

TRANSPORTATION **I**MPROVEMENT **P**ROGRAM

FOR FEDERAL FISCAL YEARS

2020 - 2023

ECIA **REGIONAL PLANNING AFFILIATION 8**

Final: June 27th, 2019

PREPARED BY

EAST CENTRAL INTERGOVERNMENTAL ASSOCIATION

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Disclaimer

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CAVEAT

The contents of this document reflect information given to ECIA by the various implementing agencies. This document does not constitute a standard, specification, or regulation.

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Abbreviations

AVL	Automatic Vehicle Locator
BRP	Bridge Replacement Program
BROS	Bridge Replacement Off-System
BRS	Bridge Replacement On System
DMATS	Dubuque Metropolitan Area Transportation Study
ECIA	East Central Intergovernmental Association
ESP	Economic Stimulus Project
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FM	Farm-to-Market
FTA	Federal Transit Administration
GO BONDS	General Obligation Bonds
HD Bus	Heavy Duty Bus
IBRCP	Innovative Bridge Research & Construction Program
Iowa DOT	Iowa Department of Transportation
ITS	Intelligent Transportation Systems
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
JARC	Job Access/Reverse Commute
LD Bus	Light Duty Bus
LOST	Local Option Sales Tax
LRTP	Long Range Transportation Plan
NHS	National Highway System
RISE	Revitalize Iowa's Sound Economy (IOWA DOT Grant/Loan Program)
ROW	Right of Way
RPA	Regional Planning Affiliation
RUTF	Road Use Tax Fund
Sec 3	FTA discretionary capital funds
Sec 18	FTA operating, capital, and planning funds
Sec 16	FTA capital and operating funds for non-profits
STBG	Surface Transportation Block Grant Program

STA	State Transit Assistance
STP	Surface Transportation Program
TA	Transportation Alternative
TAC	Technical Advisory Committee
TANF	Temporary Assistance for Needy Families
TEA-21	Transportation Equity Act for the 21 st Century
TIP	Transportation Improvement Program
TPWP	Transportation Planning Work Program

Introduction

The Federal Fiscal Year (FFY) 2020-2023 Transportation Improvement Program (TIP) for the East Central Intergovernmental Association Regional Planning Affiliation (RPA) is a four-year listing of federal aid eligible transportation projects selected by the various governmental agencies and by Regional Planning Affiliation (RPA) Policy Board for implementation. All transportation projects in the RPA Region using federal funds are to be included in the TIP. The TIP is prepared annually for the RPA Policy Board with input from the Technical Advisory Committee, Iowa Department of Transportation, and the general public. Prioritization of projects within a project year is determined by the implementing agencies. Prioritization of Long Range Transportation Plan projects on a year-to-year basis will be done by the RPA Policy Board in cooperation with the implementing agency.

RPA Membership and Governance

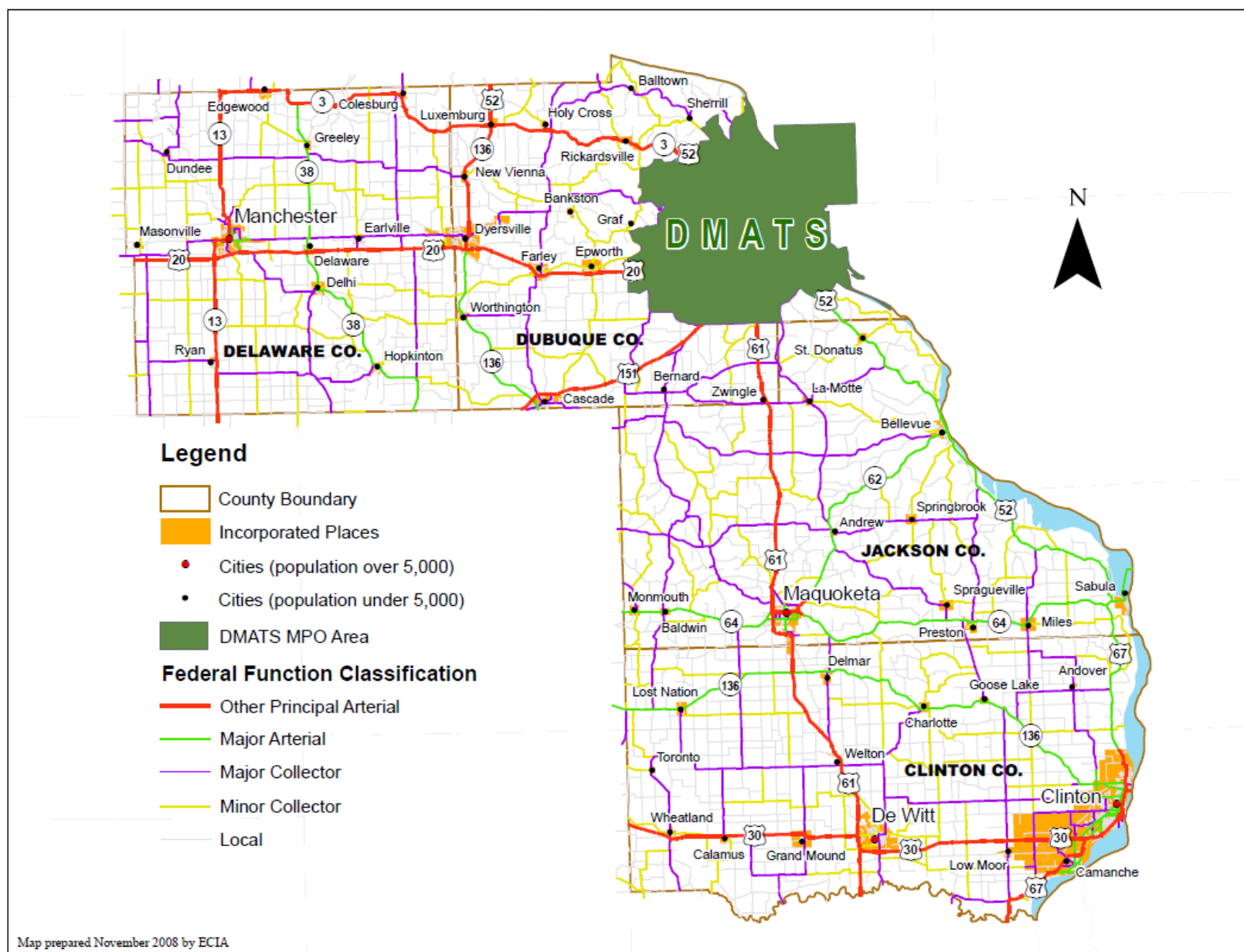
The East Central Intergovernmental Association Regional Planning Affiliation (RPA) membership is made up of 56 local cities and counties in a four-county area in eastern Iowa. All member jurisdictions have signed a 28E agreement to conduct transportation planning and the programming of federal transportation funds as determined by the Iowa Department of Transportation. The Dubuque Metropolitan Area Transportation Study (DMATS) area in greater Dubuque is excluded from the RPA because it is a separate transportation planning area. The DMATS region includes the Cities of Dubuque, Asbury, Sageville, Peosta, Centralia and Durango, as well as portions of Dubuque County.

The ECIA RPA is staffed by the East Central Intergovernmental Association, which has no formal membership on either the RPA Policy Board or the Technical Advisory Committee (TAC). At their request, the Iowa Department of Transportation, Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) are only advisory members of the RPA Policy Board and Tech advisory committee.

The 56-member local jurisdictions include four counties and four urban areas (population greater than 5,000). The four urban areas are the Cities of Clinton, DeWitt, Manchester, and Maquoketa. The total members of the ECIA RPA include:

<u>CLINTON</u>	<u>DELAWARE</u>	<u>DUBUQUE</u>	<u>JACKSON</u>
Clinton County	Delaware County	Dubuque County	Jackson County
Andover	Colesburg	Balltown	Andrew
Calamus	Delaware	Bankston	Baldwin
Camanche	Delhi	Bernard	Bellevue
Charlotte	Dundee	Cascade	LaMotte
Clinton	Earlville	Dyersville	Maquoketa
Delmar	Edgewood	Epworth	Miles
DeWitt	Greeley	Farley	Monmouth
Goose Lake	Hopkinton	Graf	Preston
Grand Mound	Manchester	Holy Cross	St. Donatus
Lost Nation	Masonville	Luxemburg	Sabula
Low Moor	Ryan	New Vienna	Spragueville
Toronto		Rickardsville	Springbrook
Welton		Sherrill	
Wheatland		Worthington	
		Zwingle	

MAP of Regional Planning Affiliation (RPA8)



RPA Organization and Management

The East Central Intergovernmental Association Regional Planning Affiliation was established on February 2, 1994 through the adoption of Articles of Agreement by the participating organizations in the region. It is one of the 18 RPA's in the state that were formed as part of the Iowa Department of Transportation's implementation of Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), particularly in regard to meeting the statewide planning and programming aspects of the legislation.

This cooperative, comprehensive, and continuing transportation planning process was established by an agreement between the state and local governments in compliance with the provisions of the ISTEA. The planning process is implemented through a committee structure. Committees forward their recommendations to the Policy Board for consideration and final action. At this time, the only standing committee is the Technical Advisory Committee, which was formed by the Policy Board at its first meeting on February 2, 1994. The Policy Board and Technical Advisory Committee's responsibilities are summarized below:

RPA Policy Board

The ECIA RPA is governed by a Board of twelve elected officials from the member jurisdictions. The Policy Board is responsible for establishing overall policy, making decisions related to transportation planning and project funding priorities, and monitoring the direction of studies of transportation conditions in the region. There is a Board member from each of the four counties, and a Board member from each of the four large urban areas. The remaining four Board members are from a non-urban city in each of the four counties which are elected by caucus every two years.

RPA Policy Board:

Clinton County		
Tom Determann (Supervisor) <i>Clinton County</i>	Mark Vulich <i>City of Clinton</i> Don Thiltgen (Chair) <i>(Mayor, City of DeWitt)</i>	Andrew Kida (City Administrator) <i>City of Camanche</i>
Delaware County		
Jeff Madlom (Supervisor)	Milt Kramer (Vice Chair)	Linda Gaul

<i>Delaware County</i>	<i>(Mayor, City of Manchester)</i>	<i>Delaware County</i>
Dubuque County		
Ann McDonough (Supervisor)	Shirley Helmsrich (Supervisor)	Mick Michel
<i>Dubuque County</i>	<i>RTA</i>	<i>City of Dyersville</i>
Jackson County		
Jack Willey (Supervisor)	Don Schwenker (Mayor)	Dave Heiar
	<i>City of Maquoketa</i>	<i>Jackson County Economic Alliance</i>
Ex officio (non-voting members)		
Mokhtee Ahmad (Admin)	Stu Anderson (Plng. & Prog)	Karen Bobo (Admin)
<i>FTA Reg. VII</i>	<i>Iowa DOT</i>	<i>FHWA, Iowa Div.</i>
<i>(Proxy Daniel Nguyen)</i>	<i>(Proxy Sam Shea)</i>	<i>(Proxy Darla Hugaboom)</i>

RPA 8 Technical Advisory Committee:

The Technical Advisory Committee consists of professional staff persons from the RPA member jurisdictions. The Technical Committee reviews, studies, and makes recommendations to the Policy Board related to technical issues affecting spending and study priorities.

COUNTIES	URBAN AREAS	Transit
Clinton County		
Todd Kinney, Chair	Jason Craft	Randy Zobrist
<i>County Engineer</i>	<i>City Engineer, Clinton</i>	<i>Executive Director, River Bend</i>
	Steve Lindner	Dennis Hart
	<i>City Administrator, DeWitt</i>	<i>Director, MTA</i>
Delaware County		
Anthony Bardgett	Timothy J. Vick, Vice Chair	
<i>County Engineer</i>	<i>City Manager, Manchester</i>	
Dubuque County		
Anthony Bardgett		Lori McKinley
<i>County Engineer</i>		<i>Director, RTA</i>
Jackson County		
Clark Schloz	Gerald Smith	
<i>County Engineer</i>	<i>City Manager, Maquoketa</i>	
Ex officio (non-voting members)		
Sam Shea, Iowa DOT	Darla Hugaboom	Daniel Nguyen, FTA Reg. VII
<i>District Planner, District 6</i>	<i>FHWA Iowa Division</i>	<i>Community Planner</i>
Randy Barton, Program Manager		
<i>Office of Public Transit, Iowa DOT</i>		

RPA Overall Goal

The Goal of the ECIA Regional Planning Affiliation is to further develop the transportation system with a vision toward improving safety, promoting economic development and improving the quality of life within the RPA Region with consideration being given to the various levels of political sub-divisions and to alternative forms of transportation such as transit, bicycles, and pedestrians.

Major Projects and Concerns within the RPA Region

1. Implementation of the U.S. 30/67 Corridor Improvements in the City of Clinton.
2. To improve U.S. 30 to 4 lanes from DeWitt west to Mount Vernon. This entire route is now shown in the state's long range plan as a 4-lane roadway.
3. Mississippi River Trail.
4. Freight movement through the region.

Annual Transportation Improvement Program

RPA staff, is required to develop a transportation improvement program for the Regional Planning Affiliation 8 (RPA 8) and is further required to provide citizens, affected public agencies, representatives of transportation agency employees, other affected employee representatives, private providers of transportation, and other interested parties with a reasonable opportunity to comment on the proposed program during the process.

The TIP is to have a listing of projects that are scheduled to be carried out within a 4-year period of when they were initially adopted into the RPA 8 TIP. The TIP will include a financial explanation of the improvement projects that detail how each will be implemented as well as an indication of what public and private resources can be expected to be made available to complete the transportation improvement.

Before the RPA 8 Policy Committee can approve any transportation improvement, it will provide citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, and other interested parties with reasonable notice of and an opportunity to comment on the proposed improvement.

The TIP Process will include the following steps:

- **RPA 8 staff will start developing the TIP in month of February following rules and regulations adopted by the Iowa DOT.**
- After the draft TIP is finished, it will be released for a 30-day public review process in June. RPA 8 staff will inform the public of the draft TIP's availability by sending notice to the organizations on the RPA 8 public participation process list and by publishing legal notices in local newspapers and ECIA website. These notices will be printed 4 -20 days before the scheduled meeting.
- **The public hearing will be held with the RPA 8 Policy Board meeting in June. The meeting will be opened for public input during the process.**
- After the final TIP is finished, it will be released for a 30-day public review process in July. RPA staff will inform the public of the final TIP's availability by sending notice to the organizations on the RPA 8 public participation process list and by publishing legal notices in local newspapers and ECIA website. These notices will be published 4 -20 days before the scheduled meeting.
- A public hearing is set for 9:00 AM on May 23, 2019 at East Central Intergovernmental Association (ECIA), 7600 Commerce Park, Dubuque, Iowa. Its purpose is to receive comments on the FY 2020-2023 Transportation Improvement Program (TIP) for the RPA 8 Area and to satisfy the Program of Projects (POP) public participation requirements of Regional Transit Authority 8 (RTA 8) and the City of Clinton, Municipal Transit Administration. Comments will be accepted through July 25, 2019. TIP information is available by contacting Chandra Ravada at (563)-556- 4166. Persons requiring special material or presentation format should contact Mr. Ravada on or before July 25, 2019.

The 2015 Fixing America's Surface Transportation Act (FAST Act) sets out the following guidelines for planning:

- Provide a transportation planning program addressing major highway, city street, county road, and transit system issues with emphasis on the requirements of the FAST ACT.
- Develop and implement a Long-Range Transportation Plan. Special emphasis should be placed on mainstreaming safety and maintenance of existing system in the Long-Range Transportation Plan and in the planning processes, which will result from the implementation of that plan.
- Stay current on efforts at the federal and state level to identify methods for streamlining the environmental process
- Assist local member jurisdictions and Iowa DOT in any corridor or subarea planning studies, which may be conducted.
- Provide support and technical assistance to local governments and particularly local transit agencies in the area of transportation system management.
- Develop strategies for transportation corridor preservation, road system continuity and spacing, and access control.
- Develop strategies for coordinating land use and transportation development.
- Maintenance of a program for increased citizen/public awareness and involvement in the transportation planning process. Compliance with Title VI of the Civil Rights Act will be accomplished.
- Continuation of a transportation improvement programming process that provides for selecting and prioritizing projects based on objective planning criteria and funding capabilities.

Failure to consider any one of the areas is not reviewable in court.

