



FINAL

# FY 2023-2026 Transportation Improvement Program

For  
Region 10 Regional Planning Affiliation

July 15, 2022

*The Region 10 FY 2023-2026 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.*

*As a recipient of Federal financial assistance, ECICOG has instituted a Title VI program to address nondiscrimination laws that impact transportation investment decision making. Title VI of the Civil Rights Act of 1964, related statutes and policies prohibit discrimination on the basis of race, color, national origin, gender, age, and disability in the Agency's programs, activities, and services.*

**Final**

**Region 10 Regional Planning Affiliation  
FY 2023-2026 TIP**

**Submitted to the  
Iowa Department of Transportation  
800 Lincoln Way  
Ames, Iowa 50010  
July 15, 2022**

**By  
East Central Iowa Council of Governments  
700 16<sup>th</sup> Street NE  
Cedar Rapids, Iowa 52402**

## Adopting Resolution

### Region 10 Regional Planning Affiliation Resolution No. 2022-\_\_\_\_\_

#### **ADOPTION OF THE REGION 10 FY 2023-2026 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 2023-2026 Transportation Program.

Adopted this 13<sup>th</sup> day of July, 2022, and signed this 13<sup>th</sup> day of July, 2022 by the Policy Committee chairperson.

DocuSigned by:  
  
79f86a53888406  
Rod Sullivan, Chairperson

DocuSigned by:  
  
0f31a10706310f...  
Attested

## 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 RPA's role was renewed with reauthorizations in 1998 and 2005, and strengthened in the recent passage of the new federal transportation program, known as Fixing America's Surface Transportation Act (FAST Act). The Region 10 RPA, 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. The RPA 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 Region 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 the Region 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:

- *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.
- *Demonstration funding (DEMO)* – Demonstration funding is a combination of different programs and sources. The FHWA administers discretionary programs through various offices representing special funding categories, such as an appropriation bill providing money to a discretionary program, through special congressionally directed appropriations, or through legislative acts such as the American Recovery and Reinvestment Act of 2009 (ARRA).

- *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.
- *STBG-Transportation Alternatives Set-a-side Program (TAP/STBG-TAP)* – This program is a set-a-side from STBG. 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.
- *Iowa's Transportation Alternatives Program (ITAP)* – This program targets STBG funding to MPOs and RPAs to award to local 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.

The RPA has two pools of federal-aid to program towards projects: STBG and ITAP. Annual funding target averages are \$3,957,000 for STBG, and \$203,000 for Iowa’s TAP.



## RPA 10 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
Mitch McDonough	Benton County
Brad Gaul	Cedar County
Rob Fangmann	Cedar County
Kevin Heitshusen	Iowa County
Vicki Pope	Iowa County
Tom Brase	Johnson County
Rod Sullivan	Johnson County
Jon Zirkelbach	Jones County
Dave Goedken	Jones County
Darrin Gage	Linn County
Adam Griggs	Linn County
Bob Yoder	Washington County
Jaron Rosien	Washington County
Ex-Officio: Catherine Cutler, IDOT District 6 Office	
Darla Hugaboom, FHWA	
Daniel Nguyen, 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.

<b>Member</b>	<b>Representation</b>
Myron Parizek	Benton County
Ben Vierling	Benton County
Rick Erickson	Benton County
Brian Meinsma	Cedar County
Rob Fangmann	Cedar County
Steve Nash	Cedar County
Kevin Heitshusen	Iowa County
Nick Amelon	Iowa County
Matt Amelon	Iowa County
Greg Parker	Johnson County
Rod Sullivan	Johnson County
Rob Winstead	Johnson County
Derek Snead	Jones County
Todd Postel	Jones County
Brenda Leonard	Jones County
Jon Resler	Linn County
Brad Ketels	Linn County
Randy Burke	Linn County
Jacob Thorius	Washington County
Jeremy McLaughlin	Washington County
Dennis Murray	Washington County

Ex-Officio: Catherine Cutler, IDOT District 6 Office  
Darla Hugaboom, FHWA  
Daniel Nguyen, 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.

<b>Member</b>	<b>Representation</b>
Randy Scheel	Benton County
Mark Pigenot	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
Ryan Schlader	Linn County
Zach Rozmus	Washington County
Mike Driscoll	Washington County

Ex-Officio: Catherine Cutler, IDOT District 6 Office  
Darla Hugaboom, FHWA  
Daniel Nguyen, 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.

<b>Member</b>	<b>Representation</b>
Dean Vrba	Benton County
Terri Andorf	Benton County
Jon Bell	Cedar County
Julie Tischuk	Cedar County
Becky Fry	Iowa County
Marilyn Austin	Iowa County
Tom Brase	Johnson County
Kelly Schneider	Johnson County
Jamie Ginter	Jones County
Lucia Herman	Jones County
Tom Hardecopf	Linn County
Terry Bergen	Linn County
Cris Gaughan	Washington County
Bobbi Wolf	Washington County

Ex-Officio: Catherine Cutler, IDOT District 6 Office  
Darla Hugaboom, FHWA  
Daniel Nguyen, FTA

## Fiscal Constraint Summary

### Surface Transportation Block Grant (STBG) Fund Balance

	2023	2024	2025	2026
Unobligated Balance (Carryover)	5,413,010	3,770,300	4,563,300	3,786,300
RPA 10 STBG Target	3,867,000	3,955,000	3,959,000	3,959,000
<u>Subtotal</u>	9,280,010	7,725,300	8,522,300	7,745,300
Programmed STBG Funds	5,509,710	3,162,000	4,736,000	1,500,000
Balance	\$3,770,300	\$4,563,300	\$3,786,300	\$6,245,300

### Iowa's Transportation Alternatives Program (ITAP) Fiscal Constraint Table

	2023	2024	2025	2026
Unobligated Balance (Carryover)*	109,153	-650,970	-227,970	204,030
RPA 10 TAP Target	414,030	423,000	432,000	442,000
<u>Subtotal</u>	523,183	-227,970	204,030	646,030
Programmed ITAP Funds	1,174,153	0	0	0
Balance	-\$650,970	-\$227,970	\$204,030	\$646,030

## Funding Summary

Program	FY 23		FY 24		FY 25		FY 26		Total	
	Total	Fed	Total	Fed	Total	Fed	Total	Fed	Total	Fed
HBP	\$3,048,000	\$2,894,400	\$5,107,000	\$4,705,600	\$7,375,000	\$7,300,000	\$9,730,000	\$7,612,000	\$25,260,000	\$20,512,000
HSIP	\$1,100,000	\$990,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,100,000	\$990,000
ILL	\$0	\$0	\$6,500,000	\$0	\$20,100,000	\$0	\$550,000	\$0	\$27,150,000	\$0
FLAP (MISC)	\$1,300,000	\$900,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,300,000	\$900,000
NHPP	\$22,276,000	\$17,886,000	\$0	\$0	\$18,743,000	\$16,037,400	\$23,472,000	\$19,987,800	\$64,491,000	\$53,911,200
PRF	\$2,568,000	0	\$11,301,000	\$0	\$9,050,000	\$0	\$1,634,000	\$0	\$24,553,000	\$0
STBG	\$15,318,978	\$10,913,110	\$3,917,750	\$3,162,000	\$5,995,000	\$4,736,000	\$1,895,000	\$1,500,000	\$27,126,728	\$20,311,110
STBG-TAP	\$1,868,500	\$1,174,153	\$0	\$0	\$0	\$0	\$0	\$0	\$1,868,500	\$1,174,153
SWAP-HBP	\$4,485,000	\$2,840,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,485,000	\$2,840,000
SWAP-HSIP	\$98,000	\$88,000	\$0	\$0	\$0	\$0	\$0	\$0	\$98,000	\$88,000
SWAP-STBG	\$849,779	\$849,779	\$0	\$0	\$0	\$0	\$0	\$0	\$849,779	\$849,779

### Forecasted Non-Federal Aid Revenues\*\*\*

Fiscal Year	County Road Funds Receipts	City Street Revenues
2023	\$86,407,093	\$38,172,217
2024	\$88,135,235	\$38,935,661
2025	\$89,897,939	\$39,714,374
2026	\$91,695,898	\$40,508,662

\*\*\* Inflated 2% per year based on FY 20 data for cities and 2021 data for counties.

