

# RPA 10

FINAL  
FY 2025-2028  
Transportation Improvement Program  
For  
Region 10 Regional Planning Affiliation  
July 10, 2024

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

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

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



Final

Region 10 Regional Planning Affiliation  
FY 2025-2028 TIP

Submitted to the  
Iowa Department of Transportation  
800 Lincoln Way  
Ames, Iowa 50010  
July 10, 2024

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

## Adopting Resolution

Region 10 Regional Planning Affiliation  
Resolution No. 2024-2

**ADOPTION OF THE REGION 10 FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP).**

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

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

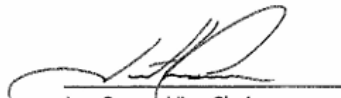
**WHEREAS**, the Policy Committee is the policy board which governs the Region 10 Regional Planning Affiliation; and

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

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

**BE IT RESOLVED**, that the Region 10 Policy Committee adopts the Region 10 FY 2025-2028 Transportation Program.

Adopted this 10<sup>th</sup> day of July, 2024, and signed this 10<sup>th</sup> day of July, 2024 by the Policy Committee Vice Chairperson.



Jon Green, Vice Chairperson

## Introduction and Purpose

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

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

## Funding

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

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

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

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

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

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

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

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

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

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

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

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

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

State funds available for transit include the following:

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

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

- *STA Coordination Special Projects* – Funds provide assistance with startup of new services that have been identified as needs by health, employment, or human services agencies participating in the passenger transportation planning process.
- *Public Transit Infrastructure Grant Fund* – This is a state program that can fund transit facility projects that involve new construction, reconstruction, or remodeling. To qualify, projects must include a vertical component.

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



## RPA 10 Committee Members

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

### Transportation Policy Committee

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

<b>Member</b>	<b>Representation</b>
Tracy Seeman	Benton County
Gary Benson	Benton County
Brad Gaul	Cedar County
Rob Fangmann	Cedar County
Kevin Heitshusen	Iowa County
Chris Montross	Iowa County, Secretary
Tom Brase	Johnson County
Jon Green	Johnson County, Vice Chairperson
Jon Zirkelbach	Jones County
Wayne Peach	Jones County
Kirsten Running-Marquardt	Linn County
Adam Griggs	Linn County
Bob Yoder	Washington County, Chairperson
Millie Youngquist	Washington County
Ex-Officio: Catherine Cutler, IDOT District 6 Office	
Sean Litteral, FHWA	
Daniel Nguyen, FTA	

## Transportation Technical Advisory Committee

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

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

Ex-Officio: Catherine Cutler, IDOT District 6 Office

Sean Litteral, FHWA

Daniel Nguyen, FTA

## Regional Trails Advisory Committee

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

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

Ex-Officio: Catherine Cutler, IDOT District 6 Office  
Sean Litteral, FHWA  
Daniel Nguyen, FTA

## Passenger Transportation Advisory Committee

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

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

Ex-Officio: Catherine Cutler, IDOT District 6 Office

Sean Litteral, FHWA

Daniel Nguyen, FTA

## Fiscal Constraint Summary

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

	2025	2026	2027	2028
Unobligated Balance (Carryover)	6,640,955	7,126,000	5,755,000	5,151,000
RPA 10 STBG Target	4,573,000	4,654,000	4,600,000	4,600,000
<u>Subtotal</u>	11,213,632	11,780,000	10,355,000	9,751,000
Programmed STBG Funds	4,087,632	6,025,000	5,204,000	4,110,000
Balance	\$7,126,000	\$5,755,000	\$5,151,000	\$5,641,000

### Transportation Alternatives Program (TAP) Fiscal Constraint Table

	2025	2026	2027	2028
Unobligated Balance (Carryover)*	(413,356)	(1,469,738)	(957,738)	(445,738)
RPA 10 TAP Target	496,000	512,000	512,000	512,000
<u>Subtotal</u>	82,644	(957,738)	(445,738)	66,262
Programmed TAP Funds	1,552,382	0	0	0
Balance	(\$1,469,738)	(\$957,738)	(\$445,738)	\$66,262

## Funding Summary

Program	FY 25		FY 26		FY 27		FY 28		Total	
	Total	Fed	Total	Fed	Total	Fed	Total	Fed	Total	Fed
HBP	\$11,025,000	10,745,000	\$3,900,000	\$3,820,000	\$5,465,000	\$4,982,000	\$5,175,000	\$5,020,000	\$25,565,000	\$24,567,000
HSIP	\$874,000	\$786,600	\$0	\$0	\$0	\$0	\$0	\$0	\$874,000	\$786,600
ILL	\$0	\$0	\$3,450,000	\$0	\$1,550,000	\$0	\$1,250,000	\$0	\$6,250,000	\$0
NHPP	\$5,022,000	\$4,017,000	\$23,228,000	\$10,665,400	\$20,980,000	\$18,644,400	\$56,927,500	\$48,290,700	\$106,157,000	\$81,607,500
PRF	\$11,715,000	\$0	\$1,798,000	\$0	\$410,000	\$0	\$0	\$0	\$13,923,000	\$0
STBG (Region)	\$5,339,000	\$4,087,632	\$8,625,000	\$6,025,000	\$6,505,000	\$5,204,000	\$5,137,500	\$4,110,000	\$2,606,500	\$19,426,632
STBG (State)	\$10,829,966	\$8,841,865	\$2,266,000	\$1,812,800	\$10,717,000	\$8,573,600	\$12,716,000	\$10,172,800	\$36,528,966	\$29,400,865
TAP-Region	\$3,113,296	\$1,552,382	\$0	\$0	\$0	\$0	\$0	\$0	\$3,113,296	\$1,552,383
TAP-State	\$0	\$765,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$765,000
Grant Application	\$2,623,510	\$2,098,808	\$31,730,000	\$25,380,000	\$0	\$0	\$0	\$0	\$34,353,510	\$27,478,808
RTP	\$30,000	\$24,000	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000	\$24,000
SWAP-HSIP	\$1,021,488	\$676,632	\$0	\$0	\$0	\$0	\$0	\$0	\$1,021,488	\$676,632
Total	\$83,302,294	\$68,884,046	\$81,151,000	\$53,800,400	\$58,717,000	\$36,904,000	\$82,443,500	\$67,593,500	\$274,443,794	\$212,678,754

Transit Program	FY 25		FY 26		FY 27		FY 28		Total	
	Total	Fed	Total	Fed	Total	Fed	Total	Fed	Total	Fed
5311	\$2,547,318	\$761,188	\$0	\$0	\$0	\$0	\$0	\$0	\$2,547,318	\$761,188
5310	\$2,502,757	\$761,188	\$0	\$0	\$0	\$0	\$0	\$0	\$2,502,757	\$761,188
5339	\$5,560,924	\$4,724,974	\$2,684,400	\$2,281,740	\$1,355,300	\$1,152,005	\$935,700	\$795,345	\$10,536,324	\$8,954,064
Total	\$10,610,999	\$6,247,350	\$2,684,400	\$2,281,740	\$1,335,300	\$1,152,005	\$935,700	\$795,345	\$15,586,399	\$10,476,440

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

	2025	2026	2027	2028	2025-2028 Total
County Operations	7,793,790	8,105,542	8,429,763	8,766,954	\$33,096,049
County Maintenance	15,628,247	16,253,377	16,903,512	17,579,653	\$66,364,789
City Operations	2,441,738	2,539,407	2,640,984	2,746,623	\$10,368,752
City Maintenance	919,315	956,087	994,331	1,034,104	\$3,903,836
Total Operations and Maintenance	\$26,783,090	\$27,854,413	\$28,968,590	\$30,127,333	\$113,733,426

\* Inflated 4% per year based on FY 2023 data for cities and counties.

