 6	PLAN & PROGRAM	\$ 20,000
2025		POWESHIEK COUNTY	F29: IA 21 TO V36	\$ 1,200,000
2025		MARSHALL COUNTY	E29 - STORY COUNTY LINE TO HOPKINS AVE	\$ 1,000,000
			TOTAL 2025	\$ 2,220,000
			BALANCE END OF 2025	\$ 1,574,886
2026	\$ 2,898,000	IOWA's STBG ALLOCATION		
2026		REGION 6	PLAN & PROGRAM	\$ 20,000
			TOTAL 2026	\$ 20,000

IOWA'S TAP FUNDING

REGION 6 TAP OBLIGATIONS & APPROPRIATIONS

YEAR	REVENUE	PROJECT	EXPENSE
		BALANCE 2022	\$ 275,683
2023	\$ 266,979	Iowa's TAP 2023 Allocation	
		MARSHALLTOWN (IOWA RIVER'S EDGE TRAIL): BRIDGES 2-5	\$ 547,000
		Iowa River's Edge Mtown Paving	\$ 250,000
		TOTAL 2023 (without Mtown Bridges)	\$ 250,000
		BALANCE 2023	\$ 292,662
2024	\$ 273,000	Iowa's TAP 2024 Allocation	
		MARSHALL COUNTY (HWY 330 TRAIL): GRAVEL CROSSINGS	\$ 144,000
		GRINNELL: GART FROM INDUSTRIAL TO STAGECOACH	\$ 450,000
		SUBTOTAL	\$ 594,000
		BALANCE 2024	\$ (28,338)
2025	\$ 279,000	Iowa's TAP 2025 Allocation	
		BALANCE 2025	\$ 250,662
2026	\$ 285,000	Iowa's TAP 2026 Allocation	
		BALANCE 2026	\$ 535,662

TABLE 2: SUMMARY OF TOTAL PROJECT COSTS AND FEDERAL AID PROGRAMMED IN TIP (FY 2023 TO 2026)

Year	HBP	NHPP	PRF	STBG	RTP	STBG-TAP	STBG-HBP	SWAP-STBG
2023								
SWAP							\$5,900,000	\$198,000
FA	\$4,430,100	\$1,440,000			\$550,000	\$547,000		
Region					\$250,000	\$547,000		\$198,000
Total	\$4,684,500	\$1,800,000	3,280,000		\$687,500	\$683,750	\$5,900,000	\$247,500
2024								
SWAP	\$140,000							\$4,500,000
FA	\$6,410,000	\$9,116,800		\$20,000		\$594,000		
Region				\$20,000		\$594,000		\$4,500,000
Total	\$6,550,000	\$11,418,000	\$328,000	\$25,000		\$742,500		\$5,625,000
2025								
SWAP								
FA	\$3,560,000	\$6,509,600		\$2,220,000				
Region				\$2,220,000				
Total	\$3,650,000	\$8,495,000	\$561,000	\$2,775,000				
2026								
SWAP	\$250,000							
FA	\$5,016,000	\$8,636,000		\$20,000				
Region				\$20,000				
Total	\$5,820,000	\$10,160,000		\$25,000				