### Forecasted Non-Federal Aid Expenses\*\*\*

Fiscal Year	County Operations and Maintenance	City Operations and Maintenance
2023	\$82,416,633	\$20,075,667
2024	\$85,713,298	\$20,878,694
2025	\$89,141,830	\$21,713,842
2026	\$92,707,503	\$22,582,396

\*\*\* Inflated 4% per year based on FY 20 data for cities and 2021 data for counties.

### Estimated Balance of Non-Federal Aid Revenues for Federal Aid Expenses\*\*\*

Fiscal Year	County	City
2023	\$3,990,460	\$18,096,549
2024	\$2,421,936	\$18,056,967
2025	\$756,109	\$18,000,532
2026	-\$1,011,605	\$17,926,266

\*\*\* Inflated 4% per year based on FY 20 data for cities and 2021 data for counties.

## FY 2022 Project Status Report

TPMS Number	Applicant	Description	Total Cost X \$1,000	Federal Aid X \$1,000	Development Status
48440	Iowa DOT	IA 149: Williamsburg	350	315	Authorized
38055	Iowa DOT	IA 150: Urbana	4,450	4,000	Authorized
52628	Iowa DOT	I 80: X52 to Sugar Creek	28,000	25,200	October 2022 letting
38151	Iowa DOT	I 80: IA1 to X30	39,538	33,607	Under construction
50932	Iowa DOT	I 80: Iowa County	3,100	2,709	Under construction
50933	Iowa DOT	I 80: Cedar County	2,400	2,160	Under construction
50919	Iowa DOT	IA 1 Keokuk Co line to Brighton	9,730	7,784	Under construction
38216	Iowa DOT	US 30: 11 <sup>th</sup> Ave Dr to US 218	46,003	36,802	Under construction
37962	Iowa DOT	IA 136: E45	1,339		Under construction
38039	Iowa DOT	US 218: N Fork Long Creek	337		Under construction
38101	Iowa DOT	I 380: F12 interchange	450		Under construction
38100	Iowa DOT	I 80: Eagle Ave	293		Under construction
48478	Iowa DOT	IA 1: F52	175		Under construction
45271	Iowa DOT	IA 1: N of I 80	110		Under construction
16834	RPA 10	Planning	169		On schedule
38197	Iowa DOT	IA 1: Linn Co to US 151	2,015		Letting 2/21/23
48584	Iowa DOT	IA 1: W of Brighton	372		Under construction
48511	Iowa DOT	US 151: Old Dubuque Rd Intersection	350		Currently in 1/18/23 letting
48509	Iowa DOT	IA 38: US 151 to 9 <sup>th</sup> St Monticello	1,250		Under construction
48481	Iowa DOT	IA 64: Jct IA 136 in Wyoming	241		Under construction
48624	Iowa DOT	IA 136: Maquoketa River to Cascade	3,746	3,157	Under construction
52370	Tipton	Ia 38	2,000		Delayed to FY 23
52472	Wellman	9 <sup>th</sup> Ave over Smith Creek	1,000	1,000	On time
45528	Williamsburg	State St over Old Mans Creek	1,697	305	Let 1/20/21
48712	Coggon	N 3 <sup>rd</sup> St over Buffalo Creek	1,433	1,000	On time
21820	Benton	W14 over Br. Little Bear Creek	450	50	Delayed to FY 23
32448	Benton	E24 over Spring Creek	350	350	Let 9/21/21
12273	Benton	75 <sup>th</sup> St over Br Prairie Creek	325	325	Let 4/19/22
36374	Cedar	F51 over Otter Creek	750	750	Delayed to FY 23
35920	Iowa	125 <sup>th</sup> over Honey Creek	500	500	Let 3/15/22
16421	Washington	Juniper Ave over small stream	400	400	Let 3/15/22

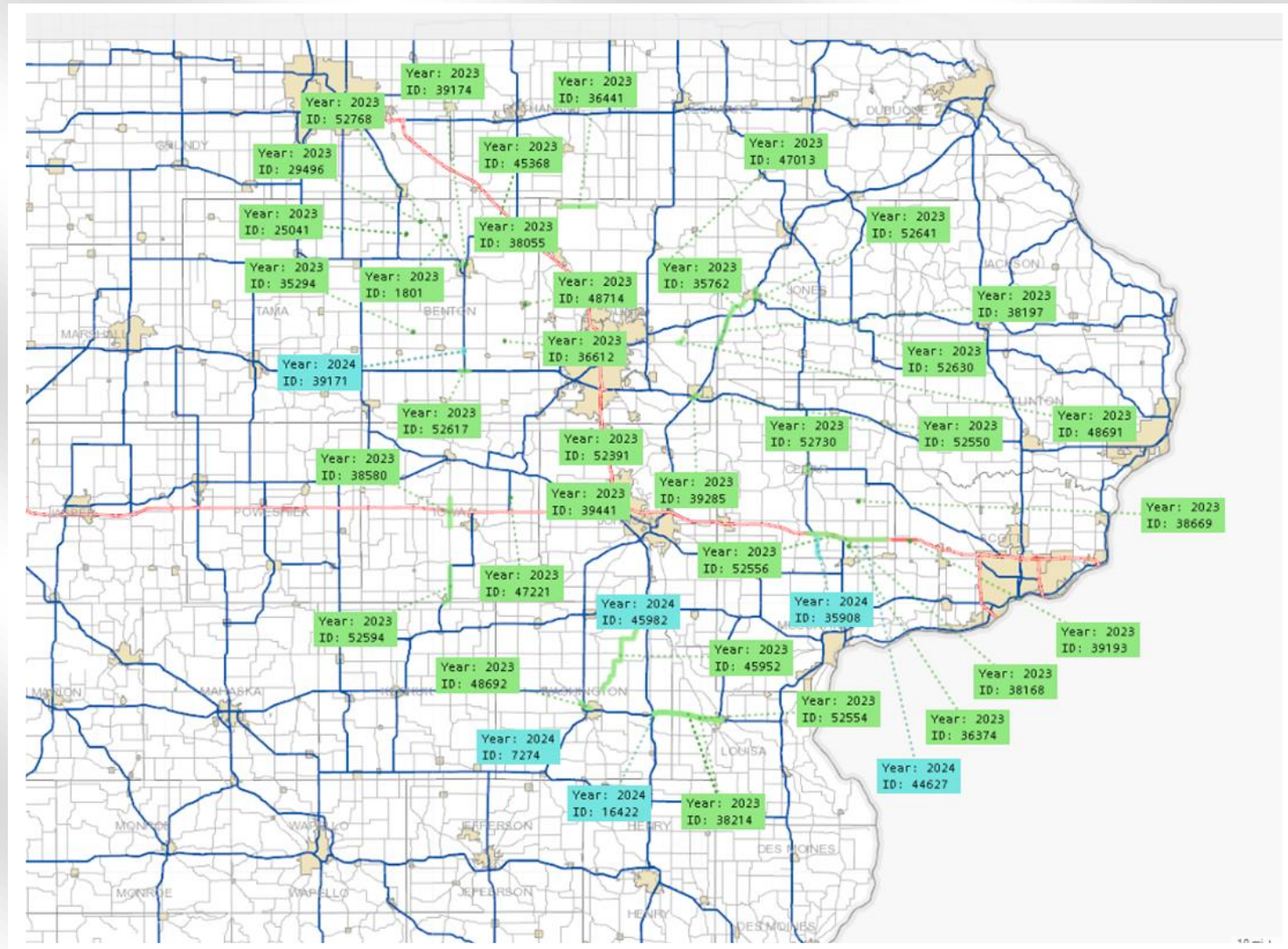


39442	Jones	Wapsipinicon Trail	466	243	Complete
39441	Johnson	Clear Creek Trail: Half Moon Ave to Kent Park - engineering	421	337	Let
39443	Linn	Grant Wood Trail: Secrist Rd to Paralta	600	131	Let
32639	Cedar	Y14 from F44 to Hwy 130	2,850	1,645	4/21 letting
36609	Benton	E44 over Bear Creek	300	300	Move to FY23
29496	Benton	D65 over Spring Creek	600	600	Move to FY 23
48693	Anamosa	Old Dubuque Rd extension	1,900	1,326	Let 4/19/22
35664	Urbana	Hutton Drive	527	246	Let 5/17/22
48692	Washington	Lexington Blvd.	849	849	Let 1/19/22
45009	Iowa	V52	1,100	1,100	Let 8/17/21
36530	Johnson	F44 Herbert Hoover Highway	4,438	2,738	Let 8/17/21
35762	Jones	E34	1,750	1,250	Delayed to FY 23
48691	Linn	Grant Wood Trail Development	469	131	Delayed, move to FY 23