Forecasted RPA 10 Non-Federal Revenues\*

	2025	2026	2027	2028	2025-2028 Total
Farm to Market	13,049,676	13,571,663	14,114,530	14,679,111	\$55,414,979
Secondary Road Funds	77,111,220	80,195,669	83,403,496	86,739,636	\$327,450,022
City Street Fund	49,335,717	51,309,146	53,361,512	55,495,972	\$209,502,348
Total Non Federal-Aid Revenues	\$139,496,614	\$145,076,478	\$150,879,538	\$156,914,719	\$592,367,349

\* Inflated 2% per year based on FY 2023 data for cities and counties.

# FY 2024 Project Status Report

TPMS Number	Applicant	Description	Total Cost X \$1,000	Federal Aid X \$1,000	Development Status
54641	Iowa DOT	HSIPX-021-4(029)—3L-06	788	709	Completed
54554	Iowa DOT	HSIPX-030( )—3L-06	878	790	Work this season
54719	Iowa DOT	HSIPX-218( )—3L-06	1,269	1,035	Work this season
54644	Iowa DOT	NHSX-001( )—3H-92	9,511	7,436	Work this season
54645	Iowa DOT	NHSX-030( )—3H-57	3,300	2,640	Work this season
54643	Iowa DOT	NHSX-092( )—3H-92	5,464	4,227	Work this season
54642	Iowa DOT	NHSX-218( )—3H-92	9,381	7,505	Work this season
39271	Iowa DOT	BRFN-006( )—39-52	485		Work this season
54678	Iowa DOT	BRFN-006( )—39-52	600		Letting 5/28/24
45368	Iowa DOT	BRFN-150( )—39-06	1,297		Work this season
45315	Iowa DOT	IMN-080( )—0E-16	615		Work this season
52556	Iowa DOT	IMN-080( )—0E-16	466		Work this season
54587	Iowa DOT	IMN-380( )—0E-52	95		Work this season
54639	Iowa DOT	NHSN-030( )—2R-16	861		Work this season
52554	Iowa DOT	NHSN-092( )—2R-92	250		Work this season
54522	Iowa DOT	NHSN-151( )—2R-53	44		Work this season
54596	Iowa DOT	NHSN-151( )—2R-57	350		Work this season
45349	Iowa DOT	STPN-080( )—2J-48	10,273	10,273	Work this season
54655	Iowa DOT	STPN-136( )—2J-53	1,349	1,349	Work this season
54346	Iowa DOT	STPN-218( )—2J-06	763	763	Work this season
16834	RPA 10	Planning	115	92	On schedule
52818	Iowa DOT	NRT-CO52(131)—9G-52	30	24	Let 10/23/23
39171	Iowa DOT	BRF-218( )—38-06	5		Work this season
39441	Johnson	Clear Creek Trail: Half Moon Ave to Kent Park	500	337	Move to FY 25
52769	Johnson	Clear Creek Trail: Half Moon Ave to Kent Park	1,200	1,138	Move to FY 25
54741	North English	Washington St	720	558	Let 4/16/24
54827	Washington (city)	IA 92 Traffic Signals	515	218	Let 4/16/24
54742	Williamsburg	N Highland St from 180 to CL	713	570	Letting for 8/20/24
53259	Washington	G36	1,584	1,166	Let 1/17/24
35908	Cedar	X54	1,500	1,145	Let 2/20/24
32705	Benton	21 <sup>st</sup> Ave over Mud Creek	675	675	Complete
52382	Benton	26 <sup>th</sup> Ave Dr over Prairie Creek	475	475	Move to FY 25

