

FY 2027-2030



REGION 6
**RESOURCE
PARTNERS**

TRANSPORTATION IMPROVEMENT PROGRAM



Prepared by:

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

Approved: 6/29/26

RESOLUTION

A RESOLUTION TO APPROVE THE FY 2027-2030 REGION 6 RESOURCE PARTNERS TRANSPORTATION IMPROVEMENTS PROGRAM

Whereas the Region 6 Resource Partners solicited applications from all cities, counties, the Meskwai Tribe, and other interested groups for the FY 27-30 Transportation Improvement Program.

Whereas the Region 6 Transportation Committee has reviewed the project applications and recommend the projects as listed.

Whereas the Transportation Improvement Program lists all federal aid funded transportation improvement work from 27-30.

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

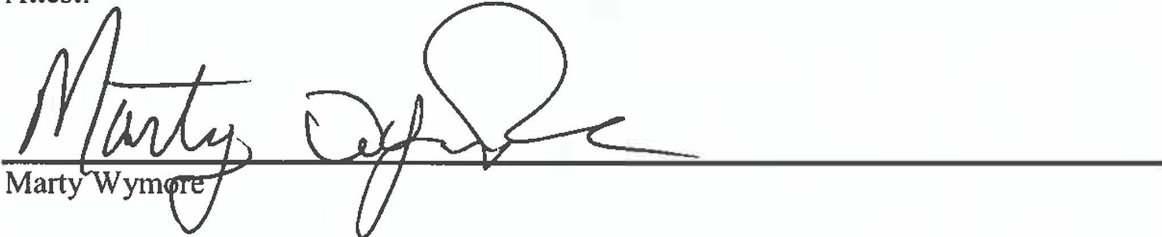
Section 1: The FY 2027-2030 Region 6 Transportation Improvements Program is hereby approved.

Approved this 29TH day of JUNE, 2026.



Mark Schoborg, 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 29, 2026. 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 2027 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 2026-2030 expenditure and revenue projections –

- City: used FY 2025 actual financial data. Used the average revenue and expense for the 2022-2025 period for FY 2026. Then used a 2% growth factor after then.
- County: Used the average revenue and expense for the 2022-2025 period for FY 2026. Then used a 2% growth factor after then.
- 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
Mark Doland	Tama County	Board of Supervisors
Lance Granzow	Hardin County	Board of Supervisors
Jacki Bolen	Poweshiek County	Board of Supervisors
Kaci Elkin	City of Iowa Falls	City Administrator
Deb Millizer	City of Marshalltown	Housing & Community Development Director
Carol Hibbs, Secretary/Treasurer	Marshall County	Marshall County Board of Supervisors
Kendall Jordan	City of Toledo	City Administrator
Sam Cox	City of Grinnell	Mayor

NON-GOVERNMENT REPRESENTATIVES

Private Sector Representatives:

NAME	COMPANY/ENTERPRISE	POSITION
Mark Schoborg, Chair	retired	retired
Roger Luehring, Vice-Chair	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	Kaci Elkin	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	Nick Amelon	County Engineer	Tama County
Voting Member	Russ Behrens	City Administrator	City of Grinnell
Voting Member	Danny Robinson 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
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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 \$3,074,000 annual surface transportation program. This is \$686,424 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 county federal routes is about \$350,000 in the FY 2027-2030 transportation improvement program. If the only funding source for road resurfacing type projects was federal aid through the regional transportation program it would take 45 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 2027 cannot last until 2072 to be replaced.

Federal aid revenues are about 1% of the anticipated funding share from 2027-2030. State funds represent 24% of the funding share.

Federal funds are anticipated to remain about the same from 2027-2030. Federal funds are from different motor fuel taxes. If fuel efficiency increases tax revenues decrease. The federal gas tax rate is not anticipated to increase.

Property tax levels have been estimated in the charts below to increase at 2%. Most places try not to increase tax rates. Some have some revenue increases through valuation growth. At some point in time, local places may increase the property tax paid debt service levy to bond for street improvements. Places only do that when the residents want better roads and there are no other options to pay for improvements.

Expenses shown in Chart B are kept at the same 2% increase level for the 2027-2030 range. The challenge for every place is to improve roads without funding increases.

Using the \$32 million in annual capital figures shown in Chart B and the \$350,000 average cost per mile there is enough annual funding to replace 91 miles of roads across the region.

Chart A

City Revenue Type	2026	2027	2028	2029	2030	Total
Road Use Tax Fund	\$ 10,822,922	\$ 10,931,151	\$ 11,040,463	\$ 11,150,867	\$ 11,262,376	\$ 43,945,403
General Fund	\$ 3,110,035	\$ 3,172,236	\$ 3,235,680	\$ 3,300,394	\$ 3,366,402	\$ 12,818,345
Other Fund	\$ 5,544,140	\$ 5,655,023	\$ 5,768,123	\$ 5,883,486	\$ 6,001,155	\$ 22,850,772
Capital Projects	\$ 17,926,279	\$ 18,284,805	\$ 18,650,501	\$ 19,023,511	\$ 19,403,981	\$ 73,885,095
Utilities	\$ 550,755	\$ 561,770	\$ 573,006	\$ 584,466	\$ 596,155	\$ 2,269,996
Debt Service Fund Receipts	\$ 7,155,789	\$ 7,298,905	\$ 7,444,883	\$ 7,593,781	\$ 7,745,656	\$ 29,493,357
Total Revenues	\$ 45,109,920	\$ 45,903,889	\$ 46,712,655	\$ 47,536,504	\$ 48,375,725	\$ 185,262,969

Chart B

City Expense Type	2026	2027	2028	2029	2030	Total
Total Roadway Maintenance	\$ 2,983,359	\$ 3,043,026	\$ 3,103,887	\$ 3,165,964	\$ 3,229,284	\$ 12,296,236
Total Roadway Operations	\$ 11,038,909	\$ 11,259,687	\$ 11,484,881	\$ 11,714,579	\$ 11,948,870	\$ 45,498,056
Total Roadway Capital	\$ 31,087,652	\$ 31,601,176	\$ 32,123,888	\$ 32,655,961	\$ 33,197,571	\$ 127,468,677
Total Expenses	\$ 45,109,920	\$ 45,903,889	\$ 46,712,655	\$ 47,536,504	\$ 48,375,725	\$ 185,262,969

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 26% 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 \$10-11 million annually for the region. Bridge work comprises about 20% of that estimated total. The amount that is estimated to be available for regional road improvements is about \$8.34 million per year/county (farm to market, time 21, and regional funds).

The average cost per mile to resurface a county road in the 2027-2030 program is about \$350,000/mile. This funding is sufficient to improve about 22 miles of roads every year. There are 660 miles of eligible federal aid miles across the region. With current funding levels it will take 30 years to replace each mile of pavement owned by counties. A road repaved in 2027 cannot be done again until 2057.

The regional county federal road funding for counties is about 5% of the revenues. 61% of the county transportation budget is from state funds. Local property tax funds represent 26% of funding.