## 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 ITAP projects are noted on **page 22**. 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 2023-2026



# FY 2023-2026 Transportation Program of Projects

## HBP

Project ID	Project Number	Approval Level		2023	2024	2025	2026	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
39174	BRF-150()--38-6	TIP Approved	Total	\$768,000				\$768,000
Iowa Department of Transportation	IA150: Cedar River 1.0 mi S of Co Rd E16		Federal Aid	\$614,400				\$614,400
	Bridge Deck Overlay		Regional Swap					
36612	BROS-C006()--8J-06	TIP Approved	Total	\$450,000				\$450,000
Benton County	On 69 ST, Over Little Bear Creek, S8 T83 R09		Federal Aid	\$450,000				\$450,000
	Bridge Replacement-CCS		Regional Swap					
35294	BROS-C006()--8J-06	TIP Approved	Total	\$500,000				\$500,000
Benton County	On 17th Ave, Over PRAIRIE CREEK, S32 T84 R11		Federal Aid	\$500,000				\$500,000
	Bridge Replacement-CCS		Regional Swap					
25041	BROS-C006()--8J-06	TIP Approved	Total	\$350,000				\$350,000
Benton County	On 16 AVE, Over SPRING CK, S30 T86 R11		Federal Aid	\$350,000				\$350,000
	Bridge Replacement		Regional Swap					
47221	BROS-C048(95)--8J-48	TIP Approved	Total	\$580,000				\$580,000
Iowa County	On 200TH ST, Over CLEAR CREEK, S28 T80 R09	7/18/2023	Federal Aid	\$580,000				\$580,000
	Bridge Replacement-CCS		Regional Swap					
47013	BROS-C057(RCB1470)--8J-57	TIP Approved	Total	\$400,000				\$400,000
Linn County	On WAUBEEK RD, Over TRIB WAPSIPINICON R, S14 T85 R06	1/18/2023	Federal Aid	\$400,000				\$400,000
	Culvert Replacement		Regional Swap					
39171	BRF-218()--38-6	TIP Approved	Total		\$1,157,000			\$1,157,000
Iowa Department of Transportation	US218: ABANDONED RR 2.6 MI N OF N JCT US 30 (REMOVE BRIDGE)		Federal Aid		\$925,600			\$925,600
	Right of Way		Regional Swap					
18445	BROS-C006()--5F-06	TIP Approved	Total		\$750,000			\$750,000
Benton County	On Benton-Linn Rd, Over Prairie Creek, S7 T82 R8		Federal Aid		\$750,000			\$750,000
	Bridge Replacement-PPCB		Regional Swap					
32447	BROS-C006()--8J-06	TIP Approved	Total		\$400,000			\$400,000
Benton County	On 32 AVE DR, Over BR PRAIRIE CK, S11 T82 R09		Federal Aid		\$400,000			\$400,000
	Bridge Replacement		Regional Swap					

## HBP

Project ID	Project Number	Approval Level		2023	2024	2025	2026	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
52380	BROS-C006()--8J-06	TIP Approved	Total		\$400,000			\$400,000
Benton County	On V 54, Over PRAIRIE CREEK, S29 T84 R11		Federal Aid		\$400,000			\$400,000
	Bridge Replacement-CCS		Regional Swap					
44627	BROS-C016()--5F-16	TIP Approved	Total		\$500,000			\$500,000
Cedar County	On F 51, Over ELKHORN CREEK (LITTLE), S28 T79 R01		Federal Aid		\$500,000			\$500,000
	Bridge Replacement		Regional Swap					
52342	BROS-C048(T-3710)--8J-48	TIP Approved	Total		\$550,000			\$550,000
Iowa County	On 230TH ST, Over OLD MANS CREEK, S10 T79 R10		Federal Aid		\$550,000			\$550,000
	Bridge Replacement-PPCB		Regional Swap					
45982	BROS-C092()--8J-92	TIP Approved	Total		\$500,000			\$500,000
Washington County	On TUPELO BLVD, Over SMALL STREAM, S8 T77 R06		Federal Aid		\$500,000			\$500,000
	Bridge Replacement		Regional Swap					
16422	BRS-C092()--60-92	TIP Approved	Total		\$850,000			\$850,000
Washington County	On W64, Over Long Creek	11/21/2023	Federal Aid		\$680,000			\$680,000
	Bridge Replacement		Regional Swap					
48596	BRF-136()--38-53	TIP Approved	Total			\$5,000	\$2,280,000	\$2,285,000
Iowa Department of Transportation	IA136: Maquoketa River 2.5 mi N of Co Rd E17		Federal Aid			\$4,000	\$1,824,000	\$1,828,000
	Bridge Rehabilitation, Right of Way		Regional Swap					
32728	BROS-C006()--8J-06	TIP Approved	Total			\$650,000		\$650,000
Benton County	On 63 ST, Over OPPOSSUM CREEK, S11 T84 R10		Federal Aid			\$650,000		\$650,000
	Bridge Replacement		Regional Swap					
45147	BROS-C006()--8J-06	TIP Approved	Total			\$450,000		\$450,000
Benton County	On 17 AVE, Over BR PRAIRIE CK, S17 T82 R11		Federal Aid			\$450,000		\$450,000
	RCB Culvert New - Twin Box		Regional Swap					
52382	BROS-C006()--8J-06	TIP Approved	Total			\$475,000		\$475,000
Benton County	On 26 AVE DR, Over PRAIRIE CK, S2 T85 R10		Federal Aid			\$475,000		\$475,000
	Bridge Replacement-CCS		Regional Swap					

