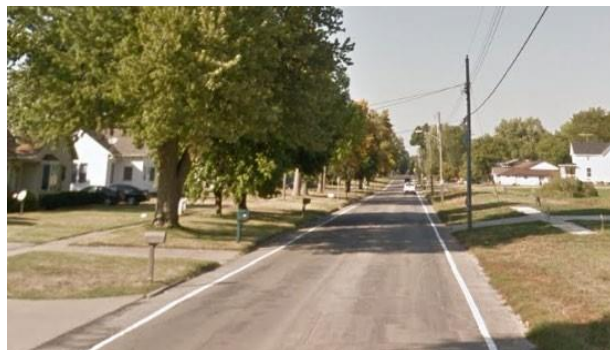


FY 2024-2027



REGION 6
**RESOURCE
PARTNERS**

TRANSPORTATION IMPROVEMENT PROGRAM



Prepared by:

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

xApproved: 6/26/23

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 May 22, 2023. 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 2024 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 2024-2027, averages \$2,998,439 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 2024-2027 expenditure and revenue projections –

- City: used FY 2022 actual financial data. 10% growth rate for FY 2024 expenses in roadway maintenance and operations. 2% growth for roadway and operations expenses from FY 2025 to 2027. On the income side – 1% growth shown for road use tax fund, 2% growth for all other income sources. All these figures are estimates. These trend estimates are also used for later years.
- County: used FY 2022 actual financial data with a 2% growth rate for operations and maintenance expense. These 2% growth figures were used for all years. For income, road use tax & farm to market shows 1% growth across all years, Time 21 is stagnant across all years, the federal bridge and STPBG funds are shown with 2% growth across all years, property tax includes 2% growth, local option sales tax (LOST) also shows 2% growth. All these figures are estimates. The STPBG figure shows the estimated county regional target from the region. The bridge funding shows the County project total average from 2024 to 2027.
- 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

Vacant	City of Marshalltown	Housing & Community Development Dir.
Carol Hibbs	Marshall County	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	retired	retired

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	Heather Thomas	City Public Works Director	City of Marshalltown

Voting Member	Lyle Brehm	County Engineer	Poweshiek County
Voting Member	Benton Daleske	County Engineer	Tama County
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	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	2024	2025	2026	2027	Total
Road Use Tax Fund	\$ 9,941,986	\$ 10,041,405	\$ 10,141,819	\$ 10,243,238	\$ 40,368,448
General Fund	\$ 3,205,313	\$ 3,269,420	\$ 3,334,808	\$ 3,401,504	\$ 13,211,045
Other Fund	\$ 5,208,033	\$ 5,312,194	\$ 5,418,438	\$ 5,526,807	\$ 21,465,472
Capital Projects	\$ 19,867,978	\$ 20,265,338	\$ 20,670,645	\$ 21,084,057	\$ 81,888,018
Utilities	\$ 669,084	\$ 682,466	\$ 696,115	\$ 710,038	\$ 2,757,703
Debt Service Fund Receipts	\$ 9,099,169	\$ 9,281,152	\$ 9,466,776	\$ 9,656,111	\$ 37,503,208
Total Revenues	\$ 47,991,564	\$ 48,851,975	\$ 49,728,601	\$ 50,621,754	\$ 197,193,894

Chart B

City Expense Type	2024	2025	2026	2027	Total
Total Roadway Maintenance	\$ 2,861,529	\$ 2,918,760	\$ 2,977,135	\$ 3,036,677	\$ 11,794,101
Total Roadway Operations	\$ 11,904,203	\$ 12,142,287	\$ 12,385,133	\$ 12,632,836	\$ 49,064,460
Total Roadway Capital	\$ 33,225,831	\$ 33,790,928	\$ 34,366,333	\$ 34,952,241	\$ 136,335,333
Total Expenses	\$ 47,991,564	\$ 48,851,975	\$ 49,728,601	\$ 50,621,754	\$ 197,193,894

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	2024	2025	2026	2027	Total
Operations	\$ 9,475,716	\$ 9,665,231	\$ 9,858,535	\$ 10,055,706	\$ 39,055,188
Maintenance	\$ 16,622,545	\$ 16,954,996	\$ 17,294,096	\$ 17,639,978	\$ 68,511,616
Capital	\$ 14,846,467	\$ 14,865,590	\$ 14,882,741	\$ 14,897,856	\$ 59,492,653
Total Expenses	\$ 40,944,729	\$ 41,485,817	\$ 42,035,372	\$ 42,593,540	\$ 167,059,457