Chart C, Operations and Maintenance Expenses

County Expense Type	2026	2027	2028	2029	2030	Total
Operations	\$ 10,570,977	\$ 10,782,397	\$ 10,998,044	\$ 11,218,005	\$ 11,442,365	\$ 43,569,423
Maintenance	\$ 19,702,706	\$ 20,096,760	\$ 20,498,695	\$ 20,908,669	\$ 21,326,843	\$ 81,206,831
Capital	\$ 10,238,581	\$ 11,315,236	\$ 11,420,778	\$ 11,528,432	\$ 11,638,238	\$ 44,503,027
Total Expenses	\$ 40,512,264	\$ 42,194,393	\$ 42,917,518	\$ 43,655,106	\$ 44,407,446	\$ 169,279,281

Chart D, Sources and Uses of County Funds

County Revenue Type	2026	2027	2028	2029	2030	Total
Property Tax (local)	\$ 10,671,489	\$ 10,884,919	\$ 11,102,617	\$ 11,324,669	\$ 11,551,163	\$ 43,983,694
LOST - Marshall County (local)	\$ 855,284	\$ 872,390	\$ 889,837	\$ 907,634	\$ 925,787	\$ 3,525,145
LOST - Poweshiek County (local)	\$ 200,000	\$ 204,000	\$ 208,080	\$ 212,242	\$ 216,486	\$ 824,322
Road Use Tax (state)	\$ 17,022,254	\$ 17,362,699	\$ 17,709,953	\$ 18,064,152	\$ 18,425,435	\$ 70,159,058
Farm to Market (state)	\$ 6,698,302	\$ 6,832,268	\$ 6,968,913	\$ 7,108,292	\$ 7,250,458	\$ 27,607,775
Time-21 (state)	\$ 1,605,568	\$ 1,605,568	\$ 1,605,568	\$ 1,605,568	\$ 1,605,568	\$ 6,422,272
Bridge (federal)	\$ 1,511,374	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 9,011,374
Misc - STPG	\$ 1,947,993	\$ 1,932,549	\$ 1,932,549	\$ 1,932,549	\$ 1,932,549	\$ 7,745,640
Total Revenues	\$ 40,512,264	\$ 42,194,393	\$ 42,917,518	\$ 43,655,106	\$ 44,407,446	\$ 169,279,281

IDOT

The estimated amount that is available for Right of Way and Construction work is estimated at \$3.5 million from FY 27 to 30.

<i>Dollars in millions</i>	<i>Provided by IDOT</i>					
IDOT Revenue Type	2026	2027	2028	2029	2030	Total
Primary Road Fund	\$ 899.9	\$ 835.7	\$ 852.2	\$ 855.2	\$ 1,713.2	\$ 3,443
Time-21	\$ 135.0	\$ 135.0	\$ 135.0	\$ 135.0	\$ 135.0	\$ 675
Misc	\$ 25.0	\$ 25.0	\$ 25.0	\$ 25.0	\$ 25.0	\$ 125
Federal Aid	\$ 524.0	\$ 515.3	\$ 515.3	\$ 515.3	\$ 515.3	\$ 2,585
Total	\$ 1,584	\$ 1,511	\$ 1,528	\$ 1,531	\$ 2,389	\$ 6,153

<i>Dollars in millions</i>	<i>Provided by IDOT</i>					
Statewide Allocations	2026	2027	2028	2029	2030	Total
Operations & Maintenance	\$ 428.7	\$ 438.1	\$ 457.5	\$ 470.0	\$ 482.8	\$ 2,277
Back of Program Line Items & Rail Hwy	\$ 248.1	\$ 252.9	\$ 253.5	\$ 254.1	\$ 254.7	\$ 1,009
Total	\$ 677	\$ 691	\$ 711	\$ 724	\$ 738	\$ 2,803
Funds Available for ROW/Const	\$ 885	\$ 881	\$ 866	\$ 861	\$ 861	\$ 3,492

PUBLIC TRANSIT FINANCIAL CAPACITY ANALYSIS & TRANSIT CAPITAL

The City of Marshalltown desires to replace an old 40' heavy duty bus that they regularly use on the high ridership public school services. The City has other 40' busses that need future replacements. Transit operating assistance will continue to be critical for Marshalltown Transit.

Region 6 Resource Partners – Peoplerides has successfully replaced many vehicles over the past 3-4 years. The current vehicle replacement for FY 2027 includes replacing 1 vehicle. There is a very significant backlog of transit capital vehicle replacements. The old schedule was to replace a vehicle at about 8 years old. We now have 7 vehicles that are at least 10 years old and have no funded replacement schedule. These vehicles will likely be in the fleet another 3 years. The cost of new vehicles is more than 50% higher than the pre-pandemic levels. Funding has not changed. In FY 25 we had a record year for bus vehicle maintenance to keep vehicles going. That will be anticipated for the future.

Peoplerides beyond FY 27 faces some real uncertainty in our long time subscription intellectually disabled day habilitation routes. These subscription services for many decades have been the core services to help fund other activities. That is no longer the case, due to very low Medicaid ridership. How this affects all of our services will take a year to plan out.

The Cities of Iowa Falls, Tama/Toledo/Tama County, Marshalltown, and Grinnell are all financially supporting Peoplerides operating. We have no funding support from the Counties for rural services outside of these bigger cities. We are unsure how future budgets and services will go with many funding and service changes that affect Peoplerides.

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 (2027-2030)

REGION 6 STP OBLIGATIONS & APPROPRIATIONS					
YEAR	REVENUE	PLACE	PROJECT	EXPENSE	TPMS#
			BALANCE END OF 2026	\$ 5,064,801	
2027	\$ 3,074,125	IOWA's STBG ALLOCATION			
2027		GILMAN	CENTER ST: N MAIN ST TO HWY 146	\$ 166,000	53515
2027		POWESHIEK COUNTY	F17 - IA 146 to Hwy 63	\$ 2,000,000	53401
2027		MARSHALLTOWN	HIGHLAND ACRES ROAD	\$ 3,900,000	45064
2027		HARDIN COUNTY	D41: US 65 E TO D41/S55	\$ 1,940,000	55112
2027		REGION 6	PLAN & PROGRAM	\$ 20,000	319
			TOTAL 2027	\$ 8,026,000	
			BALANCE END OF 2027	\$ 112,926	
2028	\$ 3,074,000	IOWA's STBG ALLOCATION			
2028		REGION 6	PLAN & PROGRAM	\$ 20,000	319
			TOTAL 2028	\$ 20,000	
			BALANCE END OF 2028	\$ 3,166,926	
2029	\$ 3,074,000	IOWA's STBG ALLOCATION			
2029		GRINNELL	PENROSE: 16TH AVE AND THEN S APPROX 2000'	\$ 600,000	59045
2029		REGION 6	PLAN & PROGRAM	\$ 20,000	319
			TOTAL 2028	\$ 620,000	
			BALANCE END OF 2029	\$ 5,620,926	
2030	\$ 3,074,000	IOWA's STBG ALLOCATION			
2030		TAMA COUNTY	V18: E36 TO 3RD ST IN CHELSEA	\$ 2,000,000	58173
2030		REGION 6	PLAN & PROGRAM	\$ 20,000	319
			TOTAL 2028	\$ 2,020,000	
			BALANCE END OF 2030	\$ 6,674,926	

RED PROJECTS ABOVE ARE NEW PROJECTS.

IOWA'S TAP FUNDING (2027 - 2030)

REGION 6 TAP OBLIGATIONS & APPROPRIATIONS					
YEAR	REVENUE	PROJECT	EXPENSE	TPMS #	STIP COMMENTS
		BALANCE 2026	\$ 660,656		
2027	\$ 295,838	Iowa's TAP 2027 Allocation			
		HARDIN COUNTY: ELDORA HWY 175 TO GIFFORD	\$ 350,000	55584	DELAY TO 2027
		MARSHALLTOWN (IOWA RIVER'S EDGE TRAIL): BRIDGES 6-7	\$ 650,000	58001	DELAY TO 2027
		TOTAL 2027	\$ 1,000,000		
		BALANCE 2027	\$ (43,506)		
2028	\$ 296,000	Iowa's TAP 2028 Allocation			
		MARSHALL COUNTY (HWY 330 TRAIL): GRAVEL CROSSINGS	\$ 165,000	37613	DELAY TO 2028
		BALANCE 2028	\$ 87,494		
2029	\$ 296,000	Iowa's TAP 2029 Allocation			
		BALANCE 2029	\$ 383,494		
2030	\$ 296,000	Iowa's TAP 2030 Allocation			
		BALANCE 2030	\$ 679,494		