## HBP

Project ID	Project Number	Approval Level		2023	2024	2025	2026	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
32633	BROS-C016()--8J-16	TIP Approved	Total			\$750,000		\$750,000
Cedar County	On GREEN RD, Over ROCK RUN CR, S8 T80 R03		Federal Aid			\$750,000		\$750,000
	Bridge Replacement		Regional					
			Swap					
52340	BROS-C048(HA-3044)--5F-48	TIP Approved	Total			\$600,000		\$600,000
Iowa County	On V44, Over LITTLE BEAR CREEK, S28 T80 R12		Federal Aid			\$600,000		\$600,000
	Bridge Replacement-CCS		Regional					
			Swap					
45221	BROS-C052()--8J-52	TIP Approved	Total			\$670,000		\$670,000
Johnson County	On 120TH ST NE, Over STREAM, S9 T81 R05		Federal Aid			\$670,000		\$670,000
	Bridge Replacement		Regional					
			Swap					
47012	BROS-C057(167)--8J-57	TIP Approved	Total			\$1,100,000		\$1,100,000
Linn County	On WORCHESTER RD, Over MORGAN CREEK, S22 T83 R08	1/22/2025	Federal Aid			\$1,100,000		\$1,100,000
	Bridge Replacement		Regional					
			Swap					
47031	BROS-C057(168)--8J-57	TIP Approved	Total			\$1,800,000		\$1,800,000
Linn County	On ROSEDALE RD, Over INDIAN CREEK, S20 T83 R06	2/18/2025	Federal Aid			\$1,800,000		\$1,800,000
	Bridge Replacement		Regional					
			Swap					
38963	BROS-C092()--5F-92	TIP Approved	Total			\$500,000		\$500,000
Washington County	On 110TH ST, Over DEER CREEK		Federal Aid			\$500,000		\$500,000
	Bridge Replacement, Grading		Regional					
			Swap					
14732	BRS-C006()--60-06	TIP Approved	Total			\$375,000		\$375,000
Benton County	On V 66, Over MUD CREEK, S21 T84 R11		Federal Aid			\$300,000		\$300,000
	RCB Culvert Replacement - Twin Box		Regional					
			Swap			\$75,000		\$75,000
52640	BRF-151()--38-48	TIP Approved	Total				\$1,960,000	\$1,960,000
Iowa Department of Transportation	US151: Iowa River Overflow 1.6 mi S of IA 220		Federal Aid				\$1,568,000	\$1,568,000
	Bridge Deck Overlay		Regional					
			Swap					
52648	BRF-151()--38-48	TIP Approved	Total				\$1,180,000	\$1,180,000
Iowa Department of Transportation	US151: Iowa River 1.0 mi N of N Jct US 6		Federal Aid				\$944,000	\$944,000
	Bridge Deck Overlay		Regional					
			Swap					

## HBP

Project ID	Project Number	Approval Level		2023	2024	2025	2026	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
32705	BROS-C006()--8J-06	TIP Approved	Total				\$675,000	\$675,000
Benton County	On 21 AVE DR, Over MUD CREEK, S13 T84 R11		Federal Aid				\$675,000	\$675,000
	Bridge Replacement		Regional					
			Swap					
25040	BROS-C006()--8J-06	TIP Approved	Total				\$375,000	\$375,000
Benton County	On 33 AVE, Over MORGAN CREEK, S36 T83 R09		Federal Aid				\$375,000	\$375,000
	RCB Culvert New - 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 New - Twin Box		Regional					
			Swap					
44628	BROS-C016()--8J-16	TIP Approved	Total				\$550,000	\$550,000
Cedar County	On CHARLES AVE, Over W BR WAPSINONOC CR, S20 T79 R04		Federal Aid				\$550,000	\$550,000
	Bridge Replacement		Regional					
			Swap					
51159	BROS-C092()--5F-92	TIP Approved	Total				\$700,000	\$700,000
Washington County	On HEMLOCK AVE, Over WEST FORK CROOKED CREEK		Federal Aid				\$700,000	\$700,000
	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
39582	BRS-C053()--60-53	TIP Approved	Total				\$4,000,000	\$4,000,000
Jones County	On CO RD X64, over WAPSIPINICON RIVER, S28 T83 R01		Federal Aid				\$2,000,000	\$2,000,000
	Pave, Pavement Widening, Bridge Replacement		Regional					
			Swap					



HSIP

Project ID	Project Number	Approval Level		2023	2024	2025	2026	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
52550	HSIPX-1())--3L-57	TIP Approved	Total	\$100,000				\$100,000
Iowa Department of Transportation	IA1: Business 30 SW Intersection in Mt Vernon		Federal Aid	\$90,000				\$90,000
	Pavement Markings		Regional Swap					
52630	HSIPX-151())--3L-53	TIP Approved	Total	\$1,000,000				\$1,000,000
Iowa Department of Transportation	US151: Old Dubuque Intersection in Anamosa		Federal Aid	\$900,000				\$900,000
	Pave		Regional Swap					

ILL

Project ID	Project Number	Approval Level		2023	2024	2025	2026	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
7274	ILL-C092(57)--92-92	TIP Approved	Total		\$6,500,000			\$6,500,000
Washington County	On W21, Over SKUNK RIVER, S10 T74 R09	12/20/2022	Federal Aid					
	Bridge Replacement		Regional Swap					
45143	ILL-C006())--92-06	TIP Approved	Total			\$2,000,000		\$2,000,000
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			\$300,000		\$300,000
Benton County	On V 40, Over BUCKEYE CREEK, S22 T82 R12		Federal Aid					
	Bridge Deck Overlay		Regional Swap					
45727	ILL-C016(114)--92-16	TIP Approved	Total			\$12,000,000		\$12,000,000
Cedar County	On F 44, Over CEDAR RIVER, S11 T79 R03	7/18/2023	Federal Aid					
			Regional Swap					
45851	ILL-C053(92)--92-53	TIP Approved	Total			\$5,800,000		\$5,800,000
Jones County	On LANDIS RD, Over WAPSIPINICON RIVER, S20 T84 R03	1/20/2027	Federal Aid					
	Bridge New		Regional Swap					
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					

## MISC

Project ID	Project Number	Approval Level		2023	2024	2025	2026	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
52391	FLAP-C052())--6L-52	TIP Approved	Total	\$1,300,000				\$1,300,000
Johnson County	On F20, Over BR IOWA RIVER, S21 T81 R07		Federal Aid	\$900,000				\$900,000
	Bridge Replacement		Regional Swap					

## NHPP

Project ID	Project Number	Approval Level		2023	2024	2025	2026	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
39193	IM-80())--13-16	TIP Approved	Total	\$661,000				\$661,000
Iowa Department of Transportation	I80: Co Rd Y26 and Co Rd Y30 Interchange Ramps		Federal Aid	\$594,900				\$594,900
	Pavement Rehab		Regional Swap					
38214	NHSX-92())--3H-92	TIP Approved	Total	\$21,615,000		\$267,000		\$21,882,000
Iowa Department of Transportation	IA92: E of US 218 to IA 70 in Columbus Junction		Federal Aid	\$17,292,000		\$213,600		\$17,505,600
	Culvert New, Right of Way		Regional Swap					
39172	IMX-380())--02-6	TIP Approved	Total			\$10,430,000	\$9,862,000	\$20,292,000
Iowa Department of Transportation	I380: IA 150 to Black Hawk Co		Federal Aid			\$9,387,000	\$8,875,800	\$18,262,800
	Pavement Rehab		Regional Swap					
48621	NHSX-30())--3H-16	TIP Approved	Total			\$2,797,000		\$2,797,000
Iowa Department of Transportation	US30: ECL Lisbon to WCL Mechanicsville		Federal Aid			\$2,237,600		\$2,237,600
	Pavement Rehab		Regional Swap					
48608	NHSX-30())--3H-16	TIP Approved	Total			\$5,022,000	\$11,370,000	\$16,392,000
Iowa Department of Transportation	US30: WCL Mechanicsville to WCL Stanwood		Federal Aid			\$4,017,600	\$9,096,000	\$13,113,600
	Pavement Widening, Pavement Rehab, Right of Way		Regional Swap					
38216	NHSX-30())--3H-6	TIP Approved	Total			\$227,000		\$227,000
Iowa Department of Transportation	US30: 11th Ave Dr to W Jct US 218		Federal Aid			\$181,600		\$181,600
	Culvert Replacement, Erosion Control		Regional Swap					
52612	IMX-80())--02-48	TIP Approved	Total				\$2,240,000	\$2,240,000
Iowa Department of Transportation	I80: Victor Rest Area 2.5 mi E of Co Rd V38 (WB)		Federal Aid				\$2,016,000	\$2,016,000
	Lighting, Traffic Signs		Regional Swap					

