



FINAL
FY 2026-2029
Transportation Improvement Program
For
Region 10 Regional Planning Affiliation
July 9, 2025

The Region 10 FY 2024-2027 Transportation Improvement Program was prepared on behalf of member counties, and with the assistance of the Policy and Transportation Technical Advisory Committees. The Federal Highway Administration, Federal Transit Administration, and Iowa Department of Transportation provided a portion of the funding and technical assistance required to complete this document. The document, however, is the responsibility of the RPA. The US government and its agencies assume no liability for the contents of this report or the use of its contents.

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ECICOG 700 Sixteenth Street NE, Suite 301, Cedar Rapids, IA 52402



Final

Region 10 Regional Planning Affiliation
FY 2026-2029 TIP

Submitted to the
Iowa Department of Transportation
800 Lincoln Way
Ames, Iowa 50010
July 15, 2025

By
East Central Iowa Council of Governments
700 16th Street NE
Cedar Rapids, Iowa 52402

Adopting Resolution

Region 10 Regional Planning Affiliation Resolution No. 2025-2

ADOPTION OF THE REGION 10 FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP).

WHEREAS, the Iowa Department of Transportation has requested that counties join together for the purposes of transportation planning; and

WHEREAS, the counties of Benton, Cedar, Iowa, Johnson, Jones, Linn, and Washington have joined together as the Region 10 Regional Planning Affiliation; and

WHEREAS, the Policy Committee is the policy board which governs the Region 10 Regional Planning Affiliation; and

WHEREAS, the annual development of a fiscally constrained transportation program is the responsibility of the Regional Planning Affiliation; and

WHEREAS, the Policy Committee and the public have had an opportunity to review and comment on the proposed program and regional priorities have been identified;

BE IT RESOLVED, that the Region 10 Policy Committee adopts the Region 10 FY 2026-2029 Transportation Program.

Adopted this 9th day of July, 2025, and signed this 9th day of July, 2025 by the Policy Committee Chairperson.

Robert D. Fangmann
Robert D. Fangmann - JAPC 2025-06-20 (10)

Robert Fangmann, Chairperson

Introduction and Purpose

In 1994, the Iowa Department of Transportation created the Regional Planning Affiliations (RPAs) to implement the provisions of the Intermodal Surface Transportation Efficiency Act (ISTEA). Specifically, RPAs were established to allow for local participation in the transportation planning and programming process. The Bipartisan Infrastructure Law (BIL) continues, and further strengthens, the local participation requirements. The Region 10 RPA (RPA 10), which is staffed by the East Central Iowa Council of Governments, serves an area in eastern Iowa known as Iowa's Creative Corridor, and includes the counties of Benton, Cedar, Iowa, Johnson, Jones, Linn, and Washington. RPA 10 is governed by a Policy Committee and guided by three technical advisory committees. Committee membership is noted below.

The Transportation Improvement Program (TIP) is a comprehensive program of transportation improvements within the RPA 10 transportation planning area. This document includes both short- and long-range projects for multiple modes of transportation: street and highway, transit, rail, bicycle, and pedestrian. All transportation projects in RPA 10 area receiving federal or state funding must be programmed in the TIP. This document does not include projects in the metropolitan areas of Cedar Rapids and Iowa City. For projects in those areas, refer to the programs prepared by the Corridor MPO and the MPO of Johnson County.

Funding

Projects identified in local TIPs utilize, or are based upon, a number of different sources of federal funding. The primary sources of FHWA funding to Iowa, which are in part used to fund local efforts, include the following:

- *Bridge Formula Program (BFP)*- The BFP provides funding to replace, rehabilitate, preserve, protect, and construct highway bridges. BFP funds are apportioned to states on a formula basis. A significant portion of Iowa's BFP funds will be utilized to implement bridge construction projects in Iowa's cities and counties through the DOT's City Bridge Program and by targeting funds directly to Iowa's 99 counties.
- *Carbon Reduction Program (CRP)* – CRP provides funding for projects designed to reduce transportation emissions defined as carbon dioxide emissions from on-road highway sources. A portion of this funding will be awarded to MPOs, but not to RPAs.
- *Discretionary Grants (GRNT)* – The FHWA administers discretionary grant programs through various offices representing special funding categories. Example of discretionary grant awards include awards from programs including Rebuilding American Infrastructure with Sustainability and Equity (RAISE), Nationally Significant Multimodal Freight and Highway Projects (INFRA), National Infrastructure Assistance Program (MEGA), and Rural Surface Transportation Grant Program, among others.

- *Earmark (ERMK)* – Projects with funding identified directly in federal Authorizations or Appropriations bills are considered earmark-funded projects. These funds may be money set aside for Community Project Funding/Congressionally Directed Funding and awarded by members of Congress.
- *Congestion Mitigation and Air Quality Improvement Program (CMAQ)* – CMAQ provides flexible funding for transportation projects and programs tasked with helping to meet the requirements of the Clean Air Act. These projects can include those that reduce congestion and improve air quality.
- *Illustrative funding (ILL)* – Illustrative funding indicates that a project will or has been submitted as a candidate for a federal earmark.
- *Highway Safety Improvement Program (HSIP)* – This is a core federal-aid program that funds projects with the goal of achieving a significant reduction in traffic fatalities and serious injuries on public roads. A portion of this funding is targeted for use on local high-risk rural roads and railway-highway crossings.
- *National Highway Performance Program (NHPP)* – NHPP funds are available to be used on projects that improve the condition and performance of the National Highway System (NHS), including some state and U.S. highways and interstates.
- *State Planning and Research (SPR)* – SPR funds are available to fund statewide planning and research activities. A portion of SPR funds are provided to Regional Planning Affiliations (RPAs) to support transportation planning efforts.
- *Surface Transportation Block Grant Program (STBG)* – This program is designed to address specific issues identified by Congress and provides flexible funding for projects to preserve or improve the condition and performance of transportation facilities, including any federal-aid highway or public road bridge. STBG funding may be utilized on roadway projects on federal-aid routes, bridge projects on any public road, transit capital improvements, TAP-eligible activities, and planning activities. Iowa targets STBG funding to each of its 27 MPOs and RPAs on an annual basis for programming based on regional priorities. Iowa has implemented a “swap” (SWAP-STBG) program that allows MPOs and RPAs, at their discretion, to swap targeted federal STBG funding for state Primary Road Fund dollars. Iowa also targets a portion of its STBG funding directly to counties for use on county bridge projects. Iowa’s SWAP-STBG program allows counties, at their discretion, to swap federal STBG funding for bridges for state Primary Road Fund dollars. These funds can be used on either on- or off-system bridges, however off-system bridge investments must be continued to maintain the ability to transfer the federal STBG set-aside for off-system bridges.
- *Transportation Alternatives Program (TAP)* – TAP provides funding to expand travel choices and improve the transportation experience. TAP projects improve the cultural, historic, aesthetic, and environmental aspects of transportation infrastructure. Projects can include creation of bicycle and pedestrian facilities, and the restoration of historic transportation facilities, among others.
- *Federal Lands Access Program (FLAP) and Tribal Transportation Programs (TTP)* – The FLAP program provides funding for projects that improve access within, and to, federal lands. The FLAP funding will be distributed through a grant process where a group of FHWA, Iowa DOT, and local

government representatives will solicit, rank, and select projects to receive funding. The TTP provides safe and adequate transportation and public road access to and within Indian reservations and Indian lands. Funds are distributed based on a statutory formula based on tribal population, road mileage, and average tribal shares of the former Tribal Transportation Allocation Methodology.

- *National Highway Freight Program (NHFP)* – NHFP funds are distributed to states via a formula process and are targeted towards transportation projects that benefit freight movements. Ten percent of NHFP funds are targeted towards non-DOT sponsored projects.

In addition to these federal funding sources, the Iowa DOT administers several grant programs. Projects awarded grant funding must be documented in the region's TIP. These grant awards are distributed through an application process. Applications are due October 1 for projects requesting funding in the next fiscal year. State administered grant programs include the following:

- *City Bridge Program* – A portion of STBG funding dedicated to local bridge projects is set aside for the funding of bridge projects within cities. Eligible projects need to be classified as structurally deficient or functionally obsolete. Projects are rated and prioritized by the Iowa DOT Office of Local Systems with awards based upon criteria identified in the application process. Projects awarded grant funding are subject to a federal-aid obligation limitation of \$1 million. Iowa has implemented a Swap program that allows cities, at their discretion, to swap federal STBG funding for state Primary Road Fund dollars.

- *Highway Safety Improvement Program – Secondary (HSIP-Secondary)* – This program is funding using a portion of Iowa's Highway Safety Improvement Program apportionment and funds safety projects on rural roadways. Funding targeted towards these local projects is eligible to be swapped for Primary Road Fund dollars.

- *Iowa Clean Air Attainment Program (ICAAP)* – ICAAP funds projects that are intended to maximize emission reductions through traffic flow improvements, reduced vehicle miles of travel, and reduced single occupancy vehicle trips. This program utilizes \$4,000,000 of Iowa's CMAQ apportionment. Funding targeted towards these local projects is eligible to be swapped for Primary Road Fund dollars.

- *Recreational Trails Program* – This program provides federal funding for both motorized and non-motorized trail projects and is funded through a takedown from Iowa's TAP funding. The decision to participate in this program is made annually by the Iowa Transportation Commission.

- *Statewide Transportation Alternatives Program (TAP)* – This program makes available federal TAP funds to locally sponsored projects that expand travel choices and improve the motorized and non-motorized transportation experience.

There are also several federal transit programs that provide funding. The largest amount of funding is distributed, by formula, to states and large metropolitan areas. Other program funds are discretionary, and some are earmarked for specific projects. Federal transit programs include the following:

- *Metropolitan Transportation Planning Program (Section 5303 and 5305)* – FTA provides funding for this program to the state based on its urbanized area populations. The funds are dedicated to support transportation planning projects in urbanized areas with more than 50,000 persons.
- *Statewide Transportation Planning Program (Section 5304 and 5305)* – These funds come to the state based on population and are used to support transportation planning projects in nonurbanized areas. They are combined with Section 5311 funds and allocated among Iowa's RPAs.
- *Urbanized Area Formula Grants Program (Section 5307)* – FTA provides transit operating, planning, and capital assistance funds directly to local recipients in urbanized areas with populations between 50,000 and 200,000. Assistance amounts are based on population and density figures and transit performance factors for larger areas. Local recipients must apply directly to the FTA.
- *Bus and Bus Facilities Program (Section 5339)* – This formula program provides federal assistance for major capital needs, such as fleet replacement and construction of transit facilities. All transit systems in the state are eligible for this program.
- *Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310)* – Funding is provided through this program to increase mobility for the elderly and persons with disabilities. Part of the funding is administered along with the nonurbanized funding with the remaining funds allocated among urbanized transit systems in areas with a population of less than 200,000. Urbanized areas with more than 200,000 in population receive a direct allocation.
- *Nonurbanized Area Formula Assistance Program (Section 5311)* – This program provides capital and operating assistance for rural and small urban transit systems. 15 percent of these funds are allocated to intercity bus projects. A portion of the funding is also allocated to support rural transit planning. The remaining funds are combined with the rural portion (30 percent) of Section 5310 funds and allocated among regional and small urban transit systems based on their relative performance in the prior year.
- *Rural Transit Assistance Program (Section 5311(b)(3))* – This funding is used for statewide training events and to support transit funding fellowships for regional and small urban transit staff or planners.

State funds available for transit include the following:

- *State Transit Assistance (STA)* – All public transit systems are eligible for funding. These funds can be used by the public transit system for operating, capital, or planning expenses related to the provision of open-to-the-public passenger transportation. The majority of the funds received in a fiscal year are distributed to individual transit systems on the basis of a formula using performance statistics from the most recent available year.
- *STA Special Projects* – Each year up to \$300,000 of the total STA funds are set aside to fund “special projects.” These can include grants to individual systems to support transit services that are developed in conjunction with human services agencies. Grants can also be awarded to

statewide projects that improve public transit in Iowa through such means as technical training for transit system or planning agency personnel, statewide marketing campaigns, etc. This funding is also used to mirror the Rural Transit Assistance Program to support individual transit training fellowships for large urban transit staff or planners.

- *STA Coordination Special Projects* – Funds provide assistance with startup of new services that have been identified as needs by health, employment, or human services agencies participating in the passenger transportation planning process.

- *Public Transit Infrastructure Grant Fund* – This is a state program that can fund transit facility projects that involve new construction, reconstruction, or remodeling. To qualify, projects must include a vertical component.

RPA 10 has two sources of federal-aid to program towards projects: STBG and TAP. Annual funding target averages are \$4,370,253 for STBG, and \$436,272 for TAP.

RPA IO Committee Members

The RPA is governed by a Policy Committee, and guided by three technical advisory committees. Committee descriptions and membership are as follows.

Transportation Policy Committee

The Policy Committee was established in 1994 with the membership comprised of representatives of Benton, Cedar, Iowa, Johnson, Jones, Linn, and Washington Counties. Members include two elected officials from each affiliated county, and are appointed by the respective Board of Supervisors.

