



REGION 6  
FY 2018-2021  
TRANSPORTATION  
IMPROVEMENTS  
PROGRAM

*Prepared By:*

*Region 6 Planning Commission*

*June 19, 2017*

*final*

RPA TIP Checklist – Highway Section  
Region 6 Planning Commission  
FY 2018-2021

Required Items:

- *A listing of all federal-aid projects, in the standard format, proposed for FHWA or FTA funds for four federal fiscal years with project costs adjusted into year of expenditure dollars. See TPMS Printout of Draft TIP 2018 and accompanying Region 6 Planning Commission Transit Element document.*
- *A summary of total project costs and federal-aid, by funding program and year. See TableS 1 and 2 of 2018-2021 Transportation Improvements Program Narrative.*
- *A discussion of the fiscal constraint of the program. See 2018-2021 Transportation Improvements Program narrative. This should include tables demonstrating STBG constraint, (See Funding Schedule, Table 1 of 2018-2021 Transportation Improvements Program narrative) as well as tables documenting nonfederal-aid revenues and expected operations and maintenance (O&M) costs on the federal aid system. Revenues and O&M costs should be adjusted based on assumed rates of inflation. See Operations and Maintenance of Roads section of the Transportation Improvements Program narrative.*
- *A status report for all accomplishment year projects listed in the previous year's approved TIP. The status report should detail authorized projects, rollover projects, and projects removed from programming. "Authorized" means approval of federal-aid participation by the FHWA or grant approved by FTA. See 2017 Status Report.*
- *A discussion regarding project selection procedures. Identification of the region-specific criteria and process used to select projects for inclusion in the TIP. Project selection criteria for STBG and HBP projects shall be included. See 2018-2021 Transportation Improvements Program narrative.*
- *A discussion concerning the public participation associated with development of the TIP. All public comments received should be included in the TIP. See 2018-2021 Transportation Improvements Program narrative.*
- *A map detailing the location of all projects programmed in the TIP. See Attached.*
- *A discussion of the region's approved TIP revision procedures and criteria must be included in the TIP. The section must include a discussion of the process for revisions of the TIP and also the region's specific criteria for administrative modifications and amendments. See 2018-2021 Transportation Improvements Program narrative.*

- *A resolution or policy action of adoption of the TIP.* Policy Board Resolution with Final TIP.
- *A self-certification of the planning process (required for MPOs, suggested for RPAs).* See 2018-2021 Transportation Improvements Program narrative.
- *A disclaimer discussing the contents of the TIP.* See 2018-2021 Transportation Improvements Program narrative.

RPA TIP Checklist – Transit Section  
Region 6 Planning Commission  
FY 2018-2021

Required Items:

- *A financial capacity analysis for MPO transit programs included in the TIP or Consolidated Transit Funding Application (suggested for RPAs). See 2018-2021 Transportation Improvements Program narrative.*
- *A planning justification (narrative) for all transit projects included in the Consolidated Transit Funding Application. See 2018-2021 Transportation Improvements Program narrative.*
- *A feasibility study for any transit facility projects programmed in the first year of the TIP included in the Consolidated Transit Funding Application. N/A.*
- *Vehicle numbers for all projects to replace, remanufacture, or rehabilitate transit rolling stock. See Region 6 Planning Commission Transit Element.*
- *In areas with ADA required paratransit and key station plans, identification of those projects that will implement these plans. Additionally, specifically identify all transit projects that are not intended to implement aspects of the ADA plan. See Region 6 Planning Commission Transit Element.*

RESOLUTION

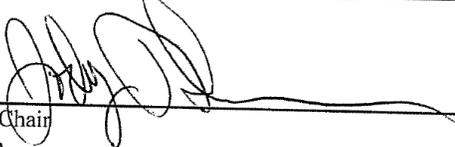
**A RESOLUTION TO APPROVE THE FY 2018-2021 REGION 6 PLANNING  
COMMISSION TRANSPORTATION IMPROVEMENTS PROGRAM**

WHEREAS the Region 6 Planning Commission has prepared the FY2018-2021 Transportation Improvements Program and received the input of the Region 6 Planning Commission Transportation Committee, and IDOT/FHWA/FTA.

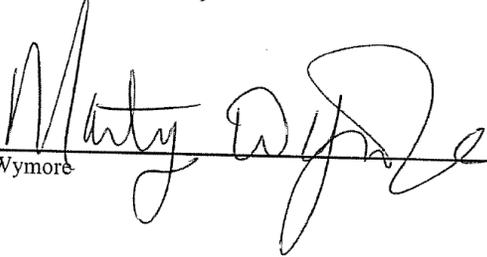
NOW, THEREFORE, BE IT RESOLVED BY THE REGION 6 PLANNING COMMISSION:

Section 1: The FY 2018-2021 Transportation Improvements Program is hereby approved.

Approved this 19th day of June, 2016. 17

  
\_\_\_\_\_  
Jody Anderson, Chair

Attest:

  
\_\_\_\_\_  
Marty Wymore

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## **CERTIFICATION OF THE PLANNING PROCESS**

Region 6 Planning Commission certifies that the TIP process is carried out in accordance with federal code related to Clean Air Act, Civil Rights Act, and Americans with Disabilities Act, among others.

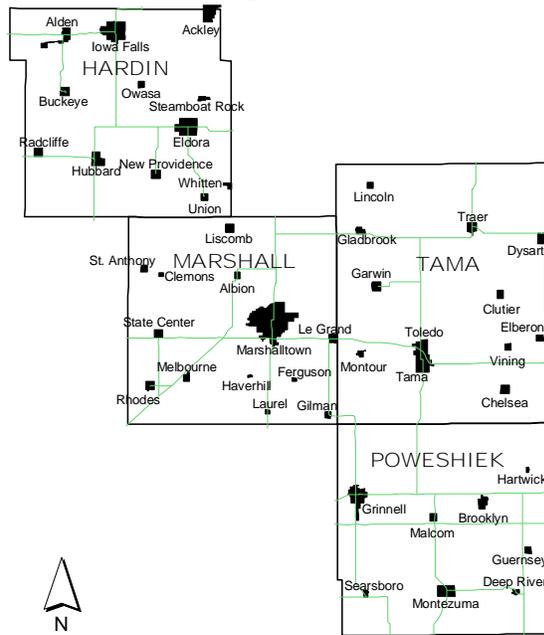
## **DISCLAIMER**

Region 6 Planning Commission prepared this report with funding from the U.S. Highway Department of Transportation's Federal Highway Administration and Federal Transit Administration, and in part through local matching funds of the Region 6 member governments. These contents are the responsibility of Region 6 Planning Commission. The U.S. government and its agencies assume no liability for the contents of this report or for the use of its contents. Region 6 Planning Commission approved this document on June 19, 2017. Please call 641-752-0717 to obtain permission of use.

## **INTRODUCTION**

Programming is the transition of projects from planning and design to construction. The Region 6 Transportation Improvements Program lists roadway, bridge, public transit, and transportation alternative federal projects over the next four federal fiscal years. The Region 6 Planning Commission area is noted below.

# Region 6



Project priority is given to the 2017 annual element of the Region 6 Transportation Improvements Program. Working budgets for the STABG projects are created and monitored by Region 6 staff for review by the Transportation Committee. Projects in any of the annual elements can be moved from one year to another, and may be increased or decreased, depending on degree of need and project readiness as suggested by public comment and agreed upon by the Committee. The program is fiscally constrained, and there are sufficient funds in each year to complete the program, as outlined further in this document. (See Table 1, below, for STBG Funding Schedule.)

Public input opportunities are provided throughout the TIP development process. All committee meetings are open to the public.

**Public Notices:** All meeting announcements and agendas for the Region 6 Planning Transportation Committee and Executive Board of Directors (policy committee) are sent to all committee members and other interested individuals and groups prior to the actual meeting date. Meeting agendas are also posted at the Region 6 Planning Commission office.

**Annual TIP Project Request Notifications:** Region 6 Cities and Counties, members of the Committees, the Meskwaki Settlement, and other interested parties are informed when projects are being sought for inclusion in the annual Region 6 Transportation Improvements Program.

**Public Comment:** Prior to final Region 6 Transportation Improvements Program approval, the Region 6 Planning Commission Board of Directors holds a public hearing on all the projects being considered for approval in the TIP. The public hearing meets the requirements noted in the Code of Iowa.

## **PROJECT SELECTION PROCEDURES**

Roadways across Region 6 are under the jurisdiction of Cities, Counties, and the Iowa Department of Transportation. Funding for the planning, engineering, construction and maintenance of these streets and highways is provided through federal, state, and local tax revenues and user fees including road use-motor fuel taxes, property taxes, special tax levies, and motor vehicle registration and drivers' license fees.

Each year Region 6 is designated to receive a portion of the Surface Transportation Block Grant (STBG) funds that are available from the State of Iowa for roadway improvements or non-roadway projects. STBG funds may be used on either the National Highway System (NHS) or Federal Aid eligible routes. The annual STBG fund target including TAP flex funds for Region 6 Planning Commission, for 2018-2021, averages \$2,439,500 per year.

The STBG projects working budgets are created and monitored by Region 6 staff for review by the Transportation Committee from applications submitted by project sponsors. Projects are chosen by the Transportation Committee for recommendation to the Executive Board to be included in the TIP. Funding for projects in any of the annual elements can be moved from one year to another. Projects recommended for funding are targeted to stay within the forecasted budget for each of the fiscal years in the 4-year plan. However, a small amount of funding may exceed or may be carried over from one fiscal year to another to accommodate a project, but the funding is constrained to fit within the range of the current TIP, ending with a positive balance. (See Table 1, below, for Funding Schedule.)

### **Year of Expenditure (YOE):**

All projects are developed using Year of Expenditure cost estimates. Local project sponsors are responsible for accounting for YOE, using best estimates based on past experience and assumptions for future changes in construction costs considered at the time of estimate.

For the 2018-2021 expenditure and revenue data, FY 2016 was used as the base date (07/01/2015-06/30/2016). This data was extrapolated using historical annual change levels. The \$.10 gas tax increase started 7/01/2015. IDOT estimates were used for the FY 2018-2021 levels. Historical change levels for the road use tax fund were used for this increased gas tax.

### **STBG Funds:**

The Region 6 Planning Board of Directors determines where Region 6 STBG funds shall be expended. The Region 6 Transportation Committee recommends projects to the Region 6 Board.

Region 6 Planning Commission annually takes applications for the STBG funds. All regional cities, counties, and the Sac & Fox tribe are sent applications via email, and are encouraged to submit eligible applications.

Each applicant applies for their priority projects. Projects are chosen by Region 6 Planning that comply with the Region 6 Planning Transportation Plan and are recognized regional and local

needs. The projects that are funded are on roads in poor condition or the investment is clearly needed for the other permitted STBG modes (E.G., transit).

Applications include selection criteria as based upon need and contribution to the transportation system. Applications are discussed and ranked by the Transportation Committee, which acts as the project selection committee for STBG projects and also reviews, prioritizes, and recommends TAP projects to the IDOT for potential funding. The Committee uses qualitative methods for ranking projects and recommends projects for funding following presentation and discussion.

The regional challenge is to maintain roads adequately – the worst condition roads are funded first. The region uses some target amounts for cities over 5000 people and counties, but these targets are not strictly followed on a yearly basis.

