

FY 2025-2028



TRANSPORTATION IMPROVEMENT PROGRAM



Prepared by:

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

Approved: 6/10/24

RESOLUTION

A RESOLUTION TO APPROVE THE FY 2025-2028 REGION 6 RESOURCE PARTNERS TRANSPORTATION IMPROVEMENTS PROGRAM

WHEREAS the Region 6 Resource Partners has prepared the FY2025-2028 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 2025-2028 Transportation Improvements Program is hereby approved.

Approved this 10th day of June, 2024.



Mark Schoborg, Vice-Chair

Attest:



Marty Wymore



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 10, 2024. 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 2025 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 2025-2028, averages \$2,973,153 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 2025-2028 expenditure and revenue projections –

- City: used FY 2023 actual financial data. 6% estimated annual growth rate for FY 2025 expenses in roadway maintenance and operations. 2% growth for roadway and operations expenses from FY 2026 to 2028. On the income side – 3% annual growth shown for road use tax fund for year 2025 and 1% growth for all later years. The general and other fund for year 2025 is 3% annual growth and 2% growth in the later years. Capital projects is shown at 2% growth for all years. Utilities shown as 3% growth for year 2025 and 2% for later years. Debt service funds shown at 5% for year 2025 and 2% for the later years. All these figures are estimates. These trend estimates are also used for later years.
- County: used FY 2023 actual financial data with a 3% annual growth rate for operations and maintenance expense. The later years for both of these factors are shown at 2%. 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 0% 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 2025 to 2028.

- 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
Heather Thomas	City of Marshalltown	Public Works Director
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	retired	retired
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	Brian Hanus 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)	Shelby Ebel	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, regardless 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	2025	2026	2027	2028	Total
Road Use Tax Fund	\$ 12,056,442	\$ 12,177,007	\$ 12,298,777	\$ 12,421,764	\$ 48,953,990
General Fund	\$ 3,743,663	\$ 3,818,537	\$ 3,894,907	\$ 3,972,806	\$ 15,429,913
Other Fund	\$ 5,806,128	\$ 5,922,250	\$ 6,040,695	\$ 6,161,509	\$ 23,930,583
Capital Projects	\$ 12,825,489	\$ 13,081,999	\$ 13,343,639	\$ 13,610,512	\$ 52,861,639
Utilities	\$ 869,303	\$ 886,689	\$ 904,423	\$ 922,511	\$ 3,582,925
Debt Service Fund Receipts	\$ 6,495,920	\$ 6,625,839	\$ 6,758,355	\$ 6,893,522	\$ 26,773,637
Total Revenues	\$ 41,796,946	\$ 42,512,320	\$ 43,240,796	\$ 43,982,625	\$ 171,532,686

Chart B

City Expense Type	2025	2026	2027	2028	Total
Total Roadway Maintenance	\$ 3,902,090	\$ 3,980,132	\$ 4,059,735	\$ 4,140,929	\$ 16,082,886
Total Roadway Operations	\$ 12,935,243	\$ 13,193,948	\$ 13,457,827	\$ 13,726,983	\$ 53,314,001
Total Roadway Capital	\$ 24,959,613	\$ 25,338,240	\$ 25,723,235	\$ 26,114,712	\$ 102,135,800
Total Expenses	\$ 41,796,946	\$ 42,512,320	\$ 43,240,796	\$ 43,982,625	\$ 171,532,686

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	2025	2026	2027	2028	Total
Operations	\$ 10,044,259	\$ 10,245,145	\$ 10,450,047	\$ 10,659,048	\$ 41,398,500
Maintenance	\$ 17,619,898	\$ 17,972,296	\$ 18,331,742	\$ 18,698,377	\$ 72,622,312
Capital	\$ 24,555,767	\$ 22,120,679	\$ 20,824,054	\$ 15,683,288	\$ 83,183,789
Total Expenses	\$ 52,219,925	\$ 50,338,119	\$ 49,605,843	\$ 45,040,713	\$ 197,204,601

Chart D, Sources and Uses of County Funds

County Revenue Type	2025	2026	2027	2028	Total
Property Tax (local)	\$ 10,808,748	\$ 11,024,923	\$ 11,245,421	\$ 11,470,330	\$ 44,549,422
LOST - Marshall County (local)	\$ 801,791	\$ 817,827	\$ 834,184	\$ 850,868	\$ 3,304,670
LOST - Poweshiek County (local)	\$ -	\$ -	\$ -	\$ -	\$ -
Road Use Tax (state)	\$ 17,002,278	\$ 17,172,301	\$ 17,344,024	\$ 17,517,464	\$ 69,036,067
Farm to Market (state)	\$ 6,846,139	\$ 6,914,601	\$ 6,983,747	\$ 7,053,584	\$ 27,798,070
Time-21 (state)	\$ 2,115,919	\$ 2,115,919	\$ 2,115,919	\$ 2,115,919	\$ 8,463,676
Bridge (federal)	\$ 12,712,500	\$ 10,360,000	\$ 9,150,000	\$ 4,100,000	\$ 36,322,500
Misc - STPG	\$ 1,932,549	\$ 1,932,549	\$ 1,932,549	\$ 1,932,549	\$ 7,730,196
Total Revenues	\$ 52,219,925	\$ 50,338,119	\$ 49,605,843	\$ 45,040,713	\$ 197,204,601

IDOT

The estimated amount that is available for Right of Way and Construction work is estimated at \$3.5 million from FY 25 to 28.