Member	Representation
Tracy Seeman	Benton County
Gary Benson	Benton County
Brad Gaul	Cedar County
Rob Fangmann	Cedar County, Chairperson
Kevin Heitshusen	Iowa County
Chris Montross	Iowa County, Vice Chairperson
Dawn Alam	Johnson County
Jon Green	Johnson County
Jon Zirkelbach	Jones County
Wayne Peach	Jones County
Kirsten Running-Marquardt	Linn County
Brandy Meisheid	Linn County, Secretary
Bob Yoder	Washington County
Millie Youngquist	Washington County

Ex-Officio: Sam Shea, IDOT District 6 Office

Sean Litteral, FHWA

Jerri Doyle, FTA

Transportation Technical Advisory Committee

The Transportation Technical Advisory Committee (TTAC) was formed by the RPA. Members include three representatives from each of the affiliated counties, and are appointed by their respective Board of Supervisors. The TTAC reviews all transportation plans and programs, and provides recommendations to the Policy Committee on all aspects of these plans and programs.

Member	Representation
Myron Parizek	Benton County
Vacant	Benton County
Vacant	Benton County
Alex Anderson	Cedar County
Rob Fangmann	Cedar County
Steve Nash	Cedar County
Kevin Heitshusen	Iowa County
Nick Amelon	Iowa County, Chairperson
Matt Amelon	Iowa County, Vice Chairperson
Greg Parker	Johnson County
Jon Green	Johnson County
Rob Winstead	Johnson County
Derek Snead	Jones County
Todd Postel	Jones County
Brenda Leonard	Jones County
Garret Reddish	Linn County, Secretary
Brad Ketels	Linn County
Carter Baldwin	Linn County
Jacob Thorius	Washington County
Millie Youngquist	Washington County
Dennis Murray	Washington County

Ex-Officio: Sam Shea, IDOT District 6 Office
Sean Litteral, FHWA
Gerri Doyle, FTA

Regional Trails Advisory Committee

The Regional Trails Advisory Committee (RTAC) was formed by the RPA. Members include two representatives from each of the affiliated counties and are appointed by their respective Board of Supervisors. The RTAC reviews all trails plans and applications to the regional Transportation Alternatives Program and provides recommendations to the Policy Committee on all aspects of these plans and programs.

Member	Representation
Randy Scheel	Benton County
vacant	Benton County
Mike Dauber	Cedar County
Rob Fangmann	Cedar County
Matt Amelon	Iowa County
Nick Amelon	Iowa County
Brad Freidhof	Johnson County
Becky Soglin	Johnson County
Brad Mormann	Jones County
Lisa McQuillen	Jones County
Randy Burke	Linn County
Ted Doscher	Linn County, Vice Chairperson
Zach Rozmus	Washington County, Chairperson
Richard Young	Washington County

Ex-Officio: Sam Shea, IDOT District 6 Office
Sean Litteral, FHWA
Gerri Doyle, FTA

Passenger Transportation Advisory Committee

The Passenger Transportation Advisory Committee (PTAC) was formed by the RPA. Members include two representatives from each of the affiliated counties and are appointed by their respective Board of Supervisors. The PTAC reviews all transit plans and programs and provides recommendations to the Policy Committee on all aspects of these plans and programs.

Member	Representation
Dean Vrba	Benton County
Jessica Meyer	Benton County
Jon Bell	Cedar County
Julie Tischuk	Cedar County
Becky Fry	Iowa County
Alan Schumacher	Iowa County
Tom Brase	Johnson County
Kelly Schneider	Johnson County
Jamie Ginter	Jones County
Lucia Herman	Jones County
Carter Baldwin	Linn County
David Thielen	Linn County
Cris Gaughan	Washington County
Bobbi Wolf	Washington County

Ex-Officio: Sam Shea, IDOT District 6 Office
Sean Litteral, FHWA
Gerri Doyle, FTA

Fiscal Constraint Summary

Surface Transportation Block Grant (STBG) Fund Balance

	2026	2027	2028	2029
Unobligated Balance (Carryover)	14,412,301	11,962,865	10,626,865	13,384,865
RPA 10 STBG Target	4,387,726	4,468,000	4,468,000	4,468,000
<u>Subtotal</u>	18,800,027	16,430,865	15,094,865	17,852,865
Programmed STBG Funds	6,837,162	5,804,000	1,710,000	5,715,000
Balance	\$11,962,865	\$10,626,865	\$13,384,865	\$12,137,865

Transportation Alternatives Program (TAP) Fiscal Constraint Table

	2026	2027	2028	2029
Unobligated Balance (Carryover)*	(157,000)	(1,283,000)	(962,000)	(481,000)
RPA 10 TAP Target	466,135	481,000	481,000	481,000
<u>Subtotal</u>	309,135	(802,000)	(481,000)	0
Programmed TAP Funds	1,592,135	160,000	0	0
Balance	(\$1,283,000)	(\$962,000)	(\$481,000)	\$0)

Funding Summary

Program	FY 26		FY 27		FY 28		FY 29		Total	
	Total	Fed	Total	Fed	Total	Fed	Total	Fed	Total	Fed
Grant	\$25,944,001	\$32,430,001	\$800,000	\$640,000	\$0	\$0	\$0	\$0	\$33,230,001	\$26,584,001
HBP	\$12,270,000	\$12,140,000	\$7,340,000	\$6,377,000	\$4,750,000	\$4,670,000	\$6,600,000	\$6,260,000	\$30,960,000	\$29,447,000
NHPP	\$31,627,000	\$25,592,800	\$28,349,400	\$23,236,500	\$48,405,000	\$32,875,250	\$12,302,000	\$10,371,250	\$120,683,400	\$92,075,800
Ill	\$0	\$0	\$2,450,000	\$2,450,000	\$1,050,000	\$1,050,000	\$1,850,000	\$1,850,000	\$5,350,000	\$5,350,000
RTP	\$30,000	\$24,000	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000	\$24,000
PRF	\$2,542,000	\$0	\$430,000	\$0	\$257,000	\$0	\$3,250,000	\$0	\$6,479,000	\$0
STBG (Region)	\$8,772,162	\$6,837,162	\$7,255,000	\$5,804,000	\$2,137,500	\$1,710,000	\$8,143,750	\$5,715,000	\$26,308,412	\$20,066,162
STBG (State)	\$18,557,000	\$15,123,100	\$14,322,000	\$11,358,400	\$8,133,000	\$6,501,600	\$0	\$0	\$41,012,000	\$32,983,100
TAP-Region	\$3,895,919	\$1,592,135	\$2,500,000	\$160,000	\$0	\$0	\$0	\$0	\$6,395,919	\$1,752,135
TAP-State	\$289,675	\$881,740	\$0	\$0	\$0	\$0	\$0	\$0	\$289,675	\$881,740
SWAP-HSIP	\$0	\$0	\$0	\$115,000	\$0	\$0	\$0	\$0	\$0	\$115,000
Total	\$110,431,757	\$88,134,938	\$63,446,400	\$47,690,900	\$64,732,500	\$45,756,850	\$32,145,750	\$22,346,250	\$270,738,407	\$203,928,938

Transit Program	FY 26		FY 27		FY 28		FY 29		Total	
	Total	Fed	Total	Fed	Total	Fed	Total	Fed	Total	Fed
5310	\$2,552,895	\$897,953	\$2,552,895	\$897,953	\$2,552,895	\$897,953	\$2,552,895	\$897,953	\$10,211,580	\$3,591,812
5311	\$2,645,695	\$897,953	\$2,645,695	\$897,953	\$2,645,695	\$897,953	\$2,645,695	\$897,953	\$10,582,780	\$3,591,812
5339	\$6,715,510	\$5,709,025	\$1,145,300	\$973,505	\$903,100	\$767,635	\$935,700	\$795,345	\$9,699,610	\$8,245,510
Total	\$11,914,100	\$7,504,931	\$6,343,890	\$2,769,411	\$6,101,690	\$2,563,541	\$6,134,290	\$2,591,251	\$30,493,970	\$15,429,134

Forecasted RPA 10 Operations and Maintenance Expenditures for the Federal-Aid System*

	2026	2027	2028	2029	2026-2029 Total
County Operations	8,116,019	8,440,660	8,778,286	9,129,418	\$34,464,383
County Maintenance	15,983,001	16,622,321	17,287,214	17,978,703	\$67,871,239
City Operations	2,522,605	2,623,509	2,728,449	2,837,587	\$10,712,151
City Maintenance	805,230	837,439	870,936	905,774	\$3,419,378
Total Operations and Maintenance	\$27,426,855	\$28,523,929	\$29,664,886	\$30,851,482	\$116,467,152

* Inflated 4% per year based on FY 2024 data for cities and counties.

Forecasted RPA 10 Non-Federal Revenues*

	2026	2027	2028	2029	2026-2029 Total
Farm to Market	14,908,004	15,504,324	16,124,497	16,769,477	\$63,306,304
Secondary Road Funds	78,094,434	81,218,211	84,466,940	87,845,617	\$331,625,202
City Street Fund	41,181,766	42,829,037	44,542,199	46,323,886	\$174,876,889
Total Non Federal-Aid Revenues	\$134,184,205	\$139,551,573	\$145,133,636	\$150,938,981	\$569,808,394

* Inflated 2% per year based on FY 2024 data for cities and counties.