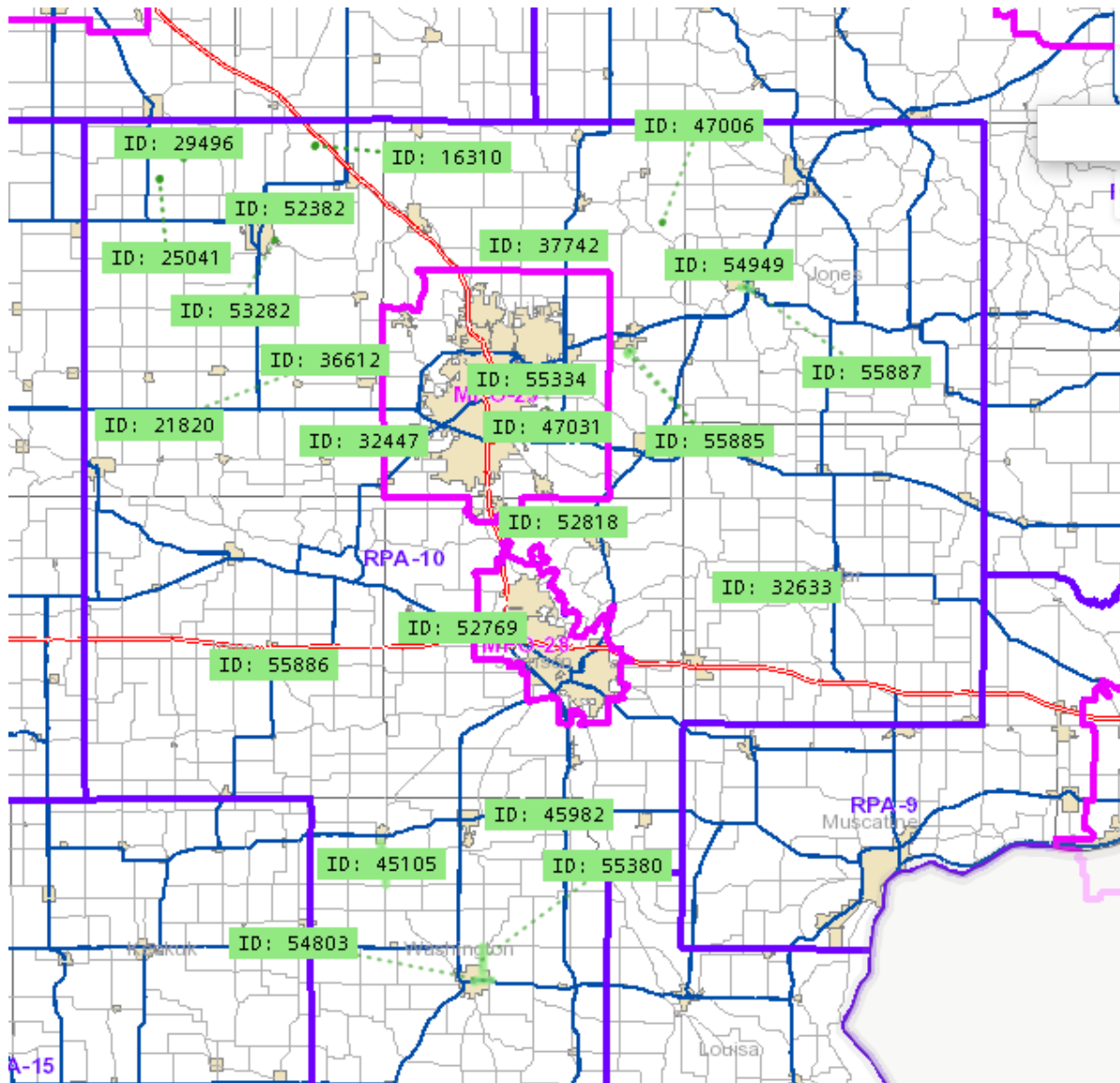


36612	Benton	69 <sup>th</sup> St over Little Bear Creek	450	450	Move to FY 25
52380	Benton	V54 over Prairie Creek	400	400	Complete
35294	Benton	17 <sup>th</sup> Ave over Prairie Creek	675	675	Complete
44627	Cedar	F51 over Elkhorn Creek	600	600	Complete
52342	Iowa	230 <sup>th</sup> St over Old Mans Creek	550	550	Complete
52845	Iowa	265 <sup>th</sup> St. over Old Mans Creek	1,100	1,100	Complete
52941	Linn	Martin Creek Rd over Martin Creek	300	300	Complete
45982	Washington	Tupelo Blvd over small stream	500	500	Letting for 9/17/24
52391	Johnson	F20 over Br Iowa River	1,300	1,240	Complete

## Program of Projects

This program of projects has been developed using year of expenditure (YOE) cost estimates. Applicants are responsible for applying the YOE at a suggested rate of 4%. The selection processes for STBG and TAP projects are noted on [page 22](#). Note that a balance of STBG funds is available, due to applicants' preference to retain sufficient funds for larger federal-aid projects.

# Map of Projects – FY 2025



# FY 2025-2028 Transportation Program of Projects

**RPA 10**

Project ID	Project Number	Approval Level		2025	2026	2027	2028	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

Grant Application

55334 Linn County	DGA-C057(EAST POST RD ROUNDABOUT)--XT-57 On East Post Rd at Cottage Grove Ave PCC Pavement Widening	TIP Approved	<b>Total</b>	<b>\$1,658,600</b>				<b>\$1,658,600</b>
			<b>Federal Aid</b>					
			<b>Regional</b>					
			<b>Swap</b>					
			<b>Grant App</b>	\$1,326,880				<b>\$1,326,880</b>
55311 Linn County	DGA-C057(ROADSIDE CLEARING)--XT-57 On Various locations Clearing and Grubbing	TIP Approved	<b>Total</b>	<b>\$683,500</b>				<b>\$683,500</b>
			<b>Federal Aid</b>					
			<b>Regional</b>					
			<b>Swap</b>					
			<b>Grant App</b>	\$546,800				<b>\$546,800</b>
55312 Linn County	DGA-C057(RUMBLE STRIPS)--XT-57 On Various locations Milled Rumble Strips	TIP Approved	<b>Total</b>	<b>\$281,410</b>				<b>\$281,410</b>
			<b>Federal Aid</b>					
			<b>Regional</b>					
			<b>Swap</b>					
			<b>Grant App</b>	\$225,128				<b>\$225,128</b>
45727 Cedar County	DGA-C016(114)--XT-16 On F 44, Over CEDAR RIVER, S11 T79 R03	TIP Approved 6/17/2025	<b>Total</b>		<b>\$15,030,000</b>			<b>\$15,030,000</b>
			<b>Federal Aid</b>		\$1,500,000			<b>\$1,500,000</b>
			<b>Regional</b>					
			<b>Swap</b>					
			<b>Grant App</b>		\$10,520,000			<b>\$10,520,000</b>
45851 Jones County	DGA-C053(92)--XT-53 On LANDIS RD, Over WAPSIPINICON RIVER Bridge New	TIP Approved 11/19/2024	<b>Total</b>		<b>\$6,770,000</b>			<b>\$6,770,000</b>
			<b>Federal Aid</b>					
			<b>Regional</b>					
			<b>Swap</b>					
			<b>Grant App</b>		\$5,420,000			<b>\$5,420,000</b>
7274 Washington County	DGA-C092(57)--XT-92 On W 21, Over SKUNK RIVER, S9 T74 R09 Bridge Replacement	TIP Approved 4/15/2025	<b>Total</b>		<b>\$9,930,000</b>			<b>\$9,930,000</b>
			<b>Federal Aid</b>					
			<b>Regional</b>					
			<b>Swap</b>					
			<b>Grant App</b>		\$7,940,000			<b>\$7,940,000</b>

<b>Project ID</b>	<b>Project Number</b>	<b>Approval Level</b>		<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>Totals</b>
<b>Sponsor</b>	<b>Location</b>	<b>Letting Date</b>						
<b>STIP ID</b>	<b>Work Codes</b>							

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52983	BROS-5845(601)--8J-52	TIP Approved	<b>Total</b>	<b>\$1,500,000</b>				<b>\$1,500,000</b>
Oxford	In the city of Oxford, On CTR ST, Over HURTZEL RUN, S21 T80 R08	8/19/2025	<b>Federal Aid</b>	\$1,500,000				<b>\$1,500,000</b>
	Work Not Assigned		<b>Regional</b>					
			<b>Swap</b>					
53282	BROS-8017(613)--8J-06	TIP Approved	<b>Total</b>	<b>\$1,500,000</b>				<b>\$1,500,000</b>
Vinton	In the city of Vinton, On E 13TH ST, Over MUD CK, S22 T85 R10	8/19/2025	<b>Federal Aid</b>	\$1,500,000				<b>\$1,500,000</b>
	Work Not Assigned		<b>Regional</b>					
			<b>Swap</b>					
52382	BROS-C006(123)--8J-06	TIP Approved	<b>Total</b>	<b>\$500,000</b>				<b>\$500,000</b>
Benton County	On 26 AVE DR, Over PRAIRIE CK, S2 T85 R10	11/19/2024	<b>Federal Aid</b>	\$500,000				<b>\$500,000</b>
	Bridge Replacement-CCS		<b>Regional</b>					
			<b>Swap</b>					
32447	BROS-C006(124)--8J-06	TIP Approved	<b>Total</b>	<b>\$450,000</b>				<b>\$450,000</b>
Benton County	On 32 AVE DR, Over BR PRAIRIE CK, S11 T82 R09	11/19/2024	<b>Federal Aid</b>	\$450,000				<b>\$450,000</b>
	Bridge Replacement-CCS		<b>Regional</b>					
			<b>Swap</b>					
36612	BROS-C006(125)--8J-06	TIP Approved	<b>Total</b>	<b>\$575,000</b>				<b>\$575,000</b>
Benton County	On 69 ST, Over Little Bear Creek, S8 T83 R09	12/17/2024	<b>Federal Aid</b>	\$575,000				<b>\$575,000</b>
	Bridge Replacement-CCS		<b>Regional</b>					
			<b>Swap</b>					
25041	BROS-C006(126)--8J-06	TIP Approved	<b>Total</b>	<b>\$375,000</b>				<b>\$375,000</b>
Benton County	On 16 AVE, Over SPRING CK, S30 T86 R11	12/17/2024	<b>Federal Aid</b>	\$375,000				<b>\$375,000</b>
	RCB Culvert New - Twin Box		<b>Regional</b>					
			<b>Swap</b>					