TABLE 2: SUMMARY OF TOTAL PROJECT COSTS AND FEDERAL AID PROGRAMMED IN TIP (FY 2026 TO 2029)

FY 2027				
PROGRAM	SWAP	FEDERAL AID	REGION	TOTAL
CMAQ	\$ -	\$ -	\$ -	\$ -
CHBP	\$ -	\$ -	\$ -	\$ -
HBP	\$ 1,005,000	\$ 10,630,000	\$ -	\$ 13,285,000
HSIP	\$ -	\$ -	\$ -	\$ -
NHPP	\$ -	\$ 5,153,500	\$ -	\$ 6,215,000
PRF	\$ -	\$ -	\$ -	\$ 250,000
RTP	\$ -	\$ 485,312	\$ -	\$ 607,212
STPB	\$ -	\$ 6,364,800	\$ 3,960,000	\$ 8,241,000
SWAP-HSIP	\$ 180,000	\$ -	\$ -	\$ 180,000
SWAP-STPBG	\$ 4,466,000	\$ -	\$ 4,466,000	\$ 5,582,500
TAP	\$ -	\$ 5,808,250	\$ 1,000,000	\$ 7,308,194
TOTAL	\$ 5,651,000	\$ 28,441,862	\$ 9,426,000	\$ 41,668,906
FY 2028				
PROGRAM	SWAP	FEDERAL AID	REGION	TOTAL
CMAQ	\$ -	\$ -	\$ -	\$ -
CHBP	\$ 78,374	\$ 3,472,000	\$ -	\$ 4,340,000
HBP	\$ 200,000	\$ 3,800,000	\$ -	\$ 4,000,000
HSIP	\$ -	\$ -	\$ -	\$ -
NHPP	\$ -	\$ 14,620,000	\$ -	\$ 17,405,000
PL	\$ -	\$ -	\$ -	\$ -
PRF	\$ -	\$ -	\$ -	\$ -
RTP	\$ -	\$ -	\$ -	\$ -
STPB	\$ -	\$ 20,000	\$ 20,000	\$ 25,000
SWAP-HSIP	\$ -	\$ -	\$ -	\$ -
SWAP-STPBG	\$ -	\$ -	\$ -	\$ -
TAP	\$ -	\$ 165,000	\$ 165,000	\$ 206,250
TOTAL	\$ 200,000	\$ 18,605,000	\$ 185,000	\$ 21,636,250

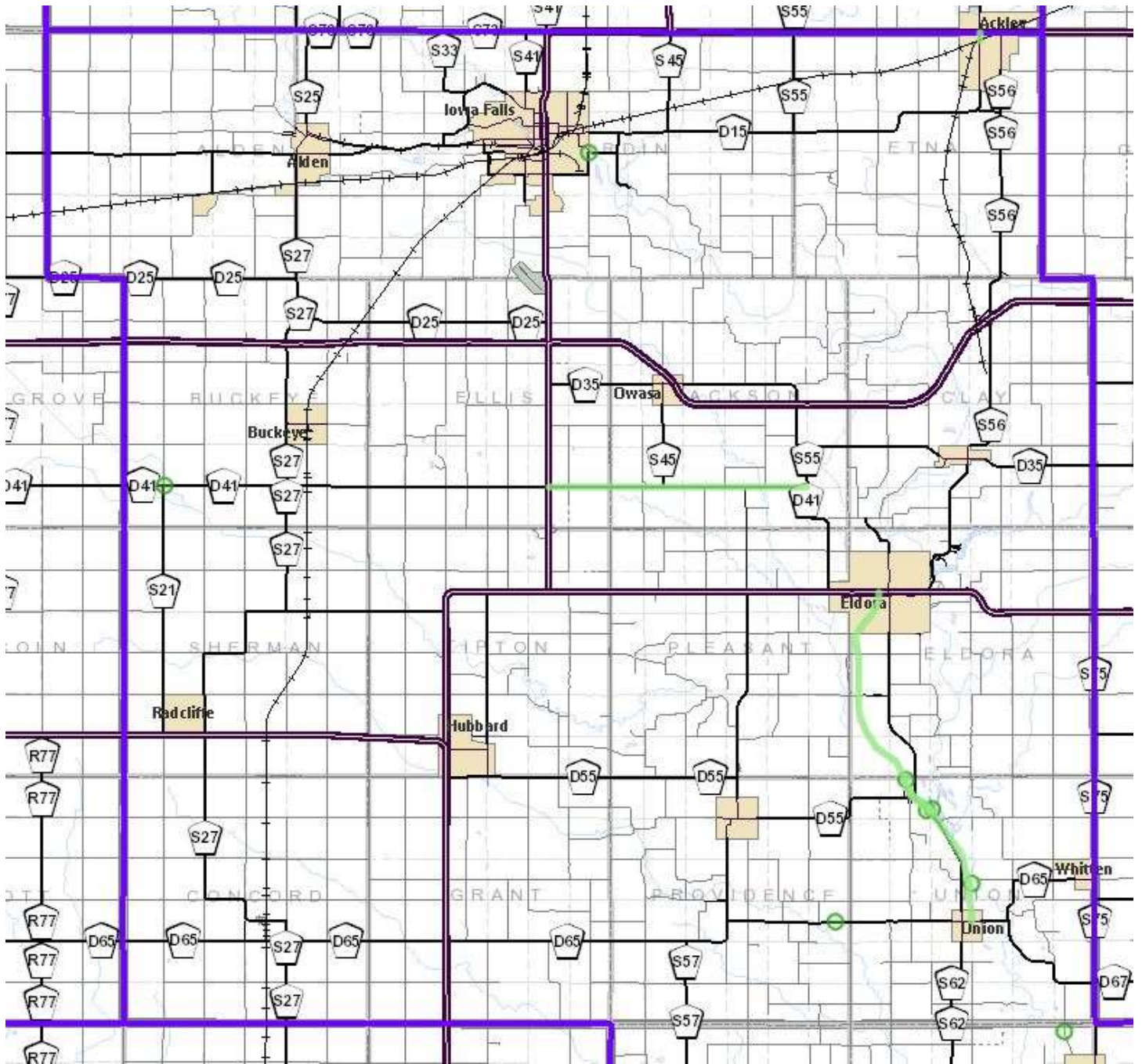
FY 2029				
PROGRAM	SWAP	FEDERAL AID	REGION	TOTAL
CMAQ	\$ -	\$ -	\$ -	\$ -
CHBP	\$ -	\$ -	\$ -	\$ -
HBP	\$ 150,000	\$ 5,310,000	\$ -	\$ 5,460,000
HSIP	\$ -	\$ -	\$ -	\$ -
NHPP	\$ -	\$ 14,459,550	\$ -	\$ 18,223,000
PL	\$ -	\$ -	\$ -	\$ -
PRF	\$ -	\$ -	\$ -	\$ -
RTP	\$ -	\$ -	\$ -	\$ -
STPB	\$ -	\$ 7,882,400	\$ 20,000	\$ 9,873,000
SWAP-HSIP	\$ -	\$ -	\$ -	\$ -
SWAP-STPBG	\$ 600,000	\$ -	\$ 600,000	\$ 750,000
TAP	\$ -	\$ -	\$ -	\$ -
TOTAL	\$ 750,000	\$ 27,651,950	\$ 620,000	\$ 34,306,000
FY 2030				
PROGRAM	SWAP	FEDERAL AID	REGION	TOTAL
CMAQ	\$ -	\$ -	\$ -	\$ -
CHBP	\$ -	\$ -	\$ -	\$ -
HBP	\$ 278,000	\$ 4,062,000	\$ -	\$ 4,340,000
HSIP	\$ -	\$ -	\$ -	\$ -
NHPP	\$ -	\$ -	\$ -	\$ -
PL	\$ -	\$ -	\$ -	\$ -
PRF	\$ -	\$ -	\$ -	\$ 1,122,000
RTP	\$ -	\$ -	\$ -	\$ -
STPB	\$ -	\$ 2,020,000	\$ 2,020,000	\$ 5,225,000
SWAP-HSIP	\$ -	\$ -	\$ -	\$ -
SWAP-STPBG	\$ -	\$ -	\$ -	\$ -
TAP	\$ -	\$ -	\$ -	\$ -
TOTAL	\$ 278,000	\$ 6,082,000	\$ 2,020,000	\$ 10,687,000
TOTAL FY 2027 to 2030				
PROGRAM	SWAP	FEDERAL AID	REGION	TOTAL
CMAQ	\$ -	\$ -	\$ -	\$ -
CHBP	\$ 78,374	\$ 3,472,000	\$ -	\$ 4,340,000
HBP	\$ 1,633,000	\$ 23,802,000	\$ -	\$ 27,085,000
HSIP	\$ -	\$ -	\$ -	\$ -
NHPP	\$ -	\$ 34,233,050	\$ -	\$ 41,843,000
PL	\$ -	\$ -	\$ -	\$ -
PRF	\$ -	\$ -	\$ -	\$ 1,372,000
RTP	\$ -	\$ 485,312	\$ -	\$ 607,212
STPB	\$ 2,040,000	\$ 16,287,200	\$ 6,020,000	\$ 23,364,000
SWAP-HSIP	\$ 180,000	\$ -	\$ -	\$ 180,000
SWAP-STPBG	\$ 5,066,000	\$ -	\$ 5,066,000	\$ 6,332,500
TAP	\$ 5,808,250	\$ 5,973,250	\$ 1,165,000	\$ 7,514,444
TOTAL	\$ 14,805,624	\$ 84,252,812	\$ 12,251,000	\$ 112,638,156