<i>Dollars in millions</i>					
IDOT Revenue Type	2025	2026	2027	2028	Total
Primary Road Fund	\$ 817.6	\$ 826.7	\$ 830.8	\$ 838.3	\$ 3,313
Time-21	\$ 135.0	\$ 135.0	\$ 135.0	\$ 135.0	\$ 540
Misc	\$ 25.0	\$ 25.0	\$ 25.0	\$ 25.0	\$ 100
Federal Aid	\$ 516.0	\$ 512.4	\$ 512.4	\$ 512.4	\$ 2,053
Total	\$ 1,494	\$ 1,499	\$ 1,503	\$ 1,511	\$ 6,007
<i>Dollars in millions</i>					
Statewide Allocations	2025	2026	2027	2028	Total
Operations & Maintenance	\$ 408.9	\$ 415.4	\$ 433.5	\$ 440.1	\$ 1,698
Back of Program Line Items & Rail Hwy	\$ 199.9	\$ 202.9	\$ 203.9	\$ 209.6	\$ 816
Total	\$ 609	\$ 618	\$ 637	\$ 650	\$ 2,514
					\$ -
Funds Available for ROW/Const	\$ 885	\$ 881	\$ 866	\$ 861	\$ 3,492

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 2025 from the City of Marshalltown, Grinnell, and Iowa Falls. The Counties have declined to offer financial support for any rural rides in FY 2025. If a person is not on Medicaid, the Counties expect that passenger to pay \$2.89/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
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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 (2025-2028)

REGION 6 STP OBLIGATIONS & APPROPRIATIONS						
YEAR	REVENUE	PLACE	PROJECT	EXPENSE	TPMS #	STIP COMMENTS
<i>red listings = new projects in FY 2025</i>						
			BALANCE END OF FY 2023	\$ 3,003,672		
2024	\$ 2,908,331	IOWA's STBG ALLOCATION				
2024		TAMA COUNTY	E66- US 30 TO IA21	\$ 1,390,000	49778	LIKELY 25 LETTING
2024		GRINNELL	HWY 146	\$ 600,000	55579	LIKELY 25 LETTING
2024		MARSHALLTOWN	HIGHLAND ACRES ROAD	\$ 3,900,000	45064	LIKELY 25 LETTING
			TOTAL 2024	\$ 5,890,000		
			BALANCE END OF 2024	\$ 22,003		
2025	\$ 2,903,610	IOWA's STBG ALLOCATION				
2025		<i>VICTOR (Pow County)</i>	<i>F29: WCL TO COUNTY LINE ROAD</i>	<i>\$ 225,000</i>	<i>55580</i>	
2025		<i>TAMA</i>	<i>5TH ST: REALIGNMENT WITH LINCOLN BRIDGE</i>	<i>\$ 362,000</i>	<i>55581</i>	
2025		ACKLEY	FRANKLIN ST: CNRR TO HWY 57	\$ 400,000	53514	
2025		POWESHIEK COUNTY	F29: IA 21 TO V36	\$ 1,200,000	45899	
			TOTAL 2025	\$ 2,187,000		
			BALANCE END OF 2025	\$ 738,613		
2026	\$ 2,959,000	IOWA's STBG ALLOCATION				
2026		HARDIN COUNTY	D41/S55 FROM HWY 175 TO D35	\$ 1,360,000	53338	
2026		REGION 6	PLAN & PROGRAM	\$ 20,000	319	
			TOTAL 2026	\$ 1,380,000		
			BALANCE END OF 2026	\$ 2,317,613		
2027	\$ 3,015,000	IOWA's STBG ALLOCATION				
2027		MARSHALL COUNTY	E29 - EASTMAN AVE TO HOPKINS AVE	\$ 1,000,000	38882	
2027		GILMAN	CENTER ST: N MAIN ST TO HWY 146	\$ 166,000	53515	
2027		REGION 6	PLAN & PROGRAM	\$ 20,000	319	
			TOTAL 2027	\$ 1,186,000		
			BALANCE END OF 2027	\$ 4,146,613		
2028	\$ 3,015,000	IOWA's STBG ALLOCATION				
2028		REGION 6	PLAN & PROGRAM	\$ 20,000	319	
			TOTAL 2028	\$ 20,000		
			BALANCE END OF 2028	\$ 7,141,613		

IOWA'S TAP FUNDING (2025 - 2028)

REGION 6 TAP OBLIGATIONS & APPROPRIATIONS					
YEAR	REVENUE	PROJECT	EXPENSE	TPMS #	STIP COMMENTS
<i>red listings = new projects in FY 2025</i>					
		BALANCE 2023	\$ 605,632		
2024	\$ 281,322	Iowa's TAP 2024 Allocation			
		MARSHALLTOWN (IOWA RIVER'S EDGE TRAIL): BRIDGES 2-5	\$ 797,000	34112	LIKELY MOVE TO FY 2025
		GRINNELL: GART FROM INDUSTRIAL TO STAGECOACH	\$ 450,000	35405	LIKELY MOVE TO FY 2025
		SUBTOTAL	\$ 1,247,000		
		BALANCE 2024	\$ (360,046)		
2025	\$ 275,175	Iowa's TAP 2025 Allocation			
		<i>HARDIN COUNTY: ELDORA HWY 175 TO GIFFORD</i>	<i>\$ 350,000</i>	55584	
		BALANCE 2025	\$ (434,871)		
2026	\$ 284,000	Iowa's TAP 2026 Allocation			
		MARSHALL COUNTY (HWY 330 TRAIL): GRAVEL CROSSINGS	\$ 165,000	37613	
		BALANCE 2026	\$ (315,871)		
2027	\$ 294,000	Iowa's TAP 2027 Allocation			
		BALANCE 2027	\$ (21,871)		
2028	\$ 294,000	Iowa's TAP 2028 Allocation			
		BALANCE 2028	\$ 272,129		