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Sponsor	Location	Letting Date						
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16310	BROS-C006(129)--8J-06	TIP Approved	<b>Total</b>	<b>\$450,000</b>				<b>\$450,000</b>
Benton County	On 52 ST, Over PRAIRIE CK, S18 T86 R09	12/17/2024	<b>Federal Aid</b>	\$450,000				<b>\$450,000</b>
	RCB Culvert New - Twin Box		<b>Regional</b>					
			<b>Swap</b>					
32633	BROS-C016(118)--8J-16	TIP Approved	<b>Total</b>	<b>\$975,000</b>				<b>\$975,000</b>
Cedar County	On GREEN RD, Over ROCK RUN CR, S8 T80 R03	12/17/2024	<b>Federal Aid</b>	\$975,000				<b>\$975,000</b>
	Bridge Replacement		<b>Regional</b>					
			<b>Swap</b>					
47031	BROS-C057(168)--8J-57	TIP Approved	<b>Total</b>	<b>\$1,500,000</b>				<b>\$1,500,000</b>
Linn County	On Rosedale Rd, Over Indian Creek, S20 T83 R06	3/18/2025	<b>Federal Aid</b>	\$1,500,000				<b>\$1,500,000</b>
	Bridge Replacement		<b>Regional</b>					
			<b>Swap</b>					
47006	BROS-C057(177)--8J-57	TIP Approved	<b>Total</b>	<b>\$1,300,000</b>				<b>\$1,300,000</b>
Linn County	On Burlingham Rd, Over Buffalo Creek, S14 T85 R05	4/15/2025	<b>Federal Aid</b>	\$1,300,000				<b>\$1,300,000</b>
	Bridge Replacement		<b>Regional</b>					
			<b>Swap</b>					
45982	BROS-C092(125)--8J-92	TIP Approved	<b>Total</b>	<b>\$500,000</b>				<b>\$500,000</b>
Washington County	On TUPELO BLVD, Over SMALL STREAM, S8 T77 R06	9/17/2024	<b>Federal Aid</b>	\$500,000				<b>\$500,000</b>
	Bridge Replacement		<b>Regional</b>					
			<b>Swap</b>					
29496	BRS-C006(108)--60-06	TIP Approved	<b>Total</b>	<b>\$650,000</b>				<b>\$650,000</b>
Benton County	On D65, Over SPRING CREEK, S20 T86 R11	12/17/2024	<b>Federal Aid</b>	\$520,000				<b>\$520,000</b>
	RCB Culvert New - Twin Box		<b>Regional</b>					
			<b>Swap</b>	\$130,000				<b>\$130,000</b>
54949	BRS-C053(96)--60-53	TIP Approved	<b>Total</b>	<b>\$750,000</b>				<b>\$750,000</b>
Jones County	On CO RD X31, Over MINO CREEK	1/22/2025	<b>Federal Aid</b>	\$600,000				<b>\$600,000</b>
	RCB Culvert New - Twin Box		<b>Regional</b>					
			<b>Swap</b>	\$150,000				<b>\$150,000</b>

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10708	BROS-C006()--8J-06	TIP Approved	<b>Total</b>		<b>\$325,000</b>			<b>\$325,000</b>
Benton County	On 32 AVE DR, Over BRANCH PRAIRIE CREEK, S11 T82 R09		<b>Federal Aid</b>		\$325,000			<b>\$325,000</b>
	RCB Culvert New - Twin Box		<b>Regional Swap</b>					
32728	BROS-C006()--8J-06	TIP Approved	<b>Total</b>		<b>\$650,000</b>			<b>\$650,000</b>
Benton County	On 63 ST, Over OPPOSSUM CREEK, S11 T84 R10		<b>Federal Aid</b>		\$650,000			<b>\$650,000</b>
	Bridge Replacement		<b>Regional Swap</b>					
25040	BROS-C006()--8J-06	TIP Approved	<b>Total</b>		<b>\$375,000</b>			<b>\$375,000</b>
Benton County	On 33 AVE, Over MORGAN CREEK, S36 T83 R09		<b>Federal Aid</b>		\$375,000			<b>\$375,000</b>
	RCB Culvert New - Twin Box		<b>Regional Swap</b>					
45147	BROS-C006()--8J-06	TIP Approved	<b>Total</b>		<b>\$400,000</b>			<b>\$400,000</b>
Benton County	On 17 AVE, Over BR PRAIRIE CK, S17 T82 R11		<b>Federal Aid</b>		\$400,000			<b>\$400,000</b>
	RCB Culvert New - Twin Box		<b>Regional Swap</b>					
44628	BROS-C016()--8J-16	TIP Approved	<b>Total</b>		<b>\$650,000</b>			<b>\$650,000</b>
Cedar County	On CHARLES AVE, Over W BR WAPSINONOC CR, S20 T79 R04		<b>Federal Aid</b>		\$650,000			<b>\$650,000</b>
	Bridge Replacement		<b>Regional Swap</b>					
38896	BROS-C057(180)--8J-57	TIP Approved	<b>Total</b>		<b>\$1,100,000</b>			<b>\$1,100,000</b>
Linn County	On Red Bridge Rd, Over Buffalo Creek, S19 T86 R05	3/17/2026	<b>Federal Aid</b>		\$1,100,000			<b>\$1,100,000</b>
	Bridge Replacement		<b>Regional Swap</b>					
36609	BRS-C006()--60-06	TIP Approved	<b>Total</b>		<b>\$400,000</b>			<b>\$400,000</b>
Benton County	On E44, Over BEAR CREEK, S13 T83 R10		<b>Federal Aid</b>		\$320,000			<b>\$320,000</b>
	RCB Culvert Replacement - Twin Box		<b>Regional Swap</b>		\$80,000			<b>\$80,000</b>