Chart D, Sources and Uses of County Funds

County Revenue Type	2024	2025	2026	2027	Total
Property Tax (local)	\$ 10,097,933	\$ 10,299,891	\$ 10,505,889	\$ 10,716,007	\$ 41,619,720
LOST - Marshall County (local)	\$ 801,713	\$ 817,747	\$ 834,102	\$ 850,784	\$ 3,304,346
LOST - Poweshiek County (local)	\$ -	\$ -	\$ -	\$ -	\$ -
Road Use Tax (state)	\$ 16,835,589	\$ 17,003,945	\$ 17,173,984	\$ 17,345,724	\$ 68,359,242
Farm to Market (state)	\$ 6,713,204	\$ 6,780,336	\$ 6,848,140	\$ 6,916,621	\$ 27,258,302
Time-21 (state)	\$ 2,115,919	\$ 2,115,919	\$ 2,115,919	\$ 2,115,919	\$ 8,463,676
Bridge (federal)	\$ 2,303,160	\$ 2,349,223	\$ 2,396,208	\$ 2,444,132	\$ 9,492,723
Misc - STPG	\$ 2,077,211	\$ 2,118,755	\$ 2,161,130	\$ 2,204,353	\$ 8,561,448
Total Revenues	\$ 40,944,729	\$ 41,485,817	\$ 42,035,372	\$ 42,593,540	\$ 167,059,457

IDOT

The estimated amount that is available for Right of Way and Construction work is estimated at \$857 million to 864 million in the FY 2024 to 2027 time period.

<i>Dollars in millions</i>					
IDOT Revenue Type	2024	2025	2026	2027	Total
Primary Road Fund	\$ 768.9	\$ 774.8	\$ 781.0	\$ 787.1	\$ 3,112
Time-21	\$ 135.0	\$ 135.0	\$ 135.0	\$ 135.0	\$ 540
Misc	\$ 25.0	\$ 25.0	\$ 25.0	\$ 25.0	\$ 100
Federal Aid	\$ 497.0	\$ 505.1	\$ 513.3	\$ 513.3	\$ 2,029
Total	\$ 1,426	\$ 1,440	\$ 1,454	\$ 1,460	\$ 5,781

<i>Dollars in millions</i>					
Statewide Allocations	2024	2025	2026	2027	Total
Operations & Maintenance	\$ 378.8	\$ 390.8	\$ 402.9	\$ 415.1	\$ 1,588
Back of Program Line Items & Rail Hwy	\$ 184.8	\$ 186.0	\$ 187.0	\$ 188.0	\$ 746
Total	\$ 564	\$ 577	\$ 590	\$ 603	\$ 2,333

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 2-3 vehicles per year. Since federal replacement funding is not always available the timelines can be extended. We will target replacing vehicles with non-CDL type equipment due to the extreme challenges finding new drivers. We are very concerned that some services may need to be temporarily suspended at times due to insufficient drivers. The extreme driver shortages has a constant impact upon services and how we approach operations.

The pandemic has provided a much needed influx revenue to the Peoplerides program. We will have large revenue increases in FY 2024 from the City of Marshalltown, Grinnell, and Iowa Falls. The Counties have declined to offer financial support for any rural rides in FY 2024. If a person is not on Medicaid, the Counties expect that passenger to pay \$2.79/mile for services.

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 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 I 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 (2024-2027)

REGION 6 STP OBLIGATIONS & APPROPRIATIONS				
YEAR	REVENUE	PLACE	PROJECT	EXPENSE
<i>red listings = new projects in FY 2023</i>				
2024	\$ 2,913,756	IOWA's STBG ALLOCATION		
2024		TAMA COUNTY	E66- US 30 TO IA21	\$ 1,390,000
2024		GRINNELL	HWY 146	\$ 600,000
2024		MARSHALLTOWN	HIGHLAND ACRES ROAD	\$ 3,900,000
			TOTAL 2024	\$ 5,890,000
			BALANCE END OF 2024	\$ 27,428
2025	\$ 2,970,000	IOWA's STBG ALLOCATION		
2025		REGION 6	PLAN & PROGRAM	\$ 20,000
2025		ACKLEY	FRANKLIN ST: CNRR TO HWY 57	\$ 400,000
2025		GILMAN	CENTER ST: N MAIN ST TO HWY 146	\$ 166,000
2025		POWESHIEK COUNTY	F29: IA 21 TO V36	\$ 1,200,000
			TOTAL 2025	\$ 1,786,000
			BALANCE END OF 2025	\$ 1,211,428
2026	\$ 3,026,000	IOWA's STBG ALLOCATION		
2026		MARSHALL COUNTY	E29 - EASTMAN AVE TO HOPKINS AVE	\$ 1,000,000
2026		REGION 6	PLAN & PROGRAM	\$ 20,000
			TOTAL 2026	\$ 1,020,000
			BALANCE END OF 2026	\$ 3,217,428
2027	\$ 3,084,000	IOWA's STBG ALLOCATION		
2027		HARDIN COUNTY	D41/S55 FROM HWY 175 TO D35	\$ 1,360,000
2027		REGION 6	PLAN & PROGRAM	\$ 20,000
			TOTAL 2027	\$ 1,380,000
			BALANCE END OF 2027	\$ 4,921,428

IOWA'S TAP FUNDING

REGION 6 TAP OBLIGATIONS & APPROPRIATIONS			
YEAR	REVENUE	PROJECT	EXPENSE
<i>no new TAP projects added in FY 2023, or budget changes</i>			
2024	\$ 292,358	Iowa's TAP 2024 Allocation	
		MARSHALLTOWN (IOWA RIVER'S EDGE TRAIL): BRIDGES 2-5	\$ 797,000
		GRINNELL: GART FROM INDUSTRIAL TO STAGECOACH	\$ 450,000
		SUBTOTAL	\$ 1,247,000
		BALANCE 2024	\$ (349,010)
2025	\$ 302,000	Iowa's TAP 2025 Allocation	
		MARSHALL COUNTY (HWY 330 TRAIL): GRAVEL CROSSINGS	\$ 165,000
		BALANCE 2025	\$ (212,010)
2026	\$ 312,000	Iowa's TAP 2026 Allocation	
		BALANCE 2026	\$ 99,990
2027	\$ 322,000	Iowa's TAP 2027 Allocation	
		BALANCE 2027	\$ 421,990