**TABLE 2: SUMMARY OF TOTAL PROJECT COSTS AND FEDERAL AID PROGRAMMED IN
TIP (FY 2025 TO 2028)**

<i>FY 2025</i>				
PROGRAM	SWAP	FEDERAL AID	REGION	TOTAL
HBP	\$ 500,000	\$ 11,412,500	\$ -	\$ 14,112,500
HSIP	\$ -	\$ 1,980,000	\$ -	\$ 2,200,000
NHPP	\$ -	\$ 9,811,200	\$ -	\$ 11,089,000
PRF	\$ -	\$ -	\$ -	\$ 8,839,000
RTP	\$ -	\$ 485,312	\$ -	\$ 607,212
STPB	\$ 180,000	\$ 5,705,600	\$ 2,952,000	\$ 9,694,500
SWAP-STPBG	\$ 5,125,000	\$ -	\$ 5,125,000	\$ 6,407,000
TAP	\$ -	\$ 4,178,891	\$ 1,597,000	\$ 4,636,864
TOTAL	\$ 5,805,000	\$ 33,573,503	\$ 9,674,000	\$ 57,586,076
<i>FY 2026</i>				
PROGRAM	SWAP	FEDERAL AID	REGION	TOTAL
HBP	\$ 360,000	\$ 8,090,000	\$ -	\$ 8,450,000
HSIP	\$ -	\$ -	\$ -	\$ -
NHPP	\$ -	\$ 20,710,550	\$ -	\$ 25,265,000
PRF	\$ -	\$ -	\$ -	\$ -
RTP	\$ -	\$ -	\$ -	\$ -
STPB	\$ -	\$ 2,519,200	\$ 1,380,000	\$ 3,149,000
SWAP-STPBG	\$ -	\$ -	\$ -	\$ -
TAP	\$ -	\$ 165,000	\$ 165,000	\$ 210,000
TOTAL	\$ 360,000	\$ 31,484,750	\$ 1,545,000	\$ 37,074,000

FY 2027				
PROGRAM	SWAP	FEDERAL AID	REGION	TOTAL
HBP	\$ 470,000	\$ 3,980,000	\$ -	\$ 4,450,000
HSIP	\$ -	\$ -	\$ -	\$ -
NHPP	\$ -	\$ 20,320,550	\$ -	\$ 24,407,000
PRF	\$ -	\$ -	\$ -	\$ -
RTP	\$ -	\$ -	\$ -	\$ -
STPB	\$ -	\$ 2,657,600	\$ 1,020,000	\$ 4,272,000
SWAP-STPBG	\$ 166,000	\$ -	\$ 166,000	\$ 207,500
TAP	\$ -	\$ -	\$ -	\$ -
TOTAL	\$ 636,000	\$ 26,958,150	\$ 1,186,000	\$ 33,336,500

FY 2028				
PROGRAM	SWAP	FEDERAL AID	REGION	TOTAL
HBP	\$ 80,000	\$ 4,020,000	\$ -	\$ 4,100,000
HSIP	\$ -	\$ -	\$ -	\$ -
NHPP	\$ -	\$ 17,031,450	\$ -	\$ 20,037,000
PRF	\$ -	\$ -	\$ -	\$ -
RTP	\$ -	\$ -	\$ -	\$ -
STPB	\$ -	\$ 3,310,400	\$ 20,000	\$ 4,138,000
SWAP-STPBG	\$ -	\$ -	\$ -	\$ -
TAP	\$ -	\$ -	\$ -	\$ -
TOTAL	\$ 80,000	\$ 24,361,850	\$ 20,000	\$ 28,275,000

TOTAL FY 2025 TO 2028				
PROGRAM	SWAP	FEDERAL AID	REGION	TOTAL
HBP	\$ 1,410,000	\$ 27,502,500	\$ -	\$ 31,112,500
HSIP	\$ -	\$ 1,980,000	\$ -	\$ 2,200,000
NHPP	\$ 20,710,550	\$ 67,873,750	\$ -	\$ 80,798,000
PRF	\$ -	\$ -	\$ -	\$ 8,839,000
RTP	\$ -	\$ 485,312	\$ -	\$ 607,212
STPB	\$ 2,699,200	\$ 13,053,600	\$ 5,372,000	\$ 21,253,500
SWAP-STPBG	\$ 5,291,000	\$ -	\$ 5,291,000	\$ 6,614,500
TAP	\$ 4,178,891	\$ 4,343,891	\$ 1,762,000	\$ 4,846,864
TOTAL	\$ 34,289,641	\$ 115,239,053	\$ 12,425,000	\$ 156,271,576