## PRF

Project ID	Project Number	Approval Level		2023	2024	2025	2026	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
45368	BRFN-150())--39-6	TIP Approved	Total	\$5,000	\$600,000			\$605,000
Iowa Department of Transportation	IA150: Prairie Creek 1.8 mi N of Co Rd V71		Federal Aid					
	Bridge Replacement, Right of Way		Regional					
			Swap					
52556	IMN-80())--0E-16	TIP Approved	Total	\$22,000	\$467,000			\$489,000
Iowa Department of Transportation	I80: Mitigation for Cedar Co I-80 Projects		Federal Aid					
	Wetland Mitigation		Regional					
			Swap					
38197	NHSN-1())--2R-53	TIP Approved	Total	\$557,000				\$557,000
Iowa Department of Transportation	IA1: Linn Co to US 151 at various locations		Federal Aid					
	Grading		Regional					
			Swap					
38055	NHSN-150())--2R-6	TIP Approved	Total	\$164,000				\$164,000
Iowa Department of Transportation	IA150: Curve W of Urbana near 31st Ave and 55th St		Federal Aid					
	Erosion Control		Regional					
			Swap					
52554	NHSN-92())--2R-92	TIP Approved	Total	\$1,430,000				\$1,430,000
Iowa Department of Transportation	IA92: Mitigation for IA 92 from E of US 218 to IA 70		Federal Aid					
	Wetland Mitigation		Regional					
			Swap					
39285	STPN-30())--2J-57	TIP Approved	Total	\$110,000				\$110,000
Iowa Department of Transportation	US30: IA 1 Interchange in Mount Vernon		Federal Aid					
	Traffic Signs		Regional					
			Swap					
52617	STPN-30())--2J-6	TIP Approved	Total	\$120,000				\$120,000
Iowa Department of Transportation	US30: Near US 218 Interchange		Federal Aid					
	Traffic Signs		Regional					
			Swap					
38168	STPN-80())--2J-16	TIP Approved	Total	\$160,000				\$160,000
Iowa Department of Transportation	I80: E of the Cedar River to W of Co Rd Y26		Federal Aid					
	Traffic Signs		Regional					
			Swap					
45364	BRFN-218())--39-6	TIP Approved	Total		\$695,000			\$695,000
Iowa Department of Transportation	US218: STREAM 0.1 mi E of Co Rd V61		Federal Aid					
	Culvert Replacement, Right of Way		Regional					
			Swap					

## PRF

Project ID	Project Number	Approval Level		2023	2024	2025	2026	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
39271	BRFN-6())--39-52	TIP Approved	Total		\$422,000			\$422,000
Iowa Department of Transportation	US6: Buffalo Creek 4.9 mi E of Co Rd W38		Federal Aid					
	Bridge Deck Overlay		Regional					
			Swap					
45315	IMN-80())--0E-16	TIP Approved	Total		\$859,000			\$859,000
Iowa Department of Transportation	I80: W IA 38/Co Rd X54 (Moscow Rd)		Federal Aid					
	Bridge Deck Overlay		Regional					
			Swap					
45349	IMN-80())--0E-48	TIP Approved	Total		\$8,258,000			\$8,258,000
Iowa Department of Transportation	I80: EB Rest Area near Victor		Federal Aid					
	Lighting, Traffic Signs		Regional					
			Swap					
48465	BRFN-13())--39-57	TIP Approved	Total			\$1,478,000		\$1,478,000
Iowa Department of Transportation	IA13: Wapsipinicon River in Central City		Federal Aid					
	Bridge Deck Overlay		Regional					
			Swap					
45385	BRFN-151())--39-53	TIP Approved	Total			\$2,175,000		\$2,175,000
Iowa Department of Transportation	US151: Kitty Creek 1.1 mi S of Co Rd X44 (SB)		Federal Aid					
	Bridge Replacement, Right of Way		Regional					
			Swap					
48449	IMN-380())--0E-6	TIP Approved	Total			\$897,000		\$897,000
Iowa Department of Transportation	I380: IA 150 Interchange (NB)		Federal Aid					
	Bridge Deck Overlay		Regional					
			Swap					
52704	IMN-80())--0E-48	TIP Approved	Total			\$4,500,000		\$4,500,000
Iowa Department of Transportation	I80: Victor Rest Area 2.5 mi E of Co Rd V38 (WB)		Federal Aid					
	Rest Area Improvement		Regional					
			Swap					
48562	BRFN-136())--39-53	TIP Approved	Total				\$332,000	\$332,000
Iowa Department of Transportation	IA136: 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				\$1,302,000	\$1,302,000
Iowa Department of Transportation	US151: Wapsipinicon River 1.4 mi S of IA 64 (NB)		Federal Aid					
	Bridge Deck Overlay		Regional					
			Swap					

## STBG

Project ID	Project Number	Approval Level		2023	2024	2025	2026	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
16834	RGPL-PA10()--ST-00	TIP Approved	<b>Total</b>	<b>\$322,500</b>	<b>\$115,000</b>	<b>\$120,000</b>	<b>\$120,000</b>	<b>\$677,500</b>
RPA 10	Region 10-ECICOG: Region 10 Planning		<b>Federal Aid</b>	\$258,000	\$92,000	\$96,000	\$100,000	<b>\$546,000</b>
	Trans Planning		<b>Regional Swap</b>	\$258,000	\$92,000	\$96,000	\$100,000	<b>\$546,000</b>
52730	STP-038-2(050)--2C-16	TIP Approved	<b>Total</b>	<b>\$2,000,000</b>				<b>\$2,000,000</b>
Tipton	In the city of Tipton, On IA 38, from South St N 0.65 miles to IA 130	1/18/2023	<b>Federal Aid</b>	\$2,000,000				<b>\$2,000,000</b>
	PCC Pavement - Grade and Replace		<b>Regional Swap</b>					
52594	STP-149()--2C-48	TIP Approved	<b>Total</b>	<b>\$3,161,000</b>				<b>\$3,161,000</b>
Iowa Department of Transportation	IA149: Keokuk Co Line to Co Rd V66		<b>Federal Aid</b>	\$2,528,800				<b>\$2,528,800</b>
	Pavement Rehab		<b>Regional Swap</b>					
52641	STP-64()--2C-53	TIP Approved	<b>Total</b>	<b>\$2,132,000</b>				<b>\$2,132,000</b>
Iowa Department of Transportation	IA64: US 151 to E Jct IA 38		<b>Federal Aid</b>	\$1,705,600				<b>\$1,705,600</b>
			<b>Regional Swap</b>					
38580	STP-S-C048(94)--5E-48	TIP Approved	<b>Total</b>	<b>\$2,000,000</b>				<b>\$2,000,000</b>
Iowa County	On V66, from 240th N 4 miles to 200th St	12/20/2022	<b>Federal Aid</b>	\$1,000,000				<b>\$1,000,000</b>
	HMA Resurfacing		<b>Regional Swap</b>					
36441	STP-S-C057(WALKER RD(D62))--5E-57	TIP Approved	<b>Total</b>	<b>\$2,208,000</b>				<b>\$2,208,000</b>
Linn County	On WALKER RD, from BETTY'S GROVE RD (W35) 4.7 miles to TROY MILLS RD (W45)	1/18/2023	<b>Federal Aid</b>	\$1,766,400				<b>\$1,766,400</b>
	Pave		<b>Regional Swap</b>					
35762	STP-S-TSF-C053(90)--5P-53	TIP Approved	<b>Total</b>	<b>\$1,750,000</b>				<b>\$1,750,000</b>
Jones County	On CO RD E34, from 400' south of 230TH AVE to City of Anamosa Corporate Limits	12/20/2022	<b>Federal Aid</b>	\$1,000,000				<b>\$1,000,000</b>
	Pave		<b>Regional Swap</b>					
52768	STP-U-8017()--70-06	TIP Approved	<b>Total</b>	<b>\$1,745,478</b>				<b>\$1,745,478</b>
Vinton	In the city of Vinton, On W 1ST ST, from K Avenue to R Avenue		<b>Federal Aid</b>	\$1,054,310				<b>\$1,054,310</b>
	PCC Pavement - Replace		<b>Regional Swap</b>	\$1,054,310				<b>\$1,054,310</b>
35908	STP-S-C016()--5E-16	TIP Approved	<b>Total</b>		<b>\$1,500,000</b>			<b>\$1,500,000</b>
Cedar County	On X54, from Muscatine County Line North 3.5 Miles to Interstate 80		<b>Federal Aid</b>		\$1,145,000			<b>\$1,145,000</b>
	Pavement Rehab		<b>Regional Swap</b>		\$1,145,000			<b>\$1,145,000</b>

