The Region 10 FY 2020-2023 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 2020-2023 TIP

Submitted to the Iowa Department of Transportation 800 Lincoln Way Ames, Iowa 50010 July 15, 2019

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

Region 10 Regional Planning Affiliation
Resolution No. 2019-_____

ADOPTION OF THE REGION 10 FY 2020-2023 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 locally 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 2020-2023 Transportation Program.

Adopted this 27th day of June, 2019, and signed this 27th day of June, 2019 by the Policy Committee chairperson.

[Signatures]

[Signatures]
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 three pools of federal-aid to program towards projects: STBG, ITAP, and STBG-TAP-Flex. STBG-TAP-Flex funds are distributed to MPOs and RPAs and can be utilized for TAP-eligible projects and/or STBG-eligible projects. Annual funding target averages are $3,400,000 for STBG, $135,000 for Iowa’s TAP, and $209,000 for STBG-TAP-Flex.
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.

<table>
<thead>
<tr>
<th>Member</th>
<th>Representation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tracy Seeman</td>
<td>Benton County</td>
</tr>
<tr>
<td>Mitch McDonough</td>
<td>Benton County</td>
</tr>
<tr>
<td>Brad Gaul</td>
<td>Cedar County</td>
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<tr>
<td>Rob Fangmann</td>
<td>Cedar County</td>
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<td>Kevin Heitshusen</td>
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<tr>
<td>Vicki Pope</td>
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<td>Tom Brase</td>
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<td>Rod Sullivan</td>
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<td>Jon Zirkelbach</td>
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<td>Doug Herman</td>
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<tr>
<td>Darrin Gage</td>
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<tr>
<td>Les Beck</td>
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<tr>
<td>Bob Yoder</td>
<td>Washington County</td>
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<tr>
<td>Brent Hinson</td>
<td>Washington County</td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>Member</th>
<th>Representation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Myron Parizek</td>
<td>Benton County</td>
</tr>
<tr>
<td>Ben Vierling</td>
<td>Benton County</td>
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</tbody>
</table>
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
David Patterson  Washington County
Brent Hinson  Washington County

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

Regional Trails Advisory Committee

<table>
<thead>
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<th>Member</th>
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<tbody>
<tr>
<td>Randy Scheel</td>
<td>Benton County</td>
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<tr>
<td>Mark Pigenot</td>
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<td>Mike Dauber</td>
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<td>Matt Amelon</td>
<td>Iowa County</td>
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<td>Nick Amelon</td>
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<td>Brad Freidhog</td>
<td>Johnson County</td>
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<tr>
<td>Becky Soglin</td>
<td>Johnson County</td>
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<td>Brad Mormann</td>
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<td>Dusty Embree</td>
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<td>Randy Burke</td>
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<td>Ryan Schlader</td>
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<tr>
<td>Zach Rozmus</td>
<td>Washington County</td>
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<tr>
<td>Richard Young</td>
<td>Washington County</td>
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Passenger Transportation Advisory Committee

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<tr>
<td>Dana Burmeister</td>
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<td>Terri Andorf</td>
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<tr>
<td>Jon Bell</td>
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<td>Julie Tischuk</td>
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<td>Aaron Sandersfeld</td>
<td>Iowa County</td>
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<td>Marilyn Austin</td>
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<td>Tom Brase</td>
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<td>Mike Carberry</td>
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<tr>
<td>Kathy Koerperich</td>
<td>Jones County</td>
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<tr>
<td>Lucia Herman</td>
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<td>Tom Hardecopf</td>
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<td>Terry Bergen</td>
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<td>Cris Gaughan</td>
<td>Washington County</td>
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<tr>
<td>Bobbi Wolf</td>
<td>Washington County</td>
</tr>
</tbody>
</table>

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

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

<table>
<thead>
<tr>
<th></th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
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<tbody>
<tr>
<td>Unobligated Balance (Carryover)</td>
<td>16,475,442</td>
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<td>RPA 10 STBG TAP Flex Target</td>
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<td>Subtotal</td>
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<td>13,123,322</td>
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<td>Programmed STBG Funds</td>
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<td>$9,256,322</td>
<td>$5,626,567</td>
<td>$8,157,567</td>
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### Iowa's Transportation Alternatives Program (ITAP) Fiscal Constraint Table

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<th>2022</th>
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<td>Unobligated Balance (Carryover)*</td>
<td>769,844</td>
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### Funding Summary

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<td>HSIP</td>
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<td>24,000</td>
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<td>NHPP</td>
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<td>SWAP-STBG</td>
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<td>CHBG</td>
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<td>STBG</td>
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<td>STBG-TAP</td>
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### SWAP-Specific Funding Summary

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<td>SWAP-STBG</td>
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<td>3,550,000</td>
<td>3,650,000</td>
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<td>5,375,000</td>
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### Forecasted Non-Federal Aid Revenues***

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<thead>
<tr>
<th>Fiscal Year</th>
<th>County Road Funds Receipts</th>
<th>City Street Revenues</th>
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<tr>
<td>2020</td>
<td>$79,146,019</td>
<td>$30,758,979</td>
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<td>2021</td>
<td>$82,311,860</td>
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<td>2022</td>
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<td>2023</td>
<td>$89,028,508</td>
<td>$34,599,668</td>
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*** Inflated 4% per year based on FY 18 data.

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

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<th>Fiscal Year</th>
<th>County Operations and Maintenance</th>
<th>City Operations and Maintenance</th>
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<td>2020</td>
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<td>2022</td>
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<td>2023</td>
<td>$39,811,242</td>
<td>$13,336,808</td>
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</table>

*** Inflated 4% per year based on FY 18 data.

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

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<thead>
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<th>Fiscal Year</th>
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*** Inflated 4% per year based on FY 18 data.
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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 (or SWAP) and ITAP projects are noted on page 35. 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 2020
FY 2020-2023 Transportation Program of Projects
### RPA-10

#### 2020 - 2023 Transportation Improvement Program

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<th>Location</th>
<th>Funding Program</th>
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**PA NOTE:** Actual STP amount is $193,600.
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**Linn - 57**

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**Surface Transportation Block Grant Program**

**Region Wide - 00**

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**Benton - 06**

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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. 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:

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<tr>
<td>Linn</td>
<td>$1,035,932</td>
</tr>
<tr>
<td>Washington</td>
<td>$510,232</td>
</tr>
</tbody>
</table>

Applications are distributed 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 to the respective County Board of Supervisors for preliminary review and prioritization. County recommendations are reviewed by the TTAC and Policy Committee, however, 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.
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. During this application cycle, however, the RPA did not accept new ITAP applications while the regional ITAP process is being reworked. The Regional Trails Advisory Committee (RTAC) has been meeting throughout the year, with a plan to have a revised process in place by July 1, 2018.

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 (SWAP-HBP) 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 deficient. 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 Office of Public Transit (OPT). Assuming local matching funds are available, equipment is programmed once it reaches OPT’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. 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, including those eligible for SWAP-STBG. 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