REGION 6 FY 2024 PROJECT STATUS REPORT

ID	Location	Project Number	Sponsor	Letting Date	Funding Program	Name	Status
35405	In the city of Grinnell, From SE corner of Industrial Ave & Ia Hwy 146 south 1.21 Miles to NE corner of Stagecoach Rd	TAP-U-3127()--8I-79	Grinnell		TAP	Grinnell Area Recreational Trail	Letting date early FY 2025
45064	In the city of Marshalltown, On HIGHLAND ACRES RD, from Lincoln Way 1.2 miles to Main Street S5 T83 R18	STBG-SWAP-4797(628)--SG-64	Marshalltown	1/22/2025	SWAP-STBG	Highland Acres Road Reconstruction	Letting date early FY 2025 likely
34112	In the city of Marshalltown, On Iowa River Trail, from Bridge #2 1 Miles to Bridge #5	TAP-R-4797(625)--8T-64	Marshalltown	8/20/2024	TAP	Iowa River Trail Bridge Replacement #2-5	Letting date of late FY 2024 or early FY 2025
49778	On E 66, from US30 to IA21	STP-S-C086(115)--5E-86	Tama County	3/18/2025	STBG	E66 Resurfacing	Letting date of early FY 2025
45092	On S AVE, Over BRANCH WOLF CREEK, S6 T85 R13	BROS-C086(116)--5F-86	Tama County	2/18/2025	HBP	Clark 6 Bridge Replacement	Letting date of early FY 2025
45125	On ABBOTT AVE, Over BR SUGAR CREEK, S1 T84 R17	BROS-C086(114)--8J-86	Tama County	11/19/2024	HBP	Carlton 6 North Bridge Replacement	Letting date of early FY 2025
45127	On ABBOTT AVE, Over BR SUGAR CREEK, S1 T84 R17	BROS-C086(113)--8J-86	Tama County	11/19/2024	HBP	Carlton 6 South Bridge Replacement	Letting date of early FY 2025
39004	On H Avenue, Over SOUTH FORK IOWA RIVER, along WLINE S18 T88N R21W	BROS-C042()--5F-42	Hardin County	6/17/2025	HBP	Bridge 5139	Letting date FY 2025
50977	In the city of Owasa, On ELM ST, Over BEAVER CREEK, S17 T88 R20	BRS-5832(601)--60-42	Hardin County	1/17/2024	HBP	Bridge 7209 Owasa	Let and construction underway
53512	Nicholson-Ford OHV Park	NRT-Iowa DNR(603)--9G-64	Iowa Department of Natural Resources		RTP	Nicholson-Ford OHV Park	Letting date of late FY 2024 or early FY 2025
9136	On 3100 MILE OF WALLACE AVE, Over Brush Creek, from 310th St S 0.9 miles S22 T82 R17	BROS-C064()--8J-64	Marshall County		HBP	P-21 #241740	Moved back to FY 2026
21779	On 140TH ST, Over MINERVA CREEK, from Durham Ave E approx. 0.0 miles S27 T85 R20	BROS-C064(143)--8J-64	Marshall County	9/17/2024	HBP	D-16 Bridge	Currently in October 2024 letting
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	Currently in November 2024 letting
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	Currently in November 2024 letting

ID	Location	Project Number	Sponsor	Letting Date	Funding Program	Name	Status
34679	On 520TH AVE, Over Small Stream, S28 T78 R13	BROS-C079(68)--5F-79	Poweshiek County	9/17/2024	HBP	Deep River 28 Bridge	Will be let in FY 2025
54551	IA 146: Co Rd F62 Intersection near Searsboro	HSIPX-146())--3L-79	Iowa Department of Transportation		HSIP		Under construction
54591	US 63: W Jct US 6 to SCL Tama	NHSN-063())--2R-79	Iowa Department of Transportation		PRF		Under construction
38250	US 30: Tama Bypass to W of IA 21	NHSN-030())--2R-86	Iowa Department of Transportation		PRF		Under construction
54633	US 63: N of the Iowa River in Tama to the NCL of Toledo	HSIP-063())--3L-86	Iowa Department of Transportation		HSIP		Under construction
54634	US 30: E of Durham Ave in State Center east 6.5 miles (EB)	NHSX-030())--3H-64	Iowa Department of Transportation		NHPP		Under construction
52707	I 80: W of IA 21 to E of IA 21	IM-080())--13-79	Iowa Department of Transportation		NHPP		Moving to FY 2025
29486	On F29, Over Drainage, S23 T80 R13	BRS-C079(66)--60-79	Poweshiek County	12/19/2023	HBP	Warren 23 Bridge	Has been let, construction underway
39071	On P Avenue, Over BRANCH COON CREEK, S15 T85N R14W	BROS-C086(108)--8J-86	Tama County	3/19/2024	HBP	Perry 15 Bridge	Has been let, construction underway
39072	On 220th Street, Over SIMPSON CREEK, S6 T84N R13	BROS-C086(111)--8J-86	Tama County	3/19/2024	HBP	Oneida 6 Bridge	Has been let, construction underway
39068	On E Avenue, Over BRANCH WOLF CREEK, S26 T86N R16W	BROS-C086(109)--8J-86	Tama County	5/21/2024	HBP	Lincoln 26 Bridge	Summer FY 2024 letting
39069	On F Avenue, Over BRANCH WOLF CREEK, S25 T86N R16W	BROS-C086(110)--8J-86	Tama County	5/21/2024	HBP	Lincoln 25 Bridge	Summer FY 2024 letting
45341	US 63: W Jct US 6 to SCL Tama	NHSX-063())--3H-79	Iowa Department of Transportation		NHPP		Letting date of late FY 2024 or early FY 2025
38353	In Nicholson Ford OHV Park, construction of storage building	NRT-C064(144)--9G-64	Iowa Department of Natural Resources	8/22/2023	RTP		Letting date of late FY 2024 or early FY 2025
55579	In the city of Grinnell, On IA 146 S from Highway 6 S 3.3 miles to Interstate 80	STBG-SWAP-3127())--SG-79	Grinnell		SWAP-STBG	Highway 146 Grinnell	Letting date of early FY 2025