Status of Transportation Improvement Projects programmed in FFY 2019

Regional Planning Affiliation 9 (FY 2019-2022 Final Transportation Improvement Program)																							Project Status	
	FY 2019 (October 1, 2018 to September 30, 2019)					IOWA	FY 19				FY 20				FY 21				FY 22					
NO	Pgm	Sponsor	TPMS#	PN	Location	Type of Work	TOTAL	FA	RGNL	SWAP	TOTAL	FA	RGNL	SWAP	TOTAL	FA	RGNL	SWAP	TOTAL	FA	RGNL	SWAP	GRAND TOTAL	STATUS
1	HSIP	DOT-D06-RPA08	38257 HSIP-136()--3L-31		IA 136: NCL WORTHINGTON TO 15TH AVE SE IN DYERSVILLE	Pavement Rehab	\$ 1,800	\$ 1,525	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1,800	Authorized
2	NHPP	DOT-D06-RPA08	38223 NHSX--30()--3H-23		US 30: CO RD Y62 0.95 MI W OF US 61	Grade and Pave,Right of Way	\$ 3,800	\$ 3,040	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	3,800	Authorized
3	NHPP	DOT-D06-RPA08	38254 NHSX--3()--3H-31		IA 3: ECL OF LUXEMBURG TO TOLLGATE RD (CO RD Y13)	Grade and Pave,Erosion Control,Traffic Signs	\$ 300	\$ -	\$ -	\$ -	8,888	\$ 7,111	\$ -	\$ -	250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	9,438	On Going
4	NHPP	Maquoketa	38581 NHS-U-064(68)--8G-49		In the city of Maquoketa, On Platt St, from US 61 (Milepost 33.11) to to Iowa 62 (Milepost 34.89)	Pavement Rehab,Sanitary Sewer,Outside Services Engineering	\$ 7,845	\$ 3,820	\$ 1,318	\$ 1,318	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	7,845	Moved to FY 20
5	NHPP	DOT-D06-RPA08	38255 NHSX--3()--3H-31		IA 3: E JCT PFEILER RD TO 0.7 MI N OF BOY SCOUT RD	Grade and Pave,Erosion Control,Right of Way	\$ -	\$ -	\$ -	\$ -	215	\$ -	\$ -	\$ -	9,332	\$ 7,466	\$ -	\$ -	250	\$ -	\$ -	\$ -	9,797	On Going
6	PRF	DOT-D06-RPA08	38277 STPN--136()--2J-23		IA 136: 2.4 MI W OF US 67 TO CHARLOTTE	Culvert Replacement	\$ 1,923	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1,923	Moved to FY 20
7	PRF	DOT-D06-RPA08	38280 STPN--52()--2J-49		US 52: MISSISSIPPI RIVER TO US 67	Pavement Rehab	\$ 860	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	860	Done
8	PRF	DOT-D06-RPA08	37914 BRFN--30()--39-23		US 30: S 6TH AVE 1.5 MI E OF S JCT US 61 (EB & WB)	Bridge Deck Overlay	\$ 1,003	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1,003	Done
9	PRF	DOT-D06-RPA08	37915 BRFN--30()--39-23		US 30: MISSISSIPPI RIVER IN CLINTON (STATE SHARE)	Bridge Rehabilitation	\$ 420	\$ -	\$ -	\$ -	20	\$ -	\$ -	\$ -	20	\$ -	\$ -	\$ -	20	\$ -	\$ -	\$ -	480	Done
10	PRF	DOT-D06-RPA08	37917 BRFN--136()--39-23		IA 136: MISSISSIPPI RIVER IN CLINTON (STATE SHARE)	Bridge Painting	\$ 40	\$ -	\$ -	\$ -	40	\$ -	\$ -	\$ -	40	\$ -	\$ -	\$ -	40	\$ -	\$ -	\$ -	160	On Going
11	PRF	DOT-D06-RPA08	37952 BRFN--52()--39-49		US 52: MISSISSIPPI RIVER IN SABULA (STATE SHARE)	Bridge Painting	\$ 20	\$ -	\$ -	\$ -	20	\$ -	\$ -	\$ -	20	\$ -	\$ -	\$ -	20	\$ -	\$ -	\$ -	80	On Going
12	PRF	DOT-D06-RPA08	38058 NHSN--3()--2R-31		IA 3: TOLLGATE RD (CO RD Y13) TO E JCT PFEILER RD	Erosion Control	\$ 9,758	\$ 8,548	\$ -	\$ -	250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	10,008	Authorized
13	PRF	DOT-D06-RPA08	38187 NHSN--3()--2R-31		IA 3: 1.0 MI NW OF DURANGO	Rip Rap	\$ 68	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	68	Done
14	PRF	Manchester	35683 NHSN-013-2(44)--2R-28		ON HWY13,from N 13th Street to Honey Creek bridge,from Honey Creek bridge to Intersection of HWY 13 and West Main St from Intersection of HWY 13 and West	Pavement Rehab	\$ -	\$ -	\$ -	\$ -	1,000	\$ -	800	\$ 800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1,000	On Schedule
15	PRF	DOT-D06-RPA08	37954 BRFN--62()--39-49		IA 62: MAQUOKETA RIVER 1.1 MI E OF IA 64	Bridge Deck Overlay	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	775	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	775	On Schedule
16	PRF	DOT-D06-RPA08	37921 BRFN--20()--39-28		US 20: CO RD X15/180TH AVE 1.2 MI E OF IA 13	Bridge Deck Overlay	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	388	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	388	On Schedule
17	PRF	DOT-D06-RPA08	37922 BRFN--38()--39-28		IA 38: ALLISON CREEK 0.3 MI S OF CO RD X35	Bridge Deck Overlay	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	233	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	233	On Schedule
18	PRF	DOT-D06-RPA08	37916 BRFN--30()--39-23		US 30: UP RR 5.8 MI E OF S JCT US 61 (EB & WB)	Bridge Deck Overlay	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1,320	\$ -	\$ -	\$ -	1,320	On Schedule
19	PRF	DOT-D06-RPA08	37953 BRFN--52()--39-49		US 52: MISSISSIPPI RIVER IN SABULA (STATE SHARE)	Bridge Deck Overlay	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	600	\$ -	\$ -	\$ -	600	On Schedule
20	STBG	Jackson CCB	37368 TAP-R-C049(076)--8T-49		On Rivervue Trail, from From Intersection of 395th Ave and existing trail to Spruce Creek Campground	Ped/Bike Grade & Pave	\$ 490	\$ 100	\$ 100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	490	Dropped
21	STBG	DOT-D06-RPA08	38262 STP--52()--2C-49		US 52: HIGH ST IN BELLEVUE TO DUBUQUE CO	Pavement Rehab	\$ 3,465	\$ 2,772	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	3,465	Done
22	STBG	RPA-08	478 RGPL-PA08(RTP)--ST-00		On ECIA Transportation Planning	Trans Planning	\$ 65	\$ 52	\$ 52	\$ -	65	\$ 52	\$ 52	\$ -	65	\$ 52	\$ 52	\$ -	65	\$ 52	\$ 52	\$ -	260	Authorized
23	STBG-TAP	Dyersville	38339 TAP-R-2160(616)--8T-31		In the city of Dyersville, On Dyersville Park connection , from Westside Park to Arbor Court Drive	Grade and Pave,Bridge Deck Overlay	\$ 732	\$ 250	\$ 250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	732	Authorized
24	STBG-TAP	Jackson CCB	37365 TAP-R-C049(75)--8T-49		On Hurstville Trail Phase 3, from Hurstville Interpretive Center to Hurstville Road	Ped/Bike Grade & Pave	\$ 149	\$ 100	\$ 100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	149	Dropped
25	STBG-TAP	Grand Mound	38341 TAP-R-3032()--8T-23		In the city of Grand Mound, Grand Mound Ball Park Recreational trail, from City Hall to Destinations within the Park	Ped/Bike Grade & Pave	\$ -	\$ -	\$ -	\$ -	154	\$ 123	\$ 123	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	154	On Schedule
26	SWAP-HBP	Jackson CRD	36540 BROS-SWAP-C049(73)--SE-49		On 297th Avenue, S24 T85 R3 PE2488	Bridge Replacement	\$ 450	\$ -	\$ -	450	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	450	Will be authorized in FY 19
27	SWAP-HBP	Dubuque CRD	38410 BROS-SWAP-C031(99)--SE-31		On Bierman Road, on WLINE S24 T88N R1W	Bridge Replacement	\$ 300	\$ -	\$ -	300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	300	Will be authorized in FY 19

Regional Planning Affiliation 9 (FY 2019-2022 Final Transportation Improvement Program)																							Project Status		
	FY 2019 (October 1, 2018 to September 30, 2019)					IOWA	FY 19				FY 20				FY 21				FY 22						
NO	Pgm	Sponsor	TPMS#	PN	Location	Type of Work	TOTAL	FA	RGNL	SWAP	TOTAL	FA	RGNL	SWAP	TOTAL	FA	RGNL	SWAP	TOTAL	FA	RGNL	SWAP	GRAND TOTAL	STATUS	
28	SWAP-HBP	Dubuque CRD	38411	BROS-SWAP-C031(100)--SE-31	On Olde Worthington Road , in NE S17 T88N R2W	Bridge Replacement	\$ 300	\$ -	\$ -	\$ 300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	300	Will be authorized in FY 19	
29	SWAP-HBP	Jackson CRD	20486	BROS-SWAP-C049(72)--FE-49	On 35th St Over Prairie Creek	Bridge Replacement	\$ 600	\$ -	\$ -	\$ 600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	600	Will be authorized in FY 19	
30	SWAP-HBP	Delaware CRD	23527	BROS-SWAP-C028(93)--SE-28	Pioneer Rd: Hwy 38 W 0.25 MI	Bridge Replacement	\$ 350	\$ -	\$ -	\$ 350	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	350	Authorized	
31	SWAP-HBP	Clinton CRD	23557	BROS-SWAP-C023(112)--SE-23	340th Ave: Over creek	Bridge Replacement	\$ 400	\$ -	\$ -	\$ 400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	400	Will be authorized in FY 19	
32	SWAP-HBP	Dubuque CRD	37078	BROS-SWAP-C031(92)--SE-31	On Buncombe Road	Bridge Replacement	\$ 300	\$ -	\$ -	\$ 300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	300	Will be authorized in FY 19	
33	SWAP-HBP	Dubuque CRD	37080	BROS-SWAP-C031(93)--SE-31	On Bierman Road	Bridge Replacement	\$ 300	\$ -	\$ -	\$ 300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	300	Will be authorized in FY 19	
34	SWAP-HBP	Dubuque CRD	37084	BROS-SWAP-C031(101)--SE-31	On Christoph Road, in SW S19 T89N R2W	Bridge Replacement	\$ 500	\$ -	\$ -	\$ 500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	500	Will be authorized in FY 19	
35	SWAP-HBP	Dubuque CRD	37300	BROS-SWAP-C031(94)--SE-31	On Arendsdoef Road, in SW S25 T87N R2E	Bridge Replacement	\$ 300	\$ -	\$ -	\$ 300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	300	Will be authorized in FY 19	
36	SWAP-HBP	Dubuque CRD	37301	BROS-SWAP-C031(95)--FE-31	On Olde Worthington Road , in SE S17 T88N R2W	Bridge Replacement	\$ 300	\$ -	\$ -	\$ 300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	300	Will be authorized in FY 19	
37	SWAP-HBP	Clinton CRD	36143	BHS-SWAP-C023()-FC-23	On Y52, Over DRAINAGE DITCH 5, S1 T80 RE2	Bridge Deck Overlay	\$ -	\$ -	\$ -	\$ -	200	\$ -	\$ -	200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	200	On Schedule	
38	SWAP-HBP	Dubuque CRD	37088	BROS-SWAP-C031(106)--FE-31	On Simon Road, in NE S26 T87N R1W	Bridge Replacement	\$ -	\$ -	\$ -	\$ -	600	\$ -	\$ -	600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	600	On Schedule	
39	SWAP-HBP	Jackson CRD	35331	BROS-SWAP-C049(78)--FE-49	On Highbridge Rd, Over unnamed creek, from bridge TDM 0405 to bridge, S4 T87 R4	Bridge Replacement	\$ -	\$ -	\$ -	\$ -	375	\$ -	\$ -	375	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	375	On Schedule	
40	SWAP-HBP	Jackson CRD	32808	BROS-SWAP-C049(66)--FE-49	Bellevue bridge Replacement BEL 0626	Bridge Replacement	\$ -	\$ -	\$ -	\$ -	300	\$ -	\$ -	300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	300	On Schedule	
41	SWAP-HBP	Dubuque CRD	34746	BROS-SWAP-C031(103)--FE-31	On Gun Club Road, in SE S35 T89N R1W	Bridge Replacement	\$ -	\$ -	\$ -	\$ -	600	\$ -	\$ -	600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	600	On Schedule	
42	SWAP-HBP	Jackson CRD	37745	BROS-SWAP-C049()-SE-49	On 400th Street, Over Lux Creek, S2 T87N R3E	Bridge Replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	450	\$ -	\$ -	450	\$ -	\$ -	\$ -	\$ -	450	On Schedule	
43	SWAP-HBP	Dubuque CRD	37106	BROS-SWAP-C031()-SE-31	On Fishpond Road, in SW S34 T89N R1W	Bridge Replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	300	\$ -	\$ -	300	\$ -	\$ -	\$ -	\$ -	300	On Schedule	
44	SWAP-HBP	Dubuque CRD	37302	BROS-SWAP-C031()-FE-31	On Clear Creek Road, in W1/4 S14 T90N R2W	Bridge Replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	300	\$ -	\$ -	300	\$ -	\$ -	\$ -	\$ -	300	On Schedule	
45	SWAP-HBP	Delaware CRD	26844	BROS-SWAP-C028(95)--SE-28	On 285th Street , from 110th Ave East 0.2 Miles, S5 T87 R6	Bridge Replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	500	\$ -	\$ -	500	\$ -	\$ -	\$ -	\$ -	500	On Schedule	
46	SWAP-HBP	Clinton CRD	35155	BROS-SWAP-C023(xx)--FE-23	On F21, Over BARBER CREEK, S32 T81 RE3	Bridge Replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	500	\$ -	\$ -	500	\$ -	\$ -	\$ -	\$ -	500	On Schedule	
47	SWAP-HBP	Jackson CRD	35332	BROS-SWAP-C049()-FE-49	On 475th Avenue, Over Unnamed creek, S35 T86 R5	Bridge Replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	350	\$ -	\$ -	350	\$ -	\$ -	\$ -	\$ -	350	On Schedule	
48	SWAP-HBP	Jackson CRD	36548	BROS-SWAP-C049()-SE-49	On 49th Street, Over Creek, S18 T84 R1	Bridge Replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	450	\$ -	\$ -	450	\$ -	450	On Schedule
49	SWAP-HBP	Jackson CRD	36550	BROS-SWAP-C049()-FE-49	On 208th Street, S35 T86 R2	Bridge Replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	300	\$ -	\$ -	300	\$ -	300	On Schedule
50	SWAP-HBP	Dubuque CRD	37304	BROS-SWAP-C031()-FE-31	On Graf Road, in NE S20 T89N R1E	Bridge Replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	300	\$ -	\$ -	300	\$ -	300	On Schedule
51	SWAP-HBP	Clinton CRD	36148	BHS-SWAP-C023()-FC-23	On Y4E, Over YANKEE RUN CREEK, S15 T81 RE1	Bridge Deck Overlay	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	200	\$ -	\$ -	200	\$ -	200	On Schedule
52	SWAP-HBP	Clinton CRD	36188	BHS-SWAP-C023()-FC-23	On Y68, Over WAPSI RIVER OVERFLOW, S31 T81 RE4	Bridge Replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1,000	\$ -	\$ -	1,000	\$ -	1,000	On Schedule
53	SWAP-HSIP	Clinton CRD	37611	HSIP-SWAP-C023(117)--FJ-23	On Y-68, from DeWitt city limits 1.98 Miles to County Line	Pave	\$ 377	\$ -	\$ -	\$ 377	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	377	Will be authorized in FY 19	
54	SWAP-STBG	Dubuque CRD	35684	STBG-SWAP-C031(96)--FG-31	On Tollgate Rd, from HWY 52 to Clayton County Line	Pavement Rehab	\$ 1,750	\$ -	\$ 1,750	\$ 1,750	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1,750	Authorized	