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<b>Sponsor</b>	<b>Location</b>	<b>Letting Date</b>						
<b>STIP ID</b>	<b>Work Codes</b>							

HBP

52384	BHOS-C006()--89-06	TIP Approved	<b>Total</b>			<b>\$500,000</b>		<b>\$500,000</b>
Benton County	On 52 ST, Over ROCK CREEK, S18 T86 R11		<b>Federal Aid</b>			\$500,000		<b>\$500,000</b>
	Bridge Rehabilitation		<b>Regional</b>					
			<b>Swap</b>					
35287	BROS-C006()--5F-06	TIP Approved	<b>Total</b>			<b>\$350,000</b>		<b>\$350,000</b>
Benton County	On 78th St, Over BR PRAIRIE CK, S19 T82 R10		<b>Federal Aid</b>			\$350,000		<b>\$350,000</b>
	RCB Culvert Replacement - Twin Box		<b>Regional</b>					
			<b>Swap</b>					
52385	BROS-C006()--8J-06	TIP Approved	<b>Total</b>			<b>\$400,000</b>		<b>\$400,000</b>
Benton County	On 12 AVE, Over BR STEIN CK, S16 T84 R12		<b>Federal Aid</b>			\$400,000		<b>\$400,000</b>
	RCB Culvert New - Twin Box		<b>Regional</b>					
			<b>Swap</b>					
53111	BROS-C057(BR 2063)--8J-57	TIP Approved	<b>Total</b>			<b>\$1,300,000</b>		<b>\$1,300,000</b>
Linn County	On Durow Rd, Over Blue Creek, S31 T86 R08		<b>Federal Aid</b>			\$1,300,000		<b>\$1,300,000</b>
	Bridge Replacement		<b>Regional</b>					
			<b>Swap</b>					
21440	BRS-C006()--60-06	TIP Approved	<b>Total</b>			<b>\$500,000</b>		<b>\$500,000</b>
Benton County	On V 61, Over SMALL STREAM, S6 T85 R10		<b>Federal Aid</b>			\$400,000		<b>\$400,000</b>
	RCB Culvert Replacement - Twin Box		<b>Regional</b>					
			<b>Swap</b>			\$100,000		<b>\$100,000</b>
51144	BRS-C016()--60-16	TIP Approved	<b>Total</b>			<b>\$915,000</b>		<b>\$915,000</b>
Cedar County	On Y 14, Over YANKEE RUN CREEK, S2 T81 R01		<b>Federal Aid</b>			\$732,000		<b>\$732,000</b>
	Bridge Replacement-CCS		<b>Regional</b>					
			<b>Swap</b>			\$183,000		<b>\$183,000</b>
39582	BRS-C053(97)--60-53	TIP Approved	<b>Total</b>			<b>\$1,500,000</b>		<b>\$1,500,000</b>
Jones County	On CO RD X64, Over overflow to Wapsipicon River, from 0.2 miles south of bridge to IA 136	12/15/2026	<b>Federal Aid</b>			\$800,000		<b>\$800,000</b>
	Pave, Pavement Widening, Bridge Replacement		<b>Regional</b>					
			<b>Swap</b>			\$200,000		<b>\$200,000</b>



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18445	BROS-C006()--5F-06	TIP Approved	<b>Total</b>				<b>\$750,000</b>	<b>\$750,000</b>
Benton County	On Benton-Linn Rd, Over Prairie Creek, S7 T82 R8		<b>Federal Aid</b>				\$750,000	\$750,000
	Bridge Replacement-PPCB		<b>Regional Swap</b>					
53439	BROS-C006()--8J-06	TIP Approved	<b>Total</b>				<b>\$475,000</b>	<b>\$475,000</b>
Benton County	On 62 ST TRL, Over STREAM, S5 T84 R09		<b>Federal Aid</b>				\$475,000	\$475,000
	Bridge Replacement-CCS		<b>Regional Swap</b>					
53486	BROS-C006()--8J-06	TIP Approved	<b>Total</b>				<b>\$450,000</b>	<b>\$450,000</b>
Benton County	On 23 AVE, Over BR PRAIRIE CK, S20 T82 R10		<b>Federal Aid</b>				\$450,000	\$450,000
	Bridge Replacement		<b>Regional Swap</b>					
53487	BROS-C006()--8J-06	TIP Approved	<b>Total</b>				<b>\$500,000</b>	<b>\$500,000</b>
Benton County	On 74 ST, Over WEASEL CREEK, S1 T82 R11		<b>Federal Aid</b>				\$500,000	\$500,000
	Bridge Replacement		<b>Regional Swap</b>					
55088	BROS-C016()--5F-16	TIP Approved	<b>Total</b>				<b>\$650,000</b>	<b>\$650,000</b>
Cedar County	On OLD LINCOLN HWY, Over YANKEE RUN, S1 T81 R01		<b>Federal Aid</b>				\$650,000	\$650,000
	RCB Culvert Replacement - Twin Box		<b>Regional Swap</b>					
53018	BROS-C016()--8J-16	TIP Approved	<b>Total</b>				<b>\$975,000</b>	<b>\$975,000</b>
Cedar County	On 230TH ST, Over STREAM, S12 T80 R01		<b>Federal Aid</b>				\$975,000	\$975,000
	Bridge Replacement-CCS		<b>Regional Swap</b>					
55208	BROS-C048()--8J-48	TIP Approved	<b>Total</b>				<b>\$600,000</b>	<b>\$600,000</b>
Iowa County	On T AVE, Over BRANCH OF CLEAR CREEK, S7 T80 R09		<b>Federal Aid</b>				\$600,000	\$600,000
	Bridge Replacement-CCS		<b>Regional Swap</b>					

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HBP

14732	BRS-C006()--60-06	TIP Approved	<b>Total</b>				<b>\$400,000</b>	<b>\$400,000</b>
Benton County	On V 66, Over MUD CREEK, S21 T84 R11		<b>Federal Aid</b>				\$320,000	<b>\$320,000</b>
	RCB Culvert Replacement - Twin Box		<b>Regional Swap</b>				\$80,000	<b>\$80,000</b>
45140	BRS-C006()--60-06	TIP Approved	<b>Total</b>				<b>\$375,000</b>	<b>\$375,000</b>
Benton County	On E 36, Over OPOSSUM CREEK, S15 T84 R10		<b>Federal Aid</b>				\$300,000	<b>\$300,000</b>
	RCB Culvert Replacement - Twin Box		<b>Regional Swap</b>				\$75,000	<b>\$75,000</b>

HSIP

54554	HSIPX-030()--3L-06	TIP Approved	<b>Total</b>	<b>\$874,000</b>				<b>\$874,000</b>
Iowa Department of Transportation	US 30: Co Rd W26 and Co Rd W28 Intersections		<b>Federal Aid</b>	\$786,600				<b>\$786,600</b>
	Grade and Pave		<b>Regional Swap</b>					