REGION 6 FY 2026 PROJECT STATUS REPORT

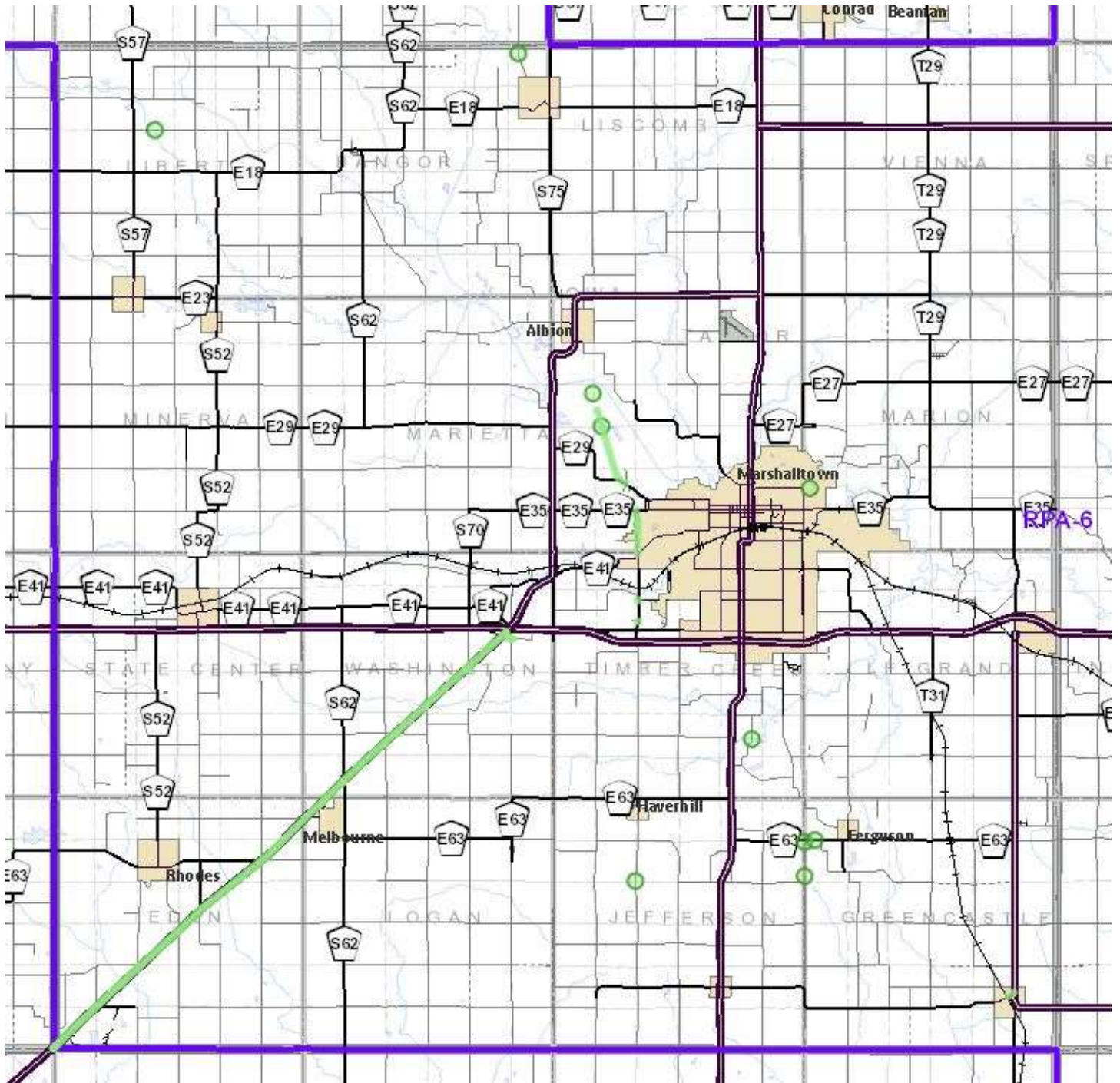
ID	Location	Project Number	Sponsor	Funding Program	Y1_SWAP	Y1_FA	Y1_Regior	Y1_Total	Status
35405	In the city of Grinnell, From SE corner of Industrial Ave & Ia Hwy 146 south 1.21 Miles to NE corner of Stagecoach Rd	TAP-U-3127()-8I-79	Grinnell	TAP		\$ 450,000	\$ 450,000	\$ 562,500	On schedule
45064	In 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	SWAP-STBG	\$ 3,900,000		\$ 3,900,000	\$ 4,875,000	Delayed to FY 26
48406	In the city of Marshalltown, On Iowa River's Edge Trail, starting at Radio Tower Road and going Northwest 1.78 miles	NRT-4797()-9G-64	Marshalltown	RTP		\$ 300,000		\$ 375,000	On schedule
54758	In the city of Searsboro, On 4TH ST, Over FLEENER CREEK, S9 T78 R16	BROS-6867()-8I-79	Searsboro	HBP		\$ 1,000,000		\$ 1,000,000	Delayed to FY 26
53514	In the city of Ackley, On FRANKLIN ST, from Highway 57 S to CNRR	STBG-SWAP-0015(607)--SG-42	Ackley	SWAP-STBG	\$ 400,000		\$ 400,000	\$ 500,000	Currently working towards a late FY 25
55540	In the city of Toledo, On 300TH ST, Over DEER CREEK, S15 T83 R15	BROS-7692()-5F-86	Toledo	HBP		\$ 1,500,000		\$ 1,800,000	Delayed to FY 26
55573	In the city of Montour, On W JACOB ST, Over SMALL STREAM, S21 T83 R16	BROS-5190()-8J-86	Montour	HBP		\$ 1,000,000		\$ 1,000,000	Delayed to FY 26
55574	In the city of Marshalltown, On S CTR ST, Over LINN CREEK, S35 T84 R18	BHM-4797(629)--8K-64	Marshalltown	HBP		\$ 1,500,000		\$ 3,400,000	Delayed to FY 26
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	\$ 600,000		\$ 600,000	\$ 750,000	On schedule
55580	In the city of Victor, On 3rd Street, from West Corporate Limits E to County Line Road	STBG-SWAP-7990(602)--SG-79	Victor	SWAP-STBG	\$ 225,000		\$ 225,000	\$ 282,000	On schedule
55581	In the city of Tama, On 5th Street Realignment, from 5th Street N to Business US Highway 30	STBG-SWAP-7575(605)--SG-86	Tama	SWAP-STBG	\$ 362,000		\$ 362,000	\$ 452,500	On schedule
55584	Iowa River's Edge Trail Eldora Hwy 175 to Gifford in Hardin County	TAP-R-C042(118)--8T-42	Hardin County Board of Supervisors	TAP		\$ 2,350,000	\$ 350,000	\$ 2,350,000	Delayed to FY 26
53069	In the city of Iowa Falls, On SOUTH AVE, Over IOWA RIVER, S17 T89 R20	BRS-3720(616)--60-42	Hardin County	HBP	\$ 360,000	\$ 1,440,000		\$ 1,800,000	Delayed to FY 26
39004	On H Avenue, Over SOUTH FORK IOWA RIVER, S18 T88N R21	BROS-C042(114)--5F-42	Hardin County	HBP		\$ 650,000		\$ 650,000	On schedule
55644	US 63: Business US 30 Intersection in Toledo	HSIPX-063()-3L-86	Iowa Department of Transportation	HSIP		\$ 1,980,000		\$ 2,200,000	On schedule
48519	IA 21: IA 85 to S of I-80	STPN-021()-2J-79	Iowa Department of Transportation	PRF				\$ 3,500,000	Under construction
55645	IA 96: 0.8 mi E of Co Rd T53	STPN-096()-2J-86	Iowa Department of Transportation	PRF				\$ 602,000	Under construction
55651	I 80: 1 mi E of IA 146 to 1 mi E of US 63 (EB/WB)	IMX-080()-02-79	Iowa Department of Transportation	NHPP		\$ 8,460,000		\$ 9,400,000	Under construction
48460	US 65: UP RR 2.1 mi W of IA 57	BRFN-065()-39-42	Iowa Department of Transportation	PRF				\$ 657,000	Under construction
48422	US 63: NCL Toledo to 0.5 mi S of IA 96	NHSX-063()-3H-86	Iowa Department of Transportation	NHPP		\$ 840,000		\$ 1,050,000	On schedule
55765	US 30: WB Off Ramp at L Ave Interchange	NHSN-030()-2R-86	Iowa Department of Transportation	PRF				\$ 100,000	Under construction
55764	IA 14: N Jct Co Rd E63	NHSN-014()-2R-64	Iowa Department of Transportation	PRF				\$ 300,000	Under construction
45341	US 63: W Jct US 6 to SCL Tama	NHSN-063()-2R-79	Iowa Department of Transportation	PRF				\$ 358,000	Under construction
55762	IA 330: N of US 30	NHSN-330()-2R-64	Iowa Department of Transportation	PRF				\$ 100,000	Under construction
52513	US 63: NCL Traer to Hudson	NHSX-063()-3H-86	Iowa Department of Transportation	NHPP		\$ 511,200		\$ 639,000	Remove from program
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	HBP		\$ 1,200,000		\$ 1,200,000	On schedule
45107	On 100TH ST, Over N ENGLISH RIVER, S15 T79 R15	BROS-C079(73)--8J-79	Poweshiek County	HBP		\$ 750,000		\$ 750,000	Delayed to FY 26