FY 2025 Project Status Report

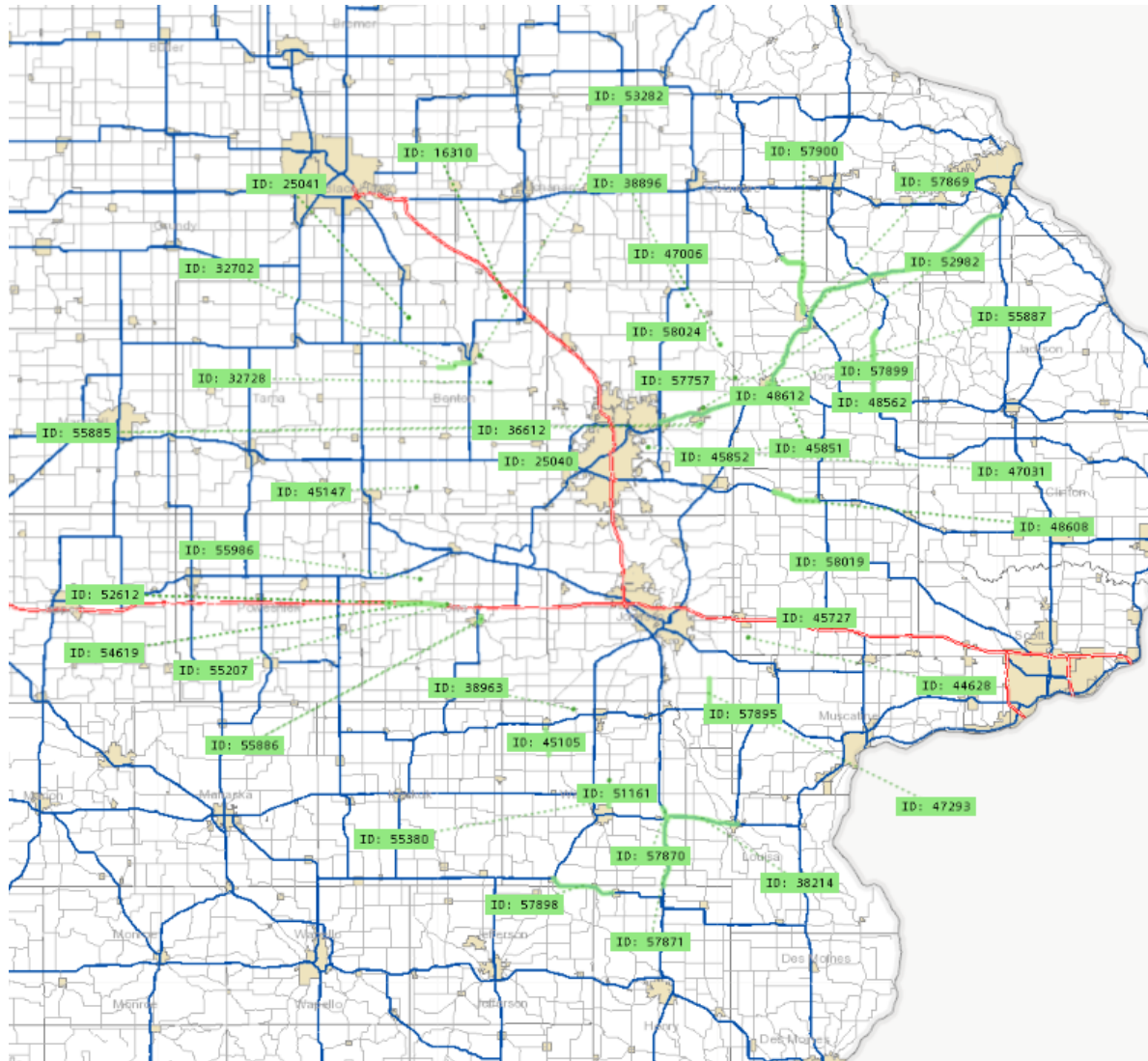
ID	Project Number	Name	Sponsor	Status
54554	HSIPX-030()--3L-06	US 30: Co Rd W26 and Co Rd W28 Intersections	Iowa DOT	Underway
57702	IHSIPX-380-6(490)6--08-52	I-380: N of Swan Lake Rd to W Jct US 20	Iowa DOT	Letting in 2026
48608	NHSX-030()--3H-16	US 30: W of Charles Ave E of Lisbon to WCL Stanwood	Iowa DOT	Phase 1 underway, Phase 2 letting in 2026
52612	IMX-080()--02-48	I 80: Victor Rest Area 2.5 mi E of Co Rd V38 (WB)	Iowa DOT	Letting in 2027
54619	IMX-080()--02-48	I 80: 1.2 mi E of the Rest Areas to 1.4 mi W of Co Rd V66 (EB/WB)	Iowa DOT	Letting 10/2025
54727	IMX-080()--02-48	I 80: W of IA 149 to E of IA 149	Iowa DOT	Letting in 2026
55699	NHSX-001()--3H-57	IA 1: In Mt Vernon, from SCL to NCL	Iowa DOT	
55702	IMX-080()--02-48	I 80: 1.8 mi W of Co Rd V66 to 1.5 mi E of IA 149 (WB)	Iowa DOT	Letting in 2027
55701	IMX-080()--02-48	I 80: 1.5 mi E of IA 149 to 1 mi E of US 151 (EB/WB)	Iowa DOT	Letting in 2027
55735	IMX-080()--02-48	I 80: 1 mi E of US 151 to E of S Roberts Ferry Rd at Tiffin (EB)	Iowa DOT	Letting in 2029
55641	NHSX-151()--3H-57	US 151: Co Rd X20 Intersection in Springville	Iowa DOT	Letting in 2027
48465	BRFN-013()--39-57	IA 13: Wapsipinicon River in Central City	Iowa DOT	Complete
52704	IMN-080()--0E-48	I 80: Victor Rest Area 2.5 mi E of Co Rd V38 (WB)	Iowa DOT	Letting in 2027
48449	IMN-380()--0E-06	I 380: IA 150 Interchange (NB)	Iowa DOT	Underway
54587	IMN-380()--0E-52	I 380: Mitigation - Section I I-380 Project	Iowa DOT	Underway
38216	NHSN-030()--2R-06	US 30: 11th Ave Dr to W Jct US 218	Iowa DOT	Underway
55770	NHSN-030()--2R-16	US 30: Rock Creek to WCL Clarence	Iowa DOT	Letting in 2028
38214	NHSN-092()--2R-92	IA 92: E of US 218 to IA 70 in Columbus Junction	Iowa DOT	Underway
45385	NHSN-151()--2R-53	US 151: Kitty Creek 1.1 mi S of Co Rd X44 (SB)	Iowa DOT	Letting in 2028
55777	NHSN-151()--2R-57	US 151: IA 13 to US 61	Iowa DOT	Complete
48596	BRF-136()--38-53	IA 136: Maquoketa River 2.5 mi N of Co Rd E17	Iowa DOT	Letting in 2027
55767	STP-038()--2C-53	IA 38: E Jct IA 64 to US 151	Iowa DOT	Complete
55334	DGA-CO57(East Post Rd Roundabout)—XT-57	East East Post Rod at Cottage Grove Ave	Linn	Delayed
55311	DGA-CO57(Roadside Clearing)—XT-57	Various locations	Linn	Delayed
55312	DGA-CO57(Rumble Strips)—XT-57	Various locations	Linn	Delayed
52983	BROS-5845(601)—8J-52	CTR St over Hurztel Run	Oxford	8/19/2025 letting
53282	BROS-8017(613)—8J-06	E 13 th St over Mud Ck	Vinton	12/16/2025 letting
52382	BROS-CO06(123)—8J-06	26 Ave Dr over Prairie Ck	Benton	Completed
32447	BROS-CO06(124)—8J-06	32 Ave Dr over Br Prairie Ck	Benton	On time

36612	BROS-CO06(125)—8J-06	69 St over Little Bear Ck	Benton	8/19/2025 letting
25041	BROS-CO06(126)—8J-06	16 Ave over Spring Ck	Benton	Delayed
16310	BROS-CO06(129)—8J-06	52 St over Prairie Ck	Benton	8/19/2025 letting
32633	BROS-CO16(118)—8J-16	Green Rd over Rock Run Ck	Cedar	On time
47031	BROS-CO57(168)—8J-57	Rosedale Rd over Indian Ck	Linn	8/19/2025 letting
47006	BROS-CO57(177)—8J-57	Burlingham Rd over Buffalo Ck	Linn	9/16/2025 letting
45982	BROS-CO92(125)—8J-92	Tupelo Blvd over small stream	Washington	Complete
38963	BROS-CO92(130)—5F-92	110 th St over Deer Ck	Washington	7/15/2025 letting
29496	BRS-CO06(108)—60-06	D65 over Spring Ck	Benton	Delayed
54949	BRS-CO53(96)—60-53	Co Rd X31 over Mino Ck	Jones	On time
52818	NRT-CO52(131)—9G-52	Lakeview OHV Park, construction of park shelters	DNR	Complete
21820	STP-S-CO06()—5A-06	W14 over Br Little Bear Ck	Benton	Delayed
37742	STP-S-CO57(145)—5E-57	Burnett Station Rd	Linn	On time
45105	STP-S-CO92(129)—5E-92	Ginko Ave	Washington	Delayed
55380	HSIP-SWAP-CO92(129)—FJ-92	W61 Paved Shoulders	Washington	8/19/2025 letting
54827	STBG-SWAP-8140(615)—SG-92	On IA92	City of Washington	On time
54742	STBG-SWAP-8427(603)—SG-48	N. Highland St	Williamsburg	On time
55886	TAP-R-8427(604)—8T-48	Old Mans Creek Trail	Williamsburg	Delayed
55885	TAP-R-CO57(183)—8T-57	Grant Wood Trail – Paralta Rd to Springville Rd	Linn CCB	Delayed
25652	TAP-U-0165(607)—8I-53	3 rd St Extension	Anamosa	Delayed
16834	RGPL-PA10()—ST-00	Region 10-ECICOG Planning	ECICOG	On time

Program of Projects

This program of projects has been developed using year of expenditure (YOE) cost estimates. Applicants are responsible for applying the YOE at a suggested rate of 4%. The selection processes for STBG and TAP projects are noted on [page 59](#). Note that a balance of STBG funds is available, due to applicants' preference to retain sufficient funds for larger federal-aid projects.

Map of Projects – FY 2026



FY 2026-2029 Transportation Program of Projects

RPA 10

Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

Grant

45727	HDP-C016(114)--6B-16	TIP Approved	Total	\$15,030,000				\$15,030,000
Cedar County	On F 44, Over CEDAR RIVER, S11 T79 R03	1/21/2026	Federal Aid	\$12,020,000				\$12,020,000
			Regional Swap					
45851	HDP-C053(92)--6B-53	TIP Approved	Total	\$6,770,001				\$6,770,001
Jones County	On LANDIS RD, Over Wapsipinicon River, S20, T84, R03	3/17/2026	Federal Aid	\$5,420,001				\$5,420,001
	Bridge New		Regional Swap					
7274	HDP-C092(57)--6B-92	TIP Approved	Total	\$9,930,000				\$9,930,000
Washington County	On W 21, Over SKUNK RIVER, S9 T74 R09	1/21/2026	Federal Aid	\$7,944,000				\$7,944,000
	Bridge Replacement		Regional Swap					

Grant Application

51161	DGA-C092(132)--XT-92	TIP Approved	Total	\$700,000				\$700,000
Washington County	On ORANGE AVE, Over N. FORK LONG CREEK, S28 T76 R07	3/17/2026	Federal Aid					
	Bridge Replacement		Regional Swap	\$560,000				\$560,000
			Grant App					
55091	DGA-C016(122)--XT-16	TIP Approved	Total		\$800,000			\$800,000
Cedar County	On X 30, Over NICHOLSON CREEK, S19 T80 R04	2/16/2027	Federal Aid					
	Bridge Replacement-CCS		Regional Swap		\$640,000			\$640,000
			Grant App					

HBP

52982	BROS-7237(601)--8J-57	TIP Approved	Total	\$1,500,000				\$1,500,000
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Springville	In the city of Springville, On 5TH AVE, Over LITTLE BIG CREEK, S28 T84 R05	2/17/2026	Federal Aid	\$1,500,000				\$1,500,000
	Work Not Assigned		Regional					
			Swap					

Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

HBP

53282	BROS-8017(613)--8J-06	TIP Approved	Total	\$1,500,000				\$1,500,000
Vinton	In the city of Vinton, On E 13TH ST, Over MUD CK, S22 T85 R10	12/16/2025	Federal Aid	\$1,500,000				\$1,500,000
	Work Not Assigned		Regional Swap					
25041	BROS-C006(126)--8J-06	TIP Approved	Total	\$375,000				\$375,000
Benton County	On 16 AVE, Over SPRING CK, S30 T86 R11	11/18/2025	Federal Aid	\$375,000				\$375,000
	RCB Culvert New - Twin Box		Regional Swap					
25040	BROS-C006(133)--8J-06	TIP Approved	Total	\$375,000				\$375,000
Benton County	On 33 AVE, Over MORGAN CREEK, S36 T83 R09	12/15/2026	Federal Aid	\$375,000				\$375,000
	RCB Culvert New - Twin Box		Regional Swap					
45147	BROS-C006(134)--8J-06	TIP Approved	Total	\$400,000				\$400,000
Benton County	On 17 AVE, Over BR PRAIRIE CK, S17 T82 R11	12/15/2026	Federal Aid	\$400,000				\$400,000
	RCB Culvert New - Twin Box		Regional Swap					
32728	BROS-C006(135)--8J-06	TIP Approved	Total	\$650,000				\$650,000
Benton County	On 63 ST, Over OPPOSSUM CREEK, S11 T84 R10	12/15/2026	Federal Aid	\$650,000				\$650,000
	Bridge Replacement		Regional Swap					
44628	BROS-C016(121)--8J-16	TIP Approved	Total	\$650,000				\$650,000
Cedar County	On CHARLES AVE, Over W BR WAPSINONOC CR, S20 T79 R04	11/18/2025	Federal Aid	\$650,000				\$650,000
	Bridge Replacement		Regional Swap					

Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

HBP

55207	BROS-C048(103)--8J-48	TIP Approved	Total	\$500,000				\$500,000
Iowa County	On L AVE, Over OLD MANS CREEK, S36 T80 R11	1/21/2026	Federal Aid	\$500,000				\$500,000
	Bridge Replacement-CCS		Regional Swap					
55986	BROS-C048(104)--8J-48	TIP Approved	Total	\$620,000				\$620,000
Iowa County	On HH AVE, Over LITTLE BEAR CREEK, S17 T80N R11W	1/21/2026	Federal Aid	\$620,000				\$620,000
	Bridge Replacement-CCS		Regional Swap					
45852	BROS-C053(101)--8J-53	TIP Approved	Total	\$500,000				\$500,000
Jones County	On 200TH AVE, over small creek, S24, T83, R04	3/17/2026	Federal Aid	\$500,000				\$500,000
	RCB Culvert Replacement - Single Box		Regional Swap					
57757	BROS-C053(102)--5F-53	TIP Approved	Total	\$750,000				\$750,000
Jones County	On STONE CITY RD, Over CROW CREEK, S6 T84N R04W	5/19/2026	Federal Aid	\$750,000				\$750,000
	RCB Culvert Replacement - Twin Box		Regional Swap					
47031	BROS-C057(168)--8J-57	TIP Approved	Total	\$1,400,000				\$1,400,000
Linn County	On Rosedale Rd, Over Indian Creek, S20 T83 R06	10/21/2025	Federal Aid	\$1,400,000				\$1,400,000
	Bridge Replacement		Regional Swap					
47006	BROS-C057(177)--8J-57	TIP Approved	Total	\$1,300,000				\$1,300,000
Linn County	On Burlingham Rd, Over Buffalo Creek, S14 T85N R05W	11/18/2025	Federal Aid	\$1,300,000				\$1,300,000
	Bridge Replacement		Regional Swap					
38896	BROS-C057(180)--8J-57	TIP Approved	Total	\$1,100,000				\$1,100,000
Linn County	On Red Bridge Rd, Over Buffalo Creek, S19 T86 R05	12/16/2025	Federal	\$1,100,000				\$1,100,000