ILL

45143	ILL-C006()--92-06	TIP Approved	<b>Total</b>		<b>\$2,100,000</b>			<b>\$2,100,000</b>
Benton County	On D 65, Over CEDAR RIVER, S6 T86 R10		<b>Federal Aid</b>					
	Bridge Deck Overlay		<b>Regional Swap</b>					
47306	ILL-C006()--92-06	TIP Approved	<b>Total</b>		<b>\$350,000</b>			<b>\$350,000</b>
Benton County	On V 40, Over BUCKEYE CREEK, S22 T82 R12		<b>Federal Aid</b>					
	Bridge Deck Overlay		<b>Regional Swap</b>					
38963	ILL-C092()--92-92	TIP Approved	<b>Total</b>		<b>\$1,000,000</b>			<b>\$1,000,000</b>
Washington County	On 110TH ST, Over DEER CREEK		<b>Federal Aid</b>					
	Bridge Replacement, Grading		<b>Regional Swap</b>					

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ILL

45137	ILL-C006()--92-06	TIP Approved	<b>Total</b>			<b>\$550,000</b>		<b>\$550,000</b>
Benton County	On E 16, Over PRAIRIE CREEK, S10 T85 R10		<b>Federal Aid</b>					
	Bridge Deck Overlay		<b>Regional</b>					
			<b>Swap</b>					
51160	ILL-C092()--92-92	TIP Approved	<b>Total</b>			<b>\$500,000</b>		<b>\$500,000</b>
Washington County	On BIRCH AVE, Over SMALL STREAM		<b>Federal Aid</b>					
	Bridge Replacement		<b>Regional</b>					
			<b>Swap</b>					
51161	ILL-C092()--92-92	TIP Approved	<b>Total</b>			<b>\$500,000</b>		<b>\$500,000</b>
Washington County	On ORANGE AVE, Over N. FORK LONG CREEK		<b>Federal Aid</b>					
	Bridge Replacement		<b>Regional</b>					
			<b>Swap</b>					
16422	ILL-C092()--92-92	TIP Approved	<b>Total</b>				<b>\$1,250,000</b>	<b>\$1,250,000</b>
Washington County	On W64, Over Long Creek	11/18/2025	<b>Federal Aid</b>					
	Bridge Replacement		<b>Regional</b>					
			<b>Swap</b>					

NHPP

48608	NHSX-030()--3H-16	TIP Approved	<b>Total</b>	<b>\$5,022,000</b>	<b>\$12,498,000</b>			<b>\$17,520,000</b>
Iowa Department of Transportation	US 30: W of Charles Ave E of Lisbon to WCL Stanwood		<b>Federal Aid</b>	\$4,017,600	\$9,998,400			<b>\$14,016,000</b>
	Pavement Widening, Right of Way		<b>Regional</b>					
			<b>Swap</b>					
52612	IMX-080()--02-48	TIP Approved	<b>Total</b>		<b>\$660,000</b>	<b>\$5,554,000</b>		<b>\$6,214,000</b>
Iowa Department of Transportation	I 80: Victor Rest Area 2.5 mi E of Co Rd V38 (WB)		<b>Federal Aid</b>		\$594,000	\$4,998,600		<b>\$5,592,600</b>
	Grade and Pave, Lighting, Right of Way		<b>Regional</b>					
			<b>Swap</b>					

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NHPP

54619	IMX-080()--02-48	TIP Approved	<b>Total</b>		<b>\$10,070,000</b>			<b>\$10,070,000</b>
Iowa Department of Transportation	I 80: 1.2 mi E of the Rest Areas to 1.4 mi W of Co Rd V66 (EB/WB)		<b>Federal Aid</b>		\$9,063,000			<b>\$9,063,000</b>
	Pavement Rehab		<b>Regional Swap</b>					
54727	IMX-080()--02-48	TIP Approved	<b>Total</b>			<b>\$13,050,000</b>	<b>\$15,968,000</b>	<b>\$29,018,000</b>
Iowa Department of Transportation	I 80: W of IA 149 to E of IA 149		<b>Federal Aid</b>			\$11,745,000	\$14,371,200	<b>\$26,116,200</b>
	Grade and Pave, Pave, Bridge New		<b>Regional Swap</b>					
55699	NHSX-001()--3H-57	TIP Approved	<b>Total</b>			<b>\$2,376,000</b>		<b>\$2,376,000</b>
Iowa Department of Transportation	IA 1: In Mt Vernon, from SCL to NCL		<b>Federal Aid</b>			\$1,900,800		<b>\$1,900,800</b>
	Pave		<b>Regional Swap</b>					
55702	IMX-080()--02-48	TIP Approved	<b>Total</b>				<b>\$5,139,000</b>	<b>\$5,139,000</b>
Iowa Department of Transportation	I 80: 1.8 mi W of Co Rd V66 to 1.5 mi E of IA 149 (WB)		<b>Federal Aid</b>				\$4,625,100	<b>\$4,625,100</b>
	Pave		<b>Regional Swap</b>					
55701	IMX-080()--02-48	TIP Approved	<b>Total</b>				<b>\$1,759,000</b>	<b>\$1,759,000</b>
Iowa Department of Transportation	I 80: 1.5 mi E of IA 149 to 1 mi E of US 151 (EB/WB)		<b>Federal Aid</b>				\$1,583,100	<b>\$1,583,100</b>
	Pave		<b>Regional Swap</b>					
55735	IMX-080()--02-48	TIP Approved	<b>Total</b>				<b>\$4,625,000</b>	<b>\$4,625,000</b>
Iowa Department of Transportation	I 80: 1 mi E of US 151 to E of S Roberts Ferry Rd at Tiffin (EB)		<b>Federal Aid</b>				\$4,162,500	<b>\$4,162,500</b>
	Pave		<b>Regional Swap</b>					
55641	NHSX-151()--3H-57	TIP Approved	<b>Total</b>				<b>\$29,436,000</b>	<b>\$29,436,000</b>
Iowa Department of Transportation	US 151: Co Rd X20 Intersection in Springville		<b>Federal Aid</b>				\$23,548,800	<b>\$23,548,800</b>
	Grade and Pave, Bridge New, Right of Way		<b>Regional Swap</b>					

<b>Project ID</b>	<b>Project Number</b>	<b>Approval Level</b>		<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>Totals</b>
<b>Sponsor</b>	<b>Location</b>	<b>Letting Date</b>						
<b>STIP ID</b>	<b>Work Codes</b>							