2025 Statewide Transportation Improvement Program

RPA 6

Project ID	Project Number	Approval Level	2025	2026	2027	2028	Totals
Sponsor	Location	Letting Date					
STIP ID	Work Codes						
HBP							
55574	BHM-4797(629)--8K-64 In the city of Marshalltown, On S CTR ST, Over LINN CREEK, S35 T84 R18	TIP Approved 6/17/2025	Total Federal Aid Regional Swap	\$3,400,000 \$1,500,000			\$3,400,000 \$1,500,000
55573	BROS-5190()-8J-86 In the city of Montour, On W JACOB ST, Over SMALL STREAM, S21 T83 R16	TIP Approved	Total Federal Aid Regional Swap	\$1,000,000 \$1,000,000			\$1,000,000 \$1,000,000
54758	BROS-6867()-8J-79 In the city of Searsboro, On 4TH ST, Over FLEENER CREEK, S9 T78 R16	TIP Approved	Total Federal Aid Regional Swap	\$1,000,000 \$1,000,000			\$1,000,000 \$1,000,000
55540	BROS-7692()-5F-86 In the city of Toledo, On 300TH ST, Over DEER CREEK, S15 T83 R15	TIP Approved	Total Federal Aid Regional Swap	\$1,800,000 \$1,500,000			\$1,800,000 \$1,500,000
39004	BROS-C042(114)--5F-42 On H Avenue, Over SOUTH FORK IOWA RIVER, S18 T88N R21	TIP Approved 3/18/2025	Total Federal Aid Regional Swap	\$650,000 \$650,000			\$650,000 \$650,000
45114	BROS-C064()-8J-64 On ABBOTT AVE, Over BR SUGAR CREEK, S1 T84 R17	TIP Approved	Total Federal Aid Regional Swap	\$150,000 \$150,000			\$150,000 \$150,000
45115	BROS-C064()-8J-64 On ABBOTT AVE, Over BR SUGAR CREEK, S1 T84 R17	TIP Approved	Total Federal Aid Regional Swap	\$225,000 \$225,000			\$225,000 \$225,000

Project ID Sponsor STIP ID	Project Number Location Work Codes	Approval Level Letting Date	2025	2026	2027	2028	Totals
HBP							
21779 Marshall County	BROS-C064(143)--8J-64 On 140TH ST. Over MINERVA CREEK, from Durham Ave E approx. 0.0 miles S27 T85 R20 Bridge Replacement	TIP Approved 11/19/2024	Total Federal Aid Regional Swap \$1,200,000 \$1,200,000				\$1,200,000 \$1,200,000
45107 Poweshiek County	BROS-C079)--8J-79 On 100TH ST. Over N ENGLISH RIVER, S15 T79 R15 Bridge Replacement-CCS	TIP Approved	Total Federal Aid Regional Swap \$750,000 \$750,000				\$750,000 \$750,000
34679 Poweshiek County	BROS-C079(68)--5F-79 On 520TH AVE. Over Small Stream, S28 T78 R13 Bridge Replacement	TIP Approved 11/19/2024	Total Federal Aid Regional Swap \$750,000 \$750,000				\$750,000 \$750,000
45127 Tama County	BROS-C086(113)--8J-86 On ABBOTT AVE. Over BR SUGAR CREEK, S1 T84 R17 RCB Culvert Replacement - Single Box	TIP Approved 12/17/2024	Total Federal Aid Regional Swap \$112,500 \$112,500				\$112,500 \$112,500
45125 Tama County	BROS-C086(114)--8J-86 On ABBOTT AVE. Over BR SUGAR CREEK, S1 T84 R17 RCB Culvert Replacement - Single Box	TIP Approved 12/17/2024	Total Federal Aid Regional Swap \$75,000 \$75,000				\$75,000 \$75,000
45092 Tama County	BROS-C086(116)--5F-86 On S AVE. Over BRANCH WOLF CREEK, S6 T85 R13 Bridge Replacement-CCS	TIP Approved 2/18/2025	Total Federal Aid Regional Swap \$500,000 \$500,000				\$500,000 \$500,000
53069 Hardin County	BRS-3720(616)--60-42 In the city of Iowa Falls, On SOUTH AVE. Over IOWA RIVER, S17 T89 R20 Bridge Replacement	TIP Approved	Total Federal Aid Regional Swap \$1,800,000 \$1,440,000 \$360,000				\$1,800,000 \$1,440,000 \$360,000

Project ID	Project Number	Approval Level	2025	2026	2027	2028	Totals
Sponsor	Location	Letting Date					
STIP ID	Work Codes						
HBP							
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(117)--60-86	TIP Approved	Total	\$350,000			\$350,000
Tama County	On E 43, Over BR IOWA RIVER, S11 T83 R15	2/18/2025	Federal Aid	\$280,000			\$280,000
	Bridge Replacement		Regional				
			Swap	\$70,000			\$70,000
55085	BROS-7692(118)--5F-86	TIP Approved	Total	\$1,900,000			\$1,900,000
Tama County	In the city of Toledo, On 300TH ST, Over DEER CREEK, S15 T83 R15	11/18/2025	Federal Aid	\$1,900,000			\$1,900,000
	Bridge Replacement		Regional				
			Swap				
5500	BROS-C064)--8J-64	TIP Approved	Total	\$700,000			\$700,000
Marshall County	On Taylor Ave., Over Lutes Creek, from 300th St N approx. 0.1 miles S7 T82 R17	6/17/2025	Federal Aid	\$700,000			\$700,000
	Bridge Replacement		Regional				
			Swap				
35994	BROS-C064)--8J-64	TIP Approved	Total	\$700,000			\$700,000
Marshall County	On 1000 mile of Langford Ave, Over Dowd Creek, S1 T85 R19		Federal Aid	\$700,000			\$700,000
	Bridge Replacement		Regional				
			Swap				
9136	BROS-C064)--8J-64	TIP Approved	Total	\$700,000			\$700,000
Marshall County	On 3100 MILE OF WALLACE AVE, Over Brush Creek, from 310th St S 0.9 miles S22 T82 R17		Federal Aid	\$700,000			\$700,000
	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				

Project ID Sponsor STIP ID	Project Number Location Work Codes	Approval Level Letting Date	2025	2026	2027	2028	Totals
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HBP