### **Transportation Alternatives Program Funds:**

Due to some FHWA changes, a new application process is established between IDOT and FHWA, with first application and funding available FY2021 and FY2022. Process will proceed as follows:

- Region 6 RPA will solicit applications (provided by the Iowa DOT), review them, and provide funding recommendations/priorities to the Iowa DOT.
- All applications must complete the Iowa DOT application form (download form 240004 from Iowa DOT Forms website). Applications submitted on RPA application forms will not be accepted, although RPAs may require additional information be submitted by project sponsors.
- Applications will be forwarded to Iowa DOT for review of eligibility immediately upon receipt or closure of regional application deadline.
- Iowa DOT will select all projects for funding for both the Local Projects TAP program.
- Only Iowa DOT may consider a project ineligible for funding.
- Iowa DOT will consider projects for funding based largely on geographic equity and regional priorities.
- Iowa DOT will calculate regionally directed TAP funding targets for each geographic area which may be adjusted based on awards from previous years.
- Iowa DOT will notify RPA and projects sponsor of the award.
- First funding available FY2021 and FY2022.

**Region 6 Planning Project Selection Members:**

**Region 6 Executive (Policy) Board**

**1. GOVERNMENT REPRESENTATIVES (51-65%)**

*Elected officials and/or employees of a general purpose unit of state, local or Indian tribal government who have been appointed to represent the government. Articles require seats noted below. 8 required (min).*

NAME	GOVERNMENT	POSITION
Kendall Jordan	Tama County	Board of Supervisors
Lance Granzow	Hardin County	Board of Supervisors
Diana Dawley	Poweshiek County	Board of Supervisors
Jody Anderson, Chair	City of Iowa Falls	City Administrator
Michelle Spohnheimer	City of Marshalltown	Community Development Dir.
Trudi Scott	City of Gladbrook	City Council
Gordon Canfield	City of Grinnell	Mayor

**2. NON-GOVERNMENT REPRESENTATIVES (35-49%)**

*5 required minimum. 1 minority rep strongly preferred (public or private).*

**A. Private Sector Representatives:** *Any senior management official or executive holding a key decision-making position, with respect to any for-profit enterprise. (At least one required).*

NAME	COMPANY/ENTERPRISE	POSITION
Mark Schoborg, Vice-Chair	Self-Employed	Independent Business Owner
Dave Thompson, Secty/Treas	Thompson True Value	Owner
Roger Luehring	Clapsaddle-Garber Associates	Finance Manager

**B. Stakeholder Organization Representatives:** *Executive directors of chambers of commerce, or representatives of institutions of post-secondary education, workforce development groups or labor groups. (At least one required).*

NAME	ORGANIZATION	POSITION
Cindy Litwiller	Iowa Falls Area Development Corporation (IFADC)	Executive Director

Region 6 has a transportation advisory committee that operates under the Executive Board.

**Transportation Committee**

The purpose of the Transportation Committee is to plan and program the Surface Transportation Block Grant (STBG) funds allocated for Region 6 counties. Three voting members from each of the four counties serve on the Committee. Peoplerrides, the regional transit system operated by

Region 6, also has one vote. One of the two members from each county is the County Engineer. A second member is a city engineer or city administrator from a city with a population of over 5,000 people. A third member from each county represents Transportation Alternatives Program (TAP) interests. The two non-voting (ex officio) members on this committee represent the State of Iowa Department of Transportation and the Marshalltown Municipal Transit, the only municipal transit system serving the Region.

Transportation Committee	Name	Title	County, City or Agency Represented
Voting Member	Daryl Albertson or designee	County Engineer	Hardin County
Voting Member	Jody Anderson	City Administrator	City of Iowa Falls
Voting Member	Paul Geilenfeldt	County Engineer	Marshall County
Voting Member	Justin Nickel	City Public Works Director	City of Marshalltown
Voting Member	Lyle Brehm	County Engineer	Tama & Poweshiek Counties
Voting Member	Russ Behrens	City Administrator	City of Grinnell
Voting Member	Dan Zimmerman Dave Svoboda	Mayor of Tama Mayor of Toledo	Tama/Toledo urbanized area (1 vote)
Voting Member	Marty Wymore	Director	Region 6 Transit/Peoplertides
Non-Voting (ex officio)	Michael Clayton	IA DOT	State of Iowa
Non-Voting (ex officio)	Richard Stone	Municipal Transit Director	Marshalltown Municipal Transit
Non-Voting (ex officio)	Larry Lasley	Econ. Dev. Director	Meskwaki Tribe

### **Region 6 Staff**

Region 6 staff also plays a key role in developing effective regional strategies. Region 6 benefits from a creative and talented staff with extensive experience in transportation planning, regional transit operations, project management, and grant administration. Region 6 staff stays abreast of project challenges and new potential projects that are a good fit for the regional program.

### **Other Representation**

The Meskwaki Settlement is included on our Region 6 Transportation Planning mailing lists. They are informed about meeting agendas and application deadlines. Periodically Region 6 staff consults with Meskwaki staff to discuss upcoming projects.

## **Bridge Projects:**

County Engineers select county projects for inclusion in the transportation improvements program based upon the following factors:

- Available funding.
- Cost to replace different structures.
- Bridge condition data relative to traffic volumes, load limits, and impact of the structure on the area transportation network.
- Bridge weight restrictions.
- Traffic count for bridge.
- Hard surfaced or gravel road.
- Cost of project.
- Remaining bridge life.
- Width of bridge.
- Existing roadway classification.
- Closed or open structure.
- Geometrical design limitations.
- Detour length for bridge.
- Special considerations about the bridge use and function.

The Region 6 Planning Commission reviews and provides final approval of these projects. Region 6 Planning does not deny funding approval for any locally approved projects.

## **Transit:**

The federal transit assistance funds for transit services in Region 6 (Peoplerides and Marshalltown Municipal Transit) come from two federal transit assistance programs – 5309 and 5311. The 5309 program is a federal program for capital projects. The 5309 will be the primary capital replacement program for Peoplerides transit. Region 6 may need to use local funds to replace some equipment. The 5311 funds are primarily for operating.

The Region 6 Board of Directors has final approval of all projects that are included in the Region 6 Transportation Improvements Program as well as being responsible for the day-to-day operations of the Commission.

## **OPERATIONS AND MAINTENANCE OF ROADS -- City**

### **City**

Cities with over 5,000 people in the urbanized area as defined by the US Census Bureau and the Federal Highway Administration are defined as urban. Urban means that they have more miles of roads that are eligible for Federal Highway Administration road funding. Those places for the 2018-2021 period that are defined as urban include – Grinnell, Marshalltown, and Iowa Falls. Tama-Toledo has slightly under 5,000 people in the urbanized area, even though the incorporated city population is over 5,000.

These 3 urban places have 79.61 miles of roads that are eligible for federal assistance and maintained by those places. The IDOT also has additional road miles in those jurisdictions that are eligible for federal assistance.

In the Region 6 Planning area the targeted sum of funding for urban places is 22.33% of the \$2,439,500 annual surface transportation program. This is \$544,740 of annual funding for the eligible roads. The urban cities must use non-federal sources to maintain the 181.3 miles of local roads.

The cost per mile to improve eligible city federal routes was about \$1.7 million in the FY 2018-2021 transportation improvement program. If the only funding source for road resurfacing type projects was federal aid through the regional transportation program it would take 250 years (at current funding levels and the programmed cost per mile levels) to replace every mile of eligible urban road. This is several times longer than the life of those road miles. A road that is replaced in 2015 cannot last until 2267 to be replaced.

Federal aid revenues are about 3% of the anticipated funding share from 2018-2021. State funds represent 41% of the funding share. 56% of the road funding for Cities comes from local property tax funds. Over the past year, the federal funding percentage has remained the same, the state funding percentage has increased 4% (\$0.10 gas tax increase), and local funding has decreased 4% - primarily from property tax generated sources.

Federal funds are anticipated to stay the same over 2018-2021 time frame. Federal funds are from different motor fuel taxes. If fuel efficiency increases tax revenues decrease. The federal gas tax rate is not anticipated to increase.

Property tax levels have been estimated in the charts below to increase at 1%. Most places try not to increase tax rates. Some have some revenue increases through valuation growth. At some point in time, local places may increase the property tax paid debt service levy to bond for street improvements. Places only do that when the residents want better roads and there are no other options to pay for improvements.

State revenue increases in the charts below are about 1%. This revenue is also derived from motor fuel taxes. Increased fuel efficiency decreases that revenue. The recently approved \$0.10/gallon gas tax brings in about \$1,225,000 of new revenues for largely the road system. This is 6% of the total capital revenue pool, so the property tax share could decrease or remain the same potentially.

In summary, road type revenues are only estimated to increase at 1% for the 2018-2021 range. See chart A.

Expenses shown in Chart B are kept at the same 1% increase level for the 2018-2021 range. The assumptions for the chart include 2% maintenance increase, 2% operations increase, which leaves the capital category at 0-1% increase with the revenue assumptions aforementioned. Many things could happen to change these figures. The challenge for every place is to improve roads without funding increases.

Using the about \$21.3 million in annual capital figures shown in Chart B and the \$1,700,000 average cost per mile in the 2018-2021 transportation improvements program there is enough annual funding to replace 12.5 miles of roads across the region.

**Chart B**

City Expense Type Region-6	2018	2019	2020	2021
Total Roadway Maintenance	\$ 8,100,316	\$ 8,262,322	\$ 8,427,569	\$ 8,596,120
Total Operations	\$ 2,483,140	\$ 2,532,803	\$ 2,583,459	\$ 2,635,128
Total Capital Roadway	\$ 10,751,689	\$ 10,753,371	\$ 10,752,953	\$ 10,750,373
Total	\$ 21,335,145	\$ 21,548,497	\$ 21,763,981	\$ 21,981,621

**Chart A**

City Revenue Type Region-6	2018	2019	2020	2021
Road Use Tax Fund	\$ 8,668,952	\$ 8,755,641	\$ 8,843,198	\$ 8,931,629
Other Road Fund Receipts	\$ 6,498,985	\$ 6,563,975	\$ 6,629,614	\$ 6,695,910
Debt Service Fund Receipts	\$ 6,167,208	\$ 6,228,880	\$ 6,291,169	\$ 6,354,081
Nont Federal Road Fund Receipts	\$ 21,335,145	\$ 21,548,496	\$ 21,763,981	\$ 21,981,621

## Counties

Counties in Region 6 maintain 4,348 road miles. The federal aid eligible roads total 660.18 miles or 15% of the system miles. The non-eligible federal aid routes are generally the granular surface roads. All road miles need annual operations and maintenance expense. The annual regional operations and maintenance expense is about 73% of the road funding, this is a 3% increase from the previous year. The annual expense for that category for the region is about \$25 million. For the charts listed in Chart C the expenses are estimated to increase about 2% every year.

Counties share similar funding challenges as cities. Property taxes are 22% of the road budget for Counties. Counties have not historically used the debt service levy as a method to pay for road and bridge improvements. That may need to change in the future. For this transportation improvement program no debt service levy funds from counties are included.