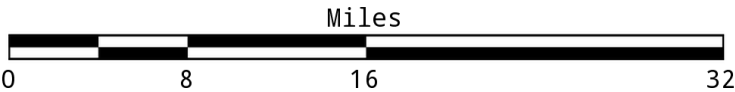
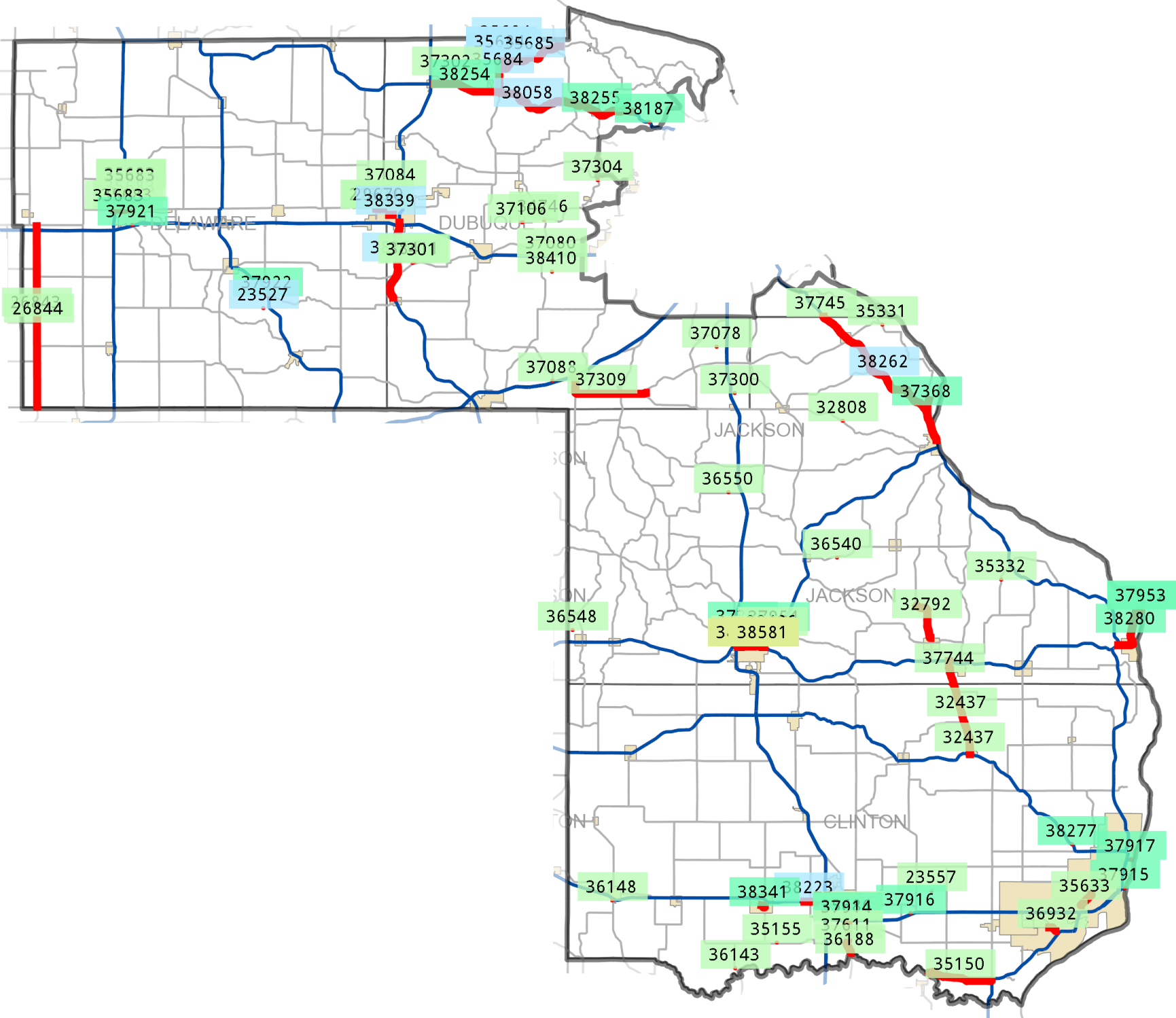
Regional Planning Affiliation 9 (FY 2019-2022 Final Transportation Improvement Program)																							Project Status	
	FY 2019 (October 1, 2018 to September 30, 2019)					IOWA	FY 19				FY 20				FY 21				FY 22					
NO	Pgm	Sponsor	TPMS#	PN	Location	Type of Work	TOTAL	FA	RGNL	SWAP	TOTAL	FA	RGNL	SWAP	TOTAL	FA	RGNL	SWAP	TOTAL	FA	RGNL	SWAP	GRAND TOTAL	STATUS
55	SWAP-STBG	Dubuque CRD	35685 STBG-SWAP-C031(97)--FG-31		On Ridge rd, from Tollgate rd to N Buena Vista rd	Pavement Rehab	\$ 1,750	\$ -	\$ 1,750	\$ 1,750	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1,750	Authorized
56	SWAP-STBG	Dyersville	22304 STBG-SWAP-2160(615)--SG-28		In the City of Dyersville, X49 and 1st Avenue West: Intersection of X49 and 1st Avenue West	Pavement Rehab	\$ 524	\$ -	\$ 524	\$ 524	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	524	Will be authorized in FY 19
57	SWAP-STBG	Dyersville	29670 STBG-SWAP-2160()-SG-28		In the city of Dyersville, On 1st Avenue West Bridge Deck Overlay, Over Bear Creek, from X49/332nd Ave to Beltline Rd.	Bridge Deck Overlay	\$ 386	\$ -	\$ 260	\$ 260	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	386	Project is dropped
58	SWAP-STBG	Clinton CRD	32437 STBG-SWAP-C023(111)--FG-23		On Z34, from Jackson County Line to City of Goose Lake, S5 T83 RE5	Pavement Rehab	\$ 1,850	\$ -	\$ 1,400	\$ 1,774	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1,850	Will be authorized in FY 19
59	SWAP-STBG	Clinton CRD	35150 STBG-SWAP-C023(xx)--FG-23		On Z30, from Wapsipinicon River to State Highway 67, S8 T80 RE5	Pavement Rehab	\$ -	\$ -	\$ -	\$ -	\$ 1,600	\$ -	\$ 1,100	\$ 1,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1,600	On Schedule
60	SWAP-STBG	Delaware CRD	26843 STBG-SWAP-C028()-FG-28		On Robinson Road, from Linn County Line North 12.0 Miles to 220th Street	Pave,Subdrains	\$ -	\$ -	\$ -	\$ -	\$ 3,018	\$ -	\$ 2,414	\$ 2,414	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	3,018	On Schedule
61	SWAP-STBG	De Witt	35686 STBG-SWAP-1855(618)--SG-23		In the city of De Witt, On S 6th Ave, from S 5th St to City Limits	Pavement Rehab	\$ -	\$ -	\$ -	\$ -	\$ 468	\$ -	\$ 468	\$ 468	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	468	On Schedule
62	SWAP-STBG	Maquoketa	35632 STBG-SWAP-4742()-SG-49		In the city of Maquoketa, On W Quarry St, from N 2nd Street to N Vermont	Pavement Rehab	\$ -	\$ -	\$ -	\$ -	\$ 723	\$ -	\$ 723	\$ 723	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	723	On Schedule
63	SWAP-STBG	Jackson CRD	32792 STBG-SWAP-C049()-FG-49		On Z20, from 2.5 miles north of Spragueville, IA north 3.5 miles Miles to Hwy 64	Pavement Rehab	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 975	\$ -	\$ 975	\$ 975	\$ -	\$ -	\$ -	\$ -	975	On Schedule
64	SWAP-STBG	Jackson CRD	37744 STBG-SWAP-C049()-FG-49		On Z34 (418th Avenue), from Hwy 64 1.56 Miles to Clinton County Line	Pavement Rehab	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 450	\$ -	\$ 450	\$ 450	\$ -	\$ -	\$ -	\$ -	450	On Schedule
65	SWAP-STBG	Camanche	36932 STBG-SWAP-1040()-SG-23		In the city of Camanche, On 9th Avenue, from Railroad to Anamosa Rd	Pavement Rehab	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 380	\$ -	\$ 303	\$ 303	\$ -	\$ -	\$ -	\$ -	380	On Schedule
66	SWAP-STBG	Clinton	35633 STBG-SWAP-1415()-SG-23		In the city of Clinton, On Manufacturing Drive , from Bluff Blvd to Rail road tracks	Pavement Rehab	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,256	\$ -	\$ 3,256	\$ 3,256	3,256	On Schedule
67	SWAP-STBG	Dubuque CRD	37309 STBG-SWAP-C031()-FG-31		On Higginsport Road	Pavement Rehab	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,750	\$ -	\$ 1,750	\$ 1,750	1,750	On Schedule

RPA 8 Final FY 2019-2022 Transportation Improvement Program Map

TPMS NUMBERS ON MAP
CORRESPOND WITH TPMS
NUMBERS ON SPREADSHEET

Prepared by ECIA 05-15-19
The preparation of this map was financed in part through federal funds provided by the U.S. Department of Transportation, Federal Highway Administration, and/or Federal Transit Administration.

11:43 AM, Wed, May 15, 2019



Generated by ICEASB Map Server (300 dpi)

Regional Planning Affiliation 9 (FY 2019-2022 Final Transportation Improvement Program)																			0			
	FY 2019 (October 1, 2018 to September 30, 2019)					IOWA			Region 8/RTA													
NO	Fund(s)	Sponsor	Transit #	Expense	Prj. Type	Obj. Type	Unit #	Desc	Add Ons	FY19_Ttd	FY20_Ttd	FY21_Ttd	FY22_Ttd	FY19_FA	FY20_FA	FY21_FA	FY22_FA	FY19_SA	FY20_SA	FY21_SA	FY22_SA	Status
1	STA, 5311	Region 8 / RTA	4406	Operations	Other	Other		Operations		\$ 687,219	\$ 704,528	\$ 722,702	\$ 666,585	\$ 346,180	\$ 363,489	\$ 381,663	\$ 325,546	\$ 341,039	\$ 341,039	\$ 341,039	\$ 341,039	TIP Approved
2	5339	Region 8 / RTA	4408	Capital	Replacement	Vehicle	Unit#: 114	Light Duty Bus (176" wb)	VSS	\$ 94,500	\$ -	\$ -	\$ -	\$ 75,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	- FTA Pre-Approved
3	5339	Region 8 / RTA	4822	Capital	Replacement	Vehicle	Unit#: 006	Light Duty Bus (176" wb)	VSS	\$ 94,500	\$ -	\$ -	\$ -	\$ 75,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	- FTA Pre-Approved
4	5339	Region 8 / RTA	4823	Capital	Replacement	Vehicle	Unit#: 005	Light Duty Bus (176" wb)	VSS	\$ 94,500	\$ -	\$ -	\$ -	\$ 75,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	- FTA Pre-Approved
5	5339	Region 8 / RTA	4824	Capital	Replacement	Vehicle	Unit#: 143	Light Duty Bus (176" wb)	VSS	\$ 94,500	\$ -	\$ -	\$ -	\$ 75,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	- FTA Pre-Approved
6	5339	Region 8 / RTA	4414	Capital	Replacement	Vehicle	Unit#: 9142	Light Duty Bus (176" wb)	VSS	\$ 94,500	\$ -	\$ -	\$ -	\$ 75,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	- FTA Pre-Approved
7	5339	Region 8 / RTA	4417	Capital	Replacement	Vehicle	Unit#: 960	Minivan	VSS	\$ 55,000	\$ -	\$ -	\$ -	\$ 44,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	- FTA Pre-Approved
8	5339	Region 8 / RTA	4415	Capital	Replacement	Vehicle	Unit#: 9144	Light Duty Bus (176" wb)	VSS	\$ -	\$ 94,500	\$ -	\$ -	\$ -	\$ 75,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	- FTA Pre-Approved
9	5339	Region 8 / RTA	3502	Capital	Replacement	Vehicle	Unit#: 9143	Light Duty Bus (176" wb)	VSS	\$ -	\$ 94,500	\$ -	\$ -	\$ -	\$ 75,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	- FTA Pre-Approved
10	5339	Region 8 / RTA	4825	Capital	Replacement	Vehicle	Unit#: 595	Minivan	VSS	\$ -	\$ 55,000	\$ -	\$ -	\$ -	\$ 46,750	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	- FTA Pre-Approved
11	5339	Region 8 / RTA	4409	Capital	Replacement	Vehicle	Unit#: 4484	Light Duty Bus (176" wb)	VSS	\$ -	\$ 94,500	\$ -	\$ -	\$ -	\$ 75,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	- FTA Pre-Approved
12	5339	Region 8 / RTA	4411	Capital	Replacement	Vehicle	Unit#: 113	Light Duty Bus (176" wb)	VSS	\$ -	\$ 94,500	\$ -	\$ -	\$ -	\$ 75,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	- FTA Pre-Approved
13	5339	Region 8 / RTA	3268	Capital	Replacement	Vehicle	Unit#: 998	Light Duty Bus (176" wb)	VSS	\$ -	\$ -	\$ 94,500	\$ -	\$ -	\$ -	\$ 75,600	\$ -	\$ -	\$ -	\$ -	\$ -	- FTA Pre-Approved
14	5339	Region 8 / RTA	3269	Capital	Replacement	Vehicle	Unit#: 440	Light Duty Bus (176" wb)	VSS	\$ -	\$ -	\$ 94,500	\$ -	\$ -	\$ -	\$ 75,600	\$ -	\$ -	\$ -	\$ -	\$ -	- FTA Pre-Approved
15	5339	Region 8 / RTA	3270	Capital	Replacement	Vehicle	Unit#: 999	Light Duty Bus (176" wb)	VSS	\$ -	\$ -	\$ 94,500	\$ -	\$ -	\$ -	\$ 75,600	\$ -	\$ -	\$ -	\$ -	\$ -	- FTA Pre-Approved
16	5339	Region 8 / RTA	3271	Capital	Replacement	Vehicle	Unit#: 348	Light Duty Bus (176" wb)	VSS	\$ -	\$ -	\$ 94,500	\$ -	\$ -	\$ -	\$ 75,600	\$ -	\$ -	\$ -	\$ -	\$ -	- FTA Pre-Approved
17	5339	Region 8 / RTA	3272	Capital	Replacement	Vehicle	Unit#: 4483	Light Duty Bus (176" wb)	VSS	\$ -	\$ -	\$ 94,500	\$ -	\$ -	\$ -	\$ 75,600	\$ -	\$ -	\$ -	\$ -	\$ -	- FTA Pre-Approved
18	5339	Region 8 / RTA	3274	Capital	Replacement	Vehicle	Unit#: 485	Light Duty Bus (176" wb)	VSS	\$ -	\$ -	\$ 94,500	\$ -	\$ -	\$ -	\$ 75,600	\$ -	\$ -	\$ -	\$ -	\$ -	- FTA Pre-Approved
19	5339	Region 8 / RTA	3275	Capital	Replacement	Vehicle	Unit#: 486	Light Duty Bus (176" wb)	VSS	\$ -	\$ -	\$ 94,500	\$ -	\$ -	\$ -	\$ 75,600	\$ -	\$ -	\$ -	\$ -	\$ -	- FTA Pre-Approved
20	5339	Region 8 / RTA	4826	Capital	Replacement	Vehicle	Unit#: 773	Minivan	VSS	\$ -	\$ -	\$ -	\$ 55,000	\$ -	\$ -	\$ -	\$ 46,750	\$ -	\$ -	\$ -	\$ -	- FTA Pre-Approved
21	5339	Region 8 / RTA	4827	Capital	Replacement	Vehicle	Unit#: 328	Minivan	VSS	\$ -	\$ -	\$ -	\$ 55,000	\$ -	\$ -	\$ -	\$ 46,750	\$ -	\$ -	\$ -	\$ -	- FTA Pre-Approved
22	5339	Region 8 / RTA	4828	Capital	Replacement	Vehicle	Unit#: 684	Minivan	VSS	\$ -	\$ -	\$ -	\$ 55,000	\$ -	\$ -	\$ -	\$ 46,750	\$ -	\$ -	\$ -	\$ -	- FTA Pre-Approved
23	5339	Region 8 / RTA	4829	Capital	Replacement	Vehicle	Unit#: 607	Minivan	VSS	\$ -	\$ -	\$ -	\$ 55,000	\$ -	\$ -	\$ -	\$ 46,750	\$ -	\$ -	\$ -	\$ -	- FTA Pre-Approved
24	5339	Region 8 / RTA	4830	Capital	Replacement	Vehicle	Unit#: 302	Light Duty Bus (176" wb)	VSS	\$ -	\$ -	\$ -	\$ 96,500	\$ -	\$ -	\$ -	\$ 82,025	\$ -	\$ -	\$ -	\$ -	- FTA Pre-Approved
25	5339	Region 8 / RTA	4831	Capital	Replacement	Vehicle	Unit#: 303	Light Duty Bus (176" wb)	VSS	\$ -	\$ -	\$ -	\$ 96,500	\$ -	\$ -	\$ -	\$ 82,025	\$ -	\$ -	\$ -	\$ -	- FTA Pre-Approved
26	5339	Region 8 / RTA	4832	Capital	Replacement	Vehicle	Unit#: 316	Light Duty Bus (176" wb)	VSS	\$ -	\$ -	\$ -	\$ 96,500	\$ -	\$ -	\$ -	\$ 82,025	\$ -	\$ -	\$ -	\$ -	- FTA Pre-Approved
27	5339	Region 8 / RTA	4007	Capital	Replacement	Vehicle	Unit#: 983	Light Duty Bus (176" wb)	VSS	\$ -	\$ -	\$ -	\$ 94,500	\$ -	\$ -	\$ -	\$ 75,600	\$ -	\$ -	\$ -	\$ -	- FTA Pre-Approved
28	5339	Region 8 / RTA	4008	Capital	Replacement	Vehicle	Unit#: 984	Light Duty Bus (176" wb)	VSS	\$ -	\$ -	\$ -	\$ 94,500	\$ -	\$ -	\$ -	\$ 75,600	\$ -	\$ -	\$ -	\$ -	- FTA Pre-Approved
29	PTIG	Region 8 / RTA	4779	Capital	Expansion	Other		Bus Facility		\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400,000	\$ -	\$ -	\$ -	- FTA Pre-Approved
30	ITS	Region 8 / RTA	4834	Operations	Replacement	Other		Update 2-way radio system		\$ 82,000	\$ -	\$ -	\$ -	\$ 65,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	- FTA Pre-Approved
31	ITS	Region 8 / RTA	4836	Operations	Replacement	Other		Update Tablets		\$ 10,000	\$ -	\$ -	\$ -	\$ 8,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	- FTA Pre-Approved

Regional Planning Affiliation 9 (FY 2019-2022 Final Transportation Improvement Program)																		0				
	FY 2019 (October 1, 2018 to September 30, 2019)					IOWA			Clinton MTA													
NO	Fund(s)	Sponsor	Transit #	Expense	Prj. Type	Obj. Type	Unit #	Desc	Add Ons	FY19_Ttl	FY20_Ttl	FY21_Ttl	FY22_Ttl	FY19_FA	FY20_FA	FY21_FA	FY22_FA	FY19_SA	FY20_SA	FY21_SA	FY22_SA	Status
1	5311	Clinton	5027	Capital	Replacement	Vehicle	Unit#: 1256	Light Duty Bus (158" wb)	VSS	\$ 91,100	\$ -	\$ -	\$ -	\$ 77,435	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	- FTA Pre-Approved
2	5311	Clinton	5083	Capital	Replacement	Vehicle	Unit#: 1152	Light Duty Bus (158" wb)	VSS	\$ 91,100	\$ -	\$ -	\$ -	\$ 77,435	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	- FTA Pre-Approved
3	5311	Clinton	5084	Capital	Replacement	Vehicle	Unit#: 1255	Light Duty Bus (176" wb)	VSS	\$ 96,500	\$ -	\$ -	\$ -	\$ 82,025	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	- FTA Pre-Approved
4	STA, 5311	Clinton	5085	Operations	Other	Other		Operations		\$ 2,213,747	\$ -	\$ -	\$ -	\$ 734,530	\$ -	\$ -	\$ -	\$ 253,892	\$ -	\$ -	\$ -	- TIP Approved
5	5339	Clinton	5026	Capital	Replacement	Vehicle	Unit#: 0143	Heavy Duty Bus (40-42 ft.)	Diesel, UFRC, VSS, Low Floor, BioDiesel	\$ 493,300	\$ -	\$ -	\$ -	\$ 419,305	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	- OPT Approved

Operations & Maintenance (O&M)

Current federal transportation law and regulations require that metropolitan transportation improvement programs include a financial plan that demonstrates how the TIP can be implemented; indicates resources from public and private sources that can be reasonably expected to be available to carry out the program. The process for demonstrating constraint of the TIP document is done by present forecasting revenues and programmed construction costs while considering the funding necessary to operate and maintain the existing federal aid highway system.

The anticipated available revenues and costs to implement the FFY 2020–2023 TIP are developed using City Street finance reports, County secondary road Operation & Maintenance reports, Iowa DOT Operation & Maintenance and funding reports provided by the Iowa DOT.

The RPA 8 Estimates of available revenue does include all sources of funds utilized to implement the construction projects programmed in the TIP. The IADOT has a set process to generate revenue estimates and these estimates are used in IADOT programming and does provide an assurance that all IADOT projects in RPA 8 TIP will be fiscally constrained.