39070 Tama County	BROS-C086())--5F-86 On G Avenue, Over Small Stream, S19 T84N R15W Bridge Replacement, RCB Culvert New - Twin Box	TIP Approved	Total Federal Aid Regional Swap	\$400,000 \$400,000			\$400,000 \$400,000
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	\$1,250,000 \$1,250,000			\$1,250,000 \$1,250,000
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	\$550,000 \$440,000 \$110,000			\$550,000 \$440,000 \$110,000
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
35992 Marshall County	BROS-C064())--5F-64 On 2900 mile of Oaks Ave, Over South Timber Creek, at SW S9 T82 R18 Bridge Replacement	TIP Approved	Total Federal Aid Regional Swap	\$700,000 \$700,000			\$700,000 \$700,000
32257 Marshall County	BROS-C064())--8J-64 On 2900 Mile of Taylor Ave, Over Snipe Creek, S7 T82 R17 Bridge Replacement	TIP Approved	Total Federal Aid Regional Swap	\$700,000 \$700,000			\$700,000 \$700,000
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	\$700,000 \$700,000			\$700,000 \$700,000

Project ID	Project Number	Approval Level	2025	2026	2027	2028	Totals
Sponsor	Location	Letting Date					
STIP ID	Work Codes						
HBP							
52300	BRS-C042())--60-42	TIP Approved			\$550,000		\$550,000
Hardin County	On D 41, Over TIPTON CREEK, S32 T88 R22				\$440,000		\$440,000
	Bridge Replacement-CCS						
32258	BRS-C064())--60-64	TIP Approved			\$110,000		\$110,000
Marshall County	On 2800 Mile of 290th St (E63), Over LUTES CREEK, S7 T82 R17				\$800,000		\$800,000
	Bridge Replacement				\$640,000		\$640,000
49776	BRS-C086())--60-86	TIP Approved			\$160,000		\$160,000
Tama County	On D 65, Over BRANCH WOLF CREEK, S18 T86 R13				\$1,000,000		\$1,000,000
	Bridge Replacement-CCS				\$800,000		\$800,000
55113	BROS-C042())--8J-42	TIP Approved			\$200,000		\$200,000
Hardin County	On 225TH ST, Over BEAVER CREEK, S2 T87 R20					\$650,000	\$650,000
	Bridge Replacement-CCS						
37640	BROS-C064())--5F-64	TIP Approved				\$800,000	\$800,000
Marshall County	On 3000 mile of 260th St, Over South Timber Creek, S28 T83 R17					\$800,000	\$800,000
	Bridge Replacement						
53395	BROS-C079())--8J-79	TIP Approved				\$750,000	\$750,000
Poweshiek County	On 165TH ST, Over STONY CREEK, S3 T80 R14					\$750,000	\$750,000
	Bridge Replacement-CCS						
53132	BROS-C086())--8J-86	TIP Approved				\$1,500,000	\$1,500,000
Tama County	On Q AVE, Over RICHLAND CREEK, S23 T82 R14					\$1,500,000	\$1,500,000
	Bridge Replacement-PPCB						

Project ID	Project Number	Approval Level	2025	2026	2027	2028	Totals
Sponsor	Location	Letting Date					
STIP ID	Work Codes						
HBP							
34805	BR-S-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			\$400,000 \$320,000 \$80,000	\$400,000 \$320,000 \$80,000
Hardin County							
HSIP							
55644	HSIPX-063()-3L-86 US 63: Business US 30 Intersection in Toledo Pave	TIP Approved	Total Federal Aid Regional Swap	\$2,200,000 \$1,980,000			\$2,200,000 \$1,980,000
Iowa Department of Transportation							
NHPP							
55651	IMX-080()-02-79 I 80: 1 mi E of IA 146 to 1 mi E of US 63 (EB/WB) Pave	TIP Approved	Total Federal Aid Regional Swap	\$9,400,000 \$8,460,000			\$9,400,000 \$8,460,000
Iowa Department of Transportation							
48422	NHSX-063()-3H-86 US 63: NCL Toledo to 0.5 mi S of IA 96 Grade and Pave, Traffic Signs, Right of Way	TIP Approved	Total Federal Aid Regional Swap	\$1,050,000 \$840,000	\$15,294,000 \$12,235,200		\$16,344,000 \$13,075,200
Iowa Department of Transportation							
52513	NHSX-063()-3H-86 US 63: NCL Traer to Hudson Grade and Pave, Traffic Signs, Right of Way	TIP Approved	Total Federal Aid Regional Swap	\$639,000 \$511,200		\$12,051,000 \$9,640,800	\$12,690,000 \$10,152,000
Iowa Department of Transportation							
52707	IM-NHS-080()-03-79 I 80: W of IA 21 to E of IA 21 Grade and Pave, Pave, Grading	TIP Approved	Total Federal Aid Regional Swap	\$9,971,000 \$8,475,350	\$8,813,000 \$7,491,050	\$20,037,000 \$17,031,450	\$38,821,000 \$32,997,850
Iowa Department of Transportation							
54666	IMX-080()-02-79 I 80: 50th St. 2.1 mi E of IA 146 (EB/WB) Pave	TIP Approved	Total Federal Aid Regional Swap	\$3,543,000 \$3,188,700			\$3,543,000 \$3,188,700
Iowa Department of Transportation							

Project ID Sponsor STIP ID	Project Number Location Work Codes	Approval Level Letting Date	2025	2026	2027	2028	Totals
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PRF