ID	Location	Project Number	Sponsor	Funding Program	Y1_SWAP	Y1_FA	Y1_Regional	Y1_Total	Status
49778	On E 66, from US30 to IA21	STP-S-C086(115)--5E-86	Tama County	STBG		\$ 1,390,000	\$ 1,390,000	\$ 4,000,000	On schedule
39065	On E 44, Over TROUBLESOME CREEK, S14 T83N R13W	BRS-C086(118)--60-86	Tama County	HBP	\$ 70,000	\$ 280,000		\$ 350,000	Maybe delayed to FY 26
49775	On E 43, Over BR IOWA RIVER, S11 T83 R15	BRS-C086(117)--60-86	Tama County	HBP	\$ 70,000	\$ 280,000		\$ 350,000	On schedule
45127	On ABBOTT AVE, Over BR SUGAR CREEK, S1 T84 R17	BROS-C086(113)--8J-86	Tama County	HBP		\$ 112,500		\$ 112,500	On schedule
45125	On ABBOTT AVE, Over BR SUGAR CREEK, S1 T84 R17	BROS-C086(114)--8J-86	Tama County	HBP		\$ 75,000		\$ 75,000	On schedule
45092	On S AVE, Over BRANCH WOLF CREEK, S6 T85 R13	BROS-C086(116)--5F-86	Tama County	HBP		\$ 500,000		\$ 500,000	On schedule
53512	Nicholson-Ford OHV Park	NRT-Iowa DNR(603)--9G-64	Iowa Department of Natural Resources	RTP		\$ 131,600		\$ 164,500	On schedule
55687	IA 8: WCL of Dysart to US 218	STP-008()-2C-86	Iowa Department of Transportation	STBG		\$ 3,120,000		\$ 3,900,000	Under construction
45114	On ABBOTT AVE, Over BR SUGAR CREEK, S1 T84 R17	BROS-C064(145)--8J-64	Marshall County	HBP		\$ 260,000		\$ 260,000	On schedule
45115	On ABBOTT AVE, Over BR SUGAR CREEK, S1 T84 R17	BROS-C064(146)--8J-64	Marshall County	HBP		\$ 375,000		\$ 375,000	On schedule
45899	On F29, from IA21 E to V36	STP-S-C079(71)--5E-79	Poweshiek County	STBG	\$ 180,000	\$ 1,425,000	\$ 1,425,000	\$ 2,000,000	On schedule
34679	On 520TH AVE, Over Small Stream, S28 T78 R13	BROS-C079(68)--5F-79	Poweshiek County	HBP		\$ 1,135,000		\$ 1,135,000	On schedule
55583	In the city of Grinnell, Sidewalk on WASHINGTON AVE, from N-S Alley W of Spring St E approx 0.6 miles to East St	TAP-U-3127(631)--8I-79	Grinnell	TAP		\$ 581,891		\$ 727,364	Delayed to FY 26
38353	In Nicholson Ford OHV Park, construction of storage building, at 2814 E Marion St - Marshalltown	NRT-C064(144)--9G-64	Iowa Department of Natural Resources	RTP		\$ 53,712		\$ 67,712	On schedule
34112	In Marshall County, On Iowa River's Edge Trail, from Bridge #2 approximately 1 Miles to Bridge #5	TAP-R-4797(625)--8T-64	Marshalltown	TAP		\$ 797,000	\$ 797,000	\$ 997,000	On schedule
55646	IA 146: 0.3 mi N of I-80 to US 6 in Grinnell	STP-146-2(40)--2C-79	Iowa Department of Transportation	STBG		\$ 3,489,347		\$ 4,361,684	On schedule
55644	US 63: Business US 30 Intersection in Toledo	HSIPX-063()-3L-86	Iowa Department of Transportation	HSIP		\$ 2,711,617		\$ 3,012,908	Amendment for another project listed above
TOTAL					\$ 6,167,000	\$ 40,648,867	\$ 9,899,000	\$ 63,041,668	