REGION 6 FY 2022 PROJECT STATUS REPORT

ID	Location	Sponsor	Status	Funding Program	Name	SWAP	FEDERAL	REGION 6	TOTAL
2022(36)									
38364	In the city of Traer, On 1st Street, Over Coon Creek	Traer	Completed	SWAP-HBP	1st Street Bridge over Coon Creek	\$592,000.00			\$740,000.00
35412	In the city of Ackley, On Butler Street, from 3rd Ave north .3 Miles to Park Avenue	Ackley	Under contract	SWAP-STBG	Butler Street	\$100,000.00		\$100,000.00	\$125,000.00
35405	On Grinnell Trail, from SE corner of Industrial Ave & Ia Hwy 146 south 1.21 Miles to NE corner of Stagecoach Rd	Grinnell	Delayed to 2024	STBG-TAP	Grinnell Area Recreational Trail		\$336,000.00	\$336,000.00	\$420,000.00
34112	In the city of Marshalltown, On Iowa River Trail, from Bridge #2 1 Miles to Bridge #5	Marshalltown	Maybe let in late FY 2022, also in FY 2023	STBG-TAP	Iowa River Trail Bridge Replacement #2-5		\$547,000.00	\$547,000.00	\$683,750.00
12250	On JESSUP AVE, Over MINERVA CREEK, Near N 1/4 corner of S3 T84 R19	Marshall County	Under contract	SWAP-HBP	F-4	\$1,300,000.00			\$1,300,000.00
38915	On E63, from Story Co Line E 5 miles to IA Hwy 330	Marshall County	Under contract	SWAP-STBG	E63 Resurfacing from Story Co Line to IA Hwy 330	\$1,500,000.00		\$1,500,000.00	\$1,800,000.00
45114	On ABBOTT AVE, Over BR SUGAR CREEK, S1 T84 R17	Marshall County	Under contract	SWAP-HBP	Bridge H-1 in 1600 mile of Abbott Ave - replacing w/RCB	\$125,000.00			\$125,000.00
45115	On ABBOTT AVE, Over BR SUGAR CREEK, S1 T84 R17	Marshall County	Under contract	SWAP-HBP	Bridge H-2 in 1600 mile of Abbott Ave - replacing w/RCB	\$125,000.00			\$125,000.00

ID	Location	Sponsor	Status	Funding Program	Name	SWAP	FEDERAL	REGION 6	TOTAL
37613	Paving Bike Trail Int's at 233rd St, 238th St, 242nd St, 250th St, Jessup Av, 265th St, Ingram Av, Hart Av, Glick Av	Marshall County	Under contract	STBG-TAP	HMA Paving of gravel portions of bike trail along IA 330		\$144,000.00	\$144,000.00	\$180,000.00
36262	On S57, Over Honey Creek, from 305th St. South 0.2 Miles, S15 T86 R20	Hardin County	Under contract	SWAP-HBP	Bridge 15163	\$600,000.00			\$600,000.00
32615	In the city of Alden, On Main St. Alden, Over Iowa River, in S18 T89 R21	Hardin County	Under contract	SWAP-HBP	Bridge 3267	\$1,000,000.00			\$1,400,000.00
45044	On T47, from E27 to IA96	Tama County	Under contract	SWAP-STBG	T47 Resurfacing (E27 to IA96)	\$1,000,000.00		\$1,000,000.00	\$2,500,000.00
45125	On ABBOTT AVE, Over BR SUGAR CREEK, S1 T84 R17	Tama County	Under contract	SWAP-HBP	Carlton 6 North Bridge Replacement	\$125,000.00			\$125,000.00
45127	On ABBOTT AVE, Over BR SUGAR CREEK, S1 T84 R17	Tama County	Under contract	SWAP-HBP	Carlton 6 South Bridge Replacement	\$125,000.00			\$125,000.00
45095	On B AVE, Over SUGAR CREEK, S17 T84 R16	Tama County	Under contract	SWAP-HBP	Carlton 17 Bridge Replacement	\$600,000.00			\$600,000.00
36418	On K AVE, Over NORTH WALNUT CREEK, from 400th St. North 1500 Feet, S35 T82 R15	Tama County	Under contract	SWAP-HBP	Columbia 35 Bridge	\$500,000.00			\$500,000.00
35288	On P AVE, Over NORTH WALNUT CREEK, from 400th Street North 0.75 Miles, S33 T82 R14	Tama County	Under contract	SWAP-HBP	Richland 33 Bridge Replacement	\$800,000.00			\$800,000.00

ID	Location	Sponsor	Status	Funding Program	Name	SWAP	FEDERAL	REGION 6	TOTAL
39040	On V18, Over Big Bear Creek, S14 T80N R14W	Poweshiek County	Under contract	SWAP-HBP	Bear Creek 14 Bridge	\$1,200,000.00			\$1,200,000.00
13588	On 80th St., Over A Small Stream, S20 T81 R15	Poweshiek County	Under contract	SWAP-HBP	Sheridan 20	\$450,000.00			\$450,000.00
13586	On 370TH AVE, Over STONY CREEK, S10 T80 R14	Poweshiek County	Under contract	SWAP-HBP	Bear Creek 10 Bridge	\$950,000.00			\$950,000.00
48406	In the city of Marshalltown, On Iowa River's Edge Trail, starting at Radio Tower Road and going Northwest 1.78 miles	Marshalltown	Maybe let in late FY 2022, also in FY 2023	RTP	City of Marshalltown		\$300,000.00		\$375,000.00
38249	US30: W OF IA 21 TO 11TH AVE DR	IDOT	Under contract	NHPP			\$13,129,600.00		\$16,412,000.00
38250	US30: TAMA BYPASS TO W OF IA 21	IDOT	Under contract	NHPP			\$4,097,600.00		\$5,122,000.00
38154	I-80: 1.0 MI W OF IA 146 TO 2.0 MI E OF IA 146	IDOT	Under contract	NHPP			\$14,509,500.00		\$17,070,000.00