	Bridge Replacement		Aid					
			Regional					
			Swap					

Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

HBP

29496	BRS-C006(108)--60-06	TIP Approved	Total	\$650,000				\$650,000
Benton County	On D65, Over SPRING CREEK, S20 T86 R11	10/20/2026	Federal Aid	\$520,000				\$520,000
	RCB Culvert Replacement - Twin Box		Regional Swap	\$130,000				\$130,000
10708	BROS-C006()-8J-06	TIP Approved	Total		\$325,000			\$325,000
Benton County	On 32 AVE DR, Over BRANCH PRAIRIE CREEK, S11 T82 R09		Federal Aid		\$325,000			\$325,000
	RCB Culvert New - Twin Box		Regional Swap					
56161	BROS-C016()-8J-16	TIP Approved	Total		\$800,000			\$800,000
Cedar County	On 280TH ST, Over MIDDLE BR WAPSINONOC CR, S3 T79N R04W		Federal Aid		\$800,000			\$800,000
	Bridge Replacement-CCS		Regional Swap					
55208	BROS-C048()-8J-48	TIP Approved	Total		\$600,000			\$600,000
Iowa County	On T AVE, Over BRANCH OF CLEAR CREEK, S7 T80 R09		Federal Aid		\$600,000			\$600,000
	Bridge Replacement-CCS		Regional Swap					
57513	BROS-C048(I-4045)--8J-48	TIP Approved	Total		\$620,000			\$620,000
Iowa County	On W AVE, Over SMALL STREAM, S26 T80N R09W		Federal Aid		\$620,000			\$620,000
	Bridge Replacement-CCS		Regional Swap					
52343	BROS-C048(I-4055)--8J-48	TIP Approved	Total		\$580,000			\$580,000
Iowa County	On W AVE, Over STREAM, S35 T80 R09		Federal Aid		\$580,000			\$580,000
	Bridge Replacement-CCS		Regional Swap					
47034	BROS-C057(187)--5F-57	TIP Approved	Total		\$1,600,000			\$1,600,000
Linn County	On Sutton Rd, Over Wapsipinicon River, S19 T86 R06	2/16/2027	Federal		\$1,600,000			\$1,600,000

	Bridge Replacement		Aid				
			Regional				
			Swap				

Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

HBP

36609	BRS-C006()--60-06	TIP Approved	Total		\$400,000			\$400,000
Benton County	On E44, Over BEAR CREEK, S13 T83 R10		Federal Aid		\$320,000			\$320,000
	RCB Culvert Replacement - Twin Box		Regional Swap		\$80,000			\$80,000
51144	BRS-C016()--60-16	TIP Approved	Total		\$915,000			\$915,000
Cedar County	On Y 14, Over YANKEE RUN CREEK, S2 T81 R01		Federal Aid		\$732,000			\$732,000
	Bridge Replacement-CCS		Regional Swap		\$183,000			\$183,000
39582	BRS-C053(97)--60-53	TIP Approved	Total		\$1,500,000			\$1,500,000
Jones County	On CO RD X64, Over overflow to Wapsipinicon River, from 0.2 miles south of bridge to IA 136	12/15/2026	Federal Aid		\$800,000			\$800,000
	Pave, Pavement Widening, Bridge Replacement		Regional Swap		\$200,000			\$200,000
52384	BHOS-C006()--89-06	TIP Approved	Total			\$500,000		\$500,000
Benton County	On 52 ST, Over ROCK CREEK, S18 T86 R11		Federal Aid			\$500,000		\$500,000
	Bridge Rehabilitation		Regional Swap					
53439	BROS-C006()--8J-06	TIP Approved	Total			\$475,000		\$475,000
Benton County	On 62 ST TRL, Over STREAM, S5 T84 R09		Federal Aid			\$475,000		\$475,000
	Bridge Replacement-CCS		Regional Swap					
53486	BROS-C006()--8J-06	TIP Approved	Total			\$450,000		\$450,000
Benton County	On 23 AVE, Over BR PRAIRIE CK, S20 T82 R10		Federal Aid			\$450,000		\$450,000
	Bridge Replacement		Regional Swap					
55088	BROS-C016()--5F-16	TIP Approved	Total			\$650,000		\$650,000
Cedar County	On OLD LINCOLN HWY, Over YANKEE RUN, S1 T81 R01		Federal			\$650,000		\$650,000

	RCB Culvert Replacement - Twin Box		Aid				
			Regional				
			Swap				

Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

HBP

53018	BROS-C016()--8J-16	TIP Approved	Total			\$975,000		\$975,000
Cedar County	On 230TH ST, Over STREAM, S12 T80 R01		Federal Aid			\$975,000		\$975,000
	Bridge Replacement-CCS		Regional Swap					
53111	BROS-C057(186)--8J-57	TIP Approved	Total			\$1,300,000		\$1,300,000
Linn County	On Durow Rd, Over Blue Creek, S31 T86 R08	1/19/2028	Federal Aid			\$1,300,000		\$1,300,000
	Bridge Replacement		Regional Swap					
14732	BRS-C006()--60-06	TIP Approved	Total			\$400,000		\$400,000
Benton County	On V 66, Over MUD CREEK, S21 T84 R11		Federal Aid			\$320,000		\$320,000
	RCB Culvert Replacement - Twin Box		Regional Swap			\$80,000		\$80,000
55366	BHS-C057(191)--63-57	TIP Approved	Total				\$1,300,000	\$1,300,000
Linn County	On Troy Mills Rd, Over Wapsipinicon River, S5 T86 R07	2/20/2029	Federal Aid				\$1,040,000	\$1,040,000
	Bridge Rehabilitation		Regional Swap				\$260,000	\$260,000
35287	BROS-C006()--5F-06	TIP Approved	Total				\$350,000	\$350,000
Benton County	On 78th St, Over BR PRAIRIE CK, S19 T82 R10		Federal Aid				\$350,000	\$350,000
	RCB Culvert Replacement - Twin Box		Regional Swap					
52385	BROS-C006()--8J-06	TIP Approved	Total				\$400,000	\$400,000
Benton County	On 12 AVE, Over BR STEIN CK, S16 T84 R12		Federal Aid				\$400,000	\$400,000
	RCB Culvert Replacement - Twin Box		Regional Swap					
53487	BROS-C006()--8J-06	TIP Approved	Total				\$500,000	\$500,000
Benton County	On 74 ST, Over WEASEL CREEK, S1 T82 R11		Federal				\$500,000	\$500,000

	Bridge Replacement		Aid					
			Regional					
			Swap					

Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

HBP

55090	BROS-C016()--8J-16	TIP Approved	Total				\$500,000	\$500,000
Cedar County	On CHARLES AVE, Over W BR WAPSINONOC CREEK, S29 T79 R04		Federal Aid				\$500,000	\$500,000
	Bridge Replacement-CCS		Regional Swap					
52858	BROS-C052()--5F-52	TIP Approved	Total				\$850,000	\$850,000
Johnson County	On Rapid Creek Road NE, Over Branch of Rapid Creek, S21 T80 R05		Federal Aid				\$850,000	\$850,000
	Bridge Replacement		Regional Swap					
36524	BROS-C052()--8J-52	TIP Approved	Total				\$1,000,000	\$1,000,000
Johnson County	On DINGLEBERRY RD, Over RAPID CR, S20 T80 R05		Federal Aid				\$1,000,000	\$1,000,000
	Bridge Replacement		Regional Swap					
21440	BRS-C006()--60-06	TIP Approved	Total				\$500,000	\$500,000
Benton County	On V 61, Over SMALL STREAM, S6 T85 R10		Federal Aid				\$400,000	\$400,000
	RCB Culvert Replacement - Twin Box		Regional Swap				\$100,000	\$100,000
21862	BRS-C048()--60-48	TIP Approved	Total				\$1,200,000	\$1,200,000
Iowa County	F-52: Over English River, S2, T78, R11		Federal Aid				\$960,000	\$960,000
	Bridge Replacement		Regional Swap				\$240,000	\$240,000

ILL

45143	ILL-C006()--92-06	TIP Approved	Total		\$2,100,000			\$2,100,000
Benton County	On D 65, Over CEDAR RIVER, S6 T86 R10		Federal Aid					
	Bridge Deck Overlay		Regional Swap					
47306	ILL-C006()--92-06	TIP Approved	Total		\$350,000			\$350,000

Benton County	On V 40, Over BUCKEYE CREEK, S22 T82 R12	Federal Aid Regional Swap					
	Bridge Deck Overlay						

Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

ILL

45137	ILL-C006()--92-06	TIP Approved	Total			\$550,000		\$550,000
Benton County	On E 16, Over PRAIRIE CREEK, S10 T85 R10		Federal Aid					
	Bridge Deck Overlay		Regional Swap					
51160	ILL-C092()--92-92	TIP Approved	Total			\$500,000		\$500,000
Washington County	On BIRCH AVE, Over SMALL STREAM, S8 T76 R09		Federal Aid					
	Bridge Replacement		Regional Swap					
53489	ILL-C006()--92-06	TIP Approved	Total				\$600,000	\$600,000
Benton County	On E 44, Over PRAIRIE CREEK, S12 T83 R12		Federal Aid					
			Regional Swap					
16422	ILL-C092()--92-92	TIP Approved	Total				\$1,250,000	\$1,250,000
Washington County	On W64, Over Long Creek	12/21/2027	Federal Aid					
	Bridge Replacement		Regional Swap					

NHPP

54619	IMX-080()--02-48	TIP Approved	Total	\$8,192,000				\$8,192,000
Iowa Department of Transportation	I 80: 1.2 mi E of the Rest Areas to 1.4 mi W of Co Rd V66 (EB/WB)		Federal Aid	\$7,372,800				\$7,372,800
	Pavement Rehab		Regional Swap					
52612	IMX-080()--02-48	TIP Approved	Total	\$660,000	\$6,469,000			\$7,129,000
Iowa Department of Transportation	I 80: Victor Rest Area 2.5 mi E of Co Rd V38 (WB)		Federal Aid		\$5,822,100			\$5,822,100
	Grade and Pave, Lighting, Right of Way		Regional Swap					

Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

NHPP

48608	NHSX-030()--3H-16	TIP Approved	Total	\$13,475,000	\$7,543,000			\$21,018,000
Iowa Department of Transportation	US 30: W of Charles Ave E of Lisbon to WCL Stanwood		Federal Aid	\$10,780,000	\$6,034,400			\$16,814,400
	Pavement Widening		Regional Swap					
57870	NHSX-218()--3H-92	TIP Approved	Total	\$1,100,000				\$1,100,000
Iowa Department of Transportation	US 218: IA 92 to Co Rd W64 (SB)		Federal Aid	\$880,000				\$880,000
	Pavement Rehab		Regional Swap					
57871	NHSX-218()--3H-92	TIP Approved	Total	\$8,200,000				\$8,200,000
Iowa Department of Transportation	US 218: Henry Co to IA 92 (NB/SB)		Federal Aid	\$6,560,000				\$6,560,000
	Pavement Rehab		Regional Swap					
54727	IMX-080()--02-48	TIP Approved	Total		\$11,037,000	\$6,758,000	\$11,856,000	\$29,651,000
Iowa Department of Transportation	I 80: W of IA 149 to E of IA 149		Federal Aid		\$8,740,000	\$5,656,850	\$10,298,350	\$24,695,200
	Grade and Pave, Bridge Replacement, Grading		Regional Swap					
55699	NHSX-001()--3H-57	TIP Approved	Total		\$3,300,000			\$3,300,000
Iowa Department of Transportation	IA 1: In Mt Vernon, from SCL to NCL		Federal Aid		\$2,640,000			\$2,640,000
	Grade and Pave		Regional Swap					
55702	IMX-080()--02-48	TIP Approved	Total			\$5,139,000		\$5,139,000
Iowa Department of Transportation	I 80: 1.8 mi W of Co Rd V66 to 1.5 mi E of IA 149 (WB)		Federal Aid			\$4,625,100		\$4,625,100
	Pavement Rehab		Regional Swap					
55701	IMX-080()--02-48	TIP Approved	Total			\$1,759,000		\$1,759,000
Iowa Department of Transportation	I 80: 1.5 mi E of IA 149 to 1 mi E of US 151 (EB/WB)		Federal			\$1,583,100		\$1,583,100

	Pavement Rehab		Aid				
			Regional				
			Swap				

Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

NHPP

55735	IMX-080()--02-48	TIP Approved	Total			\$4,625,000		\$4,625,000
Iowa Department of Transportation	I 80: 1 mi E of US 151 to E of S Roberts Ferry Rd at Tiffin (WB)		Federal Aid			\$4,162,500		\$4,162,500
	Pavement Rehab		Regional Swap					
57897	IMX-080()--02-52	TIP Approved	Total			\$3,261,000		\$3,261,000
Iowa Department of Transportation	I 80: US 6 and IAIS RR 0.6 mi W of Co Rd W60 (WB)		Federal Aid			\$2,934,900		\$2,934,900
	Bridge Deck Overlay		Regional Swap					
55641	NHSX-151()--3H-57	TIP Approved	Total			\$26,863,000	\$365,000	\$27,228,000
Iowa Department of Transportation	US 151: Co Rd X20 Intersection in Springville		Federal Aid			\$13,912,800		\$13,912,800
	Grade and Pave, Bridge New, Right of Way		Regional Swap					
57896	IMX-080()--02-16	TIP Approved	Total				\$81,000	\$81,000
Iowa Department of Transportation	I 80: Wilton Truck Parking Only Site 1.4 mi E of W Jct IA 38 (WB)		Federal Aid				\$72,900	\$72,900
	Grade and Pave, Lighting, Traffic Signs		Regional Swap					