The estimated amount of annual county funds available for capital project is about \$8.4 million for the region. If operations and maintenance expenses increase at 2% and total revenues increase at 0-1%, the amount available for capital decreases on average 9%. Property taxes only typically only increase with increasing property valuation levels. The tax rates generally stay the same. This all assumes no debt service levies.

16% of the \$34.1 million in county road department revenue is used on bridge projects. The annual amount for the region is about \$5 million. 80% of the bridge replacement funding is

typically federal. Only Marshall County uses local option sales tax revenues for bridge replacement. So in Marshall County the federal share of bridge replacement is less than 20%. Sometimes Marshall County builds up a large sum of funding in the local option sales tax bridge fund and uses that on larger replacements.

The amount that is estimated to be available for regional road improvements is about \$6.8 (farm to market, time 21, minus 20% bridge match, and regional funds) annually (using 2018 levels). The average cost per mile to resurface a county road in the 2017-2020 program was about \$427,000/mile. This funding is sufficient to improve about 16 miles of roads every year. There are 660 miles of eligible federal aid miles across the region. With current funding levels it will take 41 years to replace each mile of pavement owned by counties. A road repaved in 2018 cannot be done again until 2059.

The regional federal bridge funding is about \$4.5 million annually. The average cost for a bridge replacement in the 2018-2021 program is \$574,000. At \$4.5 million in annual average funding that is enough to replace about 8 bridges.

Annual federal resurfacing funding for all Region 6 counties is about \$1.6 million (65.23% of \$2,439,500). Those federal funds are then shared on the same ratio as state funds. Most of that funding goes to county secondary road resurfacing type projects. The federal funding is supplemented with state funds. The regional county federal funding for counties is 5% of the revenues, a 1% decrease from the previous year. The trend line for the federal funding is no change. Federal funding is based upon motor fuel taxes. That funding is generally not increasing because of increased fuel efficiency.

63% of the county transportation budget is from state funds. Local property tax funds represent 22% of funding.

**Chart C, Operations and Maintenance Expenses**

	2018	2019	2020	2021
Operations	\$ 7,979,085	\$ 8,138,666	\$ 8,301,440	\$ 8,467,468
Maintenance	\$ 16,928,388	\$ 17,266,956	\$ 17,612,295	\$ 17,964,541
Capital	\$ 9,252,911	\$ 12,228,946	\$ 6,495,758	\$ 5,553,159
<b>Total</b>	<b>\$ 34,160,384</b>	<b>\$ 37,634,568</b>	<b>\$ 32,409,493</b>	<b>\$ 31,985,168</b>
Federal Aid Operations	\$ 2,699,907	\$ 2,753,905	\$ 2,808,983	\$ 2,865,162
Federal Aid Maintenance	\$ 5,705,655	\$ 5,819,768	\$ 5,936,163	\$ 6,054,886
<b>Total Federal Aid</b>	<b>\$ 8,405,561</b>	<b>\$ 8,573,672</b>	<b>\$ 8,745,146</b>	<b>\$ 8,920,049</b>

**Chart D, Sources and Uses of County Funds**

COUNTY REVENUE TYPE- REGION 6	2018	2019	2020	2021
Property Tax - Local	\$ 7,418,362	\$ 7,492,546	\$ 7,567,471	\$ 7,643,146
LOST (Marshall Cnty)- Sales Tax	\$ 673,009	\$ 673,009	\$ 673,009	\$ 673,009
Road Use Tax Fund	\$ 14,587,968	\$ 14,587,968	\$ 14,587,968	\$ 14,587,968
Farm To Market - State	\$ 4,489,628	\$ 4,489,628	\$ 4,489,628	\$ 4,489,628
Farm To Market (extra) - State	\$ 165,005	\$ 165,005	\$ 165,005	\$ 165,005
Time - 21 - State	\$ 1,599,370	\$ 1,599,370	\$ 1,599,370	\$ 1,599,370
Bridge Funds - Federal	\$ 4,700,000	\$ 8,100,000	\$ 2,800,000	\$ 2,300,000
Tax refunds Credits	\$ 3,519	\$ 3,519	\$ 3,519	\$ 3,519
Miscellaneous - R6, State, Federal	\$ 523,523	\$ 523,523	\$ 523,523	\$ 523,523
	\$ 34,160,384	\$ 37,634,568	\$ 32,409,493	\$ 31,985,168

## PUBLIC TRANSIT FINANCIAL CAPACITY ANALYSIS

The current federal transportation bill provides \$1 million of capital funding for Iowa public transit systems. Iowa has the 47<sup>th</sup> oldest fleet in the nation, so that amount of funding is not sufficient to replace worn out equipment. Due to this problem, the IDOT has set aside \$4 million of Iowa Clean Air Attainment Program funds for capital. This \$5 million will assist with replacing worn out rolling stock. The region and MMT may need to access available regional Surface Transportation Program funds for capital replacement. Those STbg funds are limited and insufficient given large amount of critical road and bridge replacement needs.

Job Access & Reverse Commute and New Freedom programs no longer provide transit operating funding.

Region 6 and MMT are not looking at any service reductions in FY 2017. Region 6/Peoplerides changed rates and services in 2015 because of some Home and Community Based Services Medicaid changes. These changes in some places have made some services more available for the general public. Both systems are managing the 4/1/16 Medicaid change from state management to private. It is unclear at this time, what impact that change will have on administrative cost.

## PUBLIC TRANSIT PLANNING JUSTIFICATION FOR PROJECTS

Region 6 Planning Commission/Peoplerides and Marshalltown Municipal Transit historically have had to wait to replace vehicles until they have far exceeded their useful life. The replacements scheduled in the program continue to follow that history. The typical Peoplerides bus is about 10 years old with more than 220,000 miles at replacement. Marshalltown Transit vehicles are typically over 20 years old with more than 300,000 miles at replacement. Being able to continue current public transit services will depend upon an ability to replace vehicles more timely. However, it is quite possible instead that the transit vehicle replacement schedule will be delayed substantially because of insufficient vehicle replacement funding.

Peoplerides and MMT depend upon federal and state operating assistance. These transit services are transit as a last resort for most passengers. Most passengers do not have other forms of transportation. Without the transportation services Peoplerides and MMT provide, people could not get to medical appointments, vocational programs, social services, and grocery stores, and would lack the ability to maintain their independence.

## **PUBLIC INVOLVEMENT PROCESS**

### **Transportation Improvement Program (TIP):**

**Public Notice:** Prior to approval of the annual Transportation Improvement Program, Region 6 Planning Commission Board of Directors holds a public hearing on the TIP. The public hearing is held prior to the date the TIP is due to the IDOT. The public hearing notice complies with the Iowa Code publication requirements – the public hearing notice is published at least 4 but not more than 20 days prior to the public hearing. The public hearing notice is published in the Marshalltown Times Republican. The public hearing notice will also be posted at the Region 6 Planning Commission offices. Press releases shall also be provided concurrently to Marshalltown Times Republican, Iowa Falls Times Citizen, Eldora Herald Register, Ackley World Journal, KDAO, KIFG, KFJB, KGRN, Mid-Iowa Enterprise, Toledo Chronicle, Tama News Herald, Traer Star Clipper, Montezuma Record, Grinnell Herald Register, and South Hardin Signal Review. The press releases shall be provided via mail, fax, or email. The TIP will be available for review at the Region 6 Planning Commission office, online at [www.region6planning.org](http://www.region6planning.org), and Region 6 Planning Commission will copy and mail the document upon request.

All public comments received on the draft TIP shall be included in the final TIP.

**Application:** Annually, Region 6 Planning will accept applications for the Region 6 Surface Transportation Block Grant (STBG) Application instructions and forms are provided to Region 6 Cities and Counties, County Engineers, City Engineers, IDOT, Meskwaki Settlement, Economic/Community Development/Betterment Groups, and others interested in regional transportation funding.

**Public Involvement Procedures:** The public participation procedures are updated on an as needed basis. Any amendments will be approved by the Region 6 Board of Directors. Region 6 Planning Commission Board of Directors will publish a notice in the Marshalltown Times Republican to notify the public that the public involvement process will be amended. This notice shall be published at least 45 days prior to approval action by the Region 6 Board of Directors.

**Transportation Committee and Region 6 Board of Directors Meeting Notices:** These meeting notices are subject to Iowa Open Meetings law. The agendas are posted at the Region 6 Planning Offices, mailed/emailed to committee members, and mailed to other interested groups. The meeting notice/agenda is also mailed in press release format to the Marshalltown Times Republican, Iowa Falls Times Citizen, Eldora Herald Register, Ackley World Journal, KDAO, KIFG, KFJB, KGRN, Mid-Iowa Enterprise, Toledo Chronicle, Tama News Herald, Traer Star Clipper, Montezuma Republican, Grinnell Herald Register, Poweshiek County CR, and South Hardin Signal Review. These notices are mailed, faxed, or emailed at least 4 days, but not more than 20 days prior to the meeting.

## PROCEDURES FOR REVISING THE TIP AND STIP

**Amendments:** Any new project, a significant change in the scope of work, or a significant change in the requested federal funding, are considered amendments. The amendments must be approved by the Region 6 Planning Board of Directors. The Region 6 Board of Directors will hold a public hearing on these amended projects at a regularly scheduled meeting. The approval procedure for an amendment will be the same as the approval procedure for the annual document, which is outlined above.

An amendment is a revision to a TIP that involves a major change to a project included in the TIP/STIP or the creation of a new project. This includes an addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or scope (see below). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment requires approval by the Region 6 technical and policy boards and must follow the Region 6 public participation process of public review and comment. When the TIP is amended, Region 6 Planning Commission must redemonstrate fiscal constraint of the TIP. If a revenue source is subsequently removed or substantially reduced (i.e., by legislative or administrative actions), the original determination of fiscal constraint will not be withdrawn. Changes that affect fiscal constraint must take place by amendment of the TIP.

Any proposed changes that meet any of the following criteria are considered amendments.

- **Project cost:** Projects in which the recalculated project costs increase federal aid by more than 30 percent or increase total federal aid by more than \$2 million from the original amount.
- **Schedule changes:** Projects added or deleted from the TIP.
- **Funding sources:** Adding an additional federal funding source.
- **Scope changes:** Changing the project termini, project alignment, the amount of through traffic lanes, type of work from an overlay to reconstruction, or a change to include widening of the roadway.

### **Amendment process**

For locally sponsored projects, the planning agency conducts its amendment process that includes both public comment period and board approval. Upon completion of the public comment period and inclusion to the local TIP, the amendment will be approved by the Iowa DOT. Following approval of the Iowa DOT, the amendment is eligible for FHWA approval. When adding an Iowa DOT-sponsored project the amendment process begins with presenting the proposed new project to the Iowa Transportation Commission. If approved these projects are added to the Five Year Program and then published to the Iowa DOT website for a minimum 14-day public comment period. For an Iowa DOT amendment in an RPA an attempt will be made to submit amendments to the applicable RPA to go through the local amendment process. Once completed at the local level, the amendment is eligible for FHWA approval. However, if necessary, Iowa DOT amendments in an RPA may be approved at the statewide level to facilitate letting/authorization.

Revisions are defined as changes to a TIP or STIP that occur between scheduled periodic updates. There are two types of changes that occur under the umbrella of revision. The first is a major revision or “Amendment.” The second is a minor revision or “Administrative Modification.” The following definitions and thresholds are considered for determining an amendment versus an administrative modification.