TABLE 2: SUMMARY OF TOTAL PROJECT COSTS AND FEDERAL AID PROGRAMMED IN TIP (FY 2024 TO 2027)

<i>FY 2024</i>				
PROGRAM	SWAP	FEDERAL AID	REGION	TOTAL
HBP	\$ 260,000	\$ 6,302,500	\$ -	\$ 6,562,500
HSIP	\$ -	\$ 949,300	\$ -	\$ 1,161,000
NHPP	\$ -	\$ 21,769,800	\$ -	\$ 26,951,000
PRF	\$ -	\$ -	\$ -	\$ 750,000
RTP	\$ -	\$ 131,600	\$ -	\$ 164,500
STPB	\$ -	\$ 1,390,000	\$ 1,390,000	\$ 3,390,000
SWAP-STPBG	\$ 4,500,000	\$ -	\$ 4,500,000	\$ 5,625,000
TAP	\$ -	\$ 1,247,000	\$ 1,247,000	\$ 1,559,500
TOTAL	\$ 4,760,000	\$ 31,790,200	\$ 7,137,000	\$ 46,163,500
<i>FY 2025</i>				
PROGRAM	SWAP	FEDERAL AID	REGION	TOTAL
HBP	\$ 600,000	\$ 8,200,000	\$ -	\$ 8,800,000
HSIP	\$ -	\$ -	\$ -	\$ -
NHPP	\$ -	\$ 767,200	\$ -	\$ 959,000
PRF	\$ -	\$ -	\$ -	\$ 591,000
RTP	\$ -	\$ 300,000	\$ -	\$ 375,000
STPB	\$ -	\$ 1,220,000	\$ 1,220,000	\$ 1,825,000
SWAP-STPBG	\$ 566,000	\$ -	\$ 566,000	\$ 707,500
TAP	\$ -	\$ 165,000	\$ 165,000	\$ 210,000
TOTAL	\$ 1,166,000	\$ 10,652,200	\$ 1,951,000	\$ 13,467,500

FY 2026				
PROGRAM	SWAP	FEDERAL AID	REGION	TOTAL
HBP	\$ 510,000	\$ 4,140,000	\$ -	\$ 4,650,000
HSIP	\$ -	\$ -	\$ -	\$ -
NHPP	\$ -	\$ 22,699,700	\$ -	\$ 26,919,000
PRF	\$ -	\$ -	\$ -	\$ -
RTP	\$ -	\$ -	\$ -	\$ -
STPB	\$ -	\$ 2,159,200	\$ 1,000,000	\$ 3,049,000
SWAP-STPBG	\$ -	\$ -	\$ -	\$ -
TAP	\$ -	\$ -	\$ -	\$ -
TOTAL	\$ 510,000	\$ 28,998,900	\$ 1,000,000	\$ 34,618,000

FY 2027				
PROGRAM	SWAP	FEDERAL AID	REGION	TOTAL
HBP	\$ 200,000	\$ 2,100,000	\$ -	\$ 2,300,000
HSIP	\$ -	\$ -	\$ -	\$ -
NHPP	\$ -	\$ 17,158,500	\$ -	\$ 19,065,000
PRF	\$ -	\$ -	\$ -	\$ -
RTP	\$ -	\$ -	\$ -	\$ -
STPB	\$ -	\$ 5,464,000	\$ 1,360,000	\$ 6,830,000
SWAP-STPBG	\$ -	\$ -	\$ -	\$ -
TAP	\$ -	\$ -	\$ -	\$ -
TOTAL	\$ 200,000	\$ 24,722,500	\$ 1,360,000	\$ 28,195,000

TOTAL FY 2024 TO 2027				
PROGRAM	SWAP	FEDERAL AID	REGION	TOTAL
HBP	\$ 1,570,000	\$ 20,742,500	\$ -	\$ 22,312,500
HSIP	\$ -	\$ 949,300	\$ -	\$ 1,161,000
NHPP	\$ -	\$ 62,395,200	\$ -	\$ 73,894,000
PRF	\$ -	\$ -	\$ -	\$ 1,341,000
RTP	\$ -	\$ 431,600	\$ -	\$ 539,500
STPB	\$ -	\$ 10,233,200	\$ 4,970,000	\$ 15,094,000
SWAP-STPBG	\$ 5,066,000	\$ -	\$ 5,066,000	\$ 6,332,500
TAP	\$ -	\$ 1,412,000	\$ 1,412,000	\$ 1,769,500
TOTAL	\$ 6,636,000	\$ 96,163,800	\$ 11,448,000	\$ 122,444,000