PRF

48562	BRFN-136()--39-53	TIP Approved	Total	\$366,000				\$366,000
Iowa Department of Transportation	IA 136: Little Bear Creek 0.8 mi N of IA 64		Federal Aid					
	Bridge Deck Overlay		Regional Swap					
48612	BRFN-151()--39-53	TIP Approved	Total	\$1,432,000				\$1,432,000
Iowa Department of Transportation	US 151: Wapsipinicon River 1.4 mi S of IA 64 (NB)		Federal Aid					
	Bridge Deck Overlay		Regional Swap					
38214	NHSN-092()--2R-92	TIP Approved	Total	\$282,000				\$282,000

Iowa Department of Transportation	IA 92: E of US 218 to IA 70 in Columbus Junction		Federal Aid					
	Erosion Control		Regional Swap					

Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

PRF

57869	NHSN-151()--2R-57	TIP Approved	Total	\$462,000				\$462,000
Iowa Department of Transportation	US 151: IA 13 to US 61 Patching		Federal Aid					
			Regional Swap					
55730	STPN-006()--2J-48	TIP Approved	Total		\$430,000			\$430,000
Iowa Department of Transportation	US 6: Approx 1.9 mi E of IA 220/Co Rd W16 Culvert Replacement, Right of Way		Federal Aid					
			Regional Swap					
57868	NHSN-151()--2R-57	TIP Approved	Total			\$200,000		\$200,000
Iowa Department of Transportation	US 151: Not Yet Identified for Co Rd X20 Intersection		Federal Aid					
	Wetland Mitigation		Regional Swap					
55768	STPN-021()--2J-48	TIP Approved	Total			\$57,000		\$57,000
Iowa Department of Transportation	IA 21: 0.3 mi N of IA 212 to 0.5 mi S of SCL/1st St of Belle Plaine		Federal Aid					
	Right of Way		Regional Swap					
57893	BRFN-022()--39-92	TIP Approved	Total				\$520,000	\$520,000
Iowa Department of Transportation	IA 22: Iowa River Overflow 1.7 mi E of US 218		Federal Aid					
	Bridge Deck Overlay		Regional Swap					
57894	BRFN-038()--39-53	TIP Approved	Total				\$910,000	\$910,000
Iowa Department of Transportation	IA 38: Kitty Creek 0.5 mi N of US 151 in Monticello		Federal Aid					
	Bridge Deck Overlay		Regional Swap					
57892	BRFN-136()--39-53	TIP Approved	Total				\$520,000	\$520,000
Iowa Department of Transportation	IA 136: Farm Creek 5.4 mi S of US 151		Federal					

	Bridge Deck Overlay		Aid					
			Regional					
			Swap					

Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

PRF

57872	BRFN-151()--39-53	TIP Approved	Total				\$975,000	\$975,000
Iowa Department of Transportation	US 151: Kitty Creek 0.4 mi N of Co Rd X44 (NB)		Federal Aid					
	Bridge Deck Overlay		Regional Swap					
57901	BRFN-220()--39-48	TIP Approved	Total				\$325,000	\$325,000
Iowa Department of Transportation	IA 220: Overflow Iowa River 2.0 mi N of US 6		Federal Aid					
	Bridge Rehabilitation		Regional Swap					

RTP

52818	NRT-C052(131)--9G-52	TIP Approved	Total	\$30,000				\$30,000
Iowa Department of Natural Resources	Lakeview OHV Park, construction of park shelters		Federal Aid	\$24,000				\$24,000
	Building - New		Regional Swap					

STBG

16834	RGPL-PA10()--ST-00	TIP Approved	Total	\$125,000	\$130,000	\$137,500	\$143,750	\$536,250
RPA 10	Region 10-ECICOG: Region 10 Planning		Federal Aid	\$100,000	\$104,000	\$110,000	\$115,000	\$429,000
	Trans Planning		Regional Swap	\$100,000	\$104,000	\$110,000	\$115,000	\$429,000
57895	STP-022()--2C-52	TIP Approved	Total	\$4,800,000				\$4,800,000
Iowa Department of Transportation	IA 22: Co Rd X14 to IA 70		Federal Aid	\$3,840,000				\$3,840,000
	Pavement Rehab		Regional Swap					
57900	STP-038()--2C-53	TIP Approved	Total	\$4,165,000				\$4,165,000
Iowa Department of Transportation	IA 38: Monticello to Hopkinton		Federal Aid	\$3,484,500				\$3,484,500
	Pavement Widening, Pavement Rehab		Regional					

			Swap					
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Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

STBG

57898	STP-078()--2C-92	TIP Approved	Total	\$3,948,000				\$3,948,000
Iowa Department of Transportation	IA 78: IA 1 in Brighton to WCL Wayland		Federal Aid	\$3,158,400				\$3,158,400
	Pavement Rehab		Regional Swap					
57899	STP-136()--2C-53	TIP Approved	Total	\$5,644,000				\$5,644,000
Iowa Department of Transportation	IA 136: IA 64 to the Maquoketa River		Federal Aid	\$4,640,200				\$4,640,200
	Pavement Widening, Pavement Rehab		Regional Swap					
32702	STP-S-C006()--5E-06	TIP Approved	Total	\$2,000,000				\$2,000,000
Benton County	On E22, from Hwy 218 west 4.5 Miles to Near Garrison		Federal Aid	\$1,600,000				\$1,600,000
	Pavement Rehab		Regional Swap	\$1,600,000				\$1,600,000
47293	STP-S-C052(132)--5E-52	TIP Approved	Total	\$3,500,000				\$3,500,000
Johnson County	On X14 (Wapsi Ave SE) from Hwy 22 to 520th St	2/17/2026	Federal Aid	\$2,800,000				\$2,800,000
	HMA Pavement Widening/HMA Resurfacing		Regional Swap	\$2,800,000				\$2,800,000
45105	STP-S-C092(128)--5E-92	TIP Approved	Total	\$3,147,162				\$3,147,162
Washington County	On Ginkgo Ave, from 170th Street N to Wellman	5/19/2026	Federal Aid	\$2,337,162				\$2,337,162
	PCC Overlay - Unbonded		Regional Swap	\$2,337,162				\$2,337,162
55786	BRF-022()--38-92	TIP Approved	Total		\$877,000			\$877,000
Iowa Department of Transportation	IA 22: Smith Creek 3.6 mi W of IA 1		Federal Aid		\$701,600			\$701,600
	Bridge Deck Overlay		Regional Swap					

Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

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54670	BRF-022()--38-92	TIP Approved	Total		\$849,000			\$849,000
Iowa Department of Transportation	IA 22: English River Overflow 2.5 mi W of IA 1 Bridge Rehabilitation		Federal Aid		\$679,200			\$679,200
			Regional Swap					
54523	BRF-038()--38-53	TIP Approved	Total		\$718,000			\$718,000
Iowa Department of Transportation	IA 38: Big Bear Creek 0.8 mi N of S Jct IS 64 Bridge Deck Overlay		Federal Aid		\$574,400			\$574,400
			Regional Swap					
54533	BRF-038()--38-53	TIP Approved	Total		\$1,787,000			\$1,787,000
Iowa Department of Transportation	IA 38: Sibles Creek 0.3 mi S of Co Rd E53 Culvert Replacement, Wetland Mitigation, Right of Way		Federal Aid		\$1,340,000			\$1,340,000
			Regional Swap					
54550	BRF-136()--38-53	TIP Approved	Total		\$2,044,000			\$2,044,000
Iowa Department of Transportation	IA 136: Mineral Creek 2.1 mi N of N Jct Co Rd E29		Federal Aid		\$1,625,600			\$1,625,600
	Bridge New, Right of Way		Regional Swap					
48596	BRF-136()--38-53	TIP Approved	Total		\$2,266,000			\$2,266,000
Iowa Department of Transportation	IA 136: Maquoketa River 2.5 mi N of Co Rd E17		Federal Aid		\$1,812,800			\$1,812,800
	Bridge Rehabilitation		Regional Swap					
52640	BRF-151()--38-48	TIP Approved	Total		\$2,725,000			\$2,725,000
Iowa Department of Transportation	US 151: Iowa River Overflow 1.6 mi S of IA 220		Federal Aid		\$2,180,000			\$2,180,000
	Bridge Deck Overlay		Regional Swap					
52648	BRF-151()--38-48	TIP Approved	Total		\$1,489,000			\$1,489,000
Iowa Department of Transportation	US 151: Iowa River 1.0 mi N of N Jct US 6		Federal		\$1,191,200			\$1,191,200

	Bridge Deck Overlay		Aid				
			Regional				
			Swap				

Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

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54715	BRF-218()--38-92	TIP Approved	Total		\$1,567,000			\$1,567,000
Iowa Department of Transportation	US 218: At the IA 22 Interchange (SB)		Federal Aid		\$1,253,600			\$1,253,600
	Bridge Deck Overlay		Regional Swap					
21820	STP-S-C006()--5A-06	TIP Approved	Total		\$750,000			\$750,000
Benton County	On W14, Over BR LITTLE BEAR CREEK, S14 T83 R10		Federal Aid		\$600,000			\$600,000
	RCB Culvert Replacement - Twin Box		Regional Swap		\$600,000			\$600,000
52394	STP-S-C052()--5E-52	TIP Approved	Total		\$2,000,000			\$2,000,000
Johnson County	On F62 (500th Street), from W64 (Oak Crest Hill Road) W 2.1 miles to the end of the existing HMA		Federal Aid		\$1,600,000			\$1,600,000
	Pavement Rehab		Regional Swap		\$1,600,000			\$1,600,000
53114	STP-S-C057(185)--5E-57	TIP Approved	Total		\$4,375,000			\$4,375,000
Linn County	On Central City Rd, from Center Point city limits 4 miles to bridge 151 west of Alice Rd	1/20/2027	Federal Aid		\$3,500,000			\$3,500,000
	PCC Pavement - Replace		Regional Swap		\$3,500,000			\$3,500,000
55776	BRF-151()--38-53	TIP Approved	Total			\$8,127,000		\$8,127,000
Iowa Department of Transportation	US 151: Wapsipinicon River 1.4 mi S of IA 64 (SB)		Federal Aid			\$6,501,600		\$6,501,600
	Bridge Replacement		Regional Swap					
39171	BRF-218()--38-06	TIP Approved	Total			\$6,000	\$2,368,000	\$2,374,000
Iowa Department of Transportation	US 218: Abandoned RR 2.6 mi N of N Jct US 30 (Remove Bridge)		Federal Aid				\$1,894,400	\$1,894,400
	Grade and Pave, Right of Way		Regional Swap					
35283	STP-S-C006()--5E-06	TIP Approved	Total			\$2,000,000		\$2,000,000
Benton County	On E66:, from Blainstown CL E to W12		Federal			\$1,600,000		\$1,600,000

	HMA Resurfacing with Milling		Aid		\$1,600,000		\$1,600,000
			Regional				
			Swap				

Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

STBG

50913	STP-S-C016()--5E-16	TIP Approved	Total				\$4,000,000	\$4,000,000
Cedar County	On X40, from F28 (210th St.) N 8.5 miles to Hwy 30		Federal Aid				\$2,400,000	\$2,400,000
	HMA Resurfacing		Regional Swap				\$2,400,000	\$2,400,000
56003	STP-S-C053(100)--5E-53	TIP Approved	Total				\$4,000,000	\$4,000,000
Jones County	On CO RD E29, from ST38 to ST136	12/19/2028	Federal Aid				\$3,200,000	\$3,200,000
	PCC Overlay - Unbonded		Regional Swap				\$3,200,000	\$3,200,000

TAP

58019	TAP-R-7677()--8T-16	TIP Approved	Total	\$289,675				\$289,675
Tipton	In the city of Tipton, On Plum St, from IA 130 to E. 10th St		Federal Aid	\$231,740				\$231,740
	Work Not Assigned		Regional Swap					
55886	TAP-R-8427(604)--8T-48	TIP Approved	Total	\$692,911				\$692,911
Williamsburg	In the city of Williamsburg, Trail: ex trail E on E State St, N along Old Man's Creek & Ind. Park Dr, W on Ridge View Dr	3/17/2026	Federal Aid	\$510,382				\$510,382
	Ped/Bike Grade & Pave, Ped/Bike Development		Regional Swap	\$510,382				\$510,382
55885	TAP-R-C057(183)--8T-57	TIP Approved	Total	\$1,242,885				\$1,242,885
Linn County Conservation Board	Grant Wood Trail from Paralta Rd to Springville Rd and trailhead surfacing at Springville Rd	12/16/2025	Federal Aid	\$750,000				\$750,000
	Ped/Bike Grade & Pave, Ped/Bike Structures		Regional Swap	\$750,000				\$750,000
55887	TAP-U-0165(607)--8I-53	TIP Approved	Total	\$1,177,500				\$1,177,500
Anamosa	In the city of Anamosa, On S Scott St from Shaw Rd to E Main St and trail on E 3rd St/IA 64, from Deerwood Dr to Shaw Rd	12/16/2025	Federal Aid	\$942,000				\$942,000
	Work Not Assigned		Regional Swap	\$292,000				\$292,000
				\$115,000				\$115,000
58024	TAP-U-C057()--8I-57	TIP Approved	Total	\$782,623				\$782,623