**Minor Changes:** Any minor TIP changes can be approved by the Region 6 Planning Commission Board of Directors without a public hearing. These include moving a project from one fiscal year to another, or adjusting the total project costs.

### **Administrative Modification**

An administrative modification is a revision making a minor change to a project in the TIP. An administrative modification does not require public review and comment, re-demonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas). An administrative modification can include minor changes to project costs and project or project phase initiation dates. Any proposed changes that meet any of the following criteria are considered administrative modifications.

- **Project cost:** Projects in which the recalculated project costs do not increase federal aid by more than 30 percent or do not increase total federal aid by more than \$2 million from the original amount.
- **Schedule changes:** Changes in schedules to projects included in the first four years of the TIP.
- **Funding sources:** Changing funding from one source to another.
- **Scope changes:** All changes to a project’s scope require an amendment.

Projects in any of the first four years of the TIP may be advanced in place of another project in the first four years of the TIP, subject to the Region 6 Planning Commission selection requirements, and this change is considered an administrative modification unless the TIP does not remain fiscally constrained. In addition, any changes to projects included in the TIP for illustrative purposes may be processed via an administrative modification. This includes adding a project for NEPA/IRJ determination purposes.

### **Administrative modification process**

Administrative modifications have simplified procedures that allow more flexibility in processing changes. Region 6 Planning Commission may make minor changes administratively by seeking board approval, or if the process is documented and approved by the appropriate technical and policy boards. Public participation procedures are not required for administrative modifications for either locally or Iowa DOT-sponsored projects.

### **Illustrative Projects**

The revision process for Illustrative projects is dependent upon whether or not the project is regionally significant. Regional significance can generally be thought of as whether or not the project adds capacity or changes access. Illustrative projects that are found to be regionally significant must be revised via the amendment process. An administrative modification can be processed for projects that are not regionally significant.

### **Procedural Requirements for Revisions**

Amendments are considered major revisions and therefore have more procedural requirements. The main requirement is that there is an opportunity for public input. The second is technical and requires policy board approval of the amendment. Public involvement for amendments will occur at the local level for all amendments.

Statewide public review for Iowa DOT project amendments takes place at the time of inclusion in the Iowa DOT's Transportation Improvement Program. The Region 6 Planning Commission will process administrative modifications by seeking board approval, or it may make minor changes by documenting the changes and obtaining approval by the appropriate technical and policy boards. Each revision will be processed in TPMS and the date of approval by the Region 6 Policy Board will be included in the revision submittal.

### **FISCAL CONSTRAINT PROCEDURES – Highway Section**

As an integral part of the transportation planning process, budgets for each of the funding sources are monitored by Region 6 staff. In order to keep project approval within the limits of funding availability, projects and program budgets are submitted to the respective committees for their review and approval. During the course of the year, projects can be moved forward or back within the plan, and may be increased or decreased, depending on degree of need and project readiness as suggested by public comment and agreed upon by the committee. This fluidity allows project sponsors to have considerable input on how the available funds will be expended. (See table 1 below for STBG Funding Schedule. The projects listed in the table constitute the awarding of regional STBG funding. IDOT projects are only listed where regional funding has been awarded.)

### **FISCAL CONSTRAINT PROCEDURES – Bridge Section**

County level targets are provided to counties by the Office of Local Systems. Using these targets, bridge projects are submitted by counties for inclusion into the TIP only if reasonably expected to be obligated during the year. The Office of Local Systems will perform statewide Bridge Program constraint analysis to determine if the county bridge program is within acceptable limits on both a total and a year-by-year basis. If adjustments are necessary, counties that are over-programmed will be required to adjust their bridge program until fiscal constraint of the bridge program is achieved. After the STIP has been approved by FHWA, counties may make changes to their bridge program using the existing procedures for TIP revisions. (No table demonstrating fiscal constraint of bridge projects is included in this document.)

### **NATIONAL ENVIRONMENTAL POLICY ACT (NEPA) project programming**

The regional significance of a project plays an important role in determining whether the project needs to be included in the TIP. Regional significance can be defined as a transportation project on a facility that serves regional transportation needs and would normally be included in the modeling of the area's transportation network. All projects found to be regionally significant,

regardless of whether or not the projects have federal-aid funding programmed, are required to be included in the TIP.

Specific programming requirements exist for projects covered under NEPA. Unique scenarios with unique programming implications include: Where a single regionally significant project is located within the RPA boundary, all costs associated with the phases that are within the TIP timeframe must be included in the fiscally constrained TIP. Regionally significant projects within an RPA must be consistent with the goals and objectives of the statewide LRTP.

The project needs to be programmed both in the year federal funds are to be obligated and the year FHWA approval is requested, even though no additional funds are being programmed. Projects seeking NEPA approval are also required to be programmed in the year approval will be sought, even if no funds are to be authorized. For these projects, all project costs anticipated to be incurred during the four years of the STIP need to be programmed.

## **PROJECT CONSISTENCY WITH LONG RANGE TRANSPORTATION PLAN**

Projects are consistent with the planning goals of the Region's Long Range Transportation Plan. All projects are generally maintenance-related projects that support the goals and objectives outlined in the region's LRTP. Policy goals are found on pages 15 and 16 of the LRTP. Listed below are the goals pertaining to public transit specifically.

**Goal 4:** Transportation funding should be available for projects that reduce carbon dioxide and other greenhouse emissions, and reduce reliance on fossil fuels.

Policies to support Goal 4:

- A. Increase Region 6 STP support for planning by approx \$70,000 to hire a full-time dedicated person to work on transportation implementation issues including this, transit programs, bike programs, pedestrian programs, etc.
- B. Increase local financial assistance for transit programs.
- C. Increase state support for transit programs.
- D. Increase federal support for transit programs.
- E. Implement complete street policies.
- F. Create new funding sources for transportation alternative projects.

**Goal 5:** More elderly and disabled ride programs should be available through regional transit & Marshalltown Transit.

Policies to support Goal 5:

- A. More local support for transit programs.
- B. Increase state support for transit programs.
- C. Increase federal support for transit programs.

Table 1: STBG Funding Schedule (2018-2021)

Year	R6 Revenue	TPMS #	Sponsor	Description	R6 Commitment	Balance
				<b>BALANCE END OF 2017</b>		<b>\$ 688,764</b>
2018	\$2,439,500		FHWA/IDOT STBG ALLOCATION + 70% TAP FLEX			<b>\$ 3,128,264</b>
2018		9953	Poweshiek County	F29: Brooklyn ECL to Ia 21	\$ 1,470,000	
2018		9953	Poweshiek County/Brooklyn	F29: V18 East to CL & V18 E of Jackson Street	\$ 205,000	
2018		35411	Grinnell	East Street Reconstruction	\$ 800,000	
2018		35410	Gilman	E67: Yates to Hwy 146	\$ 100,000	
2018		36300	Iowa Falls	Trail: North Park to Cadet Field	\$ 200,000	
2018		29812	IDOT	IA 146: Grinnell NCL to E49	\$ 250,000	
				<b>TOTAL 2018</b>	<b>\$ 3,025,000</b>	
				<b>BALANCE END OF 2018</b>		<b>\$ 103,264</b>
2019	\$2,439,500		F FHWA/IDOT STBG ALLOCATION + 70% TAP FLEX			<b>\$ 2,542,764</b>
2019		16616	Marshall County	S52 from St Ctr to E29 (Eastman Ave)	\$ 600,000	
2019		319	REGION 6	PLAN & PROGRAM	\$ 20,000	
2019		35412	Ackley	Butler St: 3 <sup>rd</sup> Ave to N Park	\$ 100,000	
		35102	Hardin County	D65: Hwy 65 to S55	\$ 1,800,000	
				<b>TOTAL 2019</b>	<b>\$ 2,520,000</b>	
				<b>BALANCE END OF 2019</b>		<b>\$ 22,764</b>
2020	\$2,439,500		FHWA/IDOT STBG ALLOCATION + 70% TAP FLEX			<b>\$ 2,462,264</b>
2020		319	REGION 6	PLAN & PROGRAM	\$ 20,000	
2020		35286	Tama County	E64: US63 to V18	\$ 1,400,000	
2020		34932	Poweshiek County	F17: V30 to Iowa CL	\$1,000,000	
				<b>TOTAL 2020</b>	<b>\$ 2,420,000</b>	
				<b>BALANCE END OF 2020</b>		<b>\$ 42,264</b>
2021	\$2,439,500		FHWA/IDOT STBG ALLOCATION + 70% TAP FLEX			<b>\$ 2,462,264</b>
2021		319	REGION 6	<b>PLAN &amp; PROGRAM</b>	\$ 20,000	
2021		36302	Peoplerides – Region 6	<b>Vehicle Replacement</b>	\$ 42,400	
				<b>TOTAL 2021</b>	<b>\$ 62,400</b>	
				<b>BALANCE END OF 2021</b>		<b>\$ 2,419,364</b>

**Table 2: Summary of Total Project Costs and Federal Aid Programmed in TIP**

<b>Year</b>	<b>Pgm</b>	<b>FA</b>	<b>TTL</b>
FY18	HSIP	2303	2558
FY18	NHPP	39272	49089
FY18	PRF	0	10907
FY18	RTP	247	309
FY18	STBG	3025	10925
FY18	STBG-HBP	4160	5925
FY18	TAP	145	182
<i>FY18</i>	<i>total</i>	<i>49152</i>	<i>79895</i>
FY18	PRF	0	209
FY19	NHPP	4854	6067
FY19	PRF	0	997
FY19	STBG	2520	4555
FY19	STBG-HBP	8120	10200
FY19	TAP	350	438
<i>FY19</i>	<i>total</i>	<i>15844</i>	<i>22466</i>
FY18	NHPP	38434	48042
FY20	PRF	0	3462
FY20	STBG	2420	6525
FY20	STBG-HBP	2832	3540
FY20	TAP	132	297
<i>FY20</i>	<i>total</i>	<i>43818</i>	<i>61866</i>
FY21	STBG	62	78
FY21	STBG-HBP	2288	2861
<i>FY21</i>	<i>total</i>	<i>2350</i>	<i>2939</i>