The operations and maintenance costs within the RPA 8 area are analyzed into the following:

- O&M Costs on Federal-Aid Routes for Member Agencies
- Future projections of O&M Costs on Federal-Aid Routes for Member Agencies
- IADOT O&M Expenditures on Primary System
- Member Agencies nonfederal aid revenues
- Member Agencies nonfederal aid revenues projections

O&M Costs on Federal-Aid Routes for Member Agencies

The cities and counties report annually to IADOT on the revenues, operations and maintenance. The data from these reports are used to generate annual operating and maintenance costs. The O&M costs of members agencies to keep the system intact. Table below provides members annual nonfederal aid revenue for FY 2018.

O&M Costs on Federal-Aid Routes for Member Agencies

RPA 8 Members	On System Miles	Off System Miles	Per On Sys	Total Roadway Operations	Total Maintenance	Total Operations on Fed-Aid Routes	Total Maintenance on Fed-Aid Routes
CLINTON	38.83	121.20	24.26%	\$3,054,025	\$194,775	\$741,034	\$47,261
DEWITT	6.69	31.32	17.61%	\$512,959	\$79,657	\$90,325	\$14,026
MANCHESTER	9.08	27.36	24.92%	\$661,082	\$251,276	\$164,772	\$62,629
MAQUOKETA	9.20	28.08	24.68%	\$141,311	\$189,700	\$34,878	\$46,821
CLINTON COUNTY	341.21	670.75	33.72%	\$2,089,940	\$4,224,262	\$704,678	\$1,424,322
DELAWARE COUNTY	295.26	614.54	32.45%	\$1,871,519	\$3,753,504	\$607,365	\$1,218,126
DUBUQUE COUNTY	301.88	465.18	39.36%	\$4,176,780	\$4,159,168	\$1,643,797	\$1,636,866
JACKSON COUNTY	344.31	493.24	41.11%	\$2,394,134	\$3,517,552	\$984,206	\$1,446,033
TOTAL	1,346.46	2,451.66	35.45%	\$14,901,750	\$16,369,894	\$4,971,056	\$5,896,084

Source: 2018 City Street Finance Report - O&M costs, 2018 County Secondary Road O&M Data

Future projections of Operation Costs on Federal-Aid Routes for Member Agencies

The future projections of Operation costs on Federal-Aid Routes for Member Agencies are projected to Fiscal Year (FY) 2023 using 4% inflation for each year using FY 2018 operation costs as base year. Table below provides the future projections of Operation Costs on Federal Aid Routes for Member agencies.

Future Projections of Operation Costs on Federal Aid Routes for Member agencies

RPA 8 Members	2018	2019	2020	2021	2022	2023
CLINTON	\$741,034	\$770,675	\$801,502	\$833,562	\$866,905	\$901,581
DEWITT	\$90,325	\$93,938	\$97,696	\$101,603	\$105,667	\$109,894
MANCHESTER	\$164,772	\$171,363	\$178,217	\$185,346	\$192,760	\$200,470
MAQUOKETA	\$34,878	\$36,273	\$37,724	\$39,233	\$40,802	\$42,434
CLINTON COUNTY	\$704,678	\$732,866	\$762,180	\$792,667	\$824,374	\$857,349
DELAWARE COUNTY	\$607,365	\$631,659	\$656,926	\$683,203	\$710,531	\$738,952
DUBUQUE COUNTY	\$1,643,797	\$1,709,549	\$1,777,931	\$1,849,049	\$1,923,011	\$1,999,931
JACKSON COUNTY	\$984,206	\$1,023,575	\$1,064,518	\$1,107,098	\$1,151,382	\$1,197,437
TOTAL	\$4,971,056	\$5,169,898	\$5,376,694	\$5,591,762	\$5,815,432	\$6,048,050

Source: RPA 8

Future projections of Maintenance Costs on Federal-Aid Routes for Member Agencies

The future projections of Maintenance costs on Federal-Aid Routes for Member Agencies are projected to Fiscal Year (FY) 2023 using 4% inflation for each year using FY 2018 operation costs as base year. Table below provides the future projections of Maintenance Costs on Federal Aid Routes for Member agencies.

Future Projections of Maintenance Costs on Federal Aid Routes for Member agencies

RPA 8 Members	2018	2019	2020	2021	2022	2023
CLINTON	\$47,261	\$49,151	\$51,117	\$53,162	\$55,289	\$57,500
DEWITT	\$14,026	\$14,587	\$15,171	\$15,777	\$16,408	\$17,065
MANCHESTER	\$62,629	\$65,134	\$67,740	\$70,449	\$73,267	\$76,198
MAQUOKETA	\$46,821	\$48,694	\$50,642	\$52,667	\$54,774	\$56,965
CLINTON COUNTY	\$1,424,322	\$1,481,294	\$1,540,546	\$1,602,168	\$1,666,255	\$1,732,905
DELAWARE COUNTY	\$1,218,126	\$1,266,851	\$1,317,525	\$1,370,226	\$1,425,035	\$1,482,036
DUBUQUE COUNTY	\$1,636,866	\$1,702,341	\$1,770,434	\$1,841,252	\$1,914,902	\$1,991,498
JACKSON COUNTY	\$1,446,033	\$1,503,875	\$1,564,030	\$1,626,591	\$1,691,654	\$1,759,321
TOTAL	\$5,896,084	\$6,131,927	\$6,377,204	\$6,632,292	\$6,897,584	\$7,173,487

Source: RPA 8

IADOT O&M Expenditures on Primary System

IADOT Operation & Maintenance costs on Primary System are provided by IADOT. This data provides the annual Operation & Maintenance costs that IADOT incur on primary system within the RPA 8 area. Table below provides the O&M expenditures on Primary system from FY 2020 to 2023.

O&M expenditures on Primary system from FY 2019 to 2022

RPA 8	2020	2021	2022	2023
RPA 8	\$895,393	\$884,546	\$912,897	\$941,740

Source: IADOT

Member Agencies nonfederal aid revenues

The cities and counties report annual to IADOT on the revenues, operations and maintenance. The data from these reports are used to generate annual nonfederal aid revenues. The nonfederal aid revenue provides the other source of funding that RPA 8 members use to operate and maintain the system. Table below provides members annual nonfederal aid revenue for FY 2018.

Member Agencies nonfederal aid revenues

RPA 8 Members (Cities)	Total RUTF Receipts	Total Other Road Monies Receipts	Total Receipts Service Debt	Total Non Federal Road Fund Receipts
CLINTON	\$3,430,261	\$756,132	\$4,694,707	\$8,881,100
DEWITT	\$679,035	\$912,752	\$1,158,478	\$2,750,265
MANCHESTER	\$660,789	\$1,342,685	\$560,098	\$2,563,572
MAQUOKETA	\$783,531	\$342,072	\$25,205	\$1,150,808
TOTAL	\$5,553,616	\$3,353,641	\$6,438,488	\$15,345,745

RPA 8 Members (Counties)	CLINTON	DELAWARE	DUBUQUE	JACKSON
Property Tax	\$2,046,135	\$2,550,011	\$3,857,721	\$950,000
L.O.S.T.	\$888,948	\$916,921	\$3,682,994	\$705,970
RUTF	\$4,082,814	\$3,748,048	\$4,634,355	\$3,522,911
FM xfr Revenue	\$70,871	\$44,826	\$108,739	\$88,060
Time-21 Funds	\$659,264	\$574,261	\$720,271	\$548,873
RISE Runds	\$0	\$0	\$391,124	\$0
BR Funds	\$0	\$330,233	\$237,914	\$335,580
FM Transfer	\$0	\$0	\$0	\$0
Tx Rfids/Crdts	\$0	\$0	\$11,971	\$2,152
Misc. Recs.	\$320,285	\$328,685	\$211,274	\$54,011
Total	\$8,068,317	\$8,492,986	\$13,856,362	\$6,207,557

Source: IADOT

Member Agencies nonfederal aid revenues projections

The future projections of nonfederal aid revenues projections for Member Agencies are projected to Fiscal Year (FY) 2023 using 0% inflation for each year using FY 2018 revenues as base year. Table below provides the future nonfederal aid revenues projections for Member agencies.

Future nonfederal aid revenues projections for Member agencies

RPA 8 Members	2018	2019	2020	2021	2022	2023
CLINTON	\$8,881,100	\$8,881,100	\$8,881,100	\$8,881,100	\$8,881,100	\$8,881,100
DEWITT	\$2,750,265	\$2,750,265	\$2,750,265	\$2,750,265	\$2,750,265	\$2,750,265

MANCHESTER	\$2,563,572	\$2,563,572	\$2,563,572	\$2,563,572	\$2,563,572	\$2,563,572
MAQUOKETA	\$1,150,808	\$1,150,808	\$1,150,808	\$1,150,808	\$1,150,808	\$1,150,808
CLINTON COUNTY	\$8,068,317	\$8,068,317	\$8,068,317	\$8,068,317	\$8,068,317	\$8,068,317
DELAWARE COUNTY	\$8,492,986	\$8,492,986	\$8,492,986	\$8,492,986	\$8,492,986	\$8,492,986
DUBUQUE COUNTY	\$13,856,362	\$13,856,362	\$13,856,362	\$13,856,362	\$13,856,362	\$13,856,362
JACKSON COUNTY	\$6,207,557	\$6,207,557	\$6,207,557	\$6,207,557	\$6,207,557	\$6,207,557
TOTAL	\$51,970,967	\$51,970,967	\$51,970,967	\$51,970,967	\$51,970,967	\$51,970,967

Source: RPA 8

COMPARISONS ON OPERATION & MAINTENANCE AND REVENUES

The O&M projections and revenue projections for RPA 8 members are compared to analyses if sufficient funds are available for activities other than Operation & Maintenance. Table below provides the comparisons of O&M Projections and Revenue projections.

RPA 8 Members Comparison between O&M costs and Revenues

RPA 8 Members	2020	2021	2022	2023
Revenues	\$67,316,712	\$67,316,712	\$67,316,712	\$67,316,712
O&M Projections	\$10,867,139	\$11,301,825	\$11,753,898	\$12,224,054

Source: RPA 8

FINANACE

The IADOT requires the RPA 8 Transportation Improvement Program (TIP) be fiscally constrained. One of the most challenging requirements of the long-range planning and programming process is inclusion of financial planning. The financial element of the Long-Range Transportation Plan (LRTP) and the TIP ensure that the identified projects are prioritized according to reasonably expected financial resources.

ANNUAL ALLOCATION FEDERAL PROGRAMS

The DMATS receives Surface Transportation Block Grants (STBG), Transportation Alternative Program (TAP) funds and Metropolitan Planning Program (PL) from IADOT.

Surface Transportation Block Grant (STBG) Program

This program is designed to address specific issues identified by Congress and provides flexible funding for projects to preserve or improve the condition/performance of transportation facilities, including any federal-aid highways or public road bridges. STBG funding may be utilized on:

- Roadway projects on federal-aid routes
- Bridge projects on any public road
- Transit capital improvements
- TAP eligible activities
- Planning activities

IADOT STBG- Swap funds

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 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 program allows counties, at their discretion, to swap federal STBG funding for state Primary Road Fund dollars. These funds can be used on either on-system 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.

The Iowa DOT does not require matching funds be utilized on Swap projects. MPOs and RPAs can require that project applicants provide matching funds by awarding funding in an amount less than the estimated total project cost, however, the Iowa DOT will not monitor or reimburse those MPO/RPA specific matching requirements.

STBG-Swap funding has expended eligibilities over STBG funding and can be awarded on roads with a federal functional classification of Minor Collector or higher in rural areas, all Farm-to-Market routes, and Collector or higher in urban areas. MPOs and RPAs can be more restrictive in their project selection process regarding system eligibility.

Adopted STBG -Swap Fund Distribution System

At the October 19, 1999 meeting, the RPA Policy Board adopted a distribution system for uncommitted STBG funds. In this system, the funds are distributed by a sub-allocation process. Each jurisdiction's share of the funds will be determined by the Census population. The cities of Clinton, Manchester, Maquoketa and Dewitt will receive a share based on the population within the incorporated limits of the city. The four counties will each receive a share based on the population of the unincorporated area plus the population of all cities in the county under 5,000 population. Jurisdictions eligible for STBG funds that do not receive a sub-allocation will have the opportunity to request funding from the county as follows:

1. Cities below 5,000 population, transit agencies can compete each year through an application process for 10% of the STBG funds set aside by RPA Policy board (Appendix D).
2. Transit agencies providing service within cities greater than 5,000 in population can request funds from the cities over 5,000 population.

Based on this distribution system, the eight eligible jurisdictions would receive the following shares of uncommitted STBG funds:

	Anticipated	Anticipated	Anticipated	Anticipated
	FFY2020	FFY2021	FFY2022	FFY2023
	Target(2)	Target(2)	Target(2)	Target(2)
	using 2010 census	using 2010 census	using 2010 census	using 2010 census
Per Capita				
Sub Allocations Before taking Funds from top	\$2,829,000	\$2,894,000	\$2,894,000	\$2,894,000
RPA Planning by ECIA Staff	-\$52,300	-\$52,300	-\$52,300	-\$52,300
Small cities (STP 10% + TAP Flex)	-\$381,170	-\$387,670	-\$387,670	-\$387,670
Sub allocation amount	\$2,395,530	\$2,454,030	\$2,454,030	\$2,454,030
Clinton County	\$384,691	\$394,085	\$394,085	\$394,085
Delaware County	\$286,317	\$293,309	\$293,309	\$293,309
Dubuque County	\$422,411	\$432,727	\$432,727	\$432,727
Jackson County	\$311,843	\$319,459	\$319,459	\$319,459
City of Clinton	\$611,651	\$626,588	\$626,588	\$626,588
City of DeWitt	\$121,079	\$124,036	\$124,036	\$124,036
City of Manchester	\$117,826	\$120,703	\$120,703	\$120,703
City of Maquoketa	\$139,712	\$143,124	\$143,124	\$143,124
Total sub allocated	2,395,530	2,454,030	2,454,030	2,454,030

All project cost is developed using year of expenditure dollars. The RPA 8 use 4% inflation rate which is determined by RPA 8 technical board for year of expenditure costs.

DMATS Surface Transportation Program (STBG)-Swap Funds Status from Iowa DOT

Federal Fiscal Year	STP Target	TAP Flex	Target Programmed	Un- Programmed Balance
FY 2019 Q2*				\$13,147,760
2019			\$5,424,000	\$7,723,760
2020	\$2,714,000	\$115,000	\$9,449,288	\$1,103,472
2021	\$2,779,000	\$115,000	\$805,300	\$3,192,172
2022	\$2,779,000	\$115,000	\$4,802,300	\$1,283,872
2023	\$2,779,000	\$115,000	\$1,180,300	\$2,997,572
*Balance has been adjusted based on project changes occurring since the most recent Qrtly report				

<i>Projects Programmed in TIP &</i>						
	FFY2019	FFY2020	FFY2021	FFY2022	FFY2023	TOTAL
ECIA						
RPA Planning		\$52,300	\$52,300	\$52,300	\$52,300	\$209,200
Clinton County						
Z-34	\$1,400,000					\$1,400,000
Z-30		\$1,100,000				\$1,100,000
City of Clinton						
Manufacture Dr				\$3,000,000		\$3,000,000
City of DeWitt						
S 6th Ave		\$580,000				\$580,000
Delaware County						
Robinson Rd		\$2,413,750				\$2,413,750
Jefferson Rd					\$1,128,000	\$1,128,000
Jackson County						
Iron Bridge Road		\$1,860,000				\$1,860,000
Z34			\$450,000			\$450,000
Z20		\$475,000				\$475,000
Dubuque County						
Tollgate Rd	\$1,750,000					\$1,750,000
Ridge Road	\$1,750,000					\$1,750,000
Higginsport Road				\$1,750,000		\$1,750,000
City of Maquoketa						
Platt St		\$1,318,237				\$1,318,237
City of Manchester						
HWY 13		\$1,200,000				\$1,200,000
Small City Projects						
X49	\$524,000					\$524,000
9th Ave			\$303,000			\$303,000
Resurfacing of HWY 136 & IA 3		\$145,313				\$145,313
Resurfacing of HWY 136		\$140,625				\$140,625
Resurfacing of Margaret St		\$164,063				\$164,063
Total	\$5,424,000	\$9,449,288	\$805,300	\$4,802,300	\$1,180,300	\$21,661,188

Note: The Local STBG Swap balance numbers will not match with overall program funds numbers as STBG projects from IADOT will not be consider in RPA 8 STBG Swap funds.

Transportation Alternative Program (TAP)

Iowa's Transportation Alternatives Program (TAP) is a new iteration of the program that was included in, Moving Ahead for Progress in the 21st Century Act (MAP-21), a transportation authorization act which was in effect from 2013 to 2015. The MAP-21 program redefined the former Transportation Enhancements (TE) activities and consolidated these eligibilities with the former Safe Routes to School (SRTS) program, Recreational Trails Program (RTP) and some types of projects that were previously funded through the discretionary National Scenic Byways (NSB) program which were all originally authorized under the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and continued through two successive laws, TEA-21 and SAFETEA-LU. The most recent transportation authorization act, Fixing America's Surface Transportation (FAST) Act, was enacted in 2015. This act placed further restrictions on the selection of projects for funding under the federal TAP program structure which has led Iowa to implement a modified version of the federal program. Iowa Implementation.

On September 13, 2016, the Iowa Transportation Commission endorsed continuing to allow Iowa's Transportation Management Areas (TMAs), which include the Iowa portions of the metropolitan planning areas surrounding Davenport, Des Moines, and Council Bluffs; Metropolitan Planning Organizations (MPOs); and Regional Planning Affiliations (RPAs) to select the vast majority of projects eligible for this program through a regionally administered selection process. Under previous transportation authorization acts and in support of the state's history of encouraging regional planning through these organizations, a majority of funding is distributed to the TMAs, MPOs, and RPAs to directly select projects locally. With the goal of distributing funding as equitably as possible across the state, the Iowa DOT retains \$1 million annually to administer a Statewide TAP program, geared toward statewide or multi-regional projects, while targeting the remaining funding to the TMAs, MPOs, and RPAs through the Local Projects TAP program.