Linn County Conservation Board	On IA 13 N Work Not Assigned		Federal Aid	\$39,753				\$39,753
			Regional Swap	\$39,753				\$39,753

Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

TAP

58023	TAP-U-0165()--8I-53	TIP Approved	Total		\$2,500,000			\$2,500,000
Anamosa	In the city of Anamosa, On ELM ST, Over WAPSIPINICON RIVER, S10 T84N R04W		Federal Aid		\$160,000			\$160,000
	Work Not Assigned		Regional Swap		\$160,000			\$160,000

FY 2026-2029 Program of Transit Projects

RPA 10

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2026	2027	2028	2029	Totals
5452 CorridorRides	5339 Submitted	Capital	Light Duty Bus (138" wb) VSS Unit # 345	Total	\$165,400				\$165,400
				FA	\$140,590				\$140,590
				DOT					
5453 CorridorRides	5339 Submitted	Capital	Light Duty Bus (138" wb) VSS Unit # 346	Total	\$165,400				\$165,400
				FA	\$140,590				\$140,590
				DOT					
5782 CorridorRides	5339 Submitted	Capital	Light Duty Bus (176" wb) VSS Unit # 335	Total	\$168,400				\$168,400
				FA	\$143,140				\$143,140
				DOT					
5783 CorridorRides	5339 Submitted	Capital	Light Duty Bus (176" wb) VSS Unit # 336	Total	\$168,400				\$168,400
				FA	\$143,140				\$143,140
				DOT					
5784 CorridorRides	5339 Submitted	Capital	Light Duty Bus (176" wb) VSS Unit # 337	Total	\$168,400				\$168,400
				FA	\$143,140				\$143,140
				DOT					
5789 CorridorRides	5339 Submitted	Capital	Light Duty Bus (138" wb) VSS Unit # 347	Total	\$161,200				\$161,200
				FA	\$137,020				\$137,020
				DOT					
6259 CorridorRides	5339 Submitted	Capital	Light Duty Bus (158" wb) Unit # 492	Total	\$169,800				\$169,800
				FA	\$144,330				\$144,330
				DOT					
6262 CorridorRides	5339 Submitted	Capital	Medium Duty Bus (29-32 ft.) VSS Unit # 350	Total	\$168,400				\$168,400
				FA	\$143,140				\$143,140
				DOT					
6263 CorridorRides	5339 Submitted	Capital	Medium Duty Bus (29-32 ft.) VSS Unit # 351	Total	\$168,400				\$168,400
				FA	\$143,140				\$143,140
				DOT					
11371 CorridorRides	5339 Submitted	Capital	Light Duty Bus (158" wb) VSS Unit # 314	Total	\$169,800				\$169,800
				FA	\$144,330				\$144,330
				DOT					

RPA 10 (Cont.)

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2026	2027	2028	2029	Totals
11372 CorridorRides	5339 Submitted	Capital	Light Duty Bus (176" wb) VSS Unit # 315	Total	\$168,400				\$168,400
				FA	\$143,140				\$143,140
				DOT					
11381 CorridorRides	5317 Submitted	Capital	Minivan VSS Unit # 405	Total	\$108,200				\$108,200
				FA	\$91,970				\$91,970
				DOT					
11873 CorridorRides	5339 Submitted	Capital	Light Duty Bus (138" wb) VSS Unit # 401	Total	\$102,900				\$102,900
				FA	\$87,465				\$87,465
				DOT					
11875 CorridorRides	5339 Submitted	Capital	Light Duty Bus (158" wb) VSS Unit # 402	Total	\$169,800				\$169,800
				FA	\$144,330				\$144,330
				DOT					
11876 CorridorRides	5339 Submitted	Capital	Minivan VSS Unit # 403	Total	\$108,200				\$108,200
				FA	\$91,970				\$91,970
				DOT					
11877 CorridorRides	5339 Submitted	Capital	Minivan VSS Unit # 404	Total	\$108,200				\$108,200
				FA	\$91,970				\$91,970
				DOT					
11878 CorridorRides	5339 Submitted	Capital	Minivan VSS Unit # 219	Total	\$108,200				\$108,200
				FA	\$91,970				\$91,970
				DOT					
11879 CorridorRides	5339 Submitted	Capital	Minivan VSS Unit # 310	Total	\$108,200				\$108,200
				FA	\$91,970				\$91,970
				DOT					
11880 CorridorRides	5339 Submitted	Capital	Light Duty Bus (176" wb) VSS Unit # 311	Total	\$168,400				\$168,400
				FA	\$143,140				\$143,140
				DOT					
11881 CorridorRides	5339 Submitted	Capital	Light Duty Bus (158" wb) VSS Unit # 312	Total	\$161,200				\$161,200
				FA	\$137,020				\$137,020
				DOT					

RPA 10 (Cont.)

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2026	2027	2028	2029	Totals
11882 CorridorRides	5339 Submitted	Capital	Light Duty Bus (158" wb) VSS Unit # 313	Total	\$161,200				\$161,200
				FA	\$137,020				\$137,020
				DOT					
11883 CorridorRides	5339 Submitted	Capital	Light Duty Bus (176" wb) VSS Unit # 331	Total	\$168,400				\$168,400
				FA	\$143,140				\$143,140
				DOT					
11884 CorridorRides	5339 Submitted	Capital	Light Duty Bus (176" wb) VSS Unit # 332	Total	\$168,400				\$168,400
				FA	\$143,140				\$143,140
				DOT					
11885 CorridorRides	5339 Submitted	Capital	Light Duty Bus (176" wb) VSS Unit # 333	Total	\$168,400				\$168,400
				FA	\$143,140				\$143,140
				DOT					
11886 CorridorRides	5339 Submitted	Capital	Light Duty Bus (158" wb) VSS Unit # 246	Total	\$169,800				\$169,800
				FA	\$144,330				\$144,330
				DOT					
11887 CorridorRides	5339 Submitted	Capital	Light Duty Bus (158" wb) VSS Unit # 341	Total	\$168,400				\$168,400
				FA	\$143,140				\$143,140
				DOT					
11888 CorridorRides	5339 Submitted	Capital	Light Duty Bus (138" wb) VSS Unit # 342	Total	\$161,200				\$161,200
				FA	\$137,020				\$137,020
				DOT					
11889 CorridorRides	5339 Submitted	Capital	Light Duty Bus (138" wb) VSS Unit # 343	Total	\$161,200				\$161,200
				FA	\$137,020				\$137,020
				DOT					
11890 CorridorRides	5339 Submitted	Capital	Light Duty Bus (138" wb) VSS Unit # 344	Total	\$161,200				\$161,200
				FA	\$137,020				\$137,020
				DOT					
11891 CorridorRides	5339 Submitted	Capital	Medium Duty Bus (29-32 ft.) VSS Unit # 46L	Total	\$168,400				\$168,400
				FA	\$143,140				\$143,140
				DOT					

RPA 10 (Cont.)

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2026	2027	2028	2029	Totals
11892 CorridorRides	5339 Submitted	Capital	Medium Duty Bus (29-32 ft.) VSS Unit # 264	Total	\$168,400				\$168,400
				FA	\$143,140				\$143,140
				DOT					
11893 CorridorRides	5339 Submitted	Capital	Medium Duty Bus (29-32 ft.) VSS Unit # 265	Total	\$168,400				\$168,400
				FA	\$143,140				\$143,140
				DOT					
11894 CorridorRides	5339 PT Approved	Capital	Medium Duty Bus (29-32 ft.) VSS Unit # 266	Total	\$168,400				\$168,400
				FA	\$143,140				\$143,140
				DOT					
11895 CorridorRides	5339 Submitted	Capital	Medium Duty Bus (29-32 ft.) Diesel,VSS Unit # 267	Total	\$168,400				\$168,400
				FA	\$143,140				\$143,140
				DOT					
11896 CorridorRides	5339 Submitted	Capital	Light Duty Bus (176" wb) Diesel,VSS Unit # 268	Total	\$177,800				\$177,800
				FA	\$151,130				\$151,130
				DOT					
11897 CorridorRides	5339 Submitted	Capital	Light Duty Bus (176" wb) Diesel,VSS Unit # 269	Total	\$177,800				\$177,800
				FA	\$151,130				\$151,130
				DOT					
11899 CorridorRides	5339 Submitted	Capital	Minivan VSS Unit # 485	Total	\$107,210				\$107,210
				FA	\$91,970				\$91,970
				DOT					
11900 CorridorRides	5339 Submitted	Capital	Light Duty Bus (138" wb) VSS Unit # 486	Total	\$161,200				\$161,200
				FA	\$137,020				\$137,020
				DOT					
11901 CorridorRides	5339 Submitted	Capital	Light Duty Bus (138" wb) VSS Unit # 487	Total	\$161,200				\$161,200
				FA	\$137,020				\$137,020
				DOT					
11902 CorridorRides	5339 Submitted	Capital	Light Duty Bus (176" wb) VSS Unit # 488	Total	\$168,400				\$168,400
				FA	\$143,140				\$143,140
				DOT					

RPA 10 (Cont.)

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2026	2027	2028	2029	Totals
11903 CorridorRides	5339 Submitted	Capital	Light Duty Bus (158" wb) VSS Unit # 489	Total	\$169,800				\$169,800
				FA	\$144,330				\$144,330
				DOT					
11904 CorridorRides	5339 Submitted	Capital	Light Duty Bus (176" wb) VSS Unit # 490	Total	\$168,400				\$168,400
				FA	\$143,140				\$143,140
				DOT					
11905 CorridorRides	5339 Submitted	Capital	Minivan VSS Unit # 491	Total	\$108,200				\$108,200
				FA	\$91,970				\$91,970
				DOT					
11870 CorridorRides	5311 Submitted	Operations	General Operations/Maintenance/Administration	Total	\$2,447,895	\$2,447,895	\$2,447,895		\$7,343,685
				FA	\$799,053	\$799,053	\$799,053		\$2,397,159
				DOT					
11871 CorridorRides	5311 Submitted	Planning	RPA Transportation Planning	Total	\$197,800	\$197,800	\$197,800		\$593,400
				FA	\$98,900	\$98,900	\$98,900		\$296,700
				DOT					
11872 CorridorRides	5310 Submitted	Operations	General Operations/Maintenance/Contracted Service	Total	\$2,522,895	\$2,522,895	\$2,522,895		\$7,568,685
				FA	\$897,953	\$897,953	\$897,953		\$2,693,859
				DOT					
6260 CorridorRides	5339 Submitted	Capital	Light Duty Bus (176" wb) Unit # 493	Total		\$160,300			\$160,300
				FA		\$136,255			\$136,255
				DOT					
6286 CorridorRides	5339 Submitted	Capital	Minivan Unit # 349	Total		\$101,600			\$101,600
				FA		\$86,360			\$86,360
				DOT					
6287 CorridorRides	5339 Submitted	Capital	Minivan Unit # 440	Total		\$101,600			\$101,600
				FA		\$86,360			\$86,360
				DOT					
6288 CorridorRides	5339 Submitted	Capital	Minivan Unit # 338	Total		\$101,600			\$101,600
				FA		\$86,360			\$86,360
				DOT					

RPA 10 (Cont.)

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2026	2027	2028	2029	Totals
11359 CorridorRides	5339 Submitted	Capital	Minivan Unit # 348	Total		\$101,600			\$101,600
				FA		\$86,360			\$86,360
				DOT					
11373 CorridorRides	5339 Submitted	Capital	Minivan Unit # 316	Total		\$101,600			\$101,600
				FA		\$86,360			\$86,360
				DOT					
11374 CorridorRides	5339 Submitted	Capital	Light Duty Bus (158" wb) Unit # 317	Total		\$161,600			\$161,600
				FA		\$137,360			\$137,360
				DOT					
11382 CorridorRides	5339 Submitted	Capital	Light Duty Bus (138" wb) Unit # 406	Total		\$157,700			\$157,700
				FA		\$134,045			\$134,045
				DOT					
11383 CorridorRides	5339 Submitted	Capital	Light Duty Bus (138" wb) Unit # 407	Total		\$157,700			\$157,700
				FA		\$134,045			\$134,045
				DOT					
11110 CorridorRides	5339 Submitted	Capital	Minivan Unit # 494	Total			\$101,600		\$101,600
				FA			\$86,360		\$86,360
				DOT					
11121 CorridorRides	5339 Submitted	Capital	Light Duty Bus (176" wb) Unit # 352	Total			\$160,300		\$160,300
				FA			\$136,255		\$136,255
				DOT					
11363 CorridorRides	5339 Submitted	Capital	Light Duty Bus (176" wb) Unit # 339	Total			\$160,300		\$160,300
				FA			\$136,255		\$136,255
				DOT					
11364 CorridorRides	5339 Submitted	Capital	Light Duty Bus (176" wb) Unit # 420	Total			\$160,300		\$160,300
				FA			\$136,255		\$136,255
				DOT					
11365 CorridorRides	5339 Submitted	Capital	Light Duty Bus (176" wb) Unit # 421	Total			\$160,300		\$160,300
				FA			\$136,255		\$136,255
				DOT					

RPA 10 (Cont.)