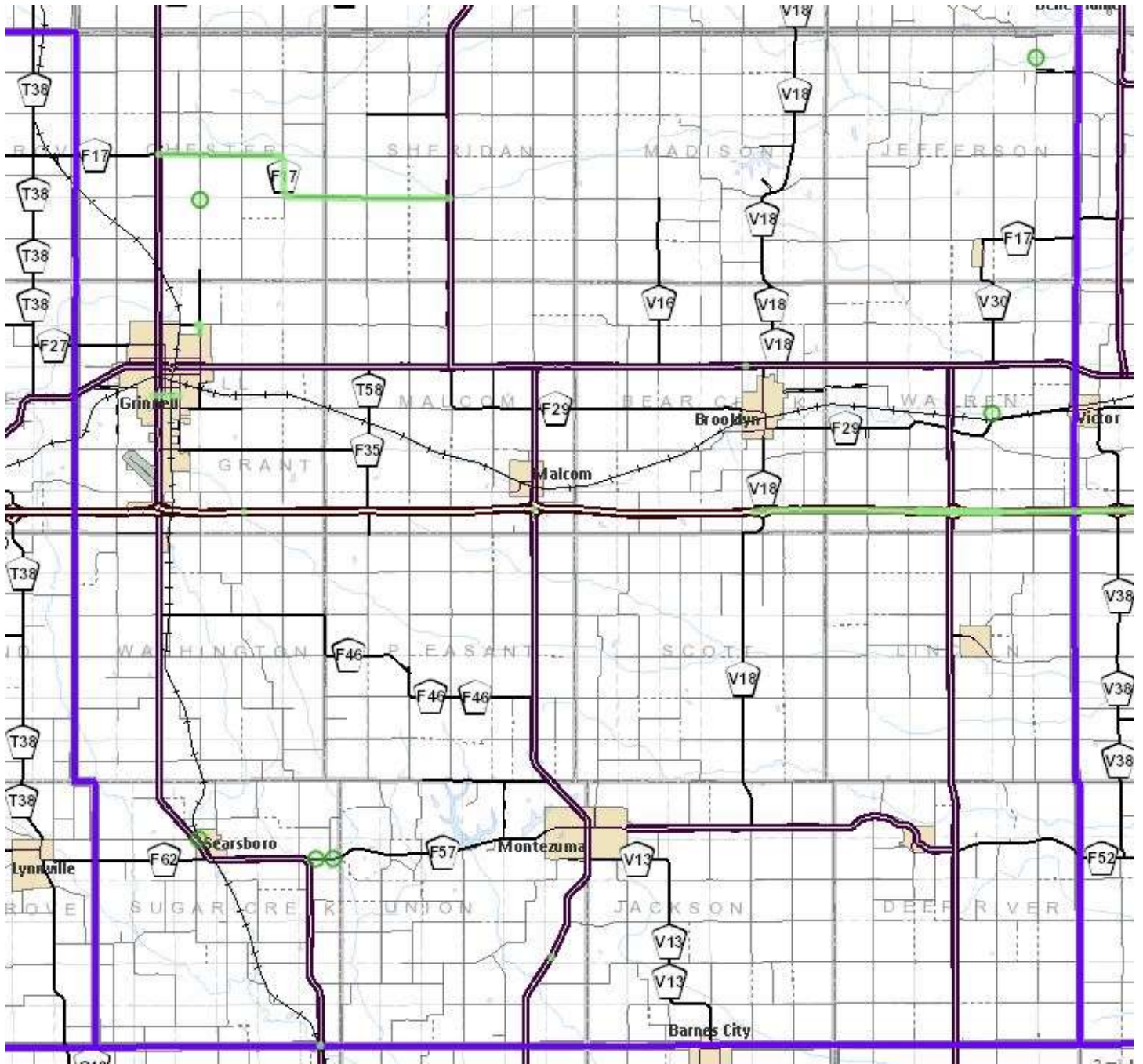
HARDIN COUNTY 2027-2030 PROJECTS



MARSHALL COUNTY 2027-2030 PROJECTS



POWESHIEK COUNTY 2027-2030 PROJECTS



TAMA COUNTY 2027-2030 PROJECTS



2027 Statewide Transportation Improvement Program

RPA 6

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
CHBP								
55647	BRF-006()--38-79	TIP Approved	Total		\$2,184,000			\$2,184,000
Iowa Department of Transportation	US 6: Stony Creek 0.4 mi W of W Jct Co Rd V18		Federal Aid		\$1,747,200			\$1,747,200
	Bridge Replacement, Right of Way		DOT		\$436,800			\$436,800
DOT Note: CHBP grant								
58070	BRS-CHBP-C079(76)--GB-79	TIP Approved	Total		\$1,078,000			\$1,078,000
Poweshiek County	On F 57, Over West Buck Creek, S12 T78N R16W	1/19/2028	Federal Aid		\$862,400			\$862,400
	Bridge Replacement-CCS		FM		\$176,413			\$176,413
			Swap		\$39,187			\$39,187
58071	BRS-CHBP-C079(77)--GB-79	TIP Approved	Total		\$1,078,000			\$1,078,000
Poweshiek County	On F 57, Over Middle Buck Creek, S12 T78N R16W	1/19/2028	Federal Aid		\$862,400			\$862,400
	Bridge Replacement-CCS		FM		\$176,413			\$176,413
			Swap		\$39,187			\$39,187
HBP								
55573	BROS-5190(602)--8J-86	TIP Approved	Total		\$1,000,000			\$1,000,000
Montour	In the city of Montour, On W JACOB ST, Over SMALL STREAM, S21 T83 R16	3/16/2027	Federal Aid		\$1,000,000			\$1,000,000
54758	BROS-6867(601)--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	3/16/2027	Federal Aid		\$1,000,000			\$1,000,000
55540	BROS-7692()--5F-86	TIP Approved	Total		\$1,800,000			\$1,800,000
Toledo	In the city of Toledo, On 300TH ST, Over DEER CREEK, S15 T83 R15		Federal Aid		\$1,500,000			\$1,500,000
			Local		\$300,000			\$300,000

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
HBP								
35992	BROS-C064(150)--5F-64	TIP Approved	Total	\$580,000				\$580,000
Marshall County	On 2900 mile of Oaks Ave, Over South Timber Creek, at SW S9 T82 R18	11/17/2026	Federal Aid	\$580,000				\$580,000
	Bridge Replacement							
49781	BROS-C079(74)--8J-79	TIP Approved	Total	\$1,530,000				\$1,530,000
Poweshiek County	On 240TH ST, Over WALNUT CREEK, S1 T81 R13	12/15/2026	Federal Aid	\$1,530,000				\$1,530,000
	Bridge Replacement-CCS							
57553	BROS-C086(--5F-86	TIP Approved	Total	\$1,000,000				\$1,000,000
Tama County	On G AVE, Over RICHLAND CREEK, S19 T82N R15W	7/20/2027	Federal Aid	\$1,000,000				\$1,000,000
	Bridge Replacement-CCS							
32544	BRS-C042(122)--60-42	TIP Approved	Total	\$675,000				\$675,000
Hardin County	On S62, Over Small Stream, from D55 South 0.5 Miles, in SE S5 T86 R19	11/17/2026	Federal Aid	\$540,000				\$540,000
	Culvert Replacement		Swap	\$135,000				\$135,000
58162	BRS-C086(--60-86	TIP Approved	Total	\$1,500,000				\$1,500,000
Tama County	On HWY E36, Over SALT CREEK, S22 T84N R13W		Federal Aid	\$1,200,000				\$1,200,000
	Bridge Replacement-CCS		Swap	\$300,000				\$300,000
41199	BROS-C064(--8J-64	TIP Approved	Total		\$650,000			\$650,000
Marshall County	1000 MILE OF LANGFORD AVE. IN SECTION 1-85-19		Federal Aid		\$650,000			\$650,000
	Bridge Replacement							
5491	BROS-C064(152)--8J-64	TIP Approved	Total		\$850,000			\$850,000
Marshall County	On 1200 MILE OF 120TH ST, Over Minerva Creek, S16 T85 R20	11/16/2027	Federal Aid		\$850,000			\$850,000
	Bridge Replacement							
53132	BROS-C086(--8J-86	TIP Approved	Total		\$1,500,000			\$1,500,000
Tama County	On Q AVE, Over RICHLAND CREEK, S23 T82 R14		Federal Aid		\$1,500,000			\$1,500,000
	Bridge Replacement-CCS							