ID	Location	Sponsor	Status	Funding Program	Name	SWAP	FEDERAL	REGION 6	TOTAL
48438	IA330: N OF US 30 TO SCL OF ALBION	IDOT	Under contract	HSIP			\$891,000.00		\$990,000.00
38015	US6: ROCK CREEK 0.7 MI E OF W JCT IA 21	IDOT	Under contract	PRF					\$234,000.00
45389	I-80: 1.0 MI E OF US 63 TO E OF IOWA CO	IDOT	Under contract	NHPP			\$2,156,400.00		\$2,396,000.00
48495	US63: 0.5 MI S OF IA 96 TO SCL TRAER	IDOT	Under contract	NHPP			\$3,600,800.00		\$4,501,000.00
48519	IA21: S OF I-80 TO US 6	IDOT	Under contract	STBG			\$1,440,000.00		\$1,800,000.00
48522	US63: N OF WOLFE CREEK IN TRAER TO 0.5 MI S OF IA 58	IDOT	Under contract	NHPP			\$4,960,000.00		\$6,200,000.00
48532	IA96: 0.4 MI W OF US 63 TO US 63	IDOT	Under contract	STBG			\$240,000.00		\$300,000.00

ID	Location	Sponsor	Status	Funding Program	Name	SWAP	FEDERAL	REGION 6	TOTAL
48590	IA146: 0.7 MI N OF NCL GRINNELL	IDOT	June 22 letting	PRF					\$152,000.00
48623	IA14: IOWA RIVER BRIDGE IN MARSHALLTOWN TO CO RD E18	IDOT	Under contract	NHPP			\$4,324,800.00		\$5,406,000.00
48513	IA57: W OF FAIRVIEW DR IN ACKLEY TO 13TH ST IN APLINGTON	IDOT	Under contract	STBG			\$2,772,800.00		\$3,466,000.00
45561	In the city of Iowa Falls, On RIVER ROAD, Over ELK RUN, S13 T89 R21	Iowa Falls	Under contract	SWAP-HBP	City of Iowa Falls	\$1,000,000.00			\$1,000,000.00
52471	In the city of Tama, On 5TH ST, Over DRAINAGE, S35 T83 R15	Tama	Maybe let in late FY 2022, also in FY 2023	SWAP-HBP	Lincoln Highway Bridge Rehabilitation	\$350,000.00			\$350,000.00
TOTAL						\$12,442,000.00	\$53,449,500.00	\$3,627,000.00	\$80,522,750.00