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2026	2027	2028	2029	Totals
11385 CorridorRides	5339 Submitted	Capital	Light Duty Bus (176" wb) Unit # 408	Total			\$160,300		\$160,300
				FA			\$136,255		\$136,255
				DOT					
11111 CorridorRides	5339 Submitted	Capital	Light Duty Bus (158" wb) Unit # 495	Total				\$161,600	\$161,600
				FA				\$137,360	\$137,360
				DOT					
11112 CorridorRides	5339 Submitted	Capital	Light Duty Bus (158" wb) Unit # 496	Total				\$161,600	\$161,600
				FA				\$137,360	\$137,360
				DOT					
11113 CorridorRides	5339 Submitted	Capital	Light Duty Bus (176" wb) Unit # 497	Total				\$160,300	\$160,300
				FA				\$136,255	\$136,255
				DOT					
11122 CorridorRides	5339 Submitted	Capital	Medium Duty Bus (29-32 ft.) Unit # 353	Total				\$226,100	\$226,100
				FA				\$192,185	\$192,185
				DOT					
11123 CorridorRides	5339 Submitted	Capital	Medium Duty Bus (29-32 ft.) Unit # 354	Total				\$226,100	\$226,100
				FA				\$192,185	\$192,185
				DOT					

Notice of Public Input/Hearing

Information is distributed via the ECICOG Express to nearly 300 organizations and local governments. In addition, Talk to ECICOG, ECICOG's public engagement website, is used to distribute information and notify the public of documents and proposed amendments. Information is also posted on the agency Facebook page and Google+. All discussions of the TTAC and the Transportation Policy Committee are open to the public, and the public is encouraged to contribute.

A notice of the proposed TIP and public hearing is published in the statewide edition of The Cedar Rapids Gazette. No written comments were received and no one from the public attended the public hearing on July 9, 2025.

- NOTE: In compliance with 23 CFR 450.316(a)(2) and should significant written and oral comments have been received on the draft TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93, subpart A), a summary, analysis, and report on the disposition of comments would have been included as part of the final TIP.

RPA 10 Application Process

In a typical year, the application process noted below is used to ensure that transportation needs from throughout the region are met.

Typical Application Processes

STBG Process

RPA 10's long range transportation plan was approved in 2022. The plan notes that substantial transportation infrastructure needs exist around the entire region and that funding should be distributed throughout the region to accommodate these needs. Accordingly, the RPA provides STBG funding targets to each of the seven counties and three cities with a population greater than 5,000. The target amounts to the three cities are based on population. The target amounts to the counties are based on the same formula used to distribute Road Use Tax Funds. The following targets were provided to the cities and counties during this four-year programming cycle:

Cities

Anamosa \$721,076
Vinton \$896,477
Washington \$796,117

Counties

Benton \$2,406,283
Cedar \$140,609
Iowa \$922,494
Johnson \$749,494
Jones \$1,948,705
Linn \$770,990
Washington \$397,162

To ensure that all eligible applicants are able to apply, applications are distributed by ECICOG to each city and county in the region on September 1 and due back to ECICOG by December 15. All applications must be submitted to ECICOG for review. Applications from the County Secondary Roads Department and cities within the county are forwarded by to the respective County Board of Supervisors for

preliminary review and local prioritization. These county recommendations and copies of the full applications are reviewed for regional prioritization and discussed by the TTAC and Policy Committee. The Policy Committee is responsible for final regional approval. The full STBG Guidance is provided in Appendix C.

TAP Process

TAP applications are reviewed on a competitive basis. Typically, applications are distributed to each city and county in the region on September 1 and due back to ECICOG by December 15. The Regional Trails Advisory Committee (RTAC) meets in early January to review all new applications. The RTAC review is based on a pre-determined set of criteria, including project readiness, applicant's ability to complete the project, the project's relationship to the transportation system, the project's associated benefits, benefit/cost and predicted usage. All applications are reviewed in pairs to determine project rankings and final scoring. The RTAC prepares a recommendation for the Policy Committee based on the rankings. The recommendation and copies of the full application are reviewed by the Policy Committee before they make a final determination for funding.

Pre-Application Workshop

For the past few years, the region has required potential applicants to attend a pre-application workshop. The workshop is intended to ensure that all applicants understand the program and process prior to submittal of an application.

Bridge Project Selection Process

Bridge selections are made by the respective County Engineers. Generally, the projects selected are those on the paved system that are deemed most structurally deficit. If sufficient funds remain, those on the gravel system are rated for funding based on a formula that includes traffic counts, weight restrictions and local need.

The process for bridge project selection by each county includes:

Benton – The County considers the following factors for STBG-HBP project selection, not listed in order of importance: traffic volumes and types, bridge inspection/rating, location, need for replacement, funding availability, and timeliness of construction activities.

Cedar – Cedar County's bridge selection process involves targeting structurally deficient bridges, first of course. First, bridges are targeted that fall on our paved system, which predominately is the Federal Aid system. Next, structurally deficient bridges are targeted that fall on our farm-to-market system. Third, structurally deficient bridges that are on our local system are targeted.

Iowa – The County gets a report each year from Calhoun-Burns (bridge inspectors) rating each bridge in the county and in this report is a replacement/repair list. This list, along with the load rating, traffic count and type of surface on the roadway, is used to prioritize the bridges for replacement and/or repair.

Johnson – The County considers the following factors for STBG-HBP project selection, not listed in order of importance: traffic volumes and types, bridge inspection/rating, location, need for replacement, funding availability, and timeliness of construction activities.

Jones – The County considers the following factors for STBG-HBP project selection, not listed in order of importance: traffic volumes and types, bridge inspection/rating, location, need for replacement, funding availability, and timeliness of construction activities.

Linn – Linn County has a bridge program for bridge design, construction, and inspection. The information gathered in this program is used to select projects for inclusion in the Linn County 5-year and long range plans. The Board of Supervisors annually reviews selected projects and adjusts the program through this review. The needs of the secondary roads throughout the county are included in this selection process, and requests for funding from other jurisdictions through this process, as well.

Washington – The County prioritizes federal bridge funds by selecting bridge projects on paved roads, so they can be replaced, rather than posting. It has been the practice of Washington County to try and keep from posting bridges on paved roads since that has a larger impact on our local economy. If all of those are in good shape, then the next priority of bridges is those on non-paved farm to market roads.

Public Transit Process

Public transit projects are selected based on the programming guidance provided by the Public Transit Bureau (PTB). Assuming local matching funds are available, equipment is programmed once it reaches PTB's federal replacement threshold.

Other Processes

All remaining projects are selected by the Iowa Department of Transportation for inclusion in the TIP.

Appendix A – Revising/Amending the TIP/STIP

Revising the TIP/STIP

Revisions are defined as changes to the TIP that occur between scheduled periodic updates. The procedures outlined below apply to all projects in the TIP or STIP, including those eligible for SWAP-STBG. 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.” ECICOG uses the following definitions and thresholds when determining an amendment versus and administrative modification.

Amendment

An amendment is a revision to the TIP that involves a major change to a project included in the TIP or STIP. This includes an addition or deletion of a project or a major change in a project costs, project/project phase initiation dates, or a major changes in design concept or scope (e.g., changing project termini or the number of lanes). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment, redemonstration of fiscal constraint, or a conformity determination. Changes that affect fiscal constraint must take place by amendment to the TIP. An exception is projects funding through the STBG-HBP program, these will be processed as administrative modifications.

Administrative Modification

A minor revision to a TIP is an administrative modification. It includes minor changes to project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment, redemonstration of fiscal constraint, or a conformity determination.

Amendment versus Administrative Modification

There are four main components that can be used to determine whether a project change constitutes an amendment or administrative modification. They include the following:

Project costs – Determination will be made based on the percentage change or dollar amount of change in federal aid. Projects in which the federal aid has been changed by more than 30% or total federal aid increases by \$2.0 million or more will require an amendment. Anything less can be processed with an administrative modification.

Schedule changes – Changes in schedules to projects that are included in the first four years of the TIP/STIP will be considered administrative modification. Projects that are added or deleted from the TIP/STIP will be processed as amendments.

Funding sources – Additional federal funding sources to a project will require an amendment. Changes to funding from one source to another will require an administrative modification.

Scope changes – Changing project termini or changing the amount of through traffic lanes will be processed as an amendment. Other examples of changes that require amendment are changing the type of work from an overlay to reconstruction. Another example is changing a project to include widening of the roadway.

Procedural Requirements for Revisions

Amendments are considered major revisions and therefore have more procedural requirements. The main requirement is a 15-day period for public input. Another requirement is Policy Committee approval of the amendment. Public involvement is required for amendments to the Region 10 TIP.

Statewide public review for Iowa DOT project amendments takes place at the time of inclusion in the STIP. Iowa DOT sponsored projects within the Region 10 area must go through the region's adopted amendment process.

Administrative modifications have simplified procedures that allow for more flexibility in the processing of changes. The ECICOG staff is allowed to process changes by seeking approval of a review committee made up of the Chair of both the TTAC and Policy Committee.

Finally, each type of revision must be processed in TPMS and the date of approval by the board or review committee must be documented in the revision submittal.

Revision Procedures

The Region 10 Public Input Process details the steps necessary to document any TIP administrative modification and/or amendment.

Appendix B - Glossary

CMAQ – Congestion Mitigation/Air Quality

FHWA – Federal Highway Administration

FY – Fiscal Year

IDOT/Iowa DOT – Iowa Department of Transportation

NHPP – National Highway Performance Program

NHS – National highway System

PTAC – Passenger Transportation Advisory Committee

PRF – Primary Road Funds

PTIG – Public Transit Infrastructure Grant

RPA – Regional Planning Affiliation

RTAC – Regional Trails Advisory Committee

RTP – Recreational Trails Program

STIP – State Transportation Improvement Program

STBG– Surface Transportation Block Grant

STBG-HBP – Surface Transportation Block Grant Highway Bridge Program

TAP – Iowa Transportation Alternatives Program

TIP– Transportation Improvement Program

TTAC – Transportation Advisory Committee

Appendix C – STBG and TAP Program Guidance

A photograph of a construction site where workers are pouring and leveling concrete for a road. Several workers in high-visibility vests are visible, some using long-handled tools to guide the concrete. A yellow concrete pump truck is on the left. The background shows green trees under a blue sky. The text 'RPA 10' is overlaid in the top left.

RPA 10

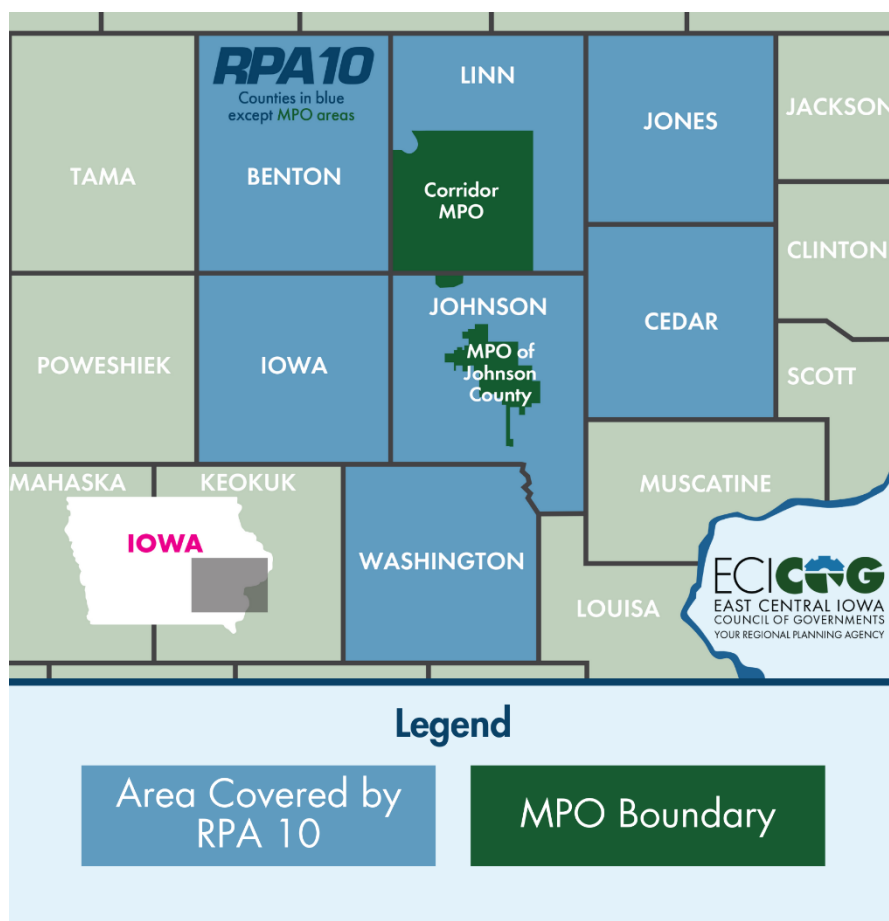
August 2024
Transportation
Funding

INTRODUCTION

The Surface Transportation Block Grant (STBG) Program and a set-aside program known as the Transportation Alternatives Set-Aside Program (TAP) were authorized as part of the Moving Ahead for Progress in the 21st Century (MAP-21) federal transportation act. These programs continued when MAP-21 was replaced with the Fixing America's Surface Transportation (FAST) Act in 2016 and the Infrastructure Investment and Jobs Act (IIJA) in 2021. Each fiscal year, the Region 10 Regional Planning Affiliation (RPA 10) is designated by Iowa Department of Transportation to receive a portion of the STBG and TAP funds available to the State. As noted in the map below, RPA 10 includes the counties of Benton, Cedar, Iowa, Johnson, Jones, Linn, and Washington Counties but excludes metropolitan Cedar Rapids and metropolitan Iowa City.