## STBG

Project ID	Project Number	Approval Level		2023	2024	2025	2026	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
45219	STP-S-C052()--5E-52	TIP Approved	Total		\$2,406,250			\$2,406,250
Johnson County	On F67 (540th St SW), from County Line to Calkins Ave		Federal Aid		\$1,925,000			\$1,925,000
	Pavement Rehab/Widen		Regional Swap		\$1,925,000			\$1,925,000
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
37467	STP-S-C053()--5E-53	TIP Approved	Total			\$2,500,000		\$2,500,000
Jones County	On CO RD E28, from CO RD X28 to Buffalo Creek Bridge		Federal Aid			\$2,000,000		\$2,000,000
	Pave, Pavement Widening		Regional Swap					
37742	STP-S-C057(145)--5E-57	TIP Approved	Total			\$1,375,000		\$1,375,000
Linn County	On BURNETT STATION RD, from CITY OF ALBURNETT to HWY 13	1/22/2025	Federal Aid			\$1,040,000		\$1,040,000
	Pave		Regional Swap					
45105	STP-S-C092()--5E-92	TIP Approved	Total				\$1,775,000	\$1,775,000
Washington County	On Ginkgo Ave, from 170th Street N to Wellman		Federal Aid				\$1,400,000	\$1,400,000
	Pave		Regional Swap				\$1,400,000	\$1,400,000

## STBG-TAP

Project ID	Project Number	Approval Level		2023	2024	2025	2026	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
52769	TAP-U-C052()--8I-52	TIP Approved	Total	\$437,500				\$437,500
Johnson County Conservation Board	On US 6 E, Over SMALL NATURAL STREAM		Federal Aid	\$375,000				\$375,000
	Ped/Bike Development		Regional Swap	\$375,000				\$375,000
39441	TAP-U-C052(124)--8I-52	TIP Approved	Total	\$750,000				\$750,000
Johnson County Conservation Board	On Clear Creek Trail, from Half Moon Ave 2.5 miles to FW Kent Park	1/22/2031	Federal Aid	\$587,260				\$587,260
	Ped/Bike Development		Regional Swap	\$587,260				\$587,260
48691	TAP-U-C057()--8I-57	TIP Approved	Total	\$681,000				\$681,000
Linn County Conservation Board	from Secrist Rd. Parking Lot NE 1.2 miles to Paralta Rd.		Federal Aid	\$211,893				\$211,893
	Ped/Bike Paving, Ped/Bike Structures		Regional Swap	\$211,893				\$211,893

## SWAP-HBP

Project ID	Project Number	Approval Level		2023	2024	2025	2026	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
48714	BRM-6962(606)--8N-06	TIP Approved	Total	\$2,060,000				\$2,060,000
Shellsburg	In the city of Shellsburg, On Sells St, Over BEAR CREEK, S14 T84 R09	12/20/2022	Federal Aid	\$600,000				\$600,000
			Regional	\$600,000				\$600,000
	Work Not Assigned		Swap	\$1,000,000				\$1,000,000
1801	BROS-SWAP-C006(120)--SE-06	TIP Approved	Total	\$525,000				\$525,000
Benton County	55th ST: Over Pratt Creek, S36 T86 R11	9/20/2022	Federal Aid					
	Bridge Replacement-CCS		Regional					
			Swap	\$525,000				\$525,000
36374	BROS-SWAP-C016(113)--FE-16	TIP Approved	Total	\$750,000				\$750,000
Cedar County	On F51-Old Muscatine Road, Over OTTER CREEK, S25 T79 R02	11/15/2022	Federal Aid					
			Regional					
	Bridge Replacement		Swap	\$750,000				\$750,000
38669	BROS-SWAP-C016(115)--SE-16	TIP Approved	Total	\$500,000				\$500,000
Cedar County	On Taylor Ave., Over SUGAR CREEK, S29 T80 R01	11/15/2022	Federal Aid					
			Regional					
	Bridge Replacement		Swap	\$500,000				\$500,000
29496	BRS-SWAP-C006(108)--FF-06	TIP Approved	Total	\$650,000				\$650,000
Benton County	On D65, Over SPRING CREEK, S20 T86 R11	11/15/2022	Federal Aid					
			Regional					
	Grade and Pave, Bridge Replacement		Swap	\$650,000				\$650,000

## SWAP-HSIP

Project ID	Project Number	Approval Level		2023	2024	2025	2026	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
45952	HSIP-SWAP-C092(121)--FJ-92	TIP Approved	Total	\$98,000				\$98,000
Washington County	On W61, from G36 north to Riverside city limits, approximately 13.1 miles	11/15/2022	Federal Aid					
			Regional					
	Miscellaneous		Swap	\$88,000				\$88,000

## FY 2023-2026 Program of Transit Projects



## RPA 10

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2023	2024	2025	2026	Totals
6258 CorridorRides	5339 Submitted	Capital	Minivan VSS Unit # 219	Total	\$69,860				\$69,860
				FA	\$59,381				\$59,381
				DOT					
6285 CorridorRides	5339 Submitted	Capital	Minivan VSS Unit # 310	Total	\$69,860				\$69,860
				FA	\$59,381				\$59,381
				DOT					
6289 CorridorRides	5339 Submitted	Capital	Light Duty Bus (176" wb) VSS Unit # 332	Total	\$107,760				\$107,760
				FA	\$91,596				\$91,596
				DOT					
8850 CorridorRides	5339 Submitted	Capital	Light Duty Bus (138" wb) VSS Unit # 309	Total	\$99,340				\$99,340
				FA	\$84,439				\$84,439
				DOT					
8852 CorridorRides	5339 Submitted	Capital	Light Duty Bus (138" wb) VSS Unit # 400	Total	\$99,340				\$99,340
				FA	\$84,439				\$84,439
				DOT					
8853 CorridorRides	5339 Submitted	Capital	Light Duty Bus (138" wb) VSS Unit # 401	Total	\$99,340				\$99,340
				FA	\$84,439				\$84,439
				DOT					
8854 CorridorRides	5339 Submitted	Capital	Light Duty Bus (138" wb) VSS Unit # 342	Total	\$99,340				\$99,340
				FA	\$84,439				\$84,439
				DOT					
8855 CorridorRides	5339 Submitted	Capital	Light Duty Bus (138" wb) VSS Unit # 343	Total	\$99,340				\$99,340
				FA	\$84,439				\$84,439
				DOT					
8856 CorridorRides	5339 Submitted	Capital	Light Duty Bus (138" wb) VSS Unit # 486	Total	\$99,340				\$99,340
				FA	\$84,439				\$84,439
				DOT					
8857 CorridorRides	5339 Submitted	Capital	Light Duty Bus (138" wb) VSS Unit # 344	Total	\$99,340				\$99,340
				FA	\$84,439				\$84,439
				DOT					
8858 CorridorRides	5339 Submitted	Capital	Light Duty Bus (138" wb) VSS Unit # 484	Total	\$99,340				\$99,340
				FA	\$84,439				\$84,439
				DOT					
8859 CorridorRides	5339 Submitted	Capital	Light Duty Bus (138" wb) VSS Unit # 487	Total	\$99,340				\$99,340
				FA	\$84,439				\$84,439
				DOT					
8860 CorridorRides	5339 Submitted	Capital	Light Duty Bus (158" wb) VSS Unit # 483	Total	\$101,700				\$101,700
				FA	\$86,445				\$86,445
				DOT					