REGION 6 FY 2023 PROJECT STATUS REPORT

ID	Location	Project Number	Sponsor	Funding Program	Name	Y1_SWAP	Y1_FA	Y1_Total	Status
45060	In the city of Alden, On Main Street from D20 NE. 53 miles to Iowa River Bridge S18 T89 R21	STBG-SWAP-0077(602)--SG-42	Alden	SWAP-STBG	City of Alden	\$ 198,000		\$ 247,500	Under contract
52471	In the city of Tama, On 5TH ST, Over DRAINAGE, S35 T83 R15	BHM-SWAP-7575(604)--SA-86	Tama	SWAP-HBP	Lincoln Highway Bridge Rehabilitation	\$ 350,000		\$ 350,000	Completed
38154	I80: 1.0 mi W of IA 146 to 2.0 mi E	IMN-80()-0E-79	IDOT	PRF				\$ 328,000	Under contract
39360	US63: Wolf Creek 0.3 mi N of IA 8	BRF-63()-38-86	IDOT	HBP			\$ 657,600	\$ 822,000	Under contract
39003	On T Avenue, Over HONEY CREEK, S30 T86N R19	BROS-SWAP-C042(110)--FE-42	Hardin County	SWAP-HBP	Bridge 15301	\$ 600,000		\$ 600,000	Under contract
50977	In the city of Owasa, On ELM ST, Over BEAVER CREEK, S17 T88 R20	BRS-SWAP-5832(601)--FF-42	Hardin County	SWAP-HBP	Bridge 7209 Owasa	\$ 850,000		\$ 850,000	Delayed until FY 2024
12250	On JESSUP AVE, Over MINERVA CREEK, Near N 1/4 corner of S3	BROS-SWAP-C064(115)--SE-64	Marshall County	SWAP-HBP	F-4	\$ 1,500,000		\$ 1,500,000	Under contract
35995	On 1000 mile of Gerhart Ave, Over Mud Creek, in NW S6 T85 R19	BROS-C064()-5F-64	Marshall County	HBP	C-6 #244230		\$ 600,000	\$ 600,000	Converting to box culvert and funded with local funds
45114	On ABBOTT AVE, Over BR SUGAR CREEK, S1 T84 R17	BROS-C064()-8J-64	Marshall County	HBP	Bridge H-1 in 1600 mile of Abbott Ave - replacing w/RCB		\$ 150,000	\$ 150,000	Under contract
45115	On ABBOTT AVE, Over BR SUGAR CREEK, S1 T84 R17	BROS-C064()-8J-64	Marshall County	HBP	Bridge H-2 in 1600 mile of Abbott Ave - replacing w/RCB		\$ 225,000	\$ 225,000	Likely delayed until FY 2024
39040	On V18, Over Big Bear Creek, S14 T80N R14W	BRS-SWAP-C079(64)--FF-79	Poweshiek County	SWAP-HBP	Bear Creek 14 Bridge	\$ 1,100,000		\$ 1,100,000	Under contract
29486	On F29, Over Drainage, S23 T80 R13	BRS-C079(66)--60-79	Poweshiek County	HBP	Warren 23 Bridge	\$ 90,000	\$ 360,000	\$ 450,000	Delayed until FY 2024
34679	On 520TH AVE, Over Small Stream, S28 T78 R13	BROS-C079()-5F-79	Poweshiek County	HBP	Deep River 28 Bridge		\$ 750,000	\$ 750,000	Delayed until FY 2024
33877	On Business 30, Over Deer Creek, S21 T83 R15	BRS-SWAP-C086(107)--FF-86	Tama County	SWAP-HBP	Toledo 21 Bridge Replacement	\$ 1,500,000		\$ 1,500,000	Under contract
39072	On 220th Street, Over SIMPSON CREEK, S6 T84N R13	BROS-C086(111)--8J-86	Tama County	HBP	Oneida 6 Bridge		\$ 250,000	\$ 250,000	Likely delayed until FY 2024
39068	On E Avenue, Over BRANCH WOLF CREEK, S26 T86N R16W	BROS-C086(109)--8J-86	Tama County	HBP	Lincoln 26 Bridge		\$ 250,000	\$ 250,000	Likely delayed until FY 2024
39069	On F Avenue, Over BRANCH WOLF CREEK, S25 T86N R16W	BROS-C086(110)--8J-86	Tama County	HBP	Lincoln 25 Bridge		\$ 250,000	\$ 250,000	Likely delayed until FY 2024
39071	On P Avenue, Over BRANCH COON CREEK, S15 T85N R14W	BROS-C086(108)--8J-86	Tama County	HBP	Perry 15 Bridge		\$ 250,000	\$ 250,000	Likely delayed until FY 2024
45127	On ABBOTT AVE, Over BR SUGAR CREEK, S1 T84 R17	BROS-C064()-8J-86	Tama County	HBP	Carlton 6 South Bridge Replacement		\$ 112,500	\$ 112,500	Likely delayed until FY 2024
45125	On ABBOTT AVE, Over BR SUGAR CREEK, S1 T84 R17	BROS-C064()-8J-86	Tama County	HBP	Carlton 6 North Bridge Replacement		\$ 75,000	\$ 75,000	Likely delayed until FY 2024
36418	On K AVE, Over NORTH WALNUT CREEK, S35 T82 R15	BROS-C086(99)--8J-86	Tama County	HBP	Columbia 35 Bridge		\$ 500,000	\$ 500,000	Under contract
52593	US20: South Fork Iowa River 1.0 mi E of Co Rd S27 to US 65 (WB)	NHSX-20()-3H-42	IDOT	NHPP			\$ 1,984,000	\$ 2,480,000	Under contract
48406	In the city of Marshalltown, On Iowa River's Edge Trail, starting at Radio Tower Road and going	NRT-4797()-9G-64	Marshalltown	RTP	City of Marshalltown		\$ 300,000	\$ 437,500	Delayed until at least FY 2024, maybe longer
34112	In the city of Marshalltown, On Iowa River Trail, from Bridge #2 1	TAP-R-4797(625)--8T-64	Marshalltown	TAP	Iowa River Trail Bridge Replacement #2-5		\$ 797,000	\$ 933,750	Likely delayed until FY 2024
52988	IA146: Co Rd F62 Intersection near Searsboro	HSIPX-146-2()-3L-79	IDOT	HSIP			\$ 180,000	\$ 200,000	Summer 2023 letting
52989	US63: N of Iowa River in Tama to NCL Toledo	HSIPX-063-5()-3L-86	IDOT	HSIP			\$ 814,000	\$ 955,000	Summer 2023 letting
53385	US30: E of Durham Ave in State Center E to 6.5 mi (EB)	NHSX-030-5()-3H-64	IDOT	NHPP			\$ 2,880,000	\$ 3,600,000	September 2023 letting
TOTAL						\$ 6,188,000	\$ 11,385,100	\$ 19,766,250	