The RPA 8 invites local jurisdictions to submit projects for TAP funds. Staff ranks the projects using a ranking process established by RPA 8 Board and will submit the project ranking list to the RPA 8 Board for their final approval (Appendix E).

RPA 8 Transportation Alternative Program (TAP) Funds Status

Federal Fiscal Year	TAP	Target Programmed	Un-Programmed Balance
FY 2019 Q2*			\$126,605
2019	\$149,000	\$250,000	\$25,605
2020	\$149,000	\$122,655	\$51,950
2021	\$149,000	\$0	\$200,950
2022	\$149,000	\$0	\$349,950
2023	\$149,000	\$0	\$498,950
*Balance has been adjusted based on project changes occurring since the most recent Qrtly report			

Projects Programmed in TIP & STIP

	FFY2019	FFY2020	FFY2021	FFY2022	FFY2023
Dyersville Park Connection	\$250,000				
Ball Park Recreational trail		\$122,655			
Total	\$250,000	\$122,655	\$0	\$0	\$0

FEDERAL PROGRAMS

Projects identified in local TIPs utilize a number of different sources of federal funding. While some FHWA funds are distributed by statutory formulas, other funds are “discretionary” (congressionally earmarked). The primary sources of FHWA funding to Iowa, which are in part used to fund local efforts, include:

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. 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. Portions of these funds are set aside for use on high-risk rural roads and railway-highway crossings.

Metropolitan Planning Program (PL). FHWA provides funding for this program to the State of Iowa based on urbanized area population. The funds are dedicated to support transportation planning efforts in urbanized areas with a population of 50,000 or greater. For programming purposes MPOs should program only the new PL target provided by the Office of Systems Planning. Any carryover funds identified by Systems Planning need not be added to, or subtracted from, the PL target.

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.

STBG Bridge Program (STBG-HBP) in Iowa – While the Highway Bridge Program was eliminated in MAP-21 a portion of Iowa’s STBG will continue to be targeted directly to counties and dedicated specifically to county bridge projects. A portion of these funds are required to be obligated on off-system bridges. The remaining funds can be used on either on or off system bridges.

Transportation Alternatives Program (TAP) - The FAST Act eliminates the MAP-21 Transportation Alternatives Program (TAP) and replaces it with a set-aside of Surface Transportation Block Grant (STBG) program funding for Transportation Alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to storm water and habitat connectivity. It is important to note that some types of projects eligible under the SAFETEA-LU program Transportation Enhancements are no longer eligible, or have modified eligibility, under the TAP. All projects completed using TAP funds should be verified to ensure compatibility with TAP eligibility.

Federal Lands and Tribal Transportation Programs (FLHP) – The Federal Lands Transportation Program and Federal Lands Access Program provide funding for projects that improve access within, and to, federal lands. Federal Lands Access Program 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 Tribal Transportation Program continues the Indian Reservation Road program and will distribute funds based on formula comprised of tribal population, road mileage, and average funding under SAFETEA-LU.

STATE FUNDING PROGRAMS

In addition to the distribution of Federal-aid formula funds, the Iowa Department of Transportation administers several grant programs through application processes that need to be documented in the TIP. They include the following:

City Bridge Program- 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 Office of Local Systems with awards based upon criteria identified in the application processes. 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 funded 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)- The 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 million of Iowa’s CMAQ apportionment. Funding targeted towards these local projects is eligible to be swapped for Primary Road Fund dollars.

Recreational Trail Program - This program provides federal funding for both motorized and nonmotorized 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. For more information on the Recreations Trail Program.

Iowa’s Transportation Alternatives Program -This program targets STBG funding to MPOs and RPAs to award to locally sponsored projects that expand travel choices and improve the motorized and non-motorized transportation experience.

FEDERAL TRANSIT ADMINISTRATION FUNDING SOURCE

ANNUAL ALLOCATION FEDERAL PROGRAMS

Clinton MTA and RTA 8 receives FTA Section 5311 FTA Section 5311- Nonurbanized Area Formula Grant Program from Transit Administration (FTA) IADOT annually.

FTA Section 5311- Nonurbanized Area Formula Grant Program: Provides FTA funding (through the States) for rural and small urban transit and paratransit assistance, capital improvements, and operating

assistance. These funds are distributed to transit authorities and nonurbanized areas. Clinton MTA and RTA 8 matches these funds through local funds and statewide transit assistance (STA).

CLINTON MTA & RTA 8 TRANSIT FTA Funds Status

Section 5311/STA funds for Clinton MTA & RTA 8	Programmed Amounts							
	FFY 19		FFY 20		FFY 21		FFY 22	
	Total	Fed Aid	Total	Fed Aid	Total	Fed Aid	Total	Fed Aid
Clinton MTA	\$ 2,070,956	\$ 626,716	\$ 2,070,956	\$ 626,716	\$ 2,070,956	\$ 626,716	\$ 2,070,956	\$ 626,716
RTA 8	\$ 641,542	\$ 323,420	\$ 641,542	\$ 323,420	\$ 641,542	\$ 323,420	\$ 641,542	\$ 323,420
Total	\$2,712,498	\$950,136	\$2,712,498	\$950,136	\$2,712,498	\$950,136	\$2,712,498	\$950,136

Source: RPA 8

FEDERAL PROGRAMS

Section 5339. Bus and Bus Facilities Formula Grants - These funds can finance capital projects to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. In Iowa, approximately \$1,250,000 is received annually to be spent in small urban (less than 50,000 population) and regional transit systems and receives individual allocations for each large urban transit system serving populations between 50,000 and 200,000. The large urban funds are pooled since individual allocations would not allow for bus purchases on an annual basis. All funds are spent on vehicle replacements rather than on expansion vehicles or bus-related facilities and are distributed utilizing the vehicle rankings of the Public Transit Management System (PTMS). Transit systems serving populations of more than 200,000 receive direct allocations from the Federal Transit Administration and are not included in the statewide distribution through PTMS.

State Transit Assistance - Iowa devotes an amount equal to 4 percent of the fees for new registration collected on sales of motor vehicle and accessory equipment to support public transportation. Most of this money is distributed by the STA formula that is based on each transit system's performance during the previous year in terms of rides, miles, and local funding support. These formula funds are usable for support of any operating, capital, or planning expenses related to the provision of public passenger transportation.

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 - This program is funded annually by the state legislature to fund some of the vertical infrastructure needs of Iowa's transit systems. Projects can involve new construction, reconstruction, or remodeling, but must include a vertical component to qualify. Projects are evaluated based on the anticipated benefits to transit, as well as the ability to have projects completed quickly. The infrastructure program participation in the cost of transit-related elements of a facility project is limited to 80 percent and cannot, in combination with federal funding, exceed that number. No single system can receive more than 40 percent of the available infrastructure funding in a given year.

Public Transit Equipment and Facilities Management System (PTMS) is one of the seven management systems that were mandated under the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). The PTMS committee was formed by Iowa DOT in conjunction with the Iowa Public Transit Association (IPTA), who had expressed interest in developing a "more objective" method of selecting projects to be funded out of statewide earmarked funds. The PTMS Committee developed and recommended the current PTMS prioritization process and associated policies, which were, in turn, endorsed by the transit association and adopted by the Iowa DOT.

In order to be considered under PTMS, capital projects must be programmed for Section 5339 funding in the current year of the approved STIP.

Overall Program Funding

The tables below provide the program of funds by year in each funding category.

YEAR	FUNDING	CHBP	HSIP	NHPP	PRF	STBG	STBG-TAP	SWAP-HBP	SWAP-STBG	TOTAL
FFY 2020	LCL	\$ -	\$ 640	\$ 4,174	\$ 6,957	\$ 13	\$ 31	\$ -	\$ -	\$ 11,815
	FM	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 804	\$ 804
	SPCL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	FA	\$ 281	\$ 3,360	\$ 10,254	\$ -	\$ 52	\$ 123	\$ -	\$ -	\$ 14,070
	SWAP	\$ 94	\$ -	\$ 1,318	\$ 2,400	\$ -	\$ -	\$ 3,050	\$ 7,179	\$ 14,041
	TTL	\$ 375	\$ 4,000	\$ 15,746	\$ 9,357	\$ 65	\$ 154	\$ 3,050	\$ 7,983	\$ 40,730
FFY 2021	LCL	\$ -	\$ -	\$ 2,192	\$ 5,476	\$ 13	\$ -	\$ -	\$ 77	\$ 7,758
	FM	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	SPCL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	FA	\$ -	\$ -	\$ 7,678	\$ -	\$ 52	\$ -	\$ -	\$ -	\$ 7,730
	SWAP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,400	\$ 753	\$ 3,153
	TTL	\$ -	\$ -	\$ 9,870	\$ 5,476	\$ 65	\$ -	\$ 2,400	\$ 830	\$ 18,641
FFY 2022	LCL	\$ -	\$ -	\$ 250	\$ 1,400	\$ 13	\$ -	\$ -	\$ -	\$ 1,663
	FM	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	SPCL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	FA	\$ -	\$ -	\$ -	\$ -	\$ 52	\$ -	\$ -	\$ -	\$ 52
	SWAP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,250	\$ 4,750	\$ 7,000
	TTL	\$ -	\$ -	\$ 250	\$ 1,400	\$ 65	\$ -	\$ 2,250	\$ 4,750	\$ 8,715
FFY 2023	LCL	\$ -	\$ -	\$ 1,000	\$ 29,378	\$ 13	\$ -	\$ -	\$ -	\$ 30,391
	FM	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	SPCL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 572	\$ 572
	FA	\$ -	\$ -	\$ 4,000	\$ -	\$ 52	\$ -	\$ -	\$ -	\$ 4,052
	SWAP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,050	\$ 1,128	\$ 3,178
	TTL	\$ -	\$ -	\$ 5,000	\$ 29,378	\$ 65	\$ -	\$ 2,050	\$ 1,700	\$ 38,193

RPA 8 Transportation Improvement Program (TIP) Transportation Projects for FFY 2020 - 2023

RPA-08

2020 - 2023 Transportation Improvement Program

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S:T:R		Pgm'd Amounts in 1000's				Total	STIP#
				FY20	FY21	FY22	FY23		
Swap Bridge									
Clinton - 23									
36143 [NBIS: 121530] Clinton CRD Final TIP Approved	BHS-SWAP-C023()--FC-23 DOT Letting: 04/21/2020 On Y52, Over DRAINAGE DITCH 5, S1 T80 RE2 Bridge Deck Overlay	0 121530 1:80:E2	Project Total Federal Aid Regional Swap	200 0 0 200	0 0 0 0	0 0 0 0	0 0 0 0	200 0 0 200	 --
35155 [NBIS: 122210] Clinton CRD Final TIP Approved	BROS-SWAP-C023(xx)--FE-23 On F21, Over BARBER CREEK, S32 T81 RE3 Bridge Replacement	0 122210 32:81:E3	Project Total Federal Aid Regional Swap	0 0 0 0	500 0 0 500	0 0 0 0	0 0 0 0	500 0 0 500	 --
36148 [NBIS: 121730] Clinton CRD Final TIP Approved	BHS-SWAP-C023()--FC-23 On Y4E, Over YANKEE RUN CREEK, S15 T81 RE1 Bridge Deck Overlay	0 121730 15:81:E1	Project Total Federal Aid Regional Swap	0 0 0 0	0 0 0 0	200 0 0 200	0 0 0 0	200 0 0 200	 --
36188 [NBIS: 20870] Clinton CRD Final TIP Approved	BHS-SWAP-C023()--FC-23 On Y68, Over WAPSI RIVER OVERFLOW, S31 T81 RE4 Bridge Replacement	0 20870 31:81:E4	Project Total Federal Aid Regional Swap	0 0 0 0	0 0 0 0	1,000 0 0 1,000	0 0 0 0	1,000 0 0 1,000	 --
29281 [NBIS: 0000000] Clinton CRD Final TIP Approved	BHS-SWAP-C023()--FC-23 On Y-32, Over overflow , in NE S17 T82 R1 Bridge New	0 0000000 17:82:1	Project Total Federal Aid Regional Swap	0 0 0 0	0 0 0 0	0 0 0 0	400 0 0 400	400 0 0 400	 --
12619 [NBIS: 124610] Clinton CRD Final TIP Approved	BROS-SWAP-C023()--SE-23 100th Street: Over -Drainage Ditch Bridge Replacement	0 MI 124610 1:83:E2	Project Total Federal Aid Regional Swap	0 0 0 0	0 0 0 0	0 0 0 0	400 0 0 400	400 0 0 400	 --
Delaware - 28									
26844 [NBIS: 140070] Delaware CRD Final TIP Approved	BROS-SWAP-C028(95)--SE-28 DOT Letting: 02/18/2020 On 285th Street , from 110th Ave East 0.2 Miles, S5 T87 R6 Bridge Replacement	0.05 MI 140070 5:87:6	Project Total Federal Aid Regional Swap	0 0 0 0	500 0 0 500	0 0 0 0	0 0 0 0	500 0 0 500	 --
38765 Delaware CRD Final TIP Approved	BRS-SWAP-C028()--FF-28 On 110th Avenue, in NE S31 T88N R6W Bridge Replacement	0.03 MI -- 31:88N:6W	Project Total Federal Aid Regional Swap	0 0 0 0	0 0 0 0	0 0 0 0	400 0 0 400	400 0 0 400	 --

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S:T:R		Pgm'd Amounts in 1000's				Total	STIP#
				FY20	FY21	FY22	FY23		
Dubuque - 31									
34746	BROS-SWAP-C031(103)--FE-31 DOT Letting: 11/19/2019	0.05 MI	Project Total	600	0	0	0	600	
Dubuque CRD	On Gun Club Road, in SE S35 T89N R1W	--	Federal Aid	0	0	0	0	0	
Final TIP Approved	Bridge Replacement	35:89N:1W	Regional Swap	0	0	0	0	0	
				600	0	0	0	600	
37301 [NBIS: 146870]	BROS-SWAP-C031(95)--FE-31 DOT Letting: 01/16/2019	0.04 MI	Project Total	600	0	0	0	600	
Dubuque CRD	On Olde Worthington Road Bridges, in SE S17 T88N R2W	146870	Federal Aid	0	0	0	0	0	
Final TIP Approved	Bridge Replacement	17:88N:2W	Regional Swap	0	0	0	0	0	
				600	0	0	0	600	
37080 [NBIS: 146720]	BROS-SWAP-C031(93)--SE-31 DOT Letting: 12/18/2018	0	Project Total	600	0	0	0	600	
Dubuque CRD	On Bierman Road	146720	Federal Aid	0	0	0	0	0	
Final TIP Approved	Bridge Replacement	--	Regional Swap	0	0	0	0	0	
				600	0	0	0	600	
37088 [NBIS: 145990]	BROS-SWAP-C031(106)--FE-31 DOT Letting: 12/15/2020	0.04 MI	Project Total	750	0	0	0	750	
Dubuque CRD	On Simon Road, in NE S26 T87N R1W	145990	Federal Aid	0	0	0	0	0	
Final TIP Approved	Bridge Replacement	26:87N:1W	Regional Swap	0	0	0	0	0	
				750	0	0	0	750	
37106	BROS-SWAP-C031()--SE-31	0.03 MI	Project Total	0	300	0	0	300	
Dubuque CRD	On Fishpond Road, in SW S34 T89N R1W	--	Federal Aid	0	0	0	0	0	
Final TIP Approved	Bridge Replacement	34:89N:1W	Regional Swap	0	0	0	0	0	
				0	300	0	0	300	
37302	BROS-SWAP-C031()--FE-31	0.02 MI	Project Total	0	300	0	0	300	
Dubuque CRD	On Clear Creek Road, in W1/4 S14 T90N R2W	--	Federal Aid	0	0	0	0	0	
Final TIP Approved	Bridge Replacement	14:90N:2W	Regional Swap	0	0	0	0	0	
				0	300	0	0	300	
37304	BROS-SWAP-C031()--FE-31	0.02 MI	Project Total	0	0	300	0	300	
Dubuque CRD	On Graf Road, in NE S20 T89N R1E	--	Federal Aid	0	0	0	0	0	
Final TIP Approved	Bridge Replacement	20:89N:1E	Regional Swap	0	0	0	0	0	
				0	0	300	0	300	
Jackson - 49									
32808 [NBIS: 194501]	BROS-SWAP-C049(66)--FE-49 DOT Letting: 01/22/2020	0	Project Total	300	0	0	0	300	
Jackson CRD	Bellevue bridge Replacement BEL 0626	194501	Federal Aid	0	0	0	0	0	
Final TIP Approved	Bridge Replacement	6:86N:4E	Regional Swap	0	0	0	0	0	
				300	0	0	0	300	
37745 [NBIS: 194690]	BROS-SWAP-C049()--SE-49	0.2 MI	Project Total	0	450	0	0	450	
Jackson CRD	On 400th Street, Over Lux Creek, S2 T87N R3E	194690	Federal Aid	0	0	0	0	0	
Final TIP Approved	Bridge Replacement	2:87N:3E	Regional Swap	0	0	0	0	0	
				0	450	0	0	450	