Region 6 FY 2017 Project Status Report

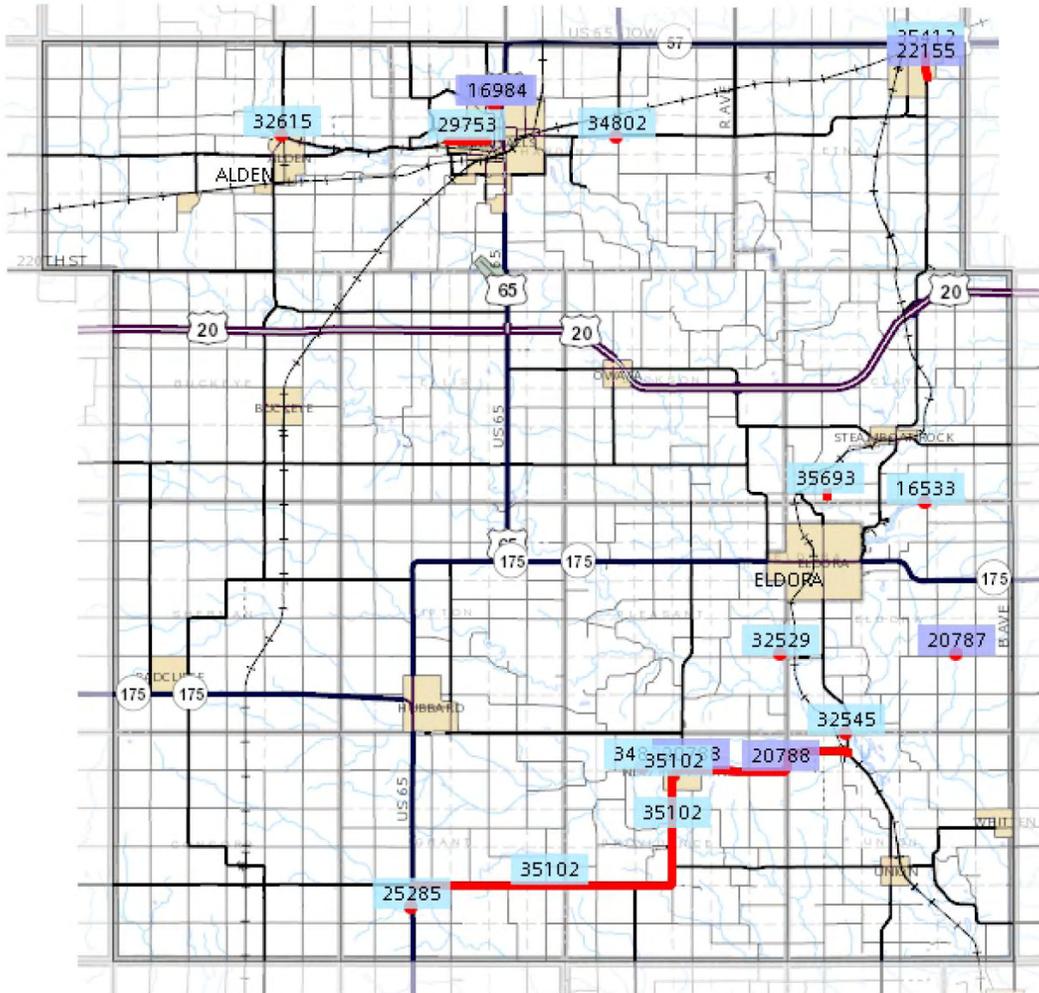
TPMS#	County	Sponsor	Pgm	Location	Type of Work	TTL	Dev Status
35440		DOT-D01-RPA06	HSIP	US 63: W JCT US 6 TO 0.9 MI N OF SCL OF TAMA	Pavement Widening	2100	Awarded
35427		DOT-D01-RPA06	NHPP	US 63: MAHASKA CO TO SCL OF MONTEZUMA (STATE SHARE)	Pavement Rehab,Right of Way,Wetland Mitigation	3293	Awarded
33977		DOT-D01-RPA06	NHPP	US 30: TAMA BYPASS TO BENTON CO	Grade and Pave,Pave,Right of Way	5000	Awarded
25285		DOT-D01-RPA06	PRF	US 65: MINERVA CREEK 0.7 MI S OF CO RD D65	Bridge Deck Overlay	341	Awarded
25353		DOT-D01-RPA06	PRF	IA 21: WOLF CREEK 0.4 MI S OF CO RD D65	Bridge Deck Overlay	519	Awarded
35572		DOT-D01-RPA06	PRF	IA 330: SCL OF ALBION TO IA 14	Pavement Rehab/Widen	1500	Awarded
22155	Hardin	Ackley	STBG	In the City of Ackley, Butler Street: From 10th Avneue to 3rd Avenue	Pavement Rehab	727	Awarded
29754	Tama	Tama	STBG	In the city of Tama, On 5th Street, from Hwy 63/State Street east .18 Miles to Osewego Street	Pavement Rehab	2536	June 2017 letting
19691	Tama	Toledo	STBG	In the city of Toledo, On Ross Street, from Broadway Street East to South Green Street.	Pavement Rehab	375	June 2017 letting
32765	Tama	Tama CRD	STBG	On E49, from Marshall County Line East 5 Miles to F Avenue	Pavement Rehab	2250	Awarded
20788	Hardin	Hardin CRD	STBG	D55: From S55 to S62	Pavement Rehab	1375	Awarded
24826	Marshall	Marshall CRD	STBG	On T29/E35/T37, from E27 - Garwin Rd South 7.5 Miles to end of PCC North of Highway 30 ramps, at S12 T83 R17	Pave	2880	Awarded
32254	Marshall	Marshall CRD	STBG-HBP	On 1100 Mile of 320th St, Over Clear Creek, on NLINE S29 T82 R20	Bridge Replacement	600	Awarded
29468	Tama	Tama CRD	STBG-HBP	On 130th St., Over Rock Creek, from US 63 East 0.75 Miles, in S23 T86 R14	Bridge Replacement,Culvert Replacement,Grading	650	Awarded
21776	Marshall	Marshall CRD	STBG-HBP	NORTH CENTER ST RD: Over IOWA RIVER OVERFLOW	Bridge Replacement	850	Project moved to FY 2018

16533	Hardin	Hardin CRD	STBG-HBP	On X Ave., Over Pine Creek, from 225th St. North 2400 Feet, in NE S3 T87 R19	Bridge Replacement	380	Will fund 100% local
20787	Hardin	Hardin CRD	STBG-HBP	On 260th St, Over Bear Creek, from X Ave. East 0.5 Miles, on NLINE S26 T87 R19	Bridge Replacement	345	Awarded
21879	Poweshiek	Poweshiek CRD	STBG-HBP	POWESHIEK-IOWA RD: From 460th Ave. to 450th Ave.	Bridge Replacement	800	Project moved to FY 2018
25124	Poweshiek	Poweshiek CRD	STBG-HBP	On F29, Over Stream, from Between 190th St. & 200th St., in S19 T80 R13	Bridge Replacement	450	Awarded
29487	Poweshiek	Poweshiek CRD	STBG-HBP	On Various, County Wide	Outside Services Engineering	150	Project moved to FY 2018
13588	Poweshiek	Poweshiek CRD	STBG-HBP	80th St.: From F17 to 330th St.	Bridge Replacement	240	Project moved to FY 2018
12249	Marshall	Marshall CRD	STBG-HBP	On 1400 MILE OF 155TH ST, Over Branch of Minerva Creek, at Ctr S35 T85 R20	Bridge Replacement	500	Awarded
35637	Marshall	Marshalltown	STBG-HBP	In the city of Marshalltown, On N. Center Street, Over Iowa River	Bridge Replacement	1725	Project moved to FY 2018
35693	Hardin	Hardin CRD	TAP	On Iowa Railroad, from Southwest corner of Steamboat Rock southwest 2.5 Miles to 215th Street	Ped/Bike Grade & Pave	182	Project moved to FY 2018
16984	Hardin	Iowa Falls	TAP	In the city of Iowa Falls, North Park Cadet Trail Phase 1, Bridges over Trib. of Rock Run Creek	Bridge New	651	Awarded, lesser budget
29755	Marshall	Marshalltown	TAP	In the city of Marshalltown, On Iowa River Railroad, from Marshalltown north 34 Miles to Steamboat Rock	Bridge Deck Overlay, Ped/Bike Grade & Pave	450	Awarded

# Map - Hardin County Projects 2018-2021

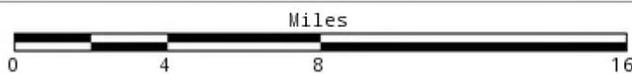
TIP / STIP Mapping ::

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## Feature Key

Earth	Gravel	Seal Coat	County Pavement
State Pavement	Divided Hwy	Water	City
Township	Railroad	Bridge	County Hwy
State Hwy	US Hwy		

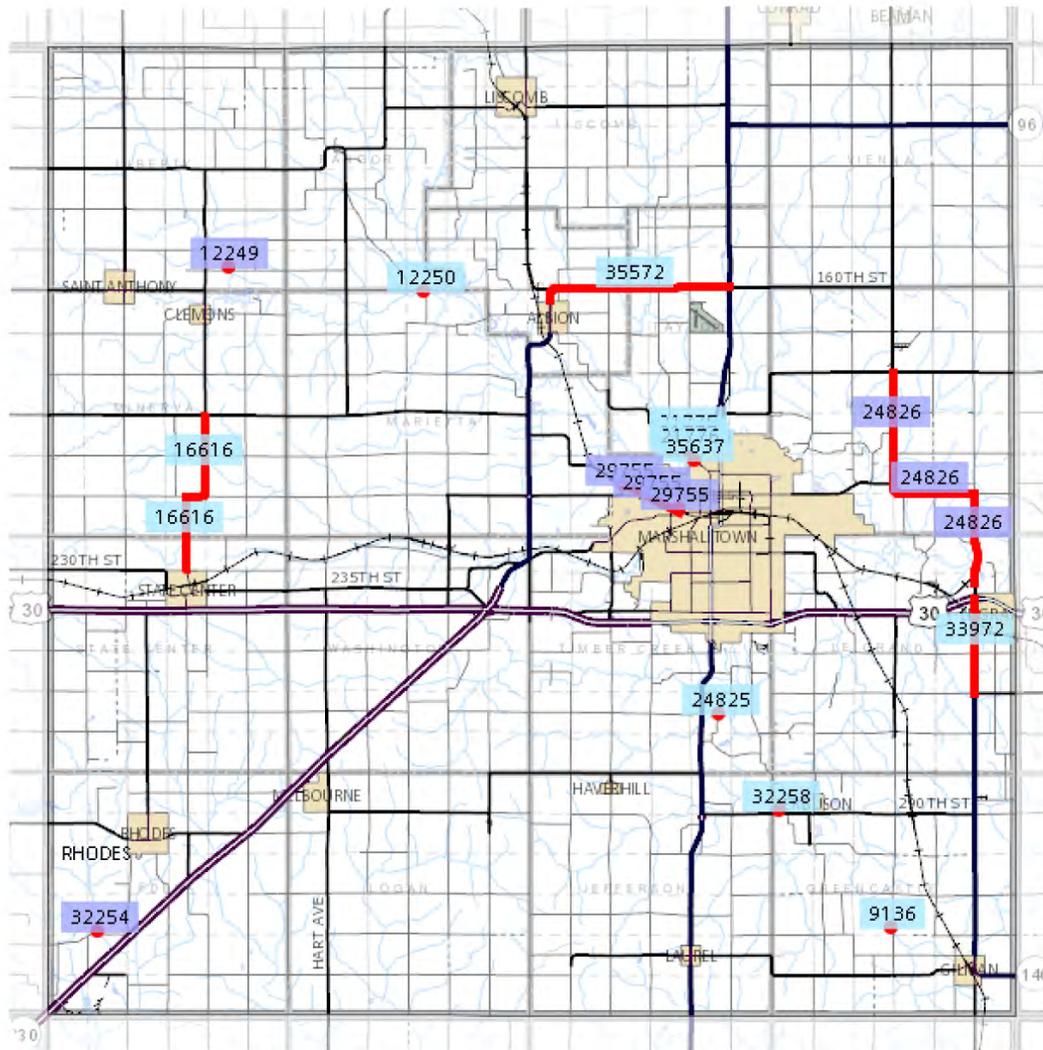


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# Map - Marshall County Projects 2018-2021