2024 - 2027 Statewide Transportation Improvement Program

RPA-06

HBP

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
39004	BROS-C042()--5F-42	TIP Approved	Total	\$650,000				\$650,000
Hardin County	On H Avenue, Over SOUTH FORK IOWA RIVER, along WLINE S18 T88N R21W		Federal Aid	\$650,000				\$650,000
	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					
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	5/21/2024	Federal Aid	\$1,200,000				\$1,200,000
	Bridge 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					
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					
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					
45092	BROS-C086()--5F-86	TIP Approved	Total	\$500,000				\$500,000
Tama County	On S AVE, Over BRANCH WOLF CREEK, S6 T85 R13		Federal Aid	\$500,000				\$500,000
	Bridge Replacement-CCS		Regional Swap					
39071	BROS-C086(108)--8J-86	TIP Approved	Total	\$250,000				\$250,000
Tama County	On P Avenue, Over BRANCH COON CREEK, S15 T85N R14W	2/20/2024	Federal Aid	\$250,000				\$250,000
	RCB Culvert Replacement - Twin Box		Regional Swap					
39068	BROS-C086(109)--8J-86	TIP Approved	Total	\$250,000				\$250,000
Tama County	On E Avenue, Over BRANCH WOLF CREEK, S26 T86N R16W	2/20/2024	Federal Aid	\$250,000				\$250,000
	RCB Culvert Replacement - Single Box		Regional Swap					

HBP

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
39069	BROS-C086(110)--8J-86	TIP Approved	Total	\$250,000				\$250,000
Tama County	On F Avenue, Over BRANCH WOLF CREEK, S25 T86N R16W	2/20/2024	Federal Aid	\$250,000				\$250,000
	RCB Culvert Replacement - Single Box		Regional Swap					
39072	BROS-C086(111)--8J-86	TIP Approved	Total	\$250,000				\$250,000
Tama County	On 220th Street, Over SIMPSON CREEK, S6 T84N R13	2/20/2024	Federal Aid	\$250,000				\$250,000
	RCB Culvert Replacement - Twin Box		Regional Swap					
45127	BROS-C086(141)--8J-86	TIP Approved	Total	\$112,500				\$112,500
Tama County	On ABBOTT AVE, Over BR SUGAR CREEK, S1 T84 R17	2/20/2024	Federal Aid	\$112,500				\$112,500
	RCB Culvert Replacement - Single Box		Regional Swap					
45125	BROS-C086(142)--8J-86	TIP Approved	Total	\$75,000				\$75,000
Tama County	On ABBOTT AVE, Over BR SUGAR CREEK, S1 T84 R17	2/20/2024	Federal Aid	\$75,000				\$75,000
	RCB Culvert Replacement - Single Box		Regional Swap					
50977	BRS-5832(601)--60-42	TIP Approved	Total	\$850,000				\$850,000
Hardin County	In the city of Owasa, On ELM ST, Over BEAVER CREEK, S17 T88 R20	12/19/2023	Federal Aid	\$680,000				\$680,000
	Bridge Replacement-CCS		Regional Swap	\$170,000				\$170,000
29486	BRS-C079(66)--60-79	TIP Approved	Total	\$450,000				\$450,000
Poweshiek County	On F29, Over Drainage, S23 T80 R13	12/19/2023	Federal Aid	\$360,000				\$360,000
	RCB Culvert Replacement - Single Box		Regional Swap	\$90,000				\$90,000
54758	BROS-6867)--8J-79	TIP Approved	Total		\$1,000,000			\$1,000,000
Searsboro	In the city of Searsboro, On 4TH ST, Over FLEENER CREEK, S9 T78 R16		Federal Aid		\$1,000,000			\$1,000,000
			Regional Swap					
35992	BROS-C064)--5F-64	TIP Approved	Total		\$600,000			\$600,000
Marshall County	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					
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					