2023 Statewide Transportation Improvement Program

HBP

Project ID	Project Number	Approval Level		2023	2024	2025	2026	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
39360	BRF-63()--38-86	TIP Approved	Total	\$822,000				\$822,000
Iowa Department of Transportation	US63: Wolf Creek 0.3 mi N of IA 8 in Traer		Federal Aid	\$657,600				\$657,600
	Bridge Deck Overlay		Regional Swap					
35995	BROS-C064()--5F-64	TIP Approved	Total	\$600,000				\$600,000
Marshall County	On 1000 mile of Gerhart Ave, Over Mud Creek, in NW S6 T85 R19		Federal Aid	\$600,000				\$600,000
	Bridge Replacement		Regional Swap					
45114	BROS-C064()--8J-64	TIP Approved	Total	\$150,000				\$150,000
Marshall County	On ABBOTT AVE, Over BR SUGAR CREEK, S1 T84 R17		Federal Aid	\$150,000				\$150,000
	Culvert Replacement		Regional Swap					
45115	BROS-C064()--8J-64	TIP Approved	Total	\$225,000				\$225,000
Marshall County	On ABBOTT AVE, Over BR SUGAR CREEK, S1 T84 R17		Federal Aid	\$225,000				\$225,000
	Culvert Replacement		Regional Swap					
45127	BROS-C064()--8J-86	TIP Approved	Total	\$112,500				\$112,500
Tama County	On ABBOTT AVE, Over BR SUGAR CREEK, S1 T84 R17		Federal Aid	\$112,500				\$112,500
	RCB Culvert Replacement - Single Box		Regional Swap					
45125	BROS-C064()--8J-86	TIP Approved	Total	\$75,000				\$75,000
Tama County	On ABBOTT AVE, Over BR SUGAR CREEK, S1 T84 R17		Federal Aid	\$75,000				\$75,000
	RCB Culvert Replacement - Single Box		Regional Swap					
34679	BROS-C079()--5F-79	TIP Approved	Total	\$750,000				\$750,000
Poweshiek County	On 520TH AVE, Over Small Stream, S28 T78 R13		Federal Aid	\$750,000				\$750,000
	Bridge Replacement		Regional Swap					
39072	BROS-C086()--8J-86	TIP Approved	Total	\$250,000				\$250,000
Tama County	On 220th Street, Over SIMPSON CREEK, S6 T84N R13		Federal Aid	\$250,000				\$250,000
	RCB Culvert Replacement - Twin Box		Regional Swap					
39068	BROS-C086()--8J-86	TIP Approved	Total	\$250,000				\$250,000
Tama County	On E Avenue, Over BRANCH WOLF CREEK, S26 T86N R16W		Federal Aid	\$250,000				\$250,000
	RCB Culvert Replacement - Single Box		Regional Swap					

HBP

Project ID	Project Number	Approval Level		2023	2024	2025	2026	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
39069	BROS-C086()--8J-86	TIP Approved	Total	\$250,000				\$250,000
Tama County	On F Avenue, Over BRANCH WOLF CREEK, S25 T86N R16W		Federal Aid	\$250,000				\$250,000
	RCB Culvert Replacement - Single Box		Regional Swap					
39071	BROS-C086()--8J-86	TIP Approved	Total	\$250,000				\$250,000
Tama County	On F Avenue, Over BRANCH COON CREEK, S15 T85N R14W		Federal Aid	\$250,000				\$250,000
	RCB Culvert Replacement - Twin Box		Regional Swap					
36418	BROS-C086(99)--8J-86	TIP Approved	Total	\$500,000				\$500,000
Tama County	On K AVE, Over NORTH WALNUT CREEK, S35 T82 R15	10/18/2022	Federal Aid	\$500,000				\$500,000
	Bridge Replacement		Regional Swap					
29486	BRS-C079()--60-79	TIP Approved	Total	\$450,000				\$450,000
Poweshiek County	On F29, Over Drainage, S23 T80 R13	12/20/2022	Federal Aid	\$360,000				\$360,000
	RCB Culvert Replacement - Single Box		Regional Swap	\$90,000				\$90,000
39004	BROS-C042()--5F-42	TIP Approved	Total		\$600,000			\$600,000
Hardin County	On H Avenue, Over SOUTH FORK IOWA RIVER, along WLINE S18 T88N R21W		Federal Aid		\$600,000			\$600,000
	Bridge Replacement		Regional Swap					
5500	BROS-C064()--8J-64	TIP Approved	Total		\$600,000			\$600,000
Marshall County	On Taylor Ave., Over Lutes Creek, from 300th St N approx. 0.1 miles S7 T82 R17	12/19/2023	Federal Aid		\$600,000			\$600,000
	Bridge Replacement		Regional Swap					
9136	BROS-C064()--8J-64	TIP Approved	Total		\$600,000			\$600,000
Marshall County	On 3100 MILE OF WALLACE AVE, Over Brush Creek, from 310th St S 0.9 miles S22 T82 R17		Federal Aid		\$600,000			\$600,000
	Bridge Replacement		Regional Swap					
35994	BROS-C064()--8J-64	TIP Approved	Total		\$600,000			\$600,000
Marshall County	On 1000 mile of Langford Ave, Over Dowd Creek, S1 T85 R19		Federal Aid		\$600,000			\$600,000
	Bridge Replacement		Regional Swap					
21779	BROS-C064()--8J-64	TIP Approved	Total		\$1,200,000			\$1,200,000
Marshall County	On 140TH ST, Over MINERVA CREEK, from Durham Ave E approx. 0.0 miles S27 T85 R20	2/21/2023	Federal Aid		\$1,200,000			\$1,200,000
	Bridge Replacement		Regional Swap					