48460 Iowa Department of Transportation	BRFN-065)--39-42 US 65: UP RR 2.1 mi W of IA 57 Bridge Deck Overlay	TIP Approved	Total Federal Aid Regional Swap	\$657,000			\$657,000
55764 Iowa Department of Transportation	NHSN-014)--2R-64 IA 14: N Jct Co Rd E63 Pave	TIP Approved	Total Federal Aid Regional Swap	\$300,000			\$300,000
55765 Iowa Department of Transportation	NHSN-030)--2R-86 US 30: WB Off Ramp at L Ave Interchange Pave	TIP Approved	Total Federal Aid Regional Swap	\$100,000			\$100,000
45341 Iowa Department of Transportation	NHSN-063)--2R-79 US 63: W Jct US 6 to SCL Tama Erosion Control	TIP Approved	Total Federal Aid Regional Swap	\$358,000			\$358,000
55762 Iowa Department of Transportation	NHSN-330)--2R-64 IA 330: N of US 30 Pave	TIP Approved	Total Federal Aid Regional Swap	\$100,000			\$100,000
48519 Iowa Department of Transportation	STPN-021)--2J-79 IA 21: S of I-80 to US 6 Pavement Rehab	TIP Approved	Total Federal Aid Regional Swap	\$3,500,000			\$3,500,000

Project ID	Project Number	Approval Level	2025	2026	2027	2028	Totals
Sponsor	Location	Letting Date					
STIP ID	Work Codes						

PRF

55645	STPN-0960)--2J-86	TIP Approved	Total	\$602,000			\$602,000
Iowa Department of Transportation	IA 96: 0.8 mi E of Co Rd T53 Pave		Federal Aid Regional Swap				
55646	STPN-1460)--2J-79	TIP Approved	Total	\$3,222,000			\$3,222,000
Iowa Department of Transportation	IA 146: 0.3 mi N of I-80 to US 6 in Grinnell Pavement Rehab		Federal Aid Regional Swap				

RTP

48406	NRT-47970)--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		Federal Aid Regional Swap	\$300,000			\$300,000
38353	NRT-C064(144)--9G-64	TIP Approved	Total	\$67,712			\$67,712
Iowa Department of Natural Resources	In Nicholson Ford OHV Park, construction of storage building	8/22/2023	Federal Aid Regional Swap	\$53,712			\$53,712
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 Regional Swap	\$131,600			\$131,600

STBG

55687	STP-0080)--2C-86	TIP Approved	Total	\$3,442,000			\$3,442,000
Iowa Department of Transportation	IA 8: WCL of Dysart to US 218 Pavement Rehab		Federal Aid Regional Swap	\$2,753,600			\$2,753,600

Project ID	Project Number	Approval Level	2025		2026		2027		2028		Totals
Sponsor	Location	Letting Date									
STP ID	Work Codes										
STBG											
45899	STP-S-C079(71)--5E-79 On F29, from IA21 E to V36 HMA Resurfacing	TIP Approved 7/15/2025	Total	\$1,800,000							\$1,800,000
			Federal Aid	\$1,200,000						\$1,200,000	
			Regional	\$1,200,000					\$1,200,000		
49778	STP-S-C086(115)--5E-86 On E 66, from US30 to IA21 HMA Resurfacing with Milling	TIP Approved 3/18/2025	Swap	\$180,000							\$180,000
			Total	\$4,000,000						\$4,000,000	
			Federal Aid	\$1,390,000					\$1,390,000		
Tama County			Regional	\$1,390,000							\$1,390,000
			Swap							\$1,390,000	
			Total							\$1,390,000	
52679	BRF-175()-38-42 IA 175: Iowa River 0.1 mi W of Co Rd S56 in Eldora Bridge Deck Overlay	TIP Approved	Total	\$1,424,000							\$1,424,000
			Federal Aid	\$1,139,200						\$1,139,200	
			Regional							\$1,139,200	
319	RGPL-PA06(RTP)--ST-00 RSPC - RPA 6: RPA 6 TRANSPORTATION PLANNING Trans Planning	TIP Approved	Swap								
			Total	\$25,000						\$75,000	
			Federal Aid	\$20,000						\$60,000	
RPA 6			Regional	\$20,000							\$60,000
			Swap							\$20,000	
			Total							\$20,000	
53338	STP-S-C042(D41/S55)--5E-42 On CO HWY D41/S55, from IA HWY 175 N 3.9 miles to CO HWY D35 HMA Pavement Widening	TIP Approved	Total	\$1,700,000							\$1,700,000
			Federal Aid	\$1,360,000						\$1,360,000	
			Regional	\$1,360,000					\$1,360,000		
54525	BRF-063()-38-79 US 63: Stream 4.4 mi N of Co Rd G17 Pave	TIP Approved	Swap								
			Total	\$1,570,000						\$1,570,000	
			Federal Aid	\$1,256,000						\$1,256,000	
Iowa Department of Transportation			Regional								
			Swap								\$1,256,000
			Total							\$1,256,000	