TIP / STIP Mapping ::

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### Feature Key

Earth	Gravel	Seal Coat	County Pavement
State Pavement	Divided Hwy	Water	City
Township	Railroad	Bridge	E27 County Hwy
175 State Hwy	6 US Hwy		

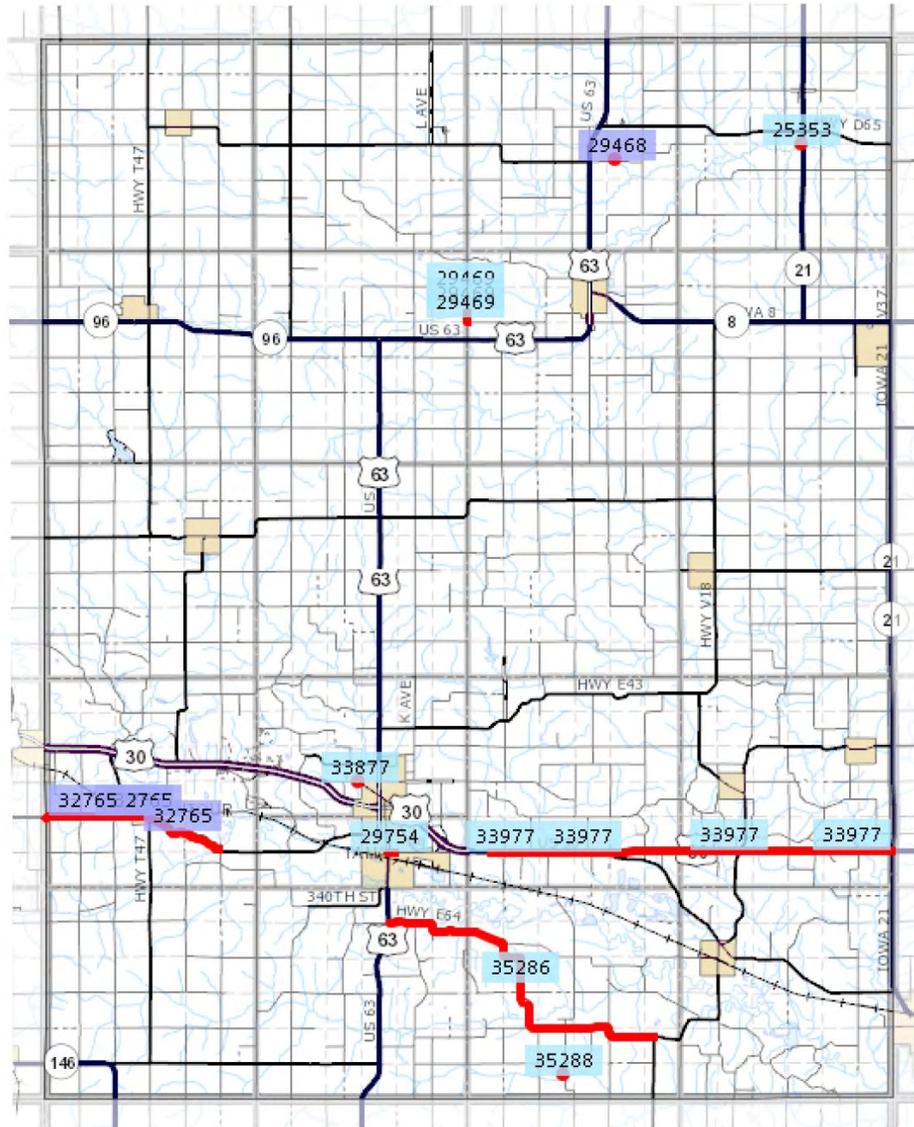


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# Map - Tama County Projects 2018-2021

TIP / STIP Mapping ::

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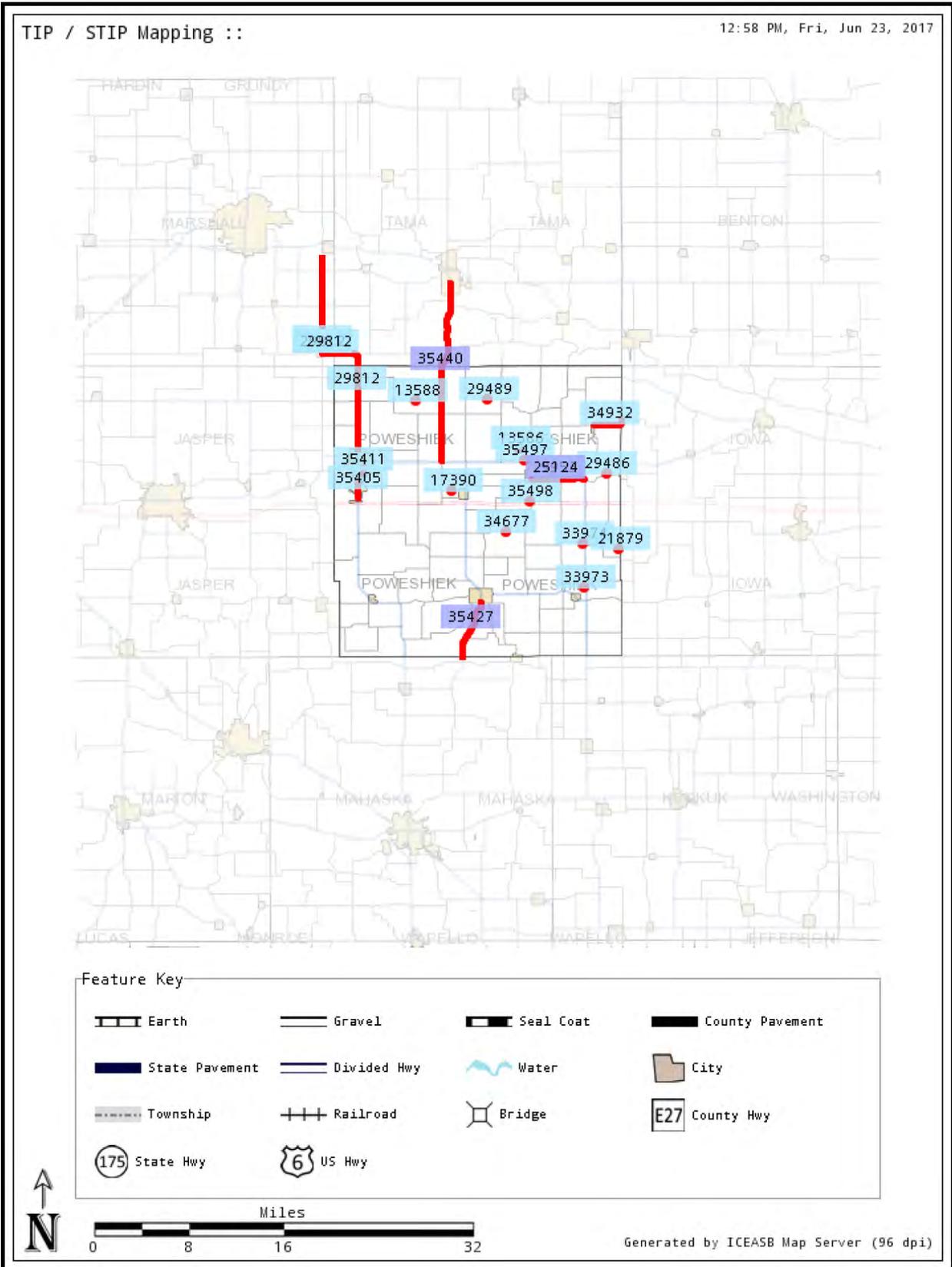
## Feature Key

- |                |             |           |                 |
|----------------|-------------|-----------|-----------------|
| Earth          | Gravel      | Seal Coat | County Pavement |
| State Pavement | Divided Hwy | Water     | City            |
| Township       | Railroad    | Bridge    | County Hwy      |
| State Hwy      | US Hwy      |           |                 |



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# Map - Poweshiek County Projects 2018-2021



**Draft TIP (2018)**  
(filtered)

RPA-06  
2018 - 2021 Transportation Improvement Program

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S.T.R.		Pgm'd Amounts in 1000's				Total	STIP#
				FY18	FY19	FY20	FY21		
<b>STBG - Surface Transportation Block Grant Program</b>									
<b>Region Wide - 00</b>									
35410	<b>CS-TSF-STP-U-2920()-75-00</b>	0.55 MI	Project Total	125	0	0	0	125	TA
Gilman	In the city of Gilman, On Center Street, from Yates Avenue NE .55 Miles to Pleasant View Hwy 146	--	Federal Aid	100	0	0	0	100	
Final TIP Approved	Pavement Rehab	--	Regional FA	100	0	0	0	100	--
319	<b>RGPL-PA06(RTP)-ST-00</b>	0 MI	Project Total	0	25	25	25	75	TA
RPA-06	RSPC - RPA 6: RPA 6 TRANSPORTATION PLANNING	--	Federal Aid	0	20	20	20	60	
Final TIP Approved	Trans Planning	--	Regional FA	0	20	20	20	60	--
<b>Hardin - 42</b>									
35412	<b>CS-TSF-STP-U-0015()-75-42</b>	0.3 MI	Project Total	0	125	0	0	125	TA
Ackley	In the city of Ackley, On Butler Street, from 3rd Ave north .3 Miles to Park Avenue	--	Federal Aid	0	100	0	0	100	
Final TIP Approved	Pavement Rehab	--	Regional FA	0	100	0	0	100	--
35102	<b>STP-S-C042(D65)-5E-42</b>	10.2 MI	Project Total	0	2,805	0	0	2,805	TA
Hardin CRD	On D65, from Highway 65 East 10.2 Miles to S55	--	Federal Aid	0	1,800	0	0	1,800	
Final TIP Approved	Pavement Rehab	--	Regional FA	0	1,800	0	0	1,800	--
<b>Marshall - 64</b>									
16616	<b>STP-S-C064(119)-5E-64 DOT Letting: 01/16/2019</b>	4.244 MI	Project Total	0	1,600	0	0	1,600	TA
Marshall CRD	S52: From STATE CENTER, N to E29 (190TH ST)	--	Federal Aid	0	600	0	0	600	
Final TIP Approved	Pave	--	Regional FA	0	600	0	0	600	--
36302	<b>RGTR-PA06()-ST-64</b>	0	Project Total	0	0	0	53	53	TA
RPA-06	Replace Peoplerides transit vehicle #110	--	Federal Aid	0	0	0	42	42	
Final TIP Approved	Transit Investments	--	Regional FA	0	0	0	42	42	--
<b>Poweshiek - 79</b>									
35411	<b>STP-U-3127(629)-70-79 DOT Letting: 12/19/2017</b>	1 MI	Project Total	1,000	0	0	0	1,000	TA
Grinnell	In the city of Grinnell, On East Street, from 6th Ave 1.0 Miles to Garfield Ave	--	Federal Aid	800	0	0	0	800	
Final TIP Approved	Pavement Rehab,Miscellaneous	--	Regional FA	800	0	0	0	800	--
9953	<b>STP-S-C079(50)-5E-79 DOT Letting: 01/17/2018</b>	4.945 MI	Project Total	2,750	0	0	0	2,750	TA
Poweshiek CRD	On F-29, from V18 to IA 21, S23 T80 R14	--	Federal Aid	1,675	0	0	0	1,675	
Final TIP Approved	Pavement Rehab/Widen	23:80:14	Regional FA	1,675	0	0	0	1,675	--
29812	<b>STP-PA06()-2C-79</b>	17.5 MI	Project Total	6,800	0	0	0	6,800	TA
RPA-06	On IA 146, from NCL Grinnell northerly 17.5 Miles to Co Rd E49 south of LeGrand	--	Federal Aid	250	0	0	0	250	
Final TIP Approved	Pavement Rehab	--	Regional FA	250	0	0	0	250	--