HBP

Project ID	Project Number	Approval Level		2023	2024	2025	2026	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
34677 Poweshiek County	BROS-C079()--8J-79	TIP Approved	Total		\$750,000			\$750,000
	On 155TH ST, Over Dugout Creek, S16 T79 R14		Federal Aid		\$750,000			\$750,000
	Bridge Replacement		Regional					
			Swap					
45107 Poweshiek County	BROS-C079()--8J-79	TIP Approved	Total		\$750,000			\$750,000
	On 100TH ST, Over N ENGLISH RIVER, S15 T79 R15		Federal Aid		\$750,000			\$750,000
	Bridge Replacement-CCS		Regional					
			Swap					
39070 Tama County	BROS-C086()--5F-86	TIP Approved	Total		\$250,000			\$250,000
	On G Avenue, Over Small Stream, S19 T84N R15W		Federal Aid		\$250,000			\$250,000
	Bridge Replacement, RCB Culvert New - Twin Box		Regional					
			Swap					
45092 Tama County	BROS-C086()--5F-86	TIP Approved	Total		\$500,000			\$500,000
	On S AVE, Over BRANCH WOLF CREEK, S6 T85 R13		Federal Aid		\$500,000			\$500,000
	Bridge Replacement-CCS		Regional					
			Swap					
39065 Tama County	BRS-C086()--60-86	TIP Approved	Total		\$350,000			\$350,000
	On E 44, Over TROUBLESOME CREEK, S14 T83N R13W		Federal Aid		\$280,000			\$280,000
	RCB Culvert New - Twin Box		Regional					
			Swap		\$70,000			\$70,000
49775 Tama County	BRS-C086()--60-86	TIP Approved	Total		\$350,000			\$350,000
	On E 43, Over BR IOWA RIVER, S11 T83 R15		Federal Aid		\$280,000			\$280,000
	Bridge Replacement		Regional					
			Swap		\$70,000			\$70,000
35992 Marshall County	BROS-C064()--5F-64	TIP Approved	Total			\$600,000		\$600,000
	On 2900 mile of Oaks Ave, Over South Timber Creek, at SW S9 T82 R18		Federal Aid			\$600,000		\$600,000
	Bridge Replacement		Regional					
			Swap					
32257 Marshall County	BROS-C064()--8J-64	TIP Approved	Total			\$600,000		\$600,000
	On 2900 Mile of Taylor Ave, Over Snipe Creek, S7 T82 R17		Federal Aid			\$600,000		\$600,000
	Bridge Replacement		Regional					
			Swap					
49781 Poweshiek County	BROS-C079()--8J-79	TIP Approved	Total			\$1,000,000		\$1,000,000
	On 240TH ST, Over WALNUT CREEK, S1 T81 R13		Federal Aid			\$1,000,000		\$1,000,000
	Bridge Replacement-CCS		Regional					
			Swap					