Project ID	Project Number	Approval Level	2025		2026		2027		2028		Totals
Sponsor	Location	Letting Date									
STIP ID	Work Codes										
STBG											
54663	BRF--330()-38-64 Iowa Department of Transportation	TIP Approved	Total			\$477,000				\$477,000	
	IA 330: Clear Creek 1.8 mi S of Co Rd S52		Federal Aid			\$381,600				\$381,600	
	Bridge Deck Overlay		Regional								
			Swap								
38882	STP-S-C064)--SE-64 Marshall County	TIP Approved	Total			\$2,200,000				\$2,200,000	
	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			\$1,000,000				\$1,000,000	
			Swap								
55647	BRF--006()-38-79 Iowa Department of Transportation	TIP Approved	Total						\$1,260,000	\$1,260,000	
	US 6: Stony Creek 0.4 mi W of W Jct Co Rd V18		Federal Aid						\$1,008,000	\$1,008,000	
	Pave		Regional								
			Swap								
54662	BRF--063)--38-86 Iowa Department of Transportation	TIP Approved	Total						\$2,853,000	\$2,853,000	
	US 63: Iowa River 1.3 mi N of Co Rd E64		Federal Aid						\$2,282,400	\$2,282,400	
	Bridge Deck Overlay		Regional								
			Swap								
SWAP-STBG											
53514	STBG-SWAP-0015)--SG-42 Ackley	TIP Approved 8/20/2030	Total			\$500,000				\$500,000	
	In the city of Ackley, On FRANKLIN ST, from Highway 57 S to CNRR		Federal Aid			\$400,000				\$400,000	
	Pavement Rehab		Regional			\$400,000				\$400,000	
			Swap								
55579	STBG-SWAP-3127()-SG-79 Grinnell	TIP Approved	Total			\$750,000				\$750,000	
	In the city of Grinnell, On IA 146 S from Highway 6 S 3.3 miles to Interstate 80		Federal Aid			\$600,000				\$600,000	
	PCC Pavement - Miscellaneous		Regional			\$600,000				\$600,000	
			Swap								
45064	STBG-SWAP-4797(628)--SG-64 Marshalltown	TIP Approved 1/22/2025	Total			\$4,875,000				\$4,875,000	
	In the city of Marshalltown, On HIGHLAND ACRES RD, from Lincoln Way 1.2 miles to Main Street S5 T83 R18		Federal Aid			\$3,900,000				\$3,900,000	
			Regional			\$3,900,000				\$3,900,000	
			Swap								

Project ID Sponsor STIP ID	Project Number Location Work Codes	Approval Level Letting Date	2025	2026	2027	2028	Totals
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SWAP-STBG

55581 Tama	STBG-SWAP-7575(605)--SG-86 In the city of Tama, On 5th Street Realignment, from 5th Street N to Business US Highway 30	TIP Approved 11/19/2024	Total Federal Aid Regional Swap	\$452,500 \$362,000 \$362,000			\$452,500 \$362,000 \$362,000
55580 Victor	STBG-SWAP-7990)--SG-79 In the city of Victor, On 3rd Street, from West Corporate Limits E to County Line Road	TIP Approved	Total Federal Aid Regional Swap	\$282,000 \$225,000 \$225,000			\$282,000 \$225,000 \$225,000
53515 Gilman	STBG-SWAP-2920(603)--SG-64 In the city of Gilman, On CENTER STREET, from MAIN STREET NE to HIGHWAY 146 HMA Pavement - Replace	TIP Approved 11/19/2024	Total Federal Aid Regional Swap	\$207,500 \$166,000 \$166,000			\$207,500 \$166,000 \$166,000

TAP

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 10/15/2024	Total Federal Aid Regional Swap	\$997,000 \$797,000 \$797,000			\$997,000 \$797,000 \$797,000
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DOT Note: Project eligible for FHWA TAP funding

55584 Hardin County Board of Supervisors	TAP-R-C042)--8T-42 Iowa River's Edge Trail Eldora Hwy 175 to Gifford in Hardin County	TIP Approved	Total Federal Aid Regional Swap	\$2,350,000 \$2,350,000 \$350,000			\$2,350,000 \$2,350,000 \$350,000
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 Federal Aid Regional Swap	\$562,500 \$450,000 \$450,000			\$562,500 \$450,000 \$450,000

DOT Note: Project eligible for FHWA TAP funding

Project ID Sponsor STIP ID	Project Number Location Work Codes	Approval Level Letting Date	2025	2026	2027	2028	Totals
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TAP

55583 Grinnell	TAP-U-3127)--8I-79 In the city of Grinnell, On WASHINGTON AVE, from N-S Alley W of Spring St E 0.6 miles to East St Ped/Bike Grade &Pave	TIP Approved	Total Federal Aid Regional Swap	\$727,364 \$581,891				\$727,364 \$581,891
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 Federal Aid Regional Swap	\$210,000 \$165,000 \$165,000				\$210,000 \$165,000 \$165,000

2025 Transit Projects

RPA 6

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2025	2026	2027	2028	Totals
11347 Marshalltown Municipal Transit	5339 TIP Approved	Capital	Replace #109 Diesel VSS Unit # 109	Total	\$608,500				\$608,500
				FA	\$517,225				\$517,225
				DOT					
1280 Region Six Planning Commission (Peoplesides)	5310, STA TIP Approved	Operations	General Operations/Maintenance/Administration	Total	\$1,200,000	\$1,205,000	\$1,211,000	\$911,000	\$4,527,000
				FA	\$200,667	\$202,000	\$204,000	\$206,000	\$812,667
				DOT	\$299,380	\$302,000	\$304,000	\$705,000	\$1,610,380
				Total	\$1,266,569	\$1,105,000	\$1,113,000	\$1,119,000	\$4,603,569
2134 Marshalltown Municipal Transit	5310, STA TIP Approved	Operations	General Operations/Maintenance/Administration	FA	\$402,312	\$402,000	\$404,000	\$406,000	\$1,614,312
				DOT	\$295,257	\$300,000	\$304,000	\$306,000	\$1,205,257
				Total		\$650,200			\$650,200
11348 Marshalltown Municipal Transit	5339 TIP Approved	Capital	Replace #991 Diesel VSS Unit # 991	FA		\$552,670			\$552,670
				DOT					
				Total		\$650,200			\$650,200
11349 Marshalltown Municipal Transit	5339 TIP Approved	Capital	Replace #013 Diesel VSS Unit # 013	FA		\$552,670			\$552,670
				DOT					