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
HBP								
49776	BRS-C086()-60-86	TIP Approved	Total		\$1,000,000			\$1,000,000
Tama County	On HWY D65, Over BRANCH WOLF CREEK, S18 T86 R13 Bridge Replacement-CCS		Federal Aid		\$800,000			\$800,000
			Swap		\$200,000			\$200,000
32257	BROS-C064(151)--8J-64	TIP Approved	Total			\$730,000		\$730,000
Marshall County	On 2900 Mile of Taylor Ave, Over Snipe Creek, S7 T82 R17 Bridge Replacement	10/17/2028	Federal Aid			\$730,000		\$730,000
5500	BROS-C064(86)--8J-64	TIP Approved	Total			\$730,000		\$730,000
Marshall County	On Taylor Ave., Over Lutes Creek, from 300th St N approx. 0.1 miles S7 T82 R17 Bridge Replacement	10/17/2028	Federal Aid			\$730,000		\$730,000
56055	BROS-C079()-8J-79	TIP Approved	Total			\$1,750,000		\$1,750,000
Poweshiek County	On 230TH ST, Over BIG BEAR CREEK, S23 T80 R13 Bridge Replacement-PPCB		Federal Aid			\$1,750,000		\$1,750,000
57351	BROS-C086()-5F-86	TIP Approved	Total			\$1,500,000		\$1,500,000
Tama County	On PP AVE, Over SALT CREEK, S34 T85N R14W Bridge Replacement-CCS		Federal Aid			\$1,500,000		\$1,500,000
52300	BRS-C042()-60-42	TIP Approved	Total			\$750,000		\$750,000
Hardin County	On D 41, Over TIPTON CREEK, S32 T88 R22 Bridge Replacement-CCS		Federal Aid			\$600,000		\$600,000
			Swap			\$150,000		\$150,000
24825	BROS-C064(130)--8J-64	TIP Approved	Total				\$700,000	\$700,000
Marshall County	On RIDGE RD, Over MIDDLE TIMBER CREEK, from 260th St S 0.6 miles to SE 1/4 S26 T83 R18 Bridge Replacement	11/19/2030	Federal Aid				\$700,000	\$700,000
56056	BROS-C079()-5F-79	TIP Approved	Total				\$1,250,000	\$1,250,000
Poweshiek County	On 40TH ST, Over BIG BEAR CREEK, S27 T81 R16 Bridge Replacement-CCS		Federal Aid				\$1,250,000	\$1,250,000

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

HBP

58156	BROS-C086()--8J-85	TIP Approved	Total				\$1,000,000	\$1,000,000
Tama County	On 310TH ST, Over Wolf Creek, S16 T83N R13W		Federal Aid				\$1,000,000	\$1,000,000
	Bridge Replacement-CCS							
34805	BRS-C042()--60-42	TIP Approved	Total				\$400,000	\$400,000
Hardin County	On D65, Over Small Stream, from T Ave. West 2000 Feet, in NE S24 T86 R20		Federal Aid				\$320,000	\$320,000
	Culvert Replacement		Swap				\$80,000	\$80,000
32258	BRS-C064()--60-64	TIP Approved	Total				\$990,000	\$990,000
Marshall County	On 2800 Mile of 290th St (E63), Over LUTES CREEK, S7 T82 R17		Federal Aid				\$792,000	\$792,000
	Bridge Replacement		Swap				\$198,000	\$198,000

NHPP

52707	IM-NHS-080()--03-79	TIP Approved	Total	\$190,000	\$17,180,000	\$300,000		\$17,670,000
Iowa Department of Transportation	I 80: W of IA 21 to E of IA 21		Federal Aid	\$81,000	\$14,620,000			\$14,701,000
	Bridge Replacement, Grade and Pave, Traffic Signs		DOT	\$109,000	\$2,560,000	\$300,000		\$2,969,000
54666	IMX-080()--02-79	TIP Approved	Total	\$2,525,000				\$2,525,000
Iowa Department of Transportation	I 80: 50th St 2.1 mi E of IA 146 (EB/WB)		Federal Aid	\$2,272,500				\$2,272,500
	Bridge Deck Overlay		DOT	\$252,500				\$252,500
57910	NHSX-330()--3H-64	TIP Approved	Total	\$3,500,000				\$3,500,000
Iowa Department of Transportation	IA 330: Story Co Line to US 30 (Various Locations)		Federal Aid	\$2,800,000				\$2,800,000
	Pavement Rehab		DOT	\$700,000				\$700,000
57909	IMX-080()--02-79	TIP Approved	Total		\$225,000	\$17,923,000		\$18,148,000
Iowa Department of Transportation	I 80: At US 63 Interchange (EB/WB)		Federal Aid			\$14,459,550		\$14,459,550
	Bridge Replacement, Grade and Pave, Traffic Signs		DOT		\$225,000	\$3,463,450		\$3,688,450

PRF

48422	NHSN-063()--2R-86	TIP Approved	Total	\$250,000				\$250,000
Iowa Department of Transportation	US 63: NCL Toledo to 0.5 mi S of IA 96		Federal Aid					
	Erosion Control		DOT	\$250,000				\$250,000

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

STBG

319	RGPL-PA06(RTP)--ST-00	TIP Approved	Total	\$25,000	\$25,000	\$25,000	\$25,000	\$100,000
RPA 6	RSPC - RPA 6: RPA 6 TRANSPORTATION PLANNING		Federal Aid	\$20,000	\$20,000	\$20,000	\$20,000	\$80,000
	Trans Planning		Local	\$5,000	\$5,000	\$5,000	\$5,000	\$20,000
			Regional	\$20,000	\$20,000	\$20,000	\$20,000	\$80,000
55112	STP-S-C042(D41)--5E-42	TIP Approved	Total	\$2,700,000				\$2,700,000
Hardin County	On D 41, from U.S. Hwy 65 E 6.3 miles to Co Hwy D41		Federal Aid	\$1,940,000				\$1,940,000
	HMA Resurfacing		FM	\$760,000				\$760,000
			Regional	\$1,940,000				\$1,940,000
53401	STP-S-C079()-5E-79	TIP Approved	Total	\$2,500,000				\$2,500,000
Poweshiek County	On F17, from IA146 E 8 miles to US63		Federal Aid	\$2,000,000				\$2,000,000
	PCC Overlay - Bonded		FM	\$500,000				\$500,000
			Regional	\$2,000,000				\$2,000,000
57908	BRF-146()-38-79	TIP Approved	Total			\$9,848,000		\$9,848,000
Iowa Department of Transportation	IA 146: North Skunk River 2.7 mi N of US 63		Federal Aid			\$7,862,400		\$7,862,400
	Bridge Replacement, Right of Way		DOT			\$1,985,600		\$1,985,600
58173	STP-S-C086()-5E-86	TIP Approved	Total				\$5,200,000	\$5,200,000
Tama County	On V18, from E36 S 13 miles to 3rd Street		Federal Aid				\$2,000,000	\$2,000,000
			FM				\$3,200,000	\$3,200,000
			Regional				\$2,000,000	\$2,000,000

SWAP-HSIP

58134	HSIP-SWAP-7575(607)-SJ-86	TIP Approved	Total	\$180,000				\$180,000
Tama	In the city of Tama, construction of pedestrian hybrid beacon at W 15th ST and US 63	8/18/2026	Federal Aid					
	Ped/Bike Miscellaneous		Swap	\$180,000				\$180,000

Project ID Sponsor STIP ID	Project Number Location Work Codes	Approval Level Letting Date		2027	2028	2029	2030	Totals
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SWAP-STBG