HBP

Project ID Sponsor STIP ID	Project Number Location Work Codes	Approval Level Letting Date		2023	2024	2025	2026	Totals
45096 Tama County	BROS-C086()--8J-86 On II AVE, Over RICHLAND CREEK, S21 T82 R15 Bridge Replacement-CCS	TIP Approved	Total Federal Aid Regional Swap			\$1,000,000 \$1,000,000		\$1,000,000 \$1,000,000
32544 Hardin County	BRS-C042()--60-42 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			\$450,000 \$360,000		\$450,000 \$360,000
52679 Iowa Department of Transportation	BRF-175()--38-42 IA175: Iowa River 0.1 mi W of Co Rd S56 in Eldora Bridge Deck Overlay	TIP Approved	Total Federal Aid Regional Swap				\$1,370,000 \$1,096,000	\$1,370,000 \$1,096,000
37640 Marshall County	BROS-C064()--5F-64 On 3000 mile of 260th St, Over South Timber Creek, S28 T83 R17 Bridge Replacement	TIP Approved	Total Federal Aid Regional Swap				\$800,000 \$800,000	\$800,000 \$800,000
24825 Marshall County	BROS-C064()--8J-64 On RIDGE RD, Over MIDDLE TIMBER CREEK, from 260th St S 0.6 miles to SE 1/4 S26 T83 R18 Bridge Replacement	TIP Approved 3/17/2026	Total Federal Aid Regional Swap				\$500,000 \$500,000	\$500,000 \$500,000
45106 Poweshiek County	BROS-C079()--8J-79 On 460TH AVE, Over BUCK CREEK, S27 T79 R16 Bridge Replacement-CCS	TIP Approved	Total Federal Aid Regional Swap				\$500,000 \$500,000	\$500,000 \$500,000
34805 Hardin County	BRS-C042()--60-42 On D65, Over Small Stream, from T Ave. West 2000 Feet, in NE S24 T86 R20 Culvert Replacement	TIP Approved	Total Federal Aid Regional Swap				\$200,000 \$160,000	\$200,000 \$160,000
52300 Hardin County	BRS-C042()--60-42 On D 41, Over TIPTON CREEK, S32 T88 R22 Bridge Replacement-CCS	TIP Approved	Total Federal Aid Regional Swap				\$400,000 \$320,000	\$400,000 \$320,000
32258 Marshall County	BRS-C064()--60-64 On 2800 Mile of 290th St (E63), Over LUTES CREEK, S7 T82 R17 Bridge Replacement	TIP Approved	Total Federal Aid Regional Swap				\$800,000 \$640,000	\$800,000 \$640,000

HBP

Project ID Sponsor STIP ID	Project Number Location Work Codes	Approval Level Letting Date		2023	2024	2025	2026	Totals
49777 Tama County	BRS-C086()--60-86 On E 29, Over SALT CREEK, S2 T84 R14 Bridge Replacement-PPCB	TIP Approved	Total Federal Aid Regional Swap				\$1,250,000 \$1,000,000 \$250,000	\$1,250,000 \$1,000,000 \$250,000

NHPP

Project ID Sponsor STIP ID	Project Number Location Work Codes	Approval Level Letting Date		2023	2024	2025	2026	Totals
52593 Iowa Department of Transportation	NHSX-20()--3H-42 US20: South Fork Iowa River 1.0 mi E of Co Rd S27 to US 65 (WB) Pavement Rehab	TIP Approved	Total Federal Aid Regional Swap	\$1,800,000 \$1,440,000				\$1,800,000 \$1,440,000
45341 Iowa Department of Transportation	NHSX-63()--3H-79 US63: W Jct US 6 to SCL Tama Pavement Rehab, Erosion Control, Right of Way	TIP Approved	Total Federal Aid Regional Swap		\$11,396,000 \$9,116,800	\$358,000		\$11,754,000 \$9,116,800
48422 Iowa Department of Transportation	NHSX-63()--3H-86 US63: NCL Toledo to N of Co Rd E29 Traffic Signs, Right of Way	TIP Approved	Total Federal Aid Regional Swap		\$22,000	\$8,137,000 \$6,509,600		\$8,159,000 \$6,509,600
52707 Iowa Department of Transportation	IM-NHS-80()--03-79 I80: W of IA 21 to E of IA 21 Bridge New, Grading	TIP Approved	Total Federal Aid Regional Swap				\$10,160,000 \$8,636,000	\$10,160,000 \$8,636,000

PRF

Project ID Sponsor STIP ID	Project Number Location Work Codes	Approval Level Letting Date		2023	2024	2025	2026	Totals
38154 Iowa Department of Transportation	IMN-80()--0E-79 I80: 1.0 mi W of IA 146 to 2.0 mi E of IA 146 Erosion Control	TIP Approved	Total	\$328,000				\$328,000
			Federal Aid					
			Regional Swap					
38250 Iowa Department of Transportation	NHSN-30()--2R-86 US30: Tama Bypass to W of IA 21 Erosion Control	TIP Approved	Total		\$328,000			\$328,000
			Federal Aid					
			Regional Swap					
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			\$561,000		\$561,000
			Federal Aid					
			Regional Swap					