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# STR		Pgm'd Amounts in 1000's				Total	STIP#
				FY18	FY19	FY20	FY21		
<b>Poweshiek - 79 (continued)</b>									
34932	STP-S-C079()-SE-79	2.651	Project Total	0	0	1,500	0	1,500	TA
Poweshiek CRD	On F17, from V30 East 2.7 Miles to Poweshiek-Iowa Rd, S25 T81 R13	—	Federal Aid	0	0	1,000	0	1,000	
Final TIP Approved	Pavement Rehab	25:81:13	Regional FA	0	0	1,000	0	1,000	--
<b>Tama - 86</b>									
35286	STP-S-C086()-SE-86	10.049	Project Total	0	0	5,000	0	5,000	TA
Tama CRD	On E64, from US63 Easterly 10 Miles to V18	—	Federal Aid	0	0	1,400	0	1,400	
Final TIP Approved	Pavement Rehab/Widen	—	Regional FA	0	0	1,400	0	1,400	--
<b>STBG-HBP - Surface Transportation Block Grant Program - Bridge Program</b>									
<b>Benton - 06</b>									
34793 [NBIS: 73600]	BRS-C006()-60-06	0	Project Total	0	1,000	0	0	1,000	TA
Tama CRD	On V37, Over WOLF CREEK, from Highway D65 N 0.25 Miles, S19 T86 R12	73600	Federal Aid	0	800	0	0	800	
Final TIP Approved	Bridge Replacement	19:86:12	Regional FA	0	0	0	0	0	--
<b>Hardin - 42</b>									
32529 [NBIS: 175550]	BROS-C042(10345)-SF-42	0	Project Total	0	550	0	0	550	TA
Hardin CRD	On 260th St., Over Beaver Creek, from T Ave. West 700 Feet, in NE S25 T87 R20	175550	Federal Aid	0	440	0	0	440	
Final TIP Approved	Bridge Replacement	25:87:20	Regional FA	0	0	0	0	0	--
34802 [NBIS: 176580]	BROS-C042(2171)-SF-42	0	Project Total	0	0	300	0	300	TA
Hardin CRD	On OO Ave. Over School Creek, from Co. Highway D15 South, 10 Miles, on WLINE S15 T89 R20	176580	Federal Aid	0	0	240	0	240	
Final TIP Approved	Bridge Replacement	15:89:20	Regional FA	0	0	0	0	0	--
32545 [NBIS: 27280]	BHS-C042(16095)-63-42	0	Project Total	0	0	990	0	990	TA
Hardin CRD	On S62, Over S. Fork Iowa River, from D55 North 0.5 Miles, in NE S5 T86 R19	27280	Federal Aid	0	0	792	0	792	
Final TIP Approved	Bridge Rehabilitation	5:86:19	Regional FA	0	0	0	0	0	--
32544 [NBIS: 37270]	BRS-C042(16075)-60-42	0	Project Total	0	0	0	270	270	TA
Hardin CRD	On S62, Over Small Stream, from D55 South 0.5 Miles, in SE S5 T86 R19	27270	Federal Aid	0	0	0	216	216	
Final TIP Approved	Bridge Replacement	5:86:19	Regional FA	0	0	0	0	0	--
6383 [NBIS: 174530]	BROS-C042(16067)-SF-42	0 MI	Project Total	0	0	0	450	450	TA
Hardin CRD	290TH ST: SEC 9-86-19	174530	Federal Aid	0	0	0	360	360	
Final TIP Approved	Bridge Replacement	09:86:19	Regional FA	0	0	0	0	0	--
34820 [NBIS: 174761]	BROS-C042(15059)-SF-42	0	Project Total	0	0	0	316	316	TA
Hardin CRD	On 290th St., Over Small Stream, from P Ave. East 0.5 Miles, on NLINE S9 T86 R20	174761	Federal Aid	0	0	0	252	252	
Final TIP Approved	Bridge Replacement	9:86:20	Regional FA	0	0	0	0	0	--

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# STR		Pgm'd Amounts in 1000's				Total	STIP#
				FY18	FY19	FY20	FY21		
<b>Hardin - 42 (continued)</b>									
34850 [NBIS: 174511]	BROS-C042(15002)-SF-42	0	Project Total	0	0	0	325	325	TA
Hardin CRD	On T Ave., Over Small Stream, from D55 North 0.25 Miles, in NW S6 T86 R19	174511	Federal Aid	0	0	0	260	260	
Final TIP Approved	Bridge Replacement	6:86:19	Regional FA	0	0	0	0	0	--
<b>Marshall - 64</b>									
21776 [NBIS: 243460]	BROS-C064()-SF-64	0 MI	Project Total	850	0	0	0	850	TA
Marshall CRD	NORTH CENTER ST RD: Over IOWA RIVER OVERFLOW	243460	Federal Aid	680	0	0	0	680	
Final TIP Approved	Bridge Replacement	23:84:18	Regional FA	0	0	0	0	0	--
21778 [NBIS: 243465]	BRS-4797(623)-60-64	0 MI	Project Total	1,500	0	0	0	1,500	TA
Marshall CRD	N CENTER ST: Over IOWA RIVER	243465	Federal Aid	1,000	0	0	0	1,000	
Final TIP Approved	Bridge Replacement	26:84:18	Regional FA	0	0	0	0	0	--
35637 [NBIS: 243465]	BROS-4797(623)-SF-64	0 MI	Project Total	1,725	0	0	0	1,725	TA
Marshalltown	In the city of Marshalltown, On N. Center Street, Over Iowa River	243465	Federal Aid	1,000	0	0	0	1,000	
Final TIP Approved	Bridge Replacement	26:84:18	Regional FA	0	0	0	0	0	--
21775 [NBIS: 243440]	BROS-C064()-SF-64	0 MI	Project Total	0	750	0	0	750	TA
Marshall CRD	NORTH CENTER ST RD: Over ASHER CREEK	243440	Federal Aid	0	600	0	0	600	
Final TIP Approved	Bridge Replacement	23:84:18	Regional FA	0	0	0	0	0	--
12250 [NBIS: 243510]	BROS-C064()-SJ-64 DOT Letting: 01/16/2019	0 MI	Project Total	0	700	0	0	700	TA
Marshall CRD	JESSUP AVE / 1600 Mile: Over MINERVA CREEK	243510	Federal Aid	0	560	0	0	560	
Final TIP Approved	Bridge Replacement	3:84:19	Regional FA	0	0	0	0	0	--
21777 [NBIS: 243450]	BROS-C064()-SF-64	0 MI	Project Total	0	1,100	0	0	1,100	TA
Marshall CRD	NORTH CENTER ST RD: Over ASHER CREEK	243450	Federal Aid	0	880	0	0	880	
Final TIP Approved	Bridge Replacement	23:84:18	Regional FA	0	0	0	0	0	--
24825 [NBIS: 242680]	BROS-C064()-SJ-64	0 MI	Project Total	0	400	0	0	400	TA
Marshall CRD	RIDGE RD: Over MIDDLE TIMBER CREEK	242680	Federal Aid	0	320	0	0	320	
Final TIP Approved	Bridge Replacement	26:83:18	Regional FA	0	0	0	0	0	--
35992 [NBIS: 241835]	BROS-C064()-SF-64	0	Project Total	0	0	400	0	400	TA
Marshall CRD	On 2900 mile of Oaks Ave, Over South Timber Creek, at SW S9 T82 R18	241835	Federal Aid	0	0	320	0	320	
Final TIP Approved	Bridge Replacement	9:82:18	Regional FA	0	0	0	0	0	--
9136 [NBIS: 241740]	BROS-C064()-SJ-64	0 MI	Project Total	0	0	350	0	350	TA
Marshall CRD	3100 MILE OF WALLACE AVE: .	241740	Federal Aid	0	0	280	0	280	
Final TIP Approved	Bridge Replacement	22:82:17	Regional FA	0	0	0	0	0	--