53514 Ackley	STBG-SWAP-0015(607)--SG-42 In the city of Ackley, On FRANKLIN ST, from Highway 57 S to CNRR HMA Pavement - Grade and Replace	TIP Approved 5/18/2027	Total Federal Aid Local Swap Regional	\$500,000 \$100,000 \$400,000 \$400,000				\$500,000 \$100,000 \$400,000 \$400,000
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 11/17/2026	Total Federal Aid Local Swap Regional	\$207,500 \$41,500 \$166,000 \$166,000				\$207,500 \$41,500 \$166,000 \$166,000
45064 Marshalltown	STBG-SWAP-4797(628)--SG-64 In the city of Marshalltown, On HIGHLAND ACRES RD, from Lincoln Way 1.2 miles to Main Street S5 T83 R18	TIP Approved 4/20/2027	Total Federal Aid Local Swap Regional	\$4,875,000 \$975,000 \$3,900,000 \$3,900,000				\$4,875,000 \$975,000 \$3,900,000 \$3,900,000
59045 Grinnell	STBG-SWAP-3127(--SG-79 In the city of Grinnell, On Penrose Ave, from 16th Ave S 0.3 miles	TIP Approved	Total Federal Aid Local Swap Regional			\$750,000 \$150,000 \$600,000 \$600,000		\$750,000 \$150,000 \$600,000 \$600,000

TAP

55584 Hardin County Board of Supervisors	TAP-R-C042(--8T-42 Iowa River's Edge Trail, from Iowa 175 (Eldora) to 285th Street (Gifford) and bridge work.	TIP Approved 2/16/2027	Total Federal Aid Other Regional	\$3,533,475 \$2,788,475 \$745,000 \$350,000				\$3,533,475 \$2,788,475 \$745,000 \$350,000
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DOT Note: Statewide TAP (\$2,000,000), FRT (\$438,475), TAP (\$350,000), SRT (\$745,000)

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
TAP								
58395	TAP-R-C042(123)--8T-42	TIP Approved	Total	\$1,482,000				\$1,482,000
Hardin County Board of Supervisors	Iowa River's Edge Trail from 285th Street in Gifford to Center Street in Union	2/16/2027	Federal Aid	\$1,185,600				\$1,185,600
	Ped/Bike Paving		Local	\$296,400				\$296,400
DOT Note: Statewide TAP								
55583	TAP-U-3127(--8I-79	TIP Approved	Total	\$727,364				\$727,364
Grinnell	In the city of Grinnell, sidewalk on Washington Ave, from N-S alley W of Spring St E to East St	4/20/2027	Federal Aid	\$521,891				\$521,891
	Ped/Bike Grade & Pave		Local	\$205,473				\$205,473
DOT Note: Statewide TAP (SRTS)								
58001	TAP-U-4797(--8I-64	TIP Approved	Total	\$812,500				\$812,500
Marshalltown	In the city of Marshalltown, Iowa River's Edge Trail Bridges 6-7 replace or rehab		Federal Aid	\$650,000				\$650,000
			Local	\$162,500				\$162,500
			Regional	\$650,000				\$650,000
57198	TAP-U-7575(606)--8I-86	TIP Approved	Total	\$752,855				\$752,855
Tama	In the city of Tama, Pave approx 0.5 miles of trail and pave approx 0.41 miles of sidewalk on the route	4/20/2027	Federal Aid	\$602,284				\$602,284
			Local	\$150,571				\$150,571
37613	TAP-U-C064(--8I-64	TIP Approved	Total		\$206,250			\$206,250
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		Local		\$41,250			\$41,250
			Regional		\$165,000			\$165,000

2027 Transit Projects

RPA 6

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2027	2028	2029	2030	Totals
11349 Marshalltown Municipal Transit	5339 TIP Approved	Capital	Replace #013 Unit # 013	Total	\$1,038,400				\$1,038,400
				FTA	\$882,640				\$882,640
				Local	\$155,760				\$155,760
11912 Region Six Planning Commission (Peoplerides)	5339 TIP Approved	Capital	Replace #412 VSS,AVL Unit # 412	Total	\$142,635				\$142,635
				FTA	\$121,240				\$121,240
				Local	\$21,395				\$21,395
1280 Region Six Planning Commission (Peoplerides)	5311,STA TIP Approved	Operations	General Operations/Maintenance/Administration	Total	\$940,379	\$926,000	\$1,332,000	\$250,000	\$3,448,379
				FTA	\$280,094	\$250,000	\$250,000	\$250,000	\$1,030,094
				DOT	\$360,099	\$320,000	\$322,000		\$1,002,099
				Local	\$300,186	\$356,000	\$760,000		\$1,416,186
2134 Marshalltown Municipal Transit	5311,STA TIP Approved	Operations	General Operations/Maintenance/Administration	Total	\$1,104,779	\$1,402,000	\$1,138,000	\$425,000	\$4,069,779
				FTA	\$397,779	\$424,000	\$425,000	\$425,000	\$1,671,779
				DOT	\$285,000	\$573,000	\$306,000		\$1,164,000
				Local	\$422,000	\$405,000	\$407,000		\$1,234,000
11913 Region Six Planning Commission (Peoplerides)	5339 TIP Approved	Capital	Replace #115 AVL Unit # 115	Total		\$102,900			\$102,900
				FTA		\$87,465			\$87,465
				Local		\$15,435			\$15,435
11914 Region Six Planning Commission (Peoplerides)	5339 TIP Approved	Capital	Replace #214 AVL Unit # 214	Total		\$102,900			\$102,900
				FTA		\$87,465			\$87,465
				Local		\$15,435			\$15,435
11915 Region Six Planning Commission (Peoplerides)	5339 TIP Approved	Capital	Replace #215 AVL Unit # 215	Total		\$102,900			\$102,900
				FTA		\$87,465			\$87,465
				Local		\$15,435			\$15,435
11916 Region Six Planning Commission (Peoplerides)	5339 TIP Approved	Capital	Replace #114A AVL Unit # 114A	Total		\$102,900			\$102,900
				FTA		\$87,465			\$87,465
				Local		\$15,435			\$15,435
11917 Region Six Planning Commission (Peoplerides)	5339 TIP Approved	Capital	Replace #116 AVL Unit # 116	Total		\$102,900			\$102,900
				FTA		\$87,465			\$87,465
				Local		\$15,435			\$15,435

RPA 6 (Cont.)

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2027	2028	2029	2030	Totals
11918 Region Six Planning Commission (Peoplerides)	5339 TIP Approved	Capital	Replace #216 AVL Unit # 216	Total		\$102,900			\$102,900
				FTA		\$87,465			\$87,465
				Local		\$15,435			\$15,435
11919 Region Six Planning Commission (Peoplerides)	5339 TIP Approved	Capital	Replace #316 AVL Unit # 316	Total		\$102,900			\$102,900
				FTA		\$87,465			\$87,465
				Local		\$15,435			\$15,435
11920 Region Six Planning Commission (Peoplerides)	5339 TIP Approved	Capital	Replace #217 AVL Unit # 217	Total		\$102,900			\$102,900
				FTA		\$87,465			\$87,465
				Local		\$15,435			\$15,435
11921 Region Six Planning Commission (Peoplerides)	5339 TIP Approved	Capital	Replace #117 AVL Unit # 117	Total		\$102,900			\$102,900
				FTA		\$87,465			\$87,465
				Local		\$15,435			\$15,435
11922 Region Six Planning Commission (Peoplerides)	5339 TIP Approved	Capital	Replace #118 AVL Unit # 118	Total		\$102,900			\$102,900
				FTA		\$87,465			\$87,465
				Local		\$15,435			\$15,435
11923 Region Six Planning Commission (Peoplerides)	5339 TIP Approved	Capital	Replace #218 AVL Unit # 218	Total			\$102,900		\$102,900
				FTA			\$87,465		\$87,465
				Local			\$15,435		\$15,435
11925 Marshalltown Municipal Transit	5339 TIP Approved	Capital	Replace #101 AVL Unit # 101	Total			\$637,647		\$637,647
				FTA			\$542,045		\$542,045
				Local			\$95,602		\$95,602