HBP

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
5500	BROS-C064(86)--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	7/16/2024	Federal Aid		\$600,000			\$600,000
	Bridge Replacement		Regional Swap					
34677	BROS-C079)--8J-79	TIP Approved	Total		\$750,000			\$750,000
Poweshiek County	On 155TH ST, Over Dugout Creek, S16 T79 R14		Federal Aid		\$750,000			\$750,000
	Bridge Replacement		Regional Swap					
45107	BROS-C079)--8J-79	TIP Approved	Total		\$750,000			\$750,000
Poweshiek County	On 100TH ST, Over N ENGLISH RIVER, S15 T79 R15		Federal Aid		\$750,000			\$750,000
	Bridge Replacement-CCS		Regional Swap					
39070	BROS-C086)--5F-86	TIP Approved	Total		\$250,000			\$250,000
Tama County	On G Avenue, Over Small Stream, S19 T84N R15W		Federal Aid		\$250,000			\$250,000
	Bridge Replacement, RCB Culvert New - Twin Box		Regional Swap					
45096	BROS-C086)--8J-86	TIP Approved	Total		\$1,250,000			\$1,250,000
Tama County	On II AVE, Over RICHLAND CREEK, S21 T82 R15		Federal Aid		\$1,250,000			\$1,250,000
	Bridge Replacement-CCS		Regional Swap					
53069	BRS-3720(616)--60-42	TIP Approved	Total		\$1,800,000			\$1,800,000
Hardin County	In the city of Iowa Falls, On SOUTH AVE, Over IOWA RIVER, S17 T89 R20		Federal Aid		\$1,440,000			\$1,440,000
	Bridge Replacement		Regional Swap		\$360,000			\$360,000
32544	BRS-C042)--60-42	TIP Approved	Total		\$500,000			\$500,000
Hardin County	On S62, Over Small Stream, from D55 South 0.5 Miles, in SE S5 T86 R19		Federal Aid		\$400,000			\$400,000
	Culvert Replacement		Regional Swap		\$100,000			\$100,000
39065	BRS-C086)--60-86	TIP Approved	Total		\$350,000			\$350,000
Tama County	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	BRS-C086)--60-86	TIP Approved	Total		\$350,000			\$350,000
Tama County	On E 43, Over BR IOWA RIVER, S11 T83 R15		Federal Aid		\$280,000			\$280,000
	Bridge Replacement		Regional Swap		\$70,000			\$70,000

HBP

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
32257	BROS-C064()--8J-64	TIP Approved	Total			\$600,000		\$600,000
Marshall County	On 2900 Mile of Taylor Ave, Over Snipe Creek, S7 T82 R17		Federal Aid			\$600,000		\$600,000
	Bridge Replacement		Regional Swap					
24825	BROS-C064(130)--8J-64	TIP Approved	Total			\$500,000		\$500,000
Marshall County	On RIDGE RD, Over MIDDLE TIMBER CREEK, from 260th St S 0.6 miles to SE 1/4 S26 T83 R18	3/17/2026	Federal Aid			\$500,000		\$500,000
	Bridge Replacement		Regional Swap					
49781	BROS-C079()--8J-79	TIP Approved	Total			\$1,000,000		\$1,000,000
Poweshiek County	On 240TH ST, Over WALNUT CREEK, S1 T81 R13		Federal Aid			\$1,000,000		\$1,000,000
	Bridge Replacement-CCS		Regional Swap					
52300	BRS-C042()--60-42	TIP Approved	Total			\$500,000		\$500,000
Hardin County	On D 41, Over TIPTON CREEK, S32 T88 R22		Federal Aid			\$400,000		\$400,000
	Bridge Replacement-CCS		Regional Swap			\$100,000		\$100,000
32258	BRS-C064()--60-64	TIP Approved	Total			\$800,000		\$800,000
Marshall County	On 2800 Mile of 290th St (E63), Over LUTES CREEK, S7 T82 R17		Federal Aid			\$640,000		\$640,000
	Bridge Replacement		Regional Swap			\$160,000		\$160,000
49777	BRS-C086()--60-86	TIP Approved	Total			\$1,250,000		\$1,250,000
Tama County	On E 29, Over SALT CREEK, S2 T84 R14		Federal Aid			\$1,000,000		\$1,000,000
	Bridge Replacement-PPCB		Regional Swap			\$250,000		\$250,000
37640	BROS-C064()--5F-64	TIP Approved	Total				\$800,000	\$800,000
Marshall County	On 3000 mile of 260th St, Over South Timber Creek, S28 T83 R17		Federal Aid				\$800,000	\$800,000
	Bridge Replacement		Regional Swap					
45106	BROS-C079()--8J-79	TIP Approved	Total				\$500,000	\$500,000
Poweshiek County	On 460TH AVE, Over BUCK CREEK, S27 T79 R16		Federal Aid				\$500,000	\$500,000
	Bridge Replacement-CCS		Regional Swap					
49776	BRS-C086()--60-86	TIP Approved	Total				\$1,000,000	\$1,000,000
Tama County	On D 65, Over BRANCH WOLF CREEK, S18 T86 R13		Federal Aid				\$800,000	\$800,000
	Bridge Replacement-CCS		Regional Swap				\$200,000	\$200,000