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S:T:R		Pgm'd Amounts in 1000's				Total	STIP#
				FY20	FY21	FY22	FY23		
Jackson - 49 (continued)									
35332 [NBIS: 193910] Jackson CRD Final TIP Approved	BROS-SWAP-C049)--FE-49 On 475th Avenue, Over Unnamed creek, S35 T86 R5 Bridge Replacement	0 193910 35:86:5	Project Total Federal Aid Regional Swap	0 0 0 0	350 0 0 350	0 0 0 0	0 0 0 0	350 0 0 350	
36548 [NBIS: 191950] Jackson CRD Final TIP Approved	BROS-SWAP-C049)--SE-49 On 49th Street, Over Creek, S18 T84 R1 Bridge Replacement	0.25 MI 191950 18:84:1	Project Total Federal Aid Regional Swap	0 0 0 0	0 0 0 0	450 0 0 450	0 0 0 0	450 0 0 450	--
36550 [NBIS: 194230] Jackson CRD Final TIP Approved	BROS-SWAP-C049)--FE-49 On 208th Street, S35 T86 R2 Bridge Replacement	0.25 MI 194230 35:86:2	Project Total Federal Aid Regional Swap	0 0 0 0	0 0 0 0	300 0 0 300	0 0 0 0	300 0 0 300	--
37749 [NBIS: 193260] Jackson CRD Final TIP Approved	BROS-SWAP-C049)--FE-49 On 188th Street, Over Lytle Creek, S5 T85N R2E Bridge Replacement	0.2 MI 193260 5:85N:2E	Project Total Federal Aid Regional Swap	0 0 0 0	0 0 0 0	0 0 0 0	450 0 0 450	450 0 0 450	--
37751 [NBIS: 193001] Jackson CRD Final TIP Approved	BROS-SWAP-C049)--FE-49 On 17th Street, Over Elk Creek, S33 T84N R6E Bridge Replacement	0.2 MI 193001 33:84N:6E	Project Total Federal Aid Regional Swap	0 0 0 0	0 0 0 0	0 0 0 0	400 0 0 400	400 0 0 400	--
Swap STBG									
Clinton - 23									
35150 Clinton CRD Draft TIP Approved	STBG-SWAP-C023(xx)--FG-23 On Z30, from Wapsipinicon River to State Highway 67, S8 T80 RE5 Pavement Rehab	4.219 -- 8:80:E5	Project Total Federal Aid Regional Swap	1,600 0 1,100 1,400	0 0 0 0	0 0 0 0	0 0 0 0	1,600 0 1,100 1,400	--
35686 De Witt Draft TIP Approved	STBG-SWAP-1855(618)--SG-23 DOT Letting: 01/22/2020 In the city of De Witt, On S 6th Ave, from S 5th St to City Limits Pavement Rehab	0 -- --	Project Total Federal Aid Regional Swap	580 0 580 580	0 0 0 0	0 0 0 0	0 0 0 0	580 0 580 580	--
PA NOTE: The amount of dollar amounts approved in STBG-Swap by RPA 8 is \$468,297									
36932 Camanche Draft TIP Approved	STBG-SWAP-1040)--SG-23 In the city of Camanche, On 9th Avenue, from Railroad to Anamosa Rd Pavement Rehab	0 -- --	Project Total Federal Aid Regional Swap	0 0 0 0	380 0 303 303	0 0 0 0	0 0 0 0	380 0 303 303	--

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S:T:R		Pgm'd Amounts in 1000's				Total	STIP#
				FY20	FY21	FY22	FY23		
Clinton - 23 (continued)									
35633 Clinton	STBG-SWAP-1415)--SG-23 In the city of Clinton, On Manufacturing Drive , from Bluff Blvd to Rail road tracks	0 --	Project Total Federal Aid	0 0	0 0	3,000 0	0 0	3,000 0	
Draft TIP Approved	Pavement Rehab	--	Regional Swap	0 0	0 0	3,000 3,000	0 0	3,000 3,000	--
Delaware - 28									
26843 Delaware CRD	STBG-SWAP-C028)--FG-28 On Robinson Road, from Linn County Line North 12.0 Miles to 220th Street	12 MI --	Project Total Federal Aid	3,018 0	0 0	0 0	0 0	3,018 0	
Draft TIP Approved	Pave,Subdrains	--	Regional Swap	2,414 2,414	0 0	0 0	0 0	2,414 2,414	--
39471 Earlville	STBG-SWAP-2197)--SG-28 In the city of Earlville, On Margaret Street, from East City limits to West City limits	0 --	Project Total Federal Aid	164 0	0 0	0 0	0 0	164 0	
Draft TIP Approved	Pavement Rehab/Widen	--	Regional Swap	164 164	0 0	0 0	0 0	164 164	--
38763 Delaware CRD	STBG-SWAP-C028)--FG-28 On Jefferson Road, from 240th Street North 3.2 Miles to U.S. 20	3.2 MI --	Project Total Federal Aid	0 0	0 0	0 0	1,700 0	1,700 0	
Draft TIP Approved	Pavement Rehab/Widen	--	Regional Swap	0 0	0 0	0 0	1,128 1,128	1,128 1,128	--
Dubuque - 31									
39469 Luxemburg	STBG-SWAP-4597)--SG-31 In the city of Luxemburg, On HWY 136, from IA 3 to City limits and IA 3 from HWY 136	0 --	Project Total Federal Aid	145 0	0 0	0 0	0 0	145 0	
Draft TIP Approved	Pavement Rehab	--	Regional Swap	145 145	0 0	0 0	0 0	145 145	--
39470 New Vienna	STBG-SWAP-5452)--SG-31 In the city of New Vienna, On HWY 136 with in the City limits	0 --	Project Total Federal Aid	141 0	0 0	0 0	0 0	141 0	
Draft TIP Approved	Pavement Rehab	--	Regional Swap	141 141	0 0	0 0	0 0	141 141	--
37309 Dubuque CRD	STBG-SWAP-C031)--FG-31 On Higginsport Road	5.87 MI --	Project Total Federal Aid	0 0	0 0	1,750 0	0 0	1,750 0	
Draft TIP Approved	Pavement Rehab	--	Regional Swap	0 0	0 0	1,750 1,750	0 0	1,750 1,750	--

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S:T:R		Pgm'd Amounts in 1000's				Total	STIP#
				FY20	FY21	FY22	FY23		
Jackson - 49									
36546	STBG-SWAP-C049(79)--FG-49 DOT Letting: 01/22/2020	5.7 MI	Project Total	1,860	0	0	0	1,860	
Jackson CRD	On E23Y (Iron Bridge Road, from Hwy 62 to Maquoketa River	--	Federal Aid	0	0	0	0	0	
Draft TIP Approved	Pavement Rehab	--	Regional Swap	1,860 1,860	0 0	0 0	0 0	1,860 1,860	--
39028	STBG-SWAP-C049(0)--FG-49 DOT Letting: 01/22/2020	1.5 MI	Project Total	475	0	0	0	475	
Jackson CRD	On 400th Avenue (Z20), from hwy 64 North 1.5 Miles to Intersection of E23Y in Spragueville, IA	--	Federal Aid	0	0	0	0	0	
Draft TIP Approved	Pavement Rehab	--	Regional Swap	475 475	0 0	0 0	0 0	475 475	--
37744	STBG-SWAP-C049(0)--FG-49	1.56 MI	Project Total	0	450	0	0	450	
Jackson CRD	On Z34 (418th Avenue), from Hwy 64 1.56 Miles to Clinton County Line	--	Federal Aid	0	0	0	0	0	
Draft TIP Approved	Pavement Rehab	--	Regional Swap	0 0	450 450	0 0	0 0	450 450	--
National Highway Performance Program									
Clinton - 23									
39204	BRF--30(0)--38-23	0 MI	Project Total	0	0	0	5,000	5,000	
DOT-D06-RPA08	US 30: WAPSIPINICON RIVER 1.5 MI E OF CO RD Y4E	--	Federal Aid	0	0	0	4,000	4,000	
Draft TIP Approved	Bridge Replacement	--	Regional Swap	0 0	0 0	0 0	0 0	0 0	--
Dubuque - 31									
38254	NHSX--3(0)--3H-31	0 MI	Project Total	8,042	273	0	0	8,315	
DOT-D06-RPA08	IA 3: ECL OF LUXEBURG TO TOLLGATE RD (CO RD Y13)	--	Federal Aid	6,434	0	0	0	6,434	
Draft TIP Approved	Grade and Pave,Erosion Control,Traffic Signs	--	Regional Swap	0 0	0 0	0 0	0 0	0 0	--
38255	NHSX--3(0)--3H-31	0 MI	Project Total	215	9,597	250	0	10,062	
DOT-D06-RPA08	IA 3: E JCT PFEILER RD TO 0.7 MI N OF BOY SCOUT RD	--	Federal Aid	0	7,678	0	0	7,678	
Draft TIP Approved	Grade and Pave,Erosion Control,Right of Way	--	Regional Swap	0 0	0 0	0 0	0 0	0 0	--
Jackson - 49									
38581	NHS-U-064(68)--8G-49 DOT Letting: 07/21/2020	1.79 MI	Project Total	7,489	0	0	0	7,489	
Maquoketa	In the city of Maquoketa, On Platt St, from US 61 (Milepost 33.11) to to Iowa 62 (Milepost 34.89)	--	Federal Aid	3,820	0	0	0	3,820	
Draft TIP Approved	Pavement Rehab,Sanitary Sewer,Outside Services Engineering	--	Regional Swap	1,318 1,318	0 0	0 0	0 0	1,318 1,318	--

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S:T:R		Pgm'd Amounts in 1000's				Total	STIP#	
				FY20	FY21	FY22	FY23			
Surface Transportation Block Grant Program										
Dubuque - 31										
478	RGPL-PA08(RTP)--ST-00	0 MI	Project Total	65	65	65	65	260		
RPA-08	On ECIA Transportation Planning	--	Federal Aid	52	52	52	52	208		
Draft TIP Approved	Trans Planning	--	Regional	52	52	52	52	208		
			Swap	0	0	0	0	0		
STBG - Iowa's Transportation Alternatives Program										
Clinton - 23										
38341	TAP-R-3032()-8T-23	0	Project Total	154	0	0	0	154		
Grand Mound	In the city of Grand Mound, Grand Mound Ball Park	--	Federal Aid							
	Recreational trail, from City Hall to Destinations within the Park			123	0	0	0	123		
Draft TIP Approved	Ped/Bike Grade & Pave	--	Regional	123	0	0	0	123	--	
			Swap	0	0	0	0	0		
PA NOTE: The RPA 8 approved \$122,655 in TAP funds for this project.										
Competitive Highway Bridge Program										
Jackson - 49										
35331	NBIS: 194821	BROS-CHBP-C049(78)--GA-49 DOT Letting: 01/22/2020	0	Project Total	375	0	0	0	375	
Jackson CRD		On Highbridge Rd, Over unnamed creek, S4 T87 R4	194821	Federal Aid	281	0	0	0	281	
Draft TIP Approved		Bridge Replacement	4:87:4	Regional	0	0	0	0	0	--
				Swap	94	0	0	0	94	
Primary Road Funds										
Clinton - 23										
38277	STPN--136()-2J-23	0 MI	Project Total	1,663	0	0	0	1,663		
DOT-D06-RPA08	IA 136: 2.4 MI W OF US 67 TO CHARLOTTE	--	Federal Aid	0	0	0	0	0		
Draft TIP Approved	Culvert Replacement	--	Regional	0	0	0	0	0	--	
			Swap	0	0	0	0	0		
37915	BRFN--30()-39-23	0 MI	Project Total	20	420	20	20	480		
DOT-D06-RPA08	US 30: MISSISSIPPI RIVER IN CLINTON (STATE SHARE)	--	Federal Aid	0	0	0	0	0		
Draft TIP Approved	Bridge Rehabilitation	--	Regional	0	0	0	0	0	--	
			Swap	0	0	0	0	0		
37917	BRFN--136()-39-23	0 MI	Project Total	40	40	40	40	160		
DOT-D06-RPA08	IA 136: MISSISSIPPI RIVER IN CLINTON (STATE SHARE)	--	Federal Aid	0	0	0	0	0		
Draft TIP Approved	Bridge Painting	--	Regional	0	0	0	0	0	--	
			Swap	0	0	0	0	0		
37916	BRFN--30()-39-23	0 MI	Project Total	0	0	1,320	0	1,320		
DOT-D06-RPA08	US 30: UP RR 5.8 MI E OF S JCT US 61 (EB & WB)	--	Federal Aid	0	0	0	0	0		
Draft TIP Approved	Bridge Deck Overlay	--	Regional	0	0	0	0	0	--	
			Swap	0	0	0	0	0		
39205	STPN--30()-2J-23	0 MI	Project Total	0	0	0	200	200		
DOT-D06-RPA08	US 30: MISSISSIPPI RIVER IN CLINTON	--	Federal Aid	0	0	0	0	0		
Draft TIP Approved	Traffic Signs	--	Regional	0	0	0	0	0	--	
			Swap	0	0	0	0	0		

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S:T:R		Pgm'd Amounts in 1000's				Total	STIP#
				FY20	FY21	FY22	FY23		
Clinton - 23 (continued)									
39206 DOT-D06-RPA08 Draft TIP Approved	BRFN--30() --39-23 US 30: AMES CREEK 3.5 MI E OF E JCT US 61 (EB & WB) Bridge Deck Overlay	0 MI -- --	Project Total Federal Aid Regional Swap	0 0 0 0	0 0 0 0	0 0 0 0	1,080 0 0 0	1,080 0 0 0	 --
39207 DOT-D06-RPA08 Draft TIP Approved	BRFN--61() --39-23 US 61: N JCT US 30 IN DE WITT (NB & SB) Bridge Deck Overlay	0 MI -- --	Project Total Federal Aid Regional Swap	0 0 0 0	0 0 0 0	0 0 0 0	1,680 0 0 0	1,680 0 0 0	 --
39208 DOT-D06-RPA08 Draft TIP Approved	STPN--136() --2J-23 IA 136: MISSISSIPPI RIVER IN CLINTON Traffic Signs	0 MI -- --	Project Total Federal Aid Regional Swap	0 0 0 0	0 0 0 0	0 0 0 0	200 0 0 0	200 0 0 0	 --
39209 DOT-D06-RPA08 Draft TIP Approved	BRFN--136() --39-23 IA 136: DEEP CREEK 0.2 MI S OF CO RD Z2E Bridge Deck Overlay	0 MI -- --	Project Total Federal Aid Regional Swap	0 0 0 0	0 0 0 0	0 0 0 0	180 0 0 0	180 0 0 0	 --
Delaware - 28									
39225 DOT-D06-RPA08 Draft TIP Approved	NHSN--13() --2R-28 IA 13: CO RD D22 TO HONEY CREEK IN MANCHESTER (STATE SHARE) Pavement Rehab	0 MI -- --	Project Total Federal Aid Regional Swap	2,000 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	2,000 0 0 0	 --
35683 Manchester Draft TIP Approved	NHSN-013-2(44)) --2R-28 DOT Letting: 11/19/2019 On Highway 13,from N 13th Street to Honey Creek Bridge. Pavement Rehab	0 -- --	Project Total Federal Aid Regional Swap	1,400 0 1,200 1,200	0 0 0 0	0 0 0 0	0 0 0 0	1,400 0 1,200 1,200	 --
35683 Manchester Draft TIP Approved	NHSN-013-2(44)) --2R-28 DOT Letting: 11/19/2019 On Highway 13,from N 13th Street to Honey Creek Bridge. Pavement Rehab	0 -- --	Project Total Federal Aid Regional Swap	1,400 0 1,200 1,200	0 0 0 0	0 0 0 0	0 0 0 0	1,400 0 1,200 1,200	 --
37921 DOT-D06-RPA08 Draft TIP Approved	BRFN--20() --39-28 US 20: CO RD X15/180TH AVE 1.2 MI E OF IA 13 Bridge Deck Overlay	0 MI -- --	Project Total Federal Aid Regional Swap	0 0 0 0	388 0 0 0	0 0 0 0	0 0 0 0	388 0 0 0	 --

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S:T:R		Pgm'd Amounts in 1000's				Total	STIP#
				FY20	FY21	FY22	FY23		
Delaware - 28 (continued)									
37922 DOT-D06-RPA08 Draft TIP Approved	BRFN--38()--39-28 IA 38: ALLISON CREEK 0.3 MI S OF CO RD X35 Bridge Deck Overlay	0 MI -- --	Project Total Federal Aid Regional Swap	0 0 0 0	233 0 0 0	0 0 0 0	0 0 0 0	233 0 0 0	--
39224 DOT-D06-RPA08 Draft TIP Approved	BRFN--3()--39-28 IA 3: STREAM 6.9 MI E OF IA 38 Bridge Replacement	0 MI -- --	Project Total Federal Aid Regional Swap	0 0 0 0	0 0 0 0	0 0 0 0	690 0 0 0	690 0 0 0	--
Dubuque - 31									
38058 DOT-D06-RPA08 Draft TIP Approved	NHSN--3()--2R-31 IA 3: TOLLGATE RD (CO RD Y13) TO E JCT PFEILER RD Erosion Control	0 MI -- --	Project Total Federal Aid Regional Swap	314 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	314 0 0 0	--
DOT NOTE: HSIP funds capped at \$6,680,000 as agreed upon between FHWA and Iowa DOT									
Jackson - 49									
39260 DOT-D06-RPA08 Draft TIP Approved	STPN--52()--2J-49 US 52: US 67 TO 0.5 MI S OF BELLEVUE Pavement Rehab	0 MI -- --	Project Total Federal Aid Regional Swap	1,900 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	1,900 0 0 0	--
37952 DOT-D06-RPA08 Draft TIP Approved	BRFN--52()--39-49 US 52: MISSISSIPPI RIVER IN SABULA (STATE SHARE) Bridge Painting	0 MI -- --	Project Total Federal Aid Regional Swap	20 0 0 0	20 0 0 0	20 0 0 0	20 0 0 0	80 0 0 0	--
37953 DOT-D06-RPA08 Draft TIP Approved	BRFN--52()--39-49 US 52: MISSISSIPPI RIVER IN SABULA (STATE SHARE) Bridge Deck Overlay	0 MI -- --	Project Total Federal Aid Regional Swap	600 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	600 0 0 0	--
39261 DOT-D06-RPA08 Draft TIP Approved	NHSN--64()--2R-49 IA 64: US 61 TO IA 62 IN MAQUOKETA (STATE SHARE) Pavement Rehab	0 MI -- --	Project Total Federal Aid Regional Swap	0 0 0 0	3,600 0 0 0	0 0 0 0	0 0 0 0	3,600 0 0 0	--
37954 DOT-D06-RPA08 Draft TIP Approved	BRFN--62()--39-49 IA 62: MAQUOKETA RIVER 1.1 MI E OF IA 64 Bridge Deck Overlay	0 MI -- --	Project Total Federal Aid Regional Swap	0 0 0 0	775 0 0 0	0 0 0 0	0 0 0 0	775 0 0 0	--
39262 DOT-D06-RPA08 Draft TIP Approved	BRFN--64()--39-49 IA 64: PRAIRIE CREEK 0.4 MI E OF IA 62 Bridge Deck Overlay	0 MI -- --	Project Total Federal Aid Regional Swap	0 0 0 0	0 0 0 0	0 0 0 0	360 0 0 0	360 0 0 0	--