## RPA 10 (Cont.)

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2023	2024	2025	2026	Totals
8861 CorridorRides	5339 Submitted	Capital	Light Duty Bus (158" wb) VSS Unit # 341	Total	\$101,700				\$101,700
				FA	\$86,445				\$86,445
				DOT					
8862 CorridorRides	5339 Submitted	Capital	Light Duty Bus (176" wb) VSS Unit # 331	Total	\$107,760				\$107,760
				FA	\$91,596				\$91,596
				DOT					
8864 RPA 10	5339 Submitted	Capital	Medium Duty Bus (46L) Diesel,VSS	Total	\$350,450				\$350,450
				FA	\$297,883				\$297,883
				DOT					
1485 CorridorRides	5311 Submitted	Operations	General Operations/Maintenance/Administration	Total	\$2,729,200	\$2,739,200	\$2,749,200	\$2,759,200	\$10,976,800
				FA	\$660,000	\$670,000	\$680,000	\$690,000	\$2,700,000
				DOT					
1540 CorridorRides	5311 Submitted	Planning	RPA Transportation Planning	Total	\$175,000	\$175,000	\$175,000	\$187,000	\$712,000
				FA	\$140,000	\$140,000	\$140,000	\$150,000	\$570,000
				DOT					
3576 CorridorRides	5310 Submitted	Operations	General Operations/Maintenance/Contracted Service	Total	\$1,490,800	\$8,940,800	\$1,510,800	\$1,520,800	\$13,463,200
				FA	\$664,000	\$674,000	\$684,000	\$694,000	\$2,716,000
				DOT					
5446 CorridorRides	5339 Submitted	Capital	Light Duty Bus (176" wb) VSS Unit # 488	Total		\$96,500			\$96,500
				FA		\$82,025			\$82,025
				DOT					
5448 CorridorRides	5339 Submitted	Capital	Medium Duty Bus (29-32 ft.) VSS Unit # 267	Total		\$192,800			\$192,800
				FA		\$163,880			\$163,880
				DOT					
5449 CorridorRides	5339 Submitted	Capital	Medium Duty Bus (29-32 ft.) VSS Unit # 266	Total		\$192,800			\$192,800
				FA		\$163,880			\$163,880
				DOT					
5450 CorridorRides	5339 Submitted	Capital	Medium Duty Bus (29-32 ft.) VSS Unit # 265	Total		\$192,800			\$192,800
				FA		\$163,880			\$163,880
				DOT					
5451 CorridorRides	5339 Submitted	Capital	Medium Duty Bus (29-32 ft.) VSS Unit # 264	Total		\$192,800			\$192,800
				FA		\$163,880			\$163,880
				DOT					
5452 CorridorRides	5339 Submitted	Capital	Light Duty Bus (138" wb) VSS Unit # 345	Total		\$89,000			\$89,000
				FA		\$75,650			\$75,650
				DOT					
5453 CorridorRides	5339 Submitted	Capital	Light Duty Bus (138" wb) VSS Unit # 346	Total		\$89,000			\$89,000
				FA		\$75,650			\$75,650
				DOT					

## RPA 10 (Cont.)

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2023	2024	2025	2026	Totals
5454 CorridorRides	5339 Submitted	Capital	Light Duty Bus (176" wb) VSS Unit # 333	Total		\$90,500			\$90,500
				FA		\$76,925			\$76,925
				DOT					
5455 CorridorRides	5339 Submitted	Capital	Light Duty Bus (176" wb) VSS Unit # 311	Total		\$96,500			\$96,500
				FA		\$82,025			\$82,025
				DOT					
5771 CorridorRides	5339 Submitted	Capital	Light Duty Bus (158" wb) VSS Unit # 402	Total		\$91,100			\$91,100
				FA		\$77,435			\$77,435
				DOT					
5782 CorridorRides	5339 Submitted	Capital	Light Duty Bus (176" wb) VSS Unit # 335	Total		\$96,500			\$96,500
				FA		\$82,025			\$82,025
				DOT					
5783 CorridorRides	5339 Submitted	Capital	Light Duty Bus (176" wb) VSS Unit # 336	Total		\$96,500			\$96,500
				FA		\$82,025			\$82,025
				DOT					
5784 CorridorRides	5339 Submitted	Capital	Light Duty Bus (176" wb) VSS Unit # 337	Total		\$96,500			\$96,500
				FA		\$82,025			\$82,025
				DOT					
5789 CorridorRides	5339 Submitted	Capital	Light Duty Bus (138" wb) Unit # 347	Total		\$89,000			\$89,000
				FA		\$75,650			\$75,650
				DOT					
5797 CorridorRides	5339 Submitted	Capital	Light Duty Bus (176" wb) VSS Unit # 268	Total		\$96,500			\$96,500
				FA		\$82,025			\$82,025
				DOT					
5798 CorridorRides	5339 Submitted	Capital	Light Duty Bus (176" wb) VSS Unit # 269	Total		\$96,500			\$96,500
				FA		\$82,025			\$82,025
				DOT					
5808 CorridorRides	5339 Submitted	Capital	Light Duty Bus (158" wb) VSS Unit # 489	Total		\$91,100			\$91,100
				FA		\$77,435			\$77,435
				DOT					
5809 CorridorRides	5339 Submitted	Capital	Light Duty Bus (176" wb) VSS Unit # 490	Total		\$96,500			\$96,500
				FA		\$82,025			\$82,025
				DOT					
5776 CorridorRides	5339 Submitted	Capital	Light Duty Bus (158" wb) Unit # 312	Total			\$91,100		\$91,100
				FA			\$77,435		\$77,435
				DOT					
5777 CorridorRides	5339 Submitted	Capital	Light Duty Bus (158" wb) Unit # 313	Total			\$91,100		\$91,100
				FA			\$77,435		\$77,435
				DOT					

## RPA 10 (Cont.)

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2023	2024	2025	2026	Totals
6259 CorridorRides	5339 Submitted	Capital	Light Duty Bus (158" wb) Unit # 492	Total			\$96,280		\$96,280
				FA			\$81,838		\$81,838
				DOT					
6260 CorridorRides	5339 Submitted	Capital	Light Duty Bus (176" wb) VSS Unit # 493	Total			\$102,000		\$102,000
				FA			\$86,700		\$86,700
				DOT					
6262 CorridorRides	5339 Submitted	Capital	Medium Duty Bus (29-32 ft.) VSS Unit # 350	Total			\$203,920		\$203,920
				FA			\$173,332		\$173,332
				DOT					
6263 CorridorRides	5339 Submitted	Capital	Medium Duty Bus (29-32 ft.) VSS Unit # 351	Total			\$203,920		\$203,920
				FA			\$173,332		\$173,332
				DOT					
6286 CorridorRides	5339 Submitted	Capital	Minivan VSS Unit # 349	Total			\$58,189		\$58,189
				FA			\$49,461		\$49,461
				DOT					
6287 CorridorRides	5339 Submitted	Capital	Minivan VSS Unit # 440	Total			\$58,189		\$58,189
				FA			\$49,461		\$49,461
				DOT					
6288 CorridorRides	5339 Submitted	Capital	Minivan VSS Unit # 338	Total			\$58,189		\$58,189
				FA			\$49,461		\$49,461
				DOT					
6297 CorridorRides	5339 Submitted	Capital	Minivan VSS Unit # 403	Total			\$58,189		\$58,189
				FA			\$49,461		\$49,461
				DOT					
6298 CorridorRides	5339 Submitted	Capital	Minivan VSS	Total			\$58,189		\$58,189
				FA			\$49,461		\$49,461
				DOT					
6299 CorridorRides	5339 Submitted	Capital	Minivan VSS Unit # 405	Total			\$58,189		\$58,189
				FA			\$49,461		\$49,461
				DOT					

## Notice of Public Input/Hearing

In addition to distributing information via the ECICOG Express to nearly 300 organizations and local governments, the ECICOG 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.