RTP

Project ID Sponsor STIP ID	Project Number Location Work Codes	Approval Level Letting Date		2023	2024	2025	2026	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	TIP Approved	Total	\$687,500				\$687,500
			Federal Aid	\$550,000				\$550,000
			Regional Swap	\$250,000				\$250,000

STBG

Project ID Sponsor STIP ID	Project Number Location Work Codes	Approval Level Letting Date		2023	2024	2025	2026	Totals
319 RPA 6	RGPL-PA06(RTP)--ST-00 RSPC - RPA 6: RPA 6 TRANSPORTATION PLANNING Trans Planning	TIP Approved	Total		\$25,000	\$25,000	\$25,000	\$75,000
			Federal Aid		\$20,000	\$20,000	\$20,000	\$60,000
			Regional Swap		\$20,000	\$20,000	\$20,000	\$60,000
38882 Marshall County	STP-S-C064()--5E-64 On E 29, from Story Co Line E 7.5 miles to Hopkins Ave HMA Pavement Widening/HMA Resurfacing	TIP Approved	Total			\$1,250,000		\$1,250,000
			Federal Aid			\$1,000,000		\$1,000,000
			Regional Swap			\$1,000,000		\$1,000,000
45899 Poweshiek County	STP-S-C079()--5E-79 On F29, from IA21 E to V36 HMA Resurfacing	TIP Approved	Total			\$1,500,000		\$1,500,000
			Federal Aid			\$1,200,000		\$1,200,000
			Regional Swap			\$1,200,000		\$1,200,000

STBG-TAP

Project ID Sponsor STIP ID	Project Number Location Work Codes	Approval Level Letting Date		2023	2024	2025	2026	Totals
34112 Marshalltown	TAP-R-4797(625)--8T-64 In the city of Marshalltown, On Iowa River Trail, from Bridge #2 1 Miles to Bridge #5 Ped/Bike Structures	TIP Approved 11/15/2022	Total	\$683,750				\$683,750
			Federal Aid	\$547,000				\$547,000
			Regional Swap	\$547,000				\$547,000
DOT Note: Project eligible for FHWA TAP funding								
35405 Grinnell	TAP-U-3127()--8I-79 In the city of Grinnell, From SE corner of Industrial Ave & Ia Hwy 146 south 1.21 Miles to NE corner of Stagecoach Rd Ped/Bike Grade & Pave	TIP Approved	Total		\$562,500			\$562,500
			Federal Aid		\$450,000			\$450,000
			Regional Swap		\$450,000			\$450,000
DOT Note: Project eligible for FHWA TAP funding								
37613 Marshall County	TAP-U-C064()--8I-64 Paving Bike Trail Int's at 233rd St,238th St,242nd St,250th St, Jessup Av,265th St,Ingram Av,Hart Av,Glick Av Ped/Bike Paving	TIP Approved	Total		\$180,000			\$180,000
			Federal Aid		\$144,000			\$144,000
			Regional Swap		\$144,000			\$144,000

SWAP-HBP

Project ID	Project Number	Approval Level		2023	2024	2025	2026	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
52471	BHM-SWAP-7575(604)--SA-86	TIP Approved	Total	\$350,000				\$350,000
Tama	In the city of Tama, On 5TH ST, Over DRAINAGE, S35 T83 R15	10/18/2022	Federal Aid					
	Bridge Rehabilitation		Regional					
			Swap	\$350,000				\$350,000
39003	BROS-SWAP-C042()-FE-42	TIP Approved	Total	\$600,000				\$600,000
Hardin County	On T Avenue, Over HONEY CREEK, S30 T86N R19	11/15/2022	Federal Aid					
	Bridge Replacement		Regional					
			Swap	\$600,000				\$600,000
12250	BROS-SWAP-C064(115)--SE-64	TIP Approved	Total	\$1,500,000				\$1,500,000
Marshall County	On JESSUP AVE, Over MINERVA CREEK, Near N 1/4 corner of S3 T84 R19	11/15/2022	Federal Aid					
	Bridge Replacement		Regional					
			Swap	\$1,500,000				\$1,500,000
50977	BRS-SWAP-5832(601)--FF-42	TIP Approved	Total	\$850,000				\$850,000
Hardin County	In the city of Owasa, On ELM ST, Over BEAVER CREEK, S17 T88 R20	12/20/2022	Federal Aid					
	Bridge Replacement-CCS		Regional					
			Swap	\$850,000				\$850,000
39040	BRS-SWAP-C079(64)--FF-79	TIP Approved	Total	\$1,100,000				\$1,100,000
Poweshiek County	On V18, Over Big Bear Creek, S14 T80N R14W	7/19/2022	Federal Aid					
	Bridge Replacement		Regional					
			Swap	\$1,100,000				\$1,100,000
33877	BRS-SWAP-C086()-FF-86	TIP Approved	Total	\$1,500,000				\$1,500,000
Tama County	On Business 30, Over Deer Creek, S21 T83 R15	8/16/2022	Federal Aid					
	Bridge Replacement		Regional					
			Swap	\$1,500,000				\$1,500,000