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S:T:R		Pgm'd Amounts in 1000's				Total	STIP#
				FY20	FY21	FY22	FY23		
Jackson - 49 (continued)									
39263	BRFN--64()--39-49	0 MI	Project Total	0	0	0	300	300	
DOT-D06-RPA08	IA 64: STREAM 0.1 MI W OF CO RD E29	--	Federal Aid	0	0	0	0	0	
Draft TIP Approved	Bridge Deck Overlay	--	Regional	0	0	0	0	0	--
			Swap	0	0	0	0	0	
39259	STPN--52()--2J-49	0 MI	Project Total	0	0	0	24,608	24,608	
DOT-D06-RPA08	US 52: MISSISSIPPI RIVER BRIDGE TO N OF	--	Federal Aid	0	0	0	0	0	
Draft TIP Approved	SABULA	--	Regional	0	0	0	0	0	--
	Grade and Pave		Swap	0	0	0	0	0	
Highway Safety Improvement Program									
Dubuque - 31									
39236	HSIP-136()--2H-31	0	Project Total	4,000	0	0	0	4,000	
DOT-D06-RPA08	IA 136: NCL CASCADE TO SCL WORTHINGTON	--	Federal Aid	3,360	0	0	0	3,360	
Draft TIP Approved	Pavement Widening,Pavement Rehab	--	Regional	0	0	0	0	0	--
			Swap	0	0	0	0	0	
DOT NOTE: Project includes HSIP and 3R funds									

<p align="center">RPA 8 Final FY 2020-2023 Transportation Improvement Program Map</p>									
--	--	--	--	--	--	--	--	--	--

**TPMS NUMBERS ON MAP
CORRESPOND WITH TPMS
NUMBERS ON SPREADSHEET**
Prepared by ECIA 06-27-19

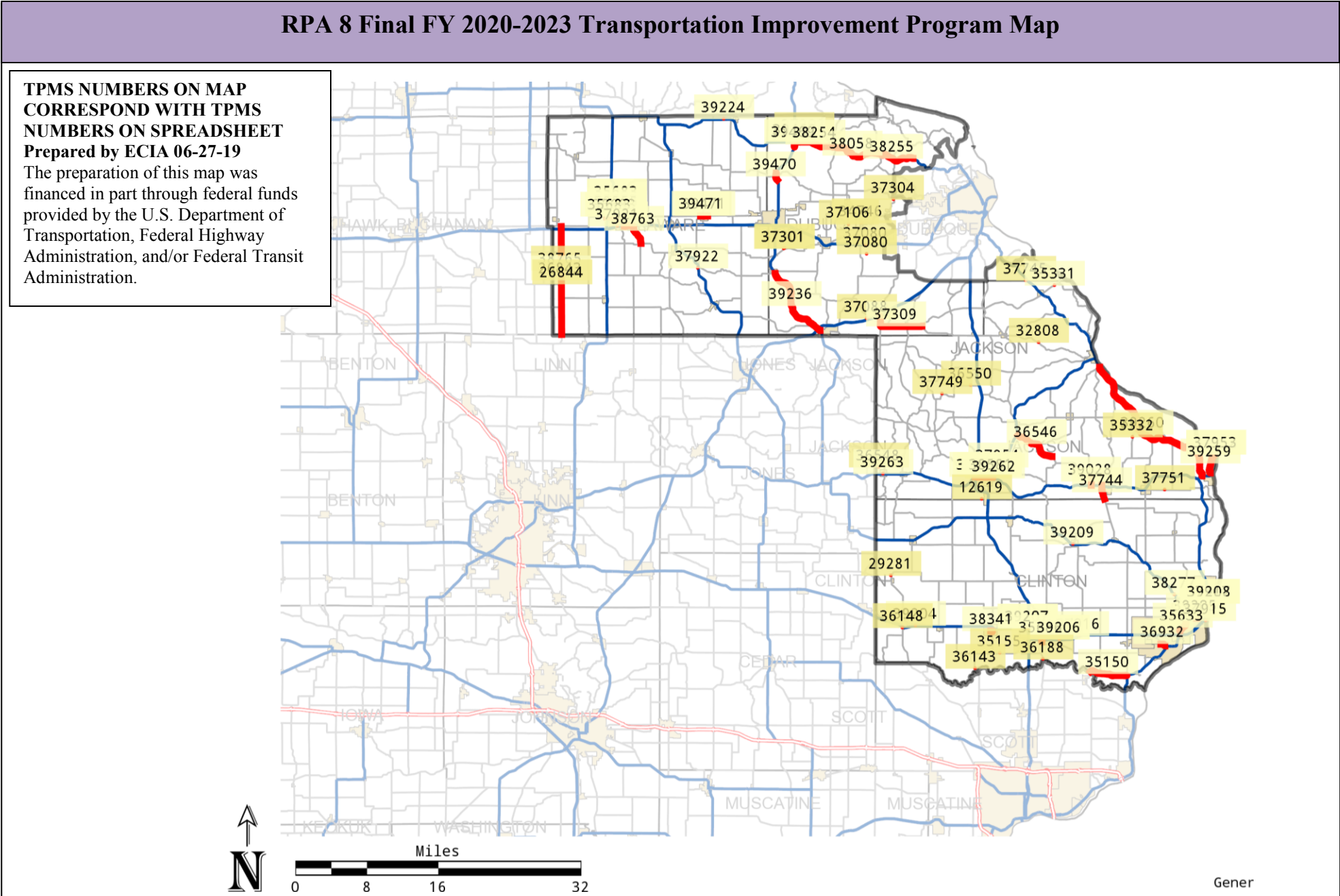
The preparation of this map was
financed in part through federal funds
provided by the U.S. Department of
Transportation, Federal Highway
Administration, and/or Federal Transit
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RPA 8 Transportation Improvement Program (TIP) Transit Projects for FFY 2020 - 2023

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY20	FY21	FY22	FY23
STA, 5311	Region 8 / RTA	4406 Operations Other	Operations	Total	662,133	699,643	707,643	
				FA	364,376	382,000	390,000	
				SA	297,757	317,643	317,643	
5307	Region 8 / RTA	4409 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: 4484	Total	94,500			
				FA	80,325			
				SA				
5339	Region 8 / RTA	4411 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: 113	Total	94,500			
				FA	80,325			
				SA				
5339	Region 8 / RTA	4825 Capital Replacement	Minivan VSS Unit #: 595	Total	55,000			
				FA	46,750			
				SA				
5339	Region 8 / RTA	5339 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: 114	Total	94,500			
				FA	80,325			
				SA				
5339	Region 8 / RTA	5340 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: 143	Total	94,500			
				FA	80,325			
				SA				
5339	Region 8 / RTA	5341 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: 9142	Total	94,500			
				FA	80,325			
				SA				
5307	Region 8 / RTA	5503 Capital Replacement	Light Duty Bus (176" wb) Unit #: 005	Total	94,500			
				FA	80,325			
				SA				
PTIG	Region 8 / RTA	5626 Capital Other	Solar Earlville Facility	Total	50,000			
				FA				
				SA	40,000			
5339	Region 8 / RTA	5342 Capital Replacement	Minivan VSS Unit #: 960	Total		55,500		
				FA		47,175		
				SA				
5339	Region 8 / RTA	4415 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: 9144	Total		94,500		
				FA		80,325		
				SA				
5339	Region 8 / RTA	3268 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: 998	Total		94,500		
				FA		80,325		
				SA				
5339	Region 8 / RTA	3269 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: 440	Total		94,500		
				FA		80,325		
				SA				
5339	Region 8 / RTA	3270 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: 999	Total		94,500		
				FA		80,325		
				SA				
5339	Region 8 / RTA	3271 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: 348	Total		94,500		
				FA		80,325		
				SA				

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY20	FY21	FY22	FY23
5339	Region 8 / RTA	3272 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: 4483	Total		94,500		
				FA		80,325		
				SA				
5339	Region 8 / RTA	3274 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: 485	Total		94,500		
				FA		80,325		
				SA				
5339	Region 8 / RTA	3275 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: 486	Total		94,500		
				FA		80,325		
				SA				
5339	Region 8 / RTA	3502 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: 9143	Total		94,500		
				FA		80,325		
				SA				
5339	Region 8 / RTA	4007 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: 983	Total			94,500	
				FA			80,325	
				SA				
5339	Region 8 / RTA	4008 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: 984	Total			94,500	
				FA			75,600	
				SA				
5339	Region 8 / RTA	4826 Capital Replacement	Minivan VSS Unit #: 773	Total			55,000	
				FA			46,750	
				SA				
5339	Region 8 / RTA	4827 Capital Replacement	Minivan VSS Unit #: 328	Total			55,000	
				FA			46,750	
				SA				
5339	Region 8 / RTA	4830 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: 302	Total			96,500	
				FA			82,025	
				SA				
5339	Region 8 / RTA	4831 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: 303	Total			96,500	
				FA			82,025	
				SA				
5339	Region 8 / RTA	4832 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: 316	Total				96,500
				FA				82,025
				SA				
5339	Region 8 / RTA	4828 Capital Replacement	Minivan VSS Unit #: 684	Total				55,000
				FA				46,750
				SA				
5339	Region 8 / RTA	4829 Capital Replacement	Minivan VSS Unit #: 607	Total				55,000
				FA				46,750
				SA				

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY20	FY21	FY22	FY23
STA, 5311	Clinton	5573 Operations Other	Operations	Total	2,361,008			
				FA	773,139			
				SA	253,892			
5339	Clinton	5574 Operations Replacement	Light Duty Bus (158" wb) VSS Unit #: 1152	Total	91,100			
				FA	77,435			
				SA				
5339	Clinton	5609 Operations Replacement	Light Duty Bus (158" wb) VSS Unit #: 1256	Total	91,100			
				FA	77,435			
				SA				
5339	Clinton	5610 Operations Replacement	Light Duty Bus (176" wb) VSS Unit #: 1255	Total	96,500			
				FA	82,025			
				SA				

RPA 8 PUBLIC PARTICIPATION PROGRAM

Accommodation:

Meetings, public hearings, and ECIA formal events are held in facilities that are accessible by persons with disabilities. **Public notices of ECIA meetings and events include a notice of location for public. Individuals with disabilities will be provided with accommodations to attend the meetings on request with a minimum of one weeks notice. Individuals requiring special material or presentation formats will be asked to contact the staff at least one week before the meeting.**

Revising/Amending an Approved TIP

Revising the TIP

Revisions are defined as changes to a 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”.

Amendment

An amendment is a revision to a TIP that involves a major change to a project included in the TIP. This includes an addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or scope (e.g. changing project termini or the number of through 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 of the TIP.

The TIP Amendment Process will include the following steps:

- **RPA 8 staff will collect the amendment information from the members requesting.**

- RPA 8 staff will inform the public of the amended TIP's availability by sending notice to the organizations on the RPA 8 public participation process list and by publishing legal notices in local newspapers and ECIA website. These notices will be posted and published 4-20 days before the scheduled meeting.
- **The public hearing meeting will be held with the RPA 8 Policy Board meeting and the meeting will be opened for public input during the process.**
- The DOT and FHWA staff will be provided with updated TIP with amendments once approved by RPA 8 Policy and tech boards.
- **The public hearing meeting will be held with the RPA 8 Policy Board meeting and the meeting will be opened for public input during the process.**

Administrative Modification

A minor revision to a TIP is an administrative modification. It includes minor changes/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 or redemonstration of fiscal constraint,

Amendment vs. Administrative Modification

There are four main components that can be used to determine whether a project change constitutes an amendment or an 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 which are included in the first four years of the TIP/STIP will be considered administrative modifications. Projects which 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.

Swap Project Revision Process

The DMATS will make no distinction between amendments and administrative modifications for projects using swapped Primary Road Funds. Swap projects are subject to DMATS project revision processes and all applicable state public meeting requirements.

Redemonstrations of Fiscal Constraint

The Iowa DOT is required to ensure that that federal aid funds programmed in the STIP are fiscally constrained not only at the time of approval but also throughout the fiscal year. As part of the draft STIP process the DOT adjusts its federal aid participation to utilize all remaining federal funds after local project sponsors have programmed their federal aid projects. Based on this approach, at the time of approval by FHWA and FTA, no additional federal aid funds are available to be added to the STIP and maintain fiscal constraint of the document.

In order to maintain fiscal constraint of the STIP document any revision to a federal aid project in the STIP that adds a new federal aid project or increases a project's STIP limit will require that a corresponding change be made to another programming entry to ensure that the STIP remains fiscally constrained. The federal aid funds moved to make way for the additional programmed federal aid need to be of the same federal aid program type. For example, if additional STBG funds are going to be added to a project the corresponding reduction in federal aid on another project must be STBG funds. This requirement pertains to both administrative modifications and amendments to the STIP and therefore also applies when moving projects up from the out years of the STIP. To facilitate the STIP approval process a programming note should be added to both TPMS entries noting the TPMS number of the other project.

The requirement to ensure fiscal constraint does not apply to accomplishment year projects that have been already programmed at their full federal aid participation rate (typically 80 percent) and whose programming entry is being adjusted based on an updated cost estimate. That would include all projects that have been programmed with an 80/20 or 90/10 split. For those projects, we anticipate that any increases in cost estimates will be balanced out by projects whose authorized federal aid is less than what was programmed.

RESOLUTION
ECIA Regional Planning Affiliation
FFY 2020-2023 Transportation Improvement Program

WHEREAS, the ECIA–RPA Transportation Improvement Program information is developed as a description and justification of transportation improvements proposed for Federal Fiscal years of 2020 through 2023; and,

WHEREAS, the East Central Intergovernmental Association Regional Planning Affiliation has been formed in cooperation with the Iowa Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration to jointly plan and program federal and state transportation improvements in the Region; and,

WHEREAS, the 2015 Fixing America's Surface Transportation Act (FAST Act) makes available federal highway and transit funding to make improvements in the State of Iowa and the ECIA–RPA region; now, therefore,

BE IT RESOLVED BY THE ECIA Regional Planning Affiliation that the FFY 2020–2023 Transportation Improvement Program is hereby approved.

Adopted this on 27th of June 2019.

Don Thiltgen
Chair, RPA Policy Board

Date

ATTEST:

Kelley Deutmeyer
Executive Director, ECIA

Date

Appendix D

General RPA Funding Guide to Transportation Surface Transportation Projects

The Regional Planning Affiliation (RPA) tech Committee oversees the program that provides funds to sponsors of transportation projects that expand travel choices and enhance the transportation experience. This committee reviews, scores, and recommends project applications requesting Surface Transportation Project (STBG) funds. Their recommendations are given to the RPA Policy Committee for approval. The committee consists of a rotating balance of local government and public works officials in the region.

The RPA Tech committee follows the rules and regulations pertaining to the program as set forth in the Federal Highway Administration. However, some additional restrictions have been placed to make the program more efficient and maximize the federal dollars used for construction activities.

Project Obligation:

The project should be obligated within two Federal Fiscal years which includes the Federal Fiscal year that the funding got programmed in RPA 8 Transportation Improvement Program (TIP). The Federal Fiscal year starts on October 1st of the current calendar year and goes until September 30th of the next calendar year. If funds have not been obligated at the end of the two year time period the funds will be returned to RPA 8.

FHWA Authorization of Construction Costs

As part of the letting process, the Iowa DOT obtains FHWA Authorization for the costs of the proposed construction contract. FHWA Authorization will be requested based on the plans, specifications, and estimate (PS&E) submitted by the Local Public Agency (LPA). If the bids come in significantly higher or lower than the estimate, the FHWA Authorization may be adjusted accordingly, provided that sufficient Federal funds are available for the project. The Iowa DOT

requires that the LPA budget sufficient funds and be prepared to award a contract for bids that are up to 110% of the LPA's estimate.

Please see below for FEDERAL AID PROJECT DEVELOPMENT GUIDE

http://www.iowadot.gov/local_systems/publications/im/guide.pdf

SURFACE TRANSPORTATION PROGRAM EVALUATION CRITERIA

1. Economic Vitality: 275 Points (27.5%)
 4. System Preservation: 200 Points (20%)
 2. Safety: 200 Points (20%)
 3. Accessibility and Mobility: 125 Points (12.5%)
 5. Integration and Connectivity: 75 Points (7.5%)
 6. Local and Regional Factors: 125 Points (12.5%)
- TOTAL POINTS AVAILABLE: 1000 (100%)

The process for project prioritization and ratings will be the following:

1. Projects are submitted to RPA 8, with all required information no later than final submittal date set by RPA 8, December 3, 2010 by 5:00 PM.
2. Applications will be compiled for the Subcommittee for STBG funding distribution. The Subcommittee will then meet and rank the projects based on the evaluation criteria adopted by the Board. The subcommittee will submit the list to RPA 8 Tech and Policy Boards.
3. The Tech Board will provide their input to Policy Board. The Policy Board will review the ranking list and associated documentation and prepare a draft Transportation Improvement Program for inclusion into the Iowa State Transportation Improvement Program.

Please refer to the Application Guide for additional information on scoring criteria.

EVALUATION CRITERIA

This section will provide information specifically for the competitive rating section of the Region 8 STBG Application. The information is ordered by rating criteria developed from the MAP-21 planning factors that are meant to guide federal-aid projects funded by MAP-21 legislation.

The Transportation Advisory Committee will rank the projects according to subjective and objective scoring factors. All scores will be sent to the Policy Board for review and TIP construction.