HSIP

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
54633	HSIP-063()--3L-86	TIP Approved	Total	\$956,000				\$956,000
Iowa Department of Transportation	US 63: N of the Iowa River in Tama to the NCL of Toledo Pavement Rehab		Federal Aid	\$764,800				\$764,800
			Regional Swap					
DOT Note: Project includes 3R and HSIP funds								
54551	HSIPX-146()--3L-79	TIP Approved	Total	\$205,000				\$205,000
Iowa Department of Transportation	IA 146: Co Rd F62 Intersection near Searsboro Right of Way		Federal Aid	\$184,500				\$184,500
			Regional Swap					

NHPP

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
52707	IM-080()--13-79	TIP Approved	Total	\$2,090,000		\$11,645,000	\$15,949,000	\$29,684,000
Iowa Department of Transportation	I 80: W of IA 21 to E of IA 21 Grade and Pave, Pave, Grading		Federal Aid	\$1,881,000		\$10,480,500	\$14,354,100	\$26,715,600
			Regional Swap					
54634	NHSX-030()--3H-64	TIP Approved	Total	\$3,769,000				\$3,769,000
Iowa Department of Transportation	US 30: E of Durham Ave in State Center east 6.5 miles (EB) Pavement Rehab		Federal Aid	\$3,015,200				\$3,015,200
			Regional Swap					
45341	NHSX-063()--3H-79	TIP Approved	Total	\$21,092,000	\$358,000			\$21,450,000
Iowa Department of Transportation	US 63: W Jct US 6 to SCL Tama Pavement Rehab, Erosion Control, Right of Way		Federal Aid	\$16,873,600	\$286,400			\$17,160,000
			Regional Swap					
48422	NHSX-063()--3H-86	TIP Approved	Total		\$601,000	\$15,274,000		\$15,875,000
Iowa Department of Transportation	US 63: NCL Toledo to 0.5 mi S of IA 96 Traffic Signs, Right of Way		Federal Aid		\$480,800	\$12,219,200		\$12,700,000
			Regional Swap					
54666	IMX-080()--02-79	TIP Approved	Total				\$3,116,000	\$3,116,000
Iowa Department of Transportation	I 80: 50th St 2.1 mi E of IA 146 (EB/WB) Bridge Deck Overlay		Federal Aid				\$2,804,400	\$2,804,400
			Regional Swap					

PRF

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
38250	NHSN-030()--2R-86	TIP Approved	Total	\$350,000				\$350,000
Iowa Department of Transportation	US 30: Tama Bypass to W of IA 21 Erosion Control		Federal Aid					
			Regional					
			Swap					
54591	NHSN-063()--2R-79	TIP Approved	Total	\$400,000			\$400,000	
Iowa Department of Transportation	US 63: W Jct US 6 to SCL Tama Wetland Mitigation		Federal Aid					
			Regional					
			Swap					
48460	BRFN-065()--39-42	TIP Approved	Total		\$591,000		\$591,000	
Iowa Department of Transportation	US 65: UP RR 2.1 mi W of IA 57 Bridge Deck Overlay		Federal Aid					
			Regional					
			Swap					

RTP

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
53512	NRT-Iowa DNR(603)--9G-64	TIP Approved	Total	\$164,500				\$164,500
Iowa Department of Natural Resources	Nicholson-Ford OHV Park Miscellaneous		Federal Aid	\$131,600				\$131,600
			Regional					
			Swap					
48406	NRT-4797()--9G-64	TIP Approved	Total		\$375,000		\$375,000	
Marshalltown	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		Federal Aid		\$300,000			\$300,000
			Regional					
			Swap					