SWAP-STBG

Project ID	Project Number	Approval Level		2023	2024	2025	2026	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
45060	STBG-SWAP-0077()-SG-42	TIP Approved	Total	\$247,500				\$247,500
Alden	In the city of Alden, On Main Street from D20 NE .53 miles to Iowa River Bridge S18 T89 R21	12/20/2022	Federal Aid					
			Regional	\$198,000				\$198,000
			Swap	\$198,000				\$198,000
52370	STBG-SWAP-3127()-SG-79	TIP Approved	Total		\$750,000			\$750,000
RPA 6	In the city of Grinnell, On IA 146 S from Highway 6 S 3.3 miles to Interstate 80		Federal Aid					
	PCC Pavement - Miscellaneous		Regional		\$600,000			\$600,000
			Swap		\$600,000			\$600,000
45064	STBG-SWAP-4797()-SG-64	TIP Approved	Total		\$4,875,000			\$4,875,000
Marshalltown	In the city of Marshalltown, On HIGHLAND ACRES RD, from Lincoln Way 1.2 miles to Main Street S5 T83 R18		Federal Aid					
			Regional		\$3,900,000			\$3,900,000
			Swap		\$3,900,000			\$3,900,000

Draft 2023 Transit Program

RPA-06

TPMS Transit • 7/7/22, 3:16 PM

RPA 6

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2023	2024	2025	2026	Totals
5999 Region Six Planning Commission (Peoplerides)	5339 TIP Approved	Capital	Replace #412 Unit # 412	Total	\$64,950				\$64,950
				FA	\$55,207				\$55,207
				DOT					
6468 Region Six Planning Commission (Peoplerides)	5339 TIP Approved	Capital	Light Duty Bus (158" wb) Unit # 312	Total	\$93,340				\$93,340
				FA	\$79,339				\$79,339
				DOT					
1280 Region Six Planning Commission (Peoplerides)	5311, STA TIP Approved	Operations	General Operations/Maintenance/Administration	Total	\$1,100,008	\$1,110,000	\$1,122,000	\$1,125,000	\$4,457,008
				FA	\$217,008	\$218,000	\$219,000	\$220,000	\$874,008
				DOT	\$261,258	\$270,000	\$280,000	\$281,000	\$1,092,258
2134 Marshalltown Municipal Transit	5311, STA TIP Approved	Operations	General Operations/Maintenance/Administration	Total	\$761,328	\$763,000	\$766,000	\$769,000	\$3,059,328
				FA	\$263,678	\$264,000	\$265,000	\$266,000	\$1,058,678
				DOT	\$197,650	\$198,000	\$199,000	\$200,000	\$794,650
5998 Region Six Planning Commission (Peoplerides)	5339 TIP Approved	Capital	Conversion Van Unit # 214	Total		\$64,950			\$64,950
				FA		\$55,207			\$55,207
				DOT					
10030 Region Six Planning Commission (Peoplerides)	5339 TIP Approved	Capital	Replace #114A Unit # 114A	Total		\$64,950			\$64,950
				FA		\$55,207			\$55,207
				DOT					
10032 Marshalltown Municipal Transit	5339 TIP Approved	Capital	Replace #991 Unit # 991	Total		\$505,780			\$505,780
				FA		\$429,301			\$429,301
				DOT					
10031 Region Six Planning Commission (Peoplerides)	5339 TIP Approved	Capital	Replace #115 Unit # 115	Total			\$93,340		\$93,340
				FA			\$79,339		\$79,339
				DOT					