Programming of these funds is the responsibility of RPA 10's Policy Committee. The Policy Committee has directed the Transportation Technical Advisory Committee (TTAC) to develop and implement a process through which candidate projects for STBG funding are submitted and evaluated in a manner that is inclusive of all eligible applicants and transparent to the public. Similarly, they have directed the Regional Trails Advisory Committee (RTAC) to develop and implement a process for candidate projects for regional TAP

funding. The advisory committees' resulting recommended priorities assist the Policy Committee in determining which projects should be selected to receive STBG and TAP funding in a given application cycle. The Policy Committee reserves the right to select projects to receive STBG and TAP funding as deemed necessary for the transportation system at any time. There may be circumstances where the outlined STBG and TAP processes may not apply.



STBG FUNDING

STBG funds improvements to any roadway or bridge on the federal-aid system, transit capital projects, bicycle and pedestrian facilities, enhancement projects, environmental restoration, and the establishment of native species. Due to limited funding, RPA 10 will not fund TAP-eligible projects (described in later paragraphs) with regional STBG funds. Regional STBG funds are provided by Iowa DOT and are programmed by the Policy Committee.

Iowa Federal-Aid Swap

In 2017, the State of Iowa gave Iowa DOT the ability to exchange federal STBG funds for state funding from motor vehicle fees and fuel taxes. The exchange is considered dollar for dollar and must be noted as swapped funds in the Transportation Improvement Program (TIP). In 2021 the policy was revised to limit swap funding to City-sponsored projects. Swap funds are subject to all the requirements under this State policy.

Eligible Applicants and Project Sponsors

All public agencies and local governments with jurisdiction over public rights-of-way for transportation, public transit responsibilities, or transportation planning responsibilities within the RPA 10 boundary, excluding metropolitan Cedar Rapids and metropolitan Iowa City, are eligible to apply for STBG funds.

Non-eligible project sponsors may partner with an eligible sponsor in applying for funds if the eligible sponsor is the lead on the project.

Project Eligibility

STBG Applications submitted to RPA 10 must meet the following requirements:

- For construction projects, a minimum total project cost of \$100,000 (\$80,000 federal) with a minimum 20 percent match.
- Eligible activities include:
 - Major new construction, reconstruction, or resurfacing of roadways or bridges
 - Regional planning and planning studies
 - Transit capital purchases
 - ADA-compliant ramp reconstruction in conjunction with an adjacent road reconstruction or resurfacing project
 - Minor utility adjustments and incidental utility work necessary to complete a roadway project
- Ineligible activities include: - Design engineering and construction related services - Sidewalk maintenance
- Roadway projects must be on federally classified routes that are Minor Collectors or above, or a Farm-to-Market route.
- Applicants must attend a regional Preapplication Workshop, submit a short preapplication, and complete a regional STBG Application. Incomplete applications will not be considered for funding.

- Project sponsors will participate in the Iowa DOT's federal-aid swap for all eligible road and bridge projects.

In addition, all projects are subject to all applicable federal requirements and FHWA approval. To be eligible for TAP funds, the following qualifications must be met:

- Project sponsors must assure they will operate and maintain the property and facility for the useful life (minimum of twenty years) of the improvement and not change the use of any right-of-way acquired without prior approval from the Iowa Department of Transportation.
- Project sponsors must assure ability to let or have the project under construction within two years of when programmed.
- All project bids will be let by the Iowa Department of Transportation.
- Projects must demonstrate a direct relationship to existing or planned surface transportation facilities.
- Funding may not be used for engineering or architectural related services during design or project construction.

Geographic Equity

Since 1995, the counties of Benton, Cedar, Iowa, Johnson, Jones, Linn, and Washington have been working together as RPA 10 to address regional transportation issues. RPA 10 is intent on ensuring funding equity between the participating jurisdictions.

Targets

In the early years of RPA 10, as relationships were forming, the region chose to identify STBG (formerly known as STP) funding “targets” to remove perceived competition that strained the formation of new and necessary governmental relationships. RPA 10 provided targets to the seven counties and three cities with a population greater than 5,000, based upon previous federal funding allocation formulas. Over time, the basis for the targets has been adjusted, but jurisdictional partners have maintained their intent for the targets to be geographically equitable, as the equity in programming has enable a level of trust that has resulted in number of regional transportation planning success stories, including the completion of a regional trails plan, the construction of at least five multi-jurisdictional road projects, the formation of a regional multi-disciplinary safety team, and the recent implementation of a regional vanpool program.

The current basis for these targets is as followings:

- Targets for cities with a population > 5,000: population based, if the city has 5% of the regional population, their annual target is 5% of the available regional STBG funds.
- Targets for counties: their annual target is based on the same formula used to distribute Road Use Tax Funds (RUTF) to the counties. The RUTF formula considers changes in population, mileage, lineal feet of bridges, and traffic levels as they occur over time. The formula was developed by a committee comprised of county engineers, county supervisors, and DOT representatives, and approved by the legislature.

Clarification of Targets

These targets are intended to be stable, recognize that transportation needs are distributed throughout the region, and be sensitive to the diverse nature of the participating counties and cities. In the past, RPA 10 has referred to these targets as suballocations, but has come to realize that the term is not appropriate for a variety of reasons:

- The county targets are not allocated solely for county projects; they are targets for projects from throughout the county, including those from cities within the respective county.
- All applications received from throughout the region are reviewed and considered.
- Programming is based on readiness and need, and it is possible for applicants to “borrow ahead” for these needed projects.

Borrowing Ahead on Target Amounts

Cities or counties with significant regional projects that exceed their four-year funding target may borrow ahead, provided a balance of regional STBG funds is available. The city or county may borrow no more than 3 times their annual target, resulting in a target deficit. The city or county may not borrow ahead again until target deficit is eliminated.

Application Requirements

A pre-application must be submitted to determine that a project is eligible for RPA 10 funding. If the pre-application is approved, applicants will complete the full application. The regional STBG application form must be used.

Application Review Process

Each year, new applications are submitted to ECICOG. ECICOG has the responsibility to review each application to ensure that:

- The application submitted is for new construction or reconstruction.
- The work proposed is federal aid eligible.
- The funds requested are within RPA 10's funding limitations.

On behalf of RPA 10, ECICOG forwards **all** applications from within each county to their respective county board of supervisors (BOS). The boards of supervisors (BOS) are asked to prioritize all applications received from within their county. While the BOS can establish their own criteria, RPA 10 provides the following criteria for consideration, based on the goals and objectives outlined in the RPA 10 Long Range Transportation Plan 2022-2050: enhanced connectivity for users, improved safety for all, maximization of financial resources, preservation and maintenance of the existing system, and improvements that contribute to the movement of goods and services.

County priorities are then forwarded to the Transportation Technical Advisory Committee (TTAC) for consideration. The TTAC will prepare a recommendation for funding to the Policy Committee based on the above noted criteria and county priorities (although, the TTAC's recommendation may vary from the identified county priorities). All applications are shared, reviewed, and discussed by these committees. The Policy Committee will have final approval. The Policy Committee has the discretion to determine the share of federal funding for each recommended project. Their determinations will consider the TTAC's recommendation and funding constraints. Projects approved by the Policy Committee will be included in RPA 10's Transportation Improvement Program that is submitted to Iowa DOT by July 15. Final approval is complete when projects are included in the State's Transportation Improvement Program that's submitted to the Federal Highway Administration each Fall.

TAP FUNDING

TAP program is a set-aside from the STBG program to fund enhancement activities that have a direct relationship to surface transportation facilities, including facilities for bicycles and pedestrians (including Safe Routes to Schools safety and education activities), landscaping and other scenic beautification, historic preservation, and the preservation of abandoned railway corridors for bicycle and pedestrian uses. Regional TAP funds are formula funds that are provided to RPA 10 by Iowa DOT and programmed by the Policy Board using a competitive grant process.

Eligible Applicants and Project Sponsors

All public agencies and local governments with jurisdiction over public rights-of-way for transportation, public transit responsibilities, or transportation planning responsibilities within RPA 10 boundary, excluding metropolitan Cedar Rapids and metropolitan Iowa City, are eligible to apply for TAP funds.

Non-eligible project sponsors may partner with an eligible sponsor in applying for funds if the eligible sponsor is the lead on the project.

Project Eligibility

RPA 10 TAP projects should be limited to capital improvements and must fit into one of the following categories:

- a. Multi-use, non-motorized trails and essential support facilities and on-road improvements to enhance bicycle/pedestrian use
- b. Bicycle and pedestrian accommodations associated with a federal aid roadway project
- c. Construction of turnouts, overlooks, and viewing areas along designated scenic byways
- d. Historic preservation of transportation structures with preference given to their functional use
- e. Aesthetic and environmental enhancements to public roadways
- f. Pedestrian improvements related to routes to school or safety issues

Projects that do not meet these guidelines but are eligible under the Infrastructure Investment and Jobs Act (IIJA) are allowed to be submitted, but there will need to be a significant extenuating circumstance in order for them to be considered for funding. This determination will be at the discretion of the RPA.

In addition, all projects are subject to all applicable federal requirements and FHWA approval. To be eligible for TAP funds, the following qualifications must be met:

- Project sponsors must assure they will operate and maintain the property and facility for the useful life (minimum of twenty years) of the improvement and not change the use of any right-of-way acquired without prior approval from the Iowa Department of Transportation.
- Project sponsors must assure ability to let or have the project under construction within two years of when programmed.
- All project bids will be let by the Iowa Department of Transportation.
- Projects must demonstrate a direct relationship to existing or planned surface transportation facilities.
- TAP funding may not be used for engineering or architectural related services during design or project construction.

Additional RPA 10 Requirements

The region has established the following additional funding requirements:

- Safe Routes to Schools (SRTS) and eligible scenic byway projects*:
 - Projects must have a minimum total project cost of \$75,000
 - Projects must have a minimum 20% local match
 - Projects must have a minimum federal aid participation level of 50%.
- All other trail projects:
 - Projects must have a minimum total project cost of \$75,000
 - Projects must have a minimum 20% local match
 - Projects must have a minimum federal aid participation level of 50%, however, the minimum federal participation level of 50% may be waived for projects with a total cost great than \$250,000.

**Note: Iowa DOT may have matching funds available for SRTS or eligible scenic byway projects to ensure 80% federal participation.*

Projects that would be competitive at the state level may be programmed with RPA 10 TAP funds but should compete for statewide or other funding sources (e.g., REAP, State Recreational Trails Program, etc.) whenever appropriate. Should sufficient other funding be awarded, regional TAP funds will be returned to the program to be reallocated.

Application Requirements

A pre-application must be submitted to determine that a project is eligible for RPA 10 funding. If the pre-application is approved, applicants will complete the full application. The TAP application form was developed by Iowa DOT and is used statewide by all RPAs. **In addition to this statewide form, projects sponsors are asked to complete the following supplementary information, on a separate piece of paper, at the request of RPA 10:**

- Project sponsors are asked to identify how their project relates to the criteria noted below and provide a brief (one to two sentences) description of the relationship.
- Project sponsors are also asked to identify the project timeline, and any additional planned phases of the project.

Application Review Process

The Regional Trails Advisory Committee (RTAC) meets to review all new applications. Federal provisions require a competitive project selection process. Accordingly, the RTAC review is based on a pre-determined set of criteria, including project readiness, applicant's ability to complete the project, the project's relationship to the transportation system, the project's associated benefits, benefit/cost and predicted usage. In addition, federal provisions require the review process include criteria to prioritize projects in high-need areas. Given the rural nature of the region, all locations in RPA 10 meet the definition of high need. All applications are reviewed in pairs to determine project rankings and final scoring. The RTAC prepares a recommendation for the Policy Committee based on

the rankings. The recommendation and copies of the full application are reviewed by the Policy Committee before they make a final determination for funding. Approved projects will be included in RPA 10's Transportation Improvement Program that is submitted to Iowa DOT by July 15. Final approval is complete when projects are included in the State's Transportation Improvement Program that's submitted to the Federal Highway Administration each Fall.