PRF

48465	BRFN-013)--39-57	TIP Approved	<b>Total</b>	<b>\$1,556,000</b>				<b>\$1,556,000</b>
Iowa Department of Transportation	IA 13: Wapsipinicon River in Central City Bridge Deck Overlay		<b>Federal Aid</b>					
			<b>Regional Swap</b>					
52704	IMN-080)--0E-48	TIP Approved	<b>Total</b>	<b>\$4,500,000</b>				<b>\$4,500,000</b>
Iowa Department of Transportation	I 80: Victor Rest Area 2.5 mi E of Co Rd V38 (WB) Rest Area Improvement		<b>Federal Aid</b>					
			<b>Regional Swap</b>					
48449	IMN-380)--0E-06	TIP Approved	<b>Total</b>	<b>\$825,000</b>				<b>\$825,000</b>
Iowa Department of Transportation	I 380: IA 150 Interchange (NB) Bridge Deck Overlay		<b>Federal Aid</b>					
			<b>Regional Swap</b>					
54587	IMN-380)--0E-52	TIP Approved	<b>Total</b>	<b>\$356,000</b>				<b>\$356,000</b>
Iowa Department of Transportation	I 380: Mitigation - Section 1 I-380 Project Wetland Mitigation		<b>Federal Aid</b>					
			<b>Regional Swap</b>					
38216	NHSN-030)--2R-06	TIP Approved	<b>Total</b>	<b>\$230,000</b>				<b>\$230,000</b>
Iowa Department of Transportation	US 30: 11th Ave Dr to W Jct US 218 Pave		<b>Federal Aid</b>					
			<b>Regional Swap</b>					
55770	NHSN-030)--2R-16	TIP Approved	<b>Total</b>	<b>\$1,500,000</b>				<b>\$1,500,000</b>
Iowa Department of Transportation	US 30: Rock Creek to WCL Clarence Pave		<b>Federal Aid</b>					
			<b>Regional Swap</b>					
38214	NHSN-092)--2R-92	TIP Approved	<b>Total</b>	<b>\$270,000</b>				<b>\$270,000</b>
Iowa Department of Transportation	IA 92: E of US 218 to IA 70 in Columbus Junction Pave		<b>Federal Aid</b>					
			<b>Regional Swap</b>					

Project ID	Project Number	Approval Level		2025	2026	2027	2028	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

PRF

45385	NHSN-151())--2R-53	TIP Approved	<b>Total</b>	<b>\$2,128,000</b>				<b>\$2,128,000</b>
Iowa Department of Transportation	US 151: Kitty Creek 1.1 mi S of Co Rd X44 (SB) Bridge Replacement, Right of Way		<b>Federal Aid</b>					
			<b>Regional Swap</b>					
55777	NHSN-151())--2R-57	TIP Approved	<b>Total</b>	<b>\$350,000</b>				<b>\$350,000</b>
Iowa Department of Transportation	US 151: IA 13 to US 61 Pave		<b>Federal Aid</b>					
			<b>Regional Swap</b>					
48562	BRFN-136())--39-53	TIP Approved	<b>Total</b>		<b>\$366,000</b>			<b>\$366,000</b>
Iowa Department of Transportation	IA 136: Little Bear Creek 0.8 mi N of IA 64 Bridge Deck Overlay		<b>Federal Aid</b>					
			<b>Regional Swap</b>					
48612	BRFN-151())--39-53	TIP Approved	<b>Total</b>		<b>\$1,432,000</b>			<b>\$1,432,000</b>
Iowa Department of Transportation	US 151: Wapsipinicon River 1.4 mi S of IA 64 (NB) Bridge Deck Overlay		<b>Federal Aid</b>					
			<b>Regional Swap</b>					
55730	STPN-006())--2J-48	TIP Approved	<b>Total</b>			<b>\$410,000</b>		<b>\$410,000</b>
Iowa Department of Transportation	US 6: Approx 1.9 mi E of IA 220/Co Rd W16 Pave		<b>Federal Aid</b>					
			<b>Regional Swap</b>					

RTP

52818	NRT-CO52(131)--9G-52	TIP Approved	<b>Total</b>	<b>\$30,000</b>				<b>\$30,000</b>
Iowa Department of Natural Resources	Lakeview OHV Park, construction of park shelters Building - New	10/23/2023	<b>Federal Aid</b>	<b>\$24,000</b>				<b>\$24,000</b>
			<b>Regional Swap</b>					

Project ID	Project Number	Approval Level		2025	2026	2027	2028	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

STBG

48596	BRF-136)--38-53	TIP Approved	<b>Total</b>	<b>\$5,000</b>	<b>\$2,266,000</b>			<b>\$2,271,000</b>
Iowa Department of Transportation	IA 136: Maquoketa River 2.5 mi N of Co Rd E17		<b>Federal Aid</b>	\$4,000	\$1,812,800			<b>\$1,816,800</b>
	Bridge Rehabilitation, Right of Way		<b>Regional Swap</b>					
16834	RGPL-PA10)--ST-00	TIP Approved	<b>Total</b>	<b>\$239,000</b>	<b>\$125,000</b>	<b>\$130,000</b>	<b>\$137,500</b>	<b>\$631,500</b>
RPA 10	Region 10-ECICOG: Region 10 Planning		<b>Federal Aid</b>	\$188,000	\$100,000	\$104,000	\$110,000	<b>\$502,000</b>
	Trans Planning		<b>Regional Swap</b>	\$188,000	\$100,000	\$104,000	\$110,000	<b>\$502,000</b>
55767	STP-038)--2C-53	TIP Approved	<b>Total</b>	<b>\$10,824,966</b>				<b>\$10,824,966</b>
Iowa Department of Transportation	IA 38: E Jct IA 64 to US 151		<b>Federal Aid</b>	\$8,837,865				<b>\$8,837,865</b>
	Pave		<b>Regional Swap</b>					
21820	STP-S-C006)--5A-06	TIP Approved	<b>Total</b>	<b>\$750,000</b>				<b>\$750,000</b>
Benton County	On W14, Over BR LITTLE BEAR CREEK, S14 T83 R10		<b>Federal Aid</b>	\$600,000				<b>\$600,000</b>
	RCB Culvert Replacement - Twin Box		<b>Regional Swap</b>	\$600,000				<b>\$600,000</b>
37742	STP-S-C057(145)--5E-57	TIP Approved	<b>Total</b>	<b>\$1,600,000</b>				<b>\$1,600,000</b>
Linn County	On Burnett Station Rd, from City of Alburnett to HWY 13	1/22/2025	<b>Federal Aid</b>	\$1,200,000				<b>\$1,200,000</b>
	Pave		<b>Regional Swap</b>	\$1,200,000				<b>\$1,200,000</b>
45105	STP-S-C092(128)--5E-92	TIP Approved	<b>Total</b>	<b>\$2,750,000</b>				<b>\$2,750,000</b>
Washington County	On Ginkgo Ave, from 170th Street N to Wellman	4/15/2025	<b>Federal Aid</b>	\$1,940,000				<b>\$1,940,000</b>
	PCC Overlay - Unbonded		<b>Regional Swap</b>	\$1,940,000				<b>\$1,940,000</b>

Project ID	Project Number	Approval Level		2025	2026	2027	2028	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