STBG

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
49778	STP-S-C086()--5E-86	TIP Approved	Total	\$3,390,000				\$3,390,000
Tama County	On E 66, from US30 to IA21		Federal Aid	\$1,390,000				\$1,390,000
	HMA Resurfacing with Milling		Regional Swap	\$1,390,000				\$1,390,000
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 Swap		\$20,000			\$20,000
45899	STP-S-C079()--5E-79	TIP Approved	Total		\$1,800,000			\$1,800,000
Poweshiek County	On F29, from IA21 E to V36		Federal Aid		\$1,200,000			\$1,200,000
	HMA Resurfacing		Regional Swap		\$1,200,000			\$1,200,000
52679	BRF-175()--38-42	TIP Approved	Total			\$1,424,000		\$1,424,000
Iowa Department of Transportation	IA 175: Iowa River 0.1 mi W of Co Rd S56 in Eldora		Federal Aid			\$1,139,200		\$1,139,200
	Bridge Deck Overlay		Regional Swap					
38882	STP-S-C064()--5E-64	TIP Approved	Total			\$1,600,000		\$1,600,000
Marshall County	On 190th St (E29), from Eastman Ave (S52) E 8.0 miles to Marsh Ave (IA330)		Federal Aid			\$1,000,000		\$1,000,000
	HMA Resurfacing with Milling		Regional Swap			\$1,000,000		\$1,000,000
54525	BRF-063()--38-79	TIP Approved	Total				\$1,570,000	\$1,570,000
Iowa Department of Transportation	US 63: Stream 4.4 mi N of Co Rd G17		Federal Aid				\$1,256,000	\$1,256,000
	Culvert New, Right of Way		Regional Swap					
54662	BRF-063()--38-86	TIP Approved	Total				\$2,750,000	\$2,750,000
Iowa Department of Transportation	US 63: Iowa River 1.3 mi N of Co Rd E64		Federal Aid				\$2,200,000	\$2,200,000
	Bridge Deck Overlay		Regional Swap					
54663	BRF-330()--38-64	TIP Approved	Total				\$785,000	\$785,000
Iowa Department of Transportation	IA 330: Clear Creek 1.8 mi S of Co Rd S52		Federal Aid				\$628,000	\$628,000
	Bridge Deck Overlay		Regional Swap					
53338	STP-S-C042(D41/S55)--5E-42	TIP Approved	Total				\$1,700,000	\$1,700,000
Hardin County	On CO HWY D41/S55, from IA HWY 175 N 3.9 miles to CO HWY D35		Federal Aid				\$1,360,000	\$1,360,000
	HMA Pavement Widening		Regional Swap				\$1,360,000	\$1,360,000

SWAP-STBG

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
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
53514	STBG-SWAP-0015()--SG-42	TIP Approved	Total		\$500,000			\$500,000
Ackley	In the city of Ackley, On FRANKLIN ST, from Highway 57 S to CNRR	12/19/2023	Federal Aid					
	Pavement Rehab		Regional		\$400,000			\$400,000
			Swap		\$400,000			\$400,000
53515	STBG-SWAP-2920()--SG-64	TIP Approved	Total		\$207,500			\$207,500
Gilman	In the city of Gilman, On CENTER STREET, from MAIN STREET NE to HIGHWAY 146		Federal Aid					
	HMA Pavement - Replace		Regional		\$166,000			\$166,000
			Swap		\$166,000			\$166,000

TAP

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
34112	TAP-R-4797(625)--8T-64	TIP Approved	Total	\$997,000				\$997,000
Marshalltown	In the city of Marshalltown, On Iowa River Trail, from Bridge #2 1 Miles to Bridge #5	10/17/2023	Federal Aid	\$797,000				\$797,000
	Ped/Bike Structures		Regional	\$797,000				\$797,000
			Swap					
DOT Note: Project eligible for FHWA TAP funding								
35405	TAP-U-3127()--8I-79	TIP Approved	Total	\$562,500				\$562,500
Grinnell	In the city of Grinnell, From SE corner of Industrial Ave & Ia Hwy 146 south 1.21 Miles to NE corner of Stagecoach Rd		Federal Aid	\$450,000				\$450,000
	Ped/Bike Grade & Pave		Regional	\$450,000				\$450,000
			Swap					
DOT Note: Project eligible for FHWA TAP funding								
37613	TAP-U-C064()--8I-64	TIP Approved	Total		\$210,000			\$210,000
Marshall County	Paving Bike Trail Int's at 233rd St,238th St,242nd St,250th St, Jessup Av,265th St,Ingram Av,Hart Av,Glick Av		Federal Aid		\$165,000			\$165,000
	Ped/Bike Paving		Regional		\$165,000			\$165,000
			Swap					

2024 Transit Projects

RPA 6

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2024	2025	2026	2027	Totals
5998 Region Six Planning Commission (Peoplerides)	5339 TIP Approved	Capital	Replace #214 VSS Unit # 214	Total	\$104,654				\$104,654
				FA	\$88,956				\$88,956
				DOT					
10030 Region Six Planning Commission (Peoplerides)	5339 TIP Approved	Capital	Replace #312 VSS Unit # 312	Total	\$104,654				\$104,654
				FA	\$88,956				\$88,956
				DOT					
10031 Region Six Planning Commission (Peoplerides)	5339 TIP Approved	Capital	Replace #412 VSS Unit # 412	Total	\$104,654				\$104,654
				FA	\$88,956				\$88,956
				DOT					
10032 Marshalltown Municipal Transit	5339 TIP Approved	Capital	Replace #109 VSS Unit # 109	Total	\$658,795				\$658,795
				FA	\$559,976				\$559,976
				DOT					
1280 Region Six Planning Commission (Peoplerides)	5311,STA TIP Approved	Operations	General Operations/Maintenance/Administration	Total	\$1,110,000	\$1,122,000	\$1,125,000		\$3,357,000
				FA	\$218,000	\$219,000	\$220,000		\$657,000
				DOT	\$270,000	\$280,000	\$281,000		\$831,000
2134 Marshalltown Municipal Transit	5311,STA TIP Approved	Operations	General Operations/Maintenance/Administration	Total	\$763,000	\$766,000	\$769,000		\$2,298,000
				FA	\$264,000	\$265,000	\$266,000		\$795,000
				DOT	\$198,000	\$199,000	\$200,000		\$597,000