## 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 and SWAP-STBG Process

CRDS 2040, the region's long range transportation plan was approved in 2017. CRDS 2040 notes that substantial transportation infrastructure needs exist around the entire region and that funding should be distributed throughout the region to accommodate these needs. An update to the long range transportation plan is currently underway. Although the plan isn't complete, the public input process has reiterated the desire for geographic equity of public funding. 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	\$155,921
Vinton	\$1,424,969
Washington	\$190,598

#### Counties

Benton	\$2,577,725
Cedar	\$824,631
Iowa	\$0
Johnson	\$0
Jones	\$1,018,716
Linn	\$710,588
Washington	\$311,332

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. If Iowa DOT concurs, approved regional STBG applications will be allowed to “swap” the federal funding for state funding. The full STBG Guidance is provided in Appendix C.

## ITAP

### Process

ITAP 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. The full ITAP Guidance is provided in Appendix D.

### 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. A copy of the Pre-Application Workshop slides is provided in Appendix E.

### 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

**ITAP** – Iowa Transportation Alternatives Program

**TIP**– Transportation Improvement Program

**TTAC** – Transportation Advisory Committee

## Appendix C – STBG Program Guidance

## **INTRODUCTION**

The Surface Transportation Block Grant (STBG) Program was authorized as part of the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) federal transportation act. The STBG program continued when MAP-21 was replaced with the Fixing America's Surface Transportation (FAST) Act in 2016. Each fiscal year, the Region 10 Regional Planning Affiliation (RPA) is designated by Iowa Department of Transportation to receive a portion of the STBG funds available to the State. These funds are available for related surface transportation projects and can be used to fund public transit through flexible funding regulations.

Programming of these funds is the responsibility of the RPA'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. The TTAC's resulting recommended priorities assists the Policy Committee in determining which projects should be selected to receive STBG funding in a given application cycle. The Policy Committee reserves the right to select projects to receive STBG funding as deemed necessary for the transportation system at any time. There may be circumstances where the outlined STBG process may not apply.

## **STBG FUNDING**

Under the FAST Act, the RPA has the ability to distribute federal STBG dollars. STBG funds can be used for road and bridge projects and can include trails/sidewalks along transportation facilities. Additionally, the region has access to a category of funds identified as "TAP Flex" funds that are available to fund either Transportation Alternatives Set-Aside or STBG eligible projects. In the RPA, these flexible funds are used for STBG-eligible projects.

### 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). All regions in the State are assumed to participate unless a region opts out of the program. The RPA Policy Committee participates in the Iowa Federal-Aid Swap Policy program. All Iowa STBG funds under the programming responsibility of RPA Policy Committee will be swapped from federal to state dollars. Swap funds are subject to all the requirements under this State policy.

## **PROJECT ELIGIBILITY**

STBG Applications submitted to the RPA 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.

### **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 boundaries, 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.

### **GEOGRAPHIC EQUITY**

Since 1995, the counties of Benton, Cedar, Iowa, Johnson, Jones, Linn, and Washington having been working together as the Region 10 Regional Planning Affiliation (RPA) to address regional transportation issues. The RPA is intent on ensuring funding equity between the participating jurisdictions.

#### Targets

In the early years of the RPA, 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. The RPA provided targets to the seven counties and three cities with a population greater than 5,000, based upon pre-ISTEA 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, the RPA 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 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 the RPAs funding limitations.
- 

On behalf of the RPA, 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, the RPA provides the following criteria for consideration, based on the goals and objectives outlined in the Comprehensive Regional Development Strategy (the region’s long range transportation plan):

- Maintenance of the existing system
- Service to traffic (volumes for program year and forecast year)
- Capacity improvement levels
- Reduction in system deficiencies
- Multi-jurisdictional nature of the projects
- Safety improvements
- Enhancement or maintenance of regional economic vitality

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 the TIP which is submitted to Iowa DOT by July 15.

## Appendix D – ITAP Program Guidance

## **Application Instructions for Region 10 RPA Iowa's Transportation Alternatives Program (TAP) Funds**

The Regional Planning Affiliation (RPA) for Region 10, including the counties of Benton, Cedar, Iowa, Johnson, Jones, Linn, and Washington, is currently accepting applications for regional TAP funding for projects occurring in federal fiscal years 2023, 2024, 2025, and 2026. Approximately \$206,000 in TAP funds are available for transportation projects of regional significance. However, all funding and regional approval of project applications is contingent upon the obligation federal funds.

All RPAs are required to use Iowa Department of Transportation's statewide TAP application. A copy of the form is available on the ECICOG website at [www.ecicog.org](http://www.ecicog.org)

- Prior to the submittal of an application **all applicants must participate in a pre-application workshop to be held on October 20, 2021 at 1:30 pm. To allow for social distancing, the workshop will be held via Zoom meeting. Contact Mary Rump at [mary.rump@ecicog.org](mailto:mary.rump@ecicog.org) to request an invite to the meeting.**

In addition, a short pre-application must be submitted to ECICOG by October 29, 2021. The pre-application will determine if the project meets program requirements and if so, ECICOG will authorize applicants to complete a full application.

- A full application must be submitted by December 15, 2021. Incomplete applications will not be accepted. All information submitted as part of this application, as well as any additional information requested by the RPA, will be used to evaluate the application
- An electronic copy of the completed application must be submitted. Information must be clear, concise, and accurate. The designated application form must be used. Additional pages should be attached to address the supplementary information requested by the region.
- The Certification section of this form must be completed by the political jurisdiction responsible for the maintenance and operation of the proposed project.
- Applicants may be asked to make a short presentation to the Regional Trails Advisory Committee in January 2022 as part of the application review process. The exact date and time of the meeting is yet to be determined.
- Submit the completed application and all attachments by December 15, 2021 @ 4:30 pm to:

**East Central Iowa Council of Governments  
700 16<sup>th</sup> Street NE, Suite 301  
Cedar Rapids, Iowa 52402**

**Or emailed to [mary.rump@ecicog.org](mailto:mary.rump@ecicog.org)**

**If there are questions, call (319) 365-9941.**

## PROJECT QUALIFICATIONS

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

Federal funding requires that TAP projects fit into one or more specific funding categories. The following link provides a complete listing of the funding categories:

[https://www.iowadot.gov/systems\\_planning/pdf/Statewide%20Transportation%20Alternatives%20Guidance.pdf](https://www.iowadot.gov/systems_planning/pdf/Statewide%20Transportation%20Alternatives%20Guidance.pdf). **Note, however, that the RPA prioritizes capital projects specified in the *Additional RPA Requirements* section.**

Project sponsors must be a state, county, or municipal governmental entity.

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 REQUIREMENTS

RPA 10 TAP projects should be limited to capital improvements in the following specific areas, 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 FAST Act are allowed to be submitted, but there would 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.

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%.

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

- 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.

Projects that would be competitive at the state level may be programmed for 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**

If a 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 the RPA:**

- **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**

Applications will be reviewed by the Regional Trails Advisory Committee at their January meeting to prepare a tentative recommendation for the Transportation Policy Committee. Tentatively approved projects will be included in the RPA'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.

### ***Application Review Criteria***

*Projects will be ranked and recommended for funding based on the following criteria:*

- ***Jurisdiction's Ability To Complete Project***
  - *Ability to meet federal requirements*
  - *Ability to meet programming timelines*
- ***Project Readiness***
  - *Status of matching funds*
  - *Public acceptance of project*
  - *Right of way constraints*
- ***Relationship to Transportation System***
  - *Ability to enhance safety*
  - *Connectivity to existing facilities*
  - *Enhancement to existing transportation system*
  - *Inclusion in state, regional, and local plans*
- ***Associated Benefits***
  - *Environmental and social impacts*
  - *Regional economic development impact*
  - *Regional tourism impact*
  - *Sustainability elements of project*
- ***Other***
  - *Cost in relation to public benefit*
  - *Involvement of multiple jurisdictions and other local partners (i.e. chambers of commerce, tourism & visitors bureau)*
  - *Predicted usage relative to population*

## Appendix E – Preapplication Workshop Presentation