ECONOMIC VITALITY

275 Total Points Available

The Economic Vitality section of the application is designed to measure the economic impact that a proposed project will have locally and regionally. All of the rating in this section is subjective. Members of the Transportation Advisory Committee will rate the effects that the proposed project will have on the rating criteria based on the merits of the project. Below illustrates how the 275 points are distributed for each project:

75 Points - Project promotes general economic development.

40 Points - Project specifically enhances or improves tourism.

40 Points - Project specifically improves or enhances movement of freight and services.

40 Points - Project improves or enhances movement of workers.

40 Points - Project improves access to jobs and business opportunities.

40 Points - Project improves access to other transportation facilities including air, water, rail, multimodal, etc.

SYSTEM PRESERVATION

200 Total Points Available

Points are awarded based on current surface type, current pavement condition, current AADT, and future AADT. The information for each of the previously mentioned categories is plugged into a formula and the point value is determined by where the formula solution fits into the points range. Below is an example of how the system preservation formula may be applied to a proposed project:

- 1) Surface Type: Portland Concrete 1
- 2) Facility Condition: 2
- 3) Existing AADT: 5,800
- 4) 10-year projected AADT: 6,400

Formula 1: $[(\text{Existing AADT} + 10 \text{ Year AADT})/1000/2]$

Formula 2: $[(\text{Formula 1 Answer}/2)*(\text{Surface Type})*(\text{Facility Condition})]$

Formula 1: $[(5,800 + 6,400)/1,000/2] = 6.1$

Formula 2: $[(6.1/2)*(1)*(2)] = 6.1 = \text{Project awarded 52 Points as shown in the table below}$

System Preservation Scoring Criteria

Range	Points	Range	Points
<.50	4	12.51-13.00	104
0.51-1.00	8	13.01-13.50	108
1.01-1.50	12	13.51-14.00	112
1.51-2.00	16	14.01-14.50	116
2.01-2.50	20	14.51-15.00	120
2.51-3.00	24	15.01-15.50	124
3.01-3.50	28	15.51-16.00	128
3.51-4.00	32	16.01-16.50	132
4.01-4.50	36	16.51-17.00	136
4.51-5.00	40	17.01-17.50	140

5.01-5.50	44	17.51-18.00	144
5.51-6.00	48	18.01-18.50	148
6.01-6.50	52	18.51-19.00	152
6.51-7.00	56	19.01-19.50	156
7.01-7.50	60	19.51-20.00	160
7.51-8.00	64	20.01-20.50	164
8.01-8.50	68	20.51-21.00	168
8.51-9.00	72	21.01-21.50	172
9.01-9.50	76	21.51-22.00	176
9.51-10.00	80	22.01-22.50	180
10.01-10.50	84	22.51-23.00	184
10.51-11.00	88	23.01-23.50	188
11.01-11.50	92	23.51-24.00	192
11.51-12.00	96	24.01-24.50	196
12.01-12.50	100	24.51-25.00	200

SAFETY

200 Total Points Available

Safety is designed to measure how accidents on the proposed facility compare with state rates and what proportion of the project cost will go towards safety improvements. The Transportation Advisory Committee will rank projects based on factual numbers supplied by applicants and their corresponding point ranges.

Data used in this section includes accident rates and cost of safety improvements of the proposed project. Applicants will acquire accident data from the previous five years and complete the accident rate calculation located in the application. The end result should be a ratio in units of accidents per hundred million vehicle miles (HMVM) of the calculated rate for the proposed project to the state rate for cities or counties. Points will be awarded based on the accident rate as shown in the table below:

Accident Rate Scoring Criteria

Accident Ratio	Points
<0.49	0
0.50-0.99	20
1.00-1.99	40
2.00-2.99	60
3.00-3.99	80
4.00-<	100

The proportion of the total project cost to cost of safety improvements uses data from the applicant that should specifically describe what parts of the project are for safety improvements. All safety improvements must be located on the approved safety improvement list included at the end of this document and in the STBG Application. The cost for safety improvements should then be divided by the total cost for the safety improvement cost/total cost ratio. Points are awarded based on the proportion of funding put towards making safety improvements as shown below.

Safety Improvement Scoring Criteria

Percent	Points
<15%	0
15-25%	20
25-35%	40
35-45%	60
45-55%	80
55-65%	100

ACCESSIBILITY AND MOBILITY

125 Total Points Available

Accessibility and Mobility is designed to measure how the proposed project will make users of the transportation system more mobile. The Transportation Advisory Committee will rank the projects based on factual numbers supplied by the applicants or RPA 8 and their corresponding point ranges.

RPA 8 will calculate volume/capacity ratios by dividing current and projected traffic volumes by a capacity table developed from the Highway Capacity Manual. This table may be found on the Page 17.

Points will be awarded based on Existing Volume/Capacity Ratio using the scoring criteria in the table below.

Existing Volume/Capacity Ratio Scoring Criteria

Volume/Capacity	Points
0.00-0.062	10
0.063-0.125	15
0.126-0.188	20
0.189-0.251	25
0.252-0.314	30
0.315-0.503	35
0.504-0.629	40
0.630-0.818	45
0.819-0.944	50
0.945-1.070	55
1.071-1.096	65

Points will be awarded for projects in which the volume/capacity ratio is reduces due to the proposed project. Points will be awarded based on the following table.

Volume/Capacity Reduction Scoring Criteria

Volume/Capacity	Points
Ranges Change	
0	0

1	20
2	40
3	60

Volume Capacity Table

TABLE IV-2
CAPACITY BY FACILITY AND AREA TYPE

FACILITY TYPE (Assignment Group)	AREA TYPE				
	1 CBD	2 FRINGE	3 RESIDENTIAL	4 OBD	5 RURAL/OTHER
2					
<u>Divided Arterial/Expressway</u>					
2 lanes	16,400/17,000	16,600/17,600	17,000/18,000	17,000/18,000	15,000/16,000
4 lanes	32,000/34,000	33,200/35,200	34,000/36,000	34,000/36,000	30,000/32,000
6 lanes	49,200/51,000	49,800/52,800	51,000/54,000	51,000/54,000	45,000/48,000
3					
<u>Undivided Arterial</u>					
1 lane	6,300	7,500	7,500	7,500	6,500
2 lanes	12,600	15,000	15,000	15,000	13,000
3 lanes	18,900	22,500	22,500	22,500	19,500
4 lanes	25,200	30,000	30,000	30,000	26,000
5 lanes	31,500	37,500	37,500	37,500	32,500
6 lanes	37,800	45,000	45,000	45,000	39,000
4					
<u>Collector</u>					
1 lane	5,300	6,500	6,500	6,500	5,700
2 lanes	10,600	13,000	13,000	13,000	11,400
3 lanes	15,900	19,500	19,500	19,500	17,100
4 lanes	21,200	26,000	26,000	26,000	22,800
5					
<u>Local</u>					
1 lane	4,800	6,000	6,000	6,000	5,200
2 lanes	9,600	12,000	12,000	12,000	10,400
3 lanes	14,400	18,000	18,000	18,000	15,600
4 lanes	19,200	24,000	24,000	24,000	20,800
1					
<u>Freeway</u>					
	72,000	72,000	72,000	72,000	72,000
6					
<u>Bridge</u>	I-280	I-74	Arsenal/Cent.	I-80	
2 lanes	-	-	18,000	-	
4 lanes	72,000	-	40,000	68,000	
6 lanes	-	108,000	-	-	

Note: Capacities used in TRANPLAN model for Quad City Area based on links' lanes, direction and speed.

Key:

CBD - Central Business District
Fringe - Surrounding CBD
OBD - Other Business District

References: National Cooperative Highway Research Program (NCHRP) Report 187, Quick Response Urban Travel Estimation Techniques and Transferable Parameters User's Guide, and Highway Capacity Manual, Special Report 209. Table approximates LOS D.

INTEGRATION AND CONNECTIVITY

75 Points Total Points Available

Integration and Connectivity is designed to measure what impact the proposed project will have on connecting and integrating the transportation system. The Transportation Advisory Committee will rank projects based on factual numbers and on the committee member's feelings on how the proposed project will impact the transportation system in this category. Below illustrates how the 75 points are distributed for the integration and connectivity category.

75 Points - Project improves connectivity to a road classified as arterial or higher?

75 Points - Project improves connectivity for freight transportation including air, water, rail, and truck?

75 Points - Project integrates multiple modes of transportation including transit, trail, and auto?

LOCAL AND REGIONAL FACTORS

125 Total Points Available

Local and regional factors will evaluate what planning documents the proposed project are consistent with, the amount of local match involved, how the proposed project will impact the transportation system, and if there is more than one sponsor involved.

The adopted planning document could include a long range transportation plan, comprehensive plan, capital improvements plan, or any other local, regional, or state planning document. 25 points will be awarded based on the number of planning documents in which a project conforms with and the significance of the planning document.

Projects will be awarded points based on the amount of local match ratio contributed to the project. Projects that have match ratios in between the ratios listed as point ranges will be grouped in the point range above the actual ratio. For instance, if a proposed project has a federal/local match of 72/28, that

project will be grouped in the 80/20 range. A proposed project that has a federal/local match ratio of 68/32 will be grouped in the 70/30 range.

Local Match Ratio Scoring Criteria

Fed/Local Match	Points
80/20	0
70/30	8.25
60/40	16.75
50/50	25

In addition, points will be awarded based on the following questions:

25 Points - Project will contribute to the local *AND* regional transportation system.

25 Points - Proposed project involves more than one project sponsor.

Appendix E

RPA 8 Transportation Alternative Program Project Scoring Criteria

RPA8 Transportation Alternatives Program Structure

Eligible Activities

The following categories of activities are eligible for funding under the Statewide Transportation Alternatives Program:

- Transportation Alternatives as defined by 23 U.S.C. 101(a)(29),
- Infrastructure-related or non-infrastructure-related projects formerly eligible through the Safe Routes to School program under Section 1404(f) of the SAFETEA-LU, and
- Projects eligible through the Recreational Trails Program under Section 206 of Title 23.

Transportation Alternatives

Eligible projects must meet one or more of these eligibilities and must relate to surface transportation.

1. Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.
2. Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
3. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.
4. Construction of turnouts, overlooks, and viewing areas.
5. Community improvement activities, which include but are not limited to:
 - a. Inventory, control, or removal of outdoor advertising.
 - b. Historic preservation and rehabilitation of historic transportation facilities.

- c. Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control.
 - d. Archaeological activities relating to impacts from implementation of a transportation project eligible under this title.
 - e. Streetscaping and corridor landscaping.
6. Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
- a. Address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329; or
 - b. Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

Infrastructure-Related Safe Routes to School Projects

The planning, design, and construction of infrastructure-related projects that will substantially improve the ability of students to walk and bicycle to school, including:

1. Sidewalk improvements,
2. Traffic calming and speed reduction improvements,
3. Pedestrian and bicycle crossing improvements,
4. On-street bicycle facilities,
5. Off-street bicycle and pedestrian facilities,
6. Secure bicycle parking facilities, and
7. Traffic diversion improvements in the vicinity of schools. (section 1404(f)(1)(a))

Non-Infrastructure Related Safe Routes to School Projects

Activities to encourage walking and bicycling to school, including:

1. Public awareness campaigns and outreach to media and community leaders,
2. Traffic education and enforcement in the vicinity of K-8 schools,
3. Student sessions on bicycle and pedestrian safety, health, and environment, and
4. Funding for training, volunteers, and managers of safe routes to school programs. (section 1404(f)(2)(a))

Recreational Trails Program Projects

Eligible Recreational Trails Program projects include:

1. Maintenance and restoration of existing recreational trails;
2. Development and rehabilitation of trailside and trailhead facilities and trail linkages;
3. Purchase and lease of recreational trail construction and maintenance equipment;
4. Construction of new recreational trails (with some restrictions for new trails on Federal lands);
5. Acquisition of easements and fee simple title to property for recreational trails or recreational trail corridors;
6. Assessment of trail conditions for accessibility and maintenance;

7. Development and dissemination of publications and operation of educational programs to promote safety and environmental protection, (as those objectives relate to one or more of the use of recreational trails, supporting non-law enforcement trail safety and trail use monitoring patrol programs, and providing trail-related training), but in an amount not to exceed 5 percent of the apportionment made to the State for the fiscal year; and
8. Payment of costs to the State incurred in administering the program, but in an amount not to exceed 7 percent of the apportionment made to the State for the fiscal year.

Eligible Applicants and Project Sponsors

MAP-21 authorizes the following entities to apply for Transportation Alternatives Program funding:

- Local governments.
- Regional Transportation Authorities.
- Transit Agencies.
- Natural Resource or public lands agencies.
- School Districts, local education agencies or schools.
- Tribal governments.
- Any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than a metropolitan planning organization or a State agency that the State determines to be eligible).
- A non-eligible project sponsor (such as a non-profit) may partner with an eligible co-sponsor in applying for funds.

Eligible Costs

Only certain costs are eligible for reimbursement through the Transportation Alternatives Program. An obligation of funds occurs when a project is approved and a project agreement is executed between the Federal government (FHWA division office) and the Iowa DOT. This is called FHWA Authorization. This does not generally occur until a project has cleared a number of steps in the project development process including the execution of a project agreement between the project sponsor and the Iowa DOT. Although considerable time and money may have already been spent developing a project, the

obligation of funds upon FHWA Authorization marks the beginning of project costs which are eligible for reimbursement. Any design and feasibility studies conducted prior to receipt of a Notice to Proceed from the Iowa DOT are not eligible for reimbursement.

After obligation and FHWA Authorization, many project specific costs are eligible. Preliminary and final engineering work including project development, acquisition of right-of-way, environmental work, cost estimates, construction plans, and architectural work are eligible after approval is granted by the Iowa DOT. Utility relocations as permitted under Iowa Code, construction engineering, and construction costs would also be eligible. Any administrative, maintenance, or general planning studies would not be eligible. Upon award, each project will be assigned a dedicated contact person within the Iowa DOT who will work with the project sponsor through each step of the project development process.

Local Match

Transportation Alternatives Program funds may pay for up to 80 percent of eligible project costs or up to the approved grant maximum, whichever is less. A local match is required to pay for 20 percent or more of the remaining project costs. This match requirement also applies to traditional Safe Routes to School projects. Federal funds cannot be used as matching funds, unless expressly permitted by law. State funds are eligible for use as match. In-kind services or donated services, materials, or real property donated by a third party may also be counted as match under certain circumstances and with Iowa DOT approval.

Application Process

Deadline

Application submittals for each funding round must be postmarked by **the deadline date**, and include an original and four (4) hardcopies of the completed application and all attachments. Email submissions of the completed application by the stated deadline are allowed, but the original and four (4) hardcopies of the completed application must follow by mail.

Required Submittal

A complete application will consist of the following:

1. A completed application form.
2. A narrative assessing existing conditions, outlining the concept of the proposed project, and providing adequate project justification as described in the application form.
3. A detailed map identifying the location of the project.
4. If applicable, a sketch-plan of the project, including cross-section for bicycle or pedestrian facilities.
5. An itemized breakdown of the total project costs.
6. A time schedule for the total project development.
7. An official endorsement of the project from the authority to be responsible for its maintenance and operation according to the requirements included in the application form.
8. If applicable, a letter of support for the project from the scenic or historic byway board.
9. A narrative discussing the public input process that was followed, the extent to which adjacent property owners and others have been informed of the proposed project, and an assessment of their acceptance.

Project Selection

In addition to meeting Transportation Alternatives Program eligibility requirements, projects funded under the Statewide Transportation Alternatives Program are intended to have a statewide or multi-regional significance. As such, applications for projects such as trails that could be considered primarily local impact projects will not be scored favorably.

An assessment of the relative statewide significance of a project may be made by considering the following:

1. Statewide or multi-regional impact of the project,
2. Degree of enhancement of the quality or utility of the state's overall surface transportation system,
3. State or multi-regional tourism benefits, and
4. Degree of statewide or multi-regional planning implemented

Federal Requirements, Standards, or Guidelines

Since the Statewide Transportation Alternatives Program is a part of the Federal-aid highway program, awarded projects are subject to certain Federal laws and regulations including:

1. Involvement of the public, including the adjacent property owners, in the development of the project.
2. Compliance with the Uniform Relocation Property Assistance and Real Property Acquisition Policies Act (the Uniform Act) for the acquisition of easements or the purchase of land in fee simple. This includes fair treatment practices and may include the completion of an appraisal on parcels to be acquired. This requirement applies whether or not federal funds will be used for the acquisition costs.
3. National Environmental Policy Act (NEPA). This requires verification the project is not harmful to the environment in the following areas:
 1. Noise - impacts of noise during and after construction.
 2. Air Quality - compliance with Iowa's state implementation plan for maintaining its attainment status relative to the national ambient air quality standards. Conformity with the requirements of the Clean Air Act must be verified.
 3. Cultural Resources - disturbances to areas of archaeological or historical significance. Properties proposed for rehabilitation or preservation must be eligible for or on the list of the National Register of Historic Places. (Section 106 of the National Historic Preservation Act)
 4. Water Quality - impacts to water quality.
 5. Wetlands - impacts to wetlands.
 6. Floodplains - impacts to regulatory floodways or to a 110-year floodplain.
 7. Farmland Protection - impacts to surrounding farmland.
 8. Hazardous Waste Sites - location of and impacts to hazardous waste sites.
4. Americans with Disabilities Act (ADA). Projects must conform to the Americans with Disabilities Act, which allows for reasonable access to the project for persons with disabilities.
5. Disadvantaged Business Enterprises (DBE) and Minority Business Enterprises (MBE). Verification must be received that efforts have been made to solicit bids from disadvantaged and minority business enterprises.

6. Davis-Bacon Wage Requirements. Projects will be required to comply with Davis-Bacon wage requirements, which state that contractors will conform to federal minimum wage requirements.
7. Competitive bidding requirements. Construction projects are required to be let through the Iowa DOT or according to procedures for a public letting as per Sections 26.3 through 26.13 of the Code of Iowa.
8. Permits or Other Approvals. It is the project owner/sponsor's responsibility to obtain all permits or other approvals that may be required as a result of the activities proposed as part of the project.