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# STR	Pgm'd Amounts in 1000's				Total	STIP#	
			FY18	FY19	FY20	FY21			
Marshall - 64 (continued)									
32258 [NBIS: 241610]	<b>BRS-C064)-60-64</b>	0	Project Total	0	0	600	0	600	TA
Marshall CRD	On 2800 Mile of 290th St (E63), Over SNIPE CREEK, in NW S7 T82 R17	241610	Federal Aid	0	0	480	0	480	
Final TIP Approved	Bridge Replacement	7:82:17	Regional FA	0	0	0	0	0	--
35106 [NBIS: 242650]	<b>BROS-C064)-SJ-64</b>	0	Project Total	0	0	0	600	600	TA
Marshall CRD	In 2500 Mile of 260th St, Over North Timber Creek, on ELINE S23 T83 R18	242650	Federal Aid	0	0	0	480	480	
Final TIP Approved	Bridge Replacement	23:83:18	Regional FA	0	0	0	0	0	--
21779 [NBIS: 244550]	<b>BROS-C064)-SJ-64</b>	0 MI	Project Total	0	0	0	700	700	TA
Marshall CRD	140TH ST: Over MINERVA CREEK	244550	Federal Aid	0	0	0	560	560	
Final TIP Approved	Bridge Replacement	27:85:20	Regional FA	0	0	0	0	0	--
Poweshiek - 79									
13588 [NBIS: 294570]	<b>BROS-C079(53)-SF-79 DOT Letting: 12/19/2017</b>	0.002 MI	Project Total	200	0	0	0	200	TA
Poweshiek CRD	80th St.: From F17 to 330th St.	294570	Federal Aid	160	0	0	0	160	
Final TIP Approved	Bridge Replacement	20:81:15	Regional FA	0	0	0	0	0	--
21879 [NBIS: 189850]	<b>BROS-C079(51)-SJ-79 DOT Letting: 12/19/2017</b>	0 MI	Project Total	1,000	0	0	0	1,000	TA
Poweshiek CRD	POWESHIEK-IOWA RD: From 460th Ave. to 450th Ave.	189850	Federal Aid	800	0	0	0	800	
Final TIP Approved	Bridge Replacement	19:79:12	Regional FA	0	0	0	0	0	--
29487	<b>BROS-C079)-SJ-79 Local Letting: 01/21/2026</b>	0	Project Total	150	0	0	0	150	TA
Poweshiek CRD	County Wide Bridge Inspections	--	Federal Aid	120	0	0	0	120	
Final TIP Approved	Outside Services Engineering	--	Regional FA	0	0	0	0	0	--
29486 [NBIS: 293300]	<b>BRS-C079)-60-79</b>	0.1117 MI	Project Total	0	450	0	0	450	TA
Poweshiek CRD	On F29, Over Small Stream, from 240th Street West 0.1 Miles, S23 T80 R13	293300	Federal Aid	0	360	0	0	360	
Final TIP Approved	Bridge Replacement	23:80:13	Regional FA	0	0	0	0	0	--
17390 [NBIS: 293740]	<b>BROS-C079(Malc 26)-SJ-79</b>	0 MI	Project Total	0	500	0	0	500	TA
Poweshiek CRD	110th Street: From 410th Avenue to Diagonal Road	293740	Federal Aid	0	400	0	0	400	
Final TIP Approved	Bridge New	26:80:15	Regional FA	0	0	0	0	0	--
13586 [NBIS: 293480]	<b>BROS-C079)-SJ-79</b>	0.002 MI	Project Total	0	400	0	0	400	TA
Poweshiek CRD	370th Ave.: From 165th St. to V18	293480	Federal Aid	0	320	0	0	320	
Final TIP Approved	Bridge Replacement	10:80:14	Regional FA	0	0	0	0	0	--
29489 [NBIS: 294410]	<b>BROS-C079)-SJ-79</b>	0.1 MI	Project Total	0	400	0	0	400	TA
Poweshiek CRD	On 140th Street, Over A small stream, from 340th Avenue North 1.1 Miles, S17 T81 R14	294410	Federal Aid	0	320	0	0	320	
Final TIP Approved	Bridge Replacement	17:81:14	Regional FA	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#
				FY18	FY19	FY20	FY21		
<b>Poweshiek - 79 (continued)</b>									
34677 [NBIS: 292450] Poweshiek CRD	<b>BROS-C0790--SJ-79</b> On 155TH ST, Over Dugout Creek, from 450th Avenue North 0.95 Miles, at N1/4 S16 T79 R14	0 292450	Project Total Federal Aid	0 0	0 400	500 0	0 0	500 400	TA
Final TIP Approved	Bridge Replacement	16:79:14	Regional FA	0	0	0	0	0	--
34679 [NBIS: 391300] Poweshiek CRD	<b>BROS-C0790--SF-79</b> On 520TH AVE, Over STREAM, from IA 21 West 0.95 Miles, at NW S28 T78 R13	0 291300	Project Total Federal Aid	0 0	0 0	0 0	200 160	200 160	TA
Final TIP Approved	Bridge Replacement	28:78:13	Regional FA	0	0	0	0	0	--
<b>Tama - 86</b>									
36417 [NBIS: 317000] Tama CRD	<b>BRS-C0860--60-86</b> On E64, Over BRANCH OF IOWA RIVER, from US63 East 1300 Feet, S11 T82 R15	0 317000	Project Total Federal Aid	300 240	0 0	0 0	0 0	300 240	TA
Final TIP Approved	Bridge Replacement	11:82:15	Regional FA	0	0	0	0	0	--
36418 [NBIS: 317200] Tama CRD	<b>BROS-C0860--SJ-86</b> On K AVE, Over NORTH WALNUT CREEK, from 400th St. North 1500 Feet, S35 T82 R15	0 317200	Project Total Federal Aid	200 160	0 0	0 0	0 0	200 160	TA
Final TIP Approved	Bridge Replacement	35:82:15	Regional FA	0	0	0	0	0	--
36420 Tama CRD	<b>BROS-C0860--SJ-86</b> On Various Bridges	0 --	Project Total Federal Aid	0 0	150 120	0 0	0 0	150 120	TA
Final TIP Approved	Outside Services Bridge Inspection	--	Regional FA	0	0	0	0	0	--
29469 [NBIS: 318610] Tama CRD	<b>BROS-C0860--SJ-86</b> On M Ave., Over Wolf Creek & Four Mile Creek, from US 63 North 0.75 Miles, on WLINE S7 T85 R14	0.5 MI 319610	Project Total Federal Aid	0 0	1,750 1,400	0 0	0 0	1,750 1,400	TA
Final TIP Approved	Bridge Replacement	7:85:14	Regional FA	0	0	0	0	0	--
33877 [NBIS: 049490] Tama CRD	<b>BHS-C0860--63-86</b> On Business 30, Over Deer Creek, from II Avenue East 0.5 Miles, in NE S21 T83 R15	0.056 MI 049490	Project Total Federal Aid	0 0	750 600	0 0	0 0	750 600	TA
Final TIP Approved	Bridge Rehabilitation	21:83:15	Regional FA	0	0	0	0	0	--
35288 [NBIS: 316920] Tama CRD	<b>BROS-C0860--SJ-86</b> On P AVE, Over NORTH WALNUT CREEK, from 400th Street North 0.75 Miles, S33 T82 R14	0 316920	Project Total Federal Aid	0 0	0 0	400 320	0 0	400 320	TA
Final TIP Approved	Bridge Replacement	33:82:14	Regional FA	0	0	0	0	0	--
<b>STBG-HBP - Surface Transportation Program - Bridge Program</b>									
<b>Hardin - 42</b>									
32615 [NBIS: 110] Hardin CRD	<b>BRM-0077(3267)--SN-42</b> On Main St. Alden, Over Iowa River, in S18 T89 R21	0 110	Project Total Federal Aid	0 0	1,300 1,000	0 0	0 0	1,300 1,000	TA
Final TIP Approved	Bridge Replacement	0:0:00	Regional FA	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#
				FY18	FY19	FY20	FY21		
<b>NHPP - National Highway Performance Program</b>									
<b>Marshall - 64</b>									
36709 DOT-D01-RPA06	<b>NHSX-140--3H-64</b> IA 14, CO RD E18 TO W JCT IA 175	0 MI --	Project Total Federal Aid	0 0	6,067 4,854	0 0	0 0	6,067 4,854	TA
Final TIP Approved	Grading, Right of Way	--	Regional FA	0	0	0	0	0	--
<b>Tama - 86</b>									
33977 DOT-D01-RPA06	<b>NHSX-300--3H-86</b> US 30, TAMA BYPASS TO BENTON CO	0 MI --	Project Total Federal Aid	49,089 39,272	0 0	48,042 38,434	0 0	97,131 77,706	TA
Final TIP Approved	Grade and Pave, Pave, Grading	--	Regional FA	0	0	0	0	0	--
<b>STBG - STP funded TAP projects - Pop. 5,000 - 200,000</b>									
<b>Region Wide - 00</b>									
36300 Iowa Falls	<b>TAP-U-37200--SI-00</b> In the city of Iowa Falls, On North Park Cadet Trail, from North Park .627 Miles to Cadet Field	0 --	Project Total Federal Aid	250 200	0 0	0 0	0 0	250 200	TA
Final TIP Approved	Ped/Bike Grade & Pave	--	Regional FA	200	0	0	0	200	--
<b>TAP - Transportation Alternatives</b>									
<b>Hardin - 42</b>									
35693 Hardin CRD	<b>TAP-R-C0420--8T-42</b> On Iowa Railroad, from Southwest corner of Steamboat Rock southwest 2.5 Miles to 215th Street	2.5 MI --	Project Total Federal Aid	182 145	0 0	0 0	0 0	182 145	TA
Final TIP Approved	Ped/Bike Grade & Pave	--	Regional FA	145	0	0	0	145	--
<b>Marshall - 64</b>									
34112 Marshalltown	<b>TAP-U-47970--SI-64</b> In the City of Marshalltown, Over Iowa River Railroad, from NW Marshalltown north 34 Miles to Steamboat Rock	2 MI --	Project Total Federal Aid	0 0	438 350	0 0	0 0	438 350	TA
Final TIP Approved	Ped/Bike Grade & Pave	--	Regional FA	0	350	0	0	350	--
<b>Poweshiek - 79</b>									
35405 Grinnell	<b>STP-E-31270--8V-79</b> On, from SE corner of Industrial Ave & Ia Hwy 146 south 1.21 Miles to NE corner 420th Ave & Stagecoach Rd	1.21 MI --	Project Total Federal Aid	0 0	0 0	297 132	0 0	297 132	TA
Final TIP Approved	Ped/Bike Grade & Pave	--	Regional FA	0	0	132	0	132	--
<b>DOT NOTE: Project includes TAP and STBG funding</b>									
<b>RTP - Recreational Trails Program</b>									
<b>Hardin - 42</b>									
36931 Hardin CBS	<b>NRT-C0420--9G-42</b> On Iowa River Trail, from Bridge 19 south 9.3 Miles to Bridge 25	0 --	Project Total Federal Aid	309 247	0 0	0 0	0 0	309 247	TA
Final TIP Approved	Bridge Rehabilitation, Culvert Replacement	--	Regional FA	0	0	0	0	0	--

Draft 2018 Transit Program  
(Filtered)

5/25/17

RPA-06 (11 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY18	FY19	FY20	FY21
STA, 5311	Marshalltown	2134 Operations	General Operations/Maintenance/Administration	<b>Total</b>	763,953	767,000	770,000	399,000
		Other		<b>FA</b>	208,891	210,000	211,000	212,000
				<b>SA</b>	184,062	185,000	186,000	187,000
STA, 5311	Region 6 / PeopleRides	1280 Operations	General Operations/Maintenance/Administration	<b>Total</b>	916,233	920,000	925,000	930,000
		Misc		<b>FA</b>	169,662	171,000	173,000	175,000
				<b>SA</b>	242,571	243,000	244,000	245,000
5339	Region 6 / PeopleRides	4035 Capital	Light Duty Bus (176" wb)	<b>Total</b>	87,000			
		Replacement	Unit #: 207	<b>FA</b>	74,545			
				<b>SA</b>				
5339	Region 6 / PeopleRides	4036 Capital	Light Duty Bus (176" wb)	<b>Total</b>	87,000			
		Replacement	Unit #: 106	<b>FA</b>	74,545			
				<b>SA</b>				
5339	Region 6 / PeopleRides	4037 Capital	Light Duty Bus (176" wb)	<b>Total</b>	87,000			
		Replacement	Unit #: 107D	<b>FA</b>	74,545			
				<b>SA</b>				
5339	Region 6 / PeopleRides	4038 Capital	Light Duty Bus (158" wb)	<b>Total</b>		82,600		
		Replacement	Unit #: 309	<b>FA</b>		70,210		
				<b>SA</b>				
5339	Region 6 / PeopleRides	4039 Capital	Light Duty Bus (158" wb)	<b>Total</b>		87,000		
		Replacement	Unit #: 409	<b>FA</b>		74,545		
				<b>SA</b>				
5339	Region 6 / PeopleRides	4040 Capital	Light Duty Bus (176" wb)	<b>Total</b>		82,600		
		Replacement	Unit #: 109A	<b>FA</b>		70,210		
				<b>SA</b>				
5339	Region 6 / PeopleRides	4403 Capital	New Project	<b>Total</b>			82,600	
		Replacement	Unit #: 209D	<b>FA</b>			70,210	
				<b>SA</b>				
5339	Region 6 / PeopleRides	4404 Capital	New Project	<b>Total</b>			87,000	
		Replacement	Unit #: 111D	<b>FA</b>			74,545	
				<b>SA</b>				
5339	Region 6 / PeopleRides	4405 Capital	New Project	<b>Total</b>				53,000
		Replacement	Unit #: 110	<b>FA</b>				45,050
				<b>SA</b>				