STBG

32702	STP-S-C006()--5E-06	TIP Approved	<b>Total</b>		<b>\$2,000,000</b>			<b>\$2,000,000</b>
Benton County	On E22, from Hwy 218 west 4.5 Miles to Near Garrison		<b>Federal Aid</b>		\$1,600,000			<b>\$1,600,000</b>
	Pavement Rehab		<b>Regional Swap</b>		\$1,600,000			<b>\$1,600,000</b>
47293	STP-S-C052( )--5E-52	TIP Approved	<b>Total</b>		<b>\$3,500,000</b>			<b>\$3,500,000</b>
Johnson County	On X14 (Wapsi Ave SE) from Hwy 22 to 520th St		<b>Federal Aid</b>		\$1,925,000			<b>\$1,925,000</b>
	Pavement Rehab		<b>Regional Swap</b>		\$1,925,000			<b>\$1,925,000</b>
37467	STP-S-C053(95)--5E-53	TIP Approved	<b>Total</b>		<b>\$3,000,000</b>			<b>\$3,000,000</b>
Jones County	On CO RD E28, from CO RD X28 to Buffalo Creek Bridge	12/16/2025	<b>Federal Aid</b>		\$2,400,000			<b>\$2,400,000</b>
	Grade and Pave		<b>Regional Swap</b>		\$2,400,000			<b>\$2,400,000</b>
54670	BRF-022()--38-92	TIP Approved	<b>Total</b>			<b>\$849,000</b>		<b>\$849,000</b>
Iowa Department of Transportation	IA 22: English River Overflow 2.5 mi W of IA 1		<b>Federal Aid</b>			\$679,200		<b>\$679,200</b>
	Pave		<b>Regional Swap</b>					
54523	BRF-038()--38-53	TIP Approved	<b>Total</b>			<b>\$710,000</b>		<b>\$710,000</b>
Iowa Department of Transportation	IA 38: Big Bear Creek 0.8 mi N of S Jct IS 64		<b>Federal Aid</b>			\$568,000		<b>\$568,000</b>
	Bridge Deck Overlay		<b>Regional Swap</b>					
54533	BRF-038()--38-53	TIP Approved	<b>Total</b>			<b>\$1,333,000</b>		<b>\$1,333,000</b>
Iowa Department of Transportation	IA 38: Sibles Creek 0.3 mi S of Co Rd E53		<b>Federal Aid</b>			\$1,066,400		<b>\$1,066,400</b>
	Bridge New, Right of Way		<b>Regional Swap</b>					
54550	BRF-136()--38-53	TIP Approved	<b>Total</b>			<b>\$2,044,000</b>		<b>\$2,044,000</b>
Iowa Department of Transportation	IA 136: Mineral Creek 2.1 mi N of N Jct Co Rd E29		<b>Federal Aid</b>			\$1,635,200		<b>\$1,635,200</b>
	Bridge New, Right of Way		<b>Regional Swap</b>					



Project ID	Project Number	Approval Level		2025	2026	2027	2028	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

STBG

52648	BRF-151)--38-48	TIP Approved	<b>Total</b>			<b>\$1,489,000</b>		<b>\$1,489,000</b>
Iowa Department of Transportation	US 151: Iowa River 1.0 mi N of N Jct US 6		<b>Federal Aid</b>			\$1,191,200		<b>\$1,191,200</b>
	Bridge Deck Overlay		<b>Regional Swap</b>					
52640	BRF-151)--38-48	TIP Approved	<b>Total</b>			<b>\$2,725,000</b>		<b>\$2,725,000</b>
Iowa Department of Transportation	US 151: Iowa River Overflow 1.6 mi S of IA 220		<b>Federal Aid</b>			\$2,180,000		<b>\$2,180,000</b>
	Bridge Deck Overlay		<b>Regional Swap</b>					
54715	BRF-218)--38-92	TIP Approved	<b>Total</b>			<b>\$1,567,000</b>		<b>\$1,567,000</b>
Iowa Department of Transportation	US 218: At the IA 22 Interchange (SB)		<b>Federal Aid</b>			\$1,253,600		<b>\$1,253,600</b>
	Pave		<b>Regional Swap</b>					
52394	STP-S-C052)--5E-52	TIP Approved	<b>Total</b>			<b>\$2,000,000</b>		<b>\$2,000,000</b>
Johnson County	On F62 (500th Street), from W64 (Oak Crest Hill Road) W 2.1 miles to the end of the existing HMA		<b>Federal Aid</b>			\$1,600,000		<b>\$1,600,000</b>
	Pavement Rehab		<b>Regional Swap</b>			\$1,600,000		<b>\$1,600,000</b>
53114	STP-S-C057(E16)--5E-57	TIP Approved	<b>Total</b>			<b>\$4,375,000</b>		<b>\$4,375,000</b>
Linn County	On Central City Rd, from Center Point city limits 4 miles to bridge 151 west of Alice Rd		<b>Federal Aid</b>			\$3,500,000		<b>\$3,500,000</b>
	Pave		<b>Regional Swap</b>			\$3,500,000		<b>\$3,500,000</b>
55786	BRF-022)--38-92	TIP Approved	<b>Total</b>				<b>\$570,000</b>	<b>\$570,000</b>
Iowa Department of Transportation	IA 22: Smith Creek 3.6 mi W of IA 1		<b>Federal Aid</b>				\$456,000	<b>\$456,000</b>
	Pave		<b>Regional Swap</b>					
55776	BRF-151)--38-53	TIP Approved	<b>Total</b>				<b>\$8,140,000</b>	<b>\$8,140,000</b>
Iowa Department of Transportation	US 151: Wapsipinicon River 1.4 mi S of IA 64 (SB)		<b>Federal Aid</b>				\$6,512,000	<b>\$6,512,000</b>
	Bridge New, Right of Way		<b>Regional Swap</b>					

Project ID	Project Number	Approval Level		2025	2026	2027	2028	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

STBG

39171	BRF-218)--38-06	TIP Approved	<b>Total</b>				<b>\$6,000</b>	<b>\$6,000</b>
Iowa Department of Transportation	US 218: Abandoned RR 2.6 mi N of N Jct US 30 (Remove Bridge)		<b>Federal Aid</b>				\$4,800	<b>\$4,800</b>
	Grade and Pave, Right of Way		<b>Regional Swap</b>					
55768	STP-021)--2C-48	TIP Approved	<b>Total</b>				<b>\$4,000,000</b>	<b>\$4,000,000</b>
Iowa Department of Transportation	IA 21: 0.3 mi N of IA 212 to 0.5 mi S of SCL/1st St of Belle Plaine		<b>Federal Aid</b>				\$3,200,000	<b>\$3,200,000</b>
	Pave		<b>Regional Swap</b>					
35283	STP-S-C006)--5E-06	TIP Approved	<b>Total</b>				<b>\$2,000,000</b>	<b>\$2,000,000</b>
Benton County	On E66., from ECL Blairstown E 4.5 miles to W12		<b>Federal Aid</b>				\$1,600,000	<b>\$1,600,000</b>
	HMA Resurfacing with Milling		<b>Regional Swap</b>				\$1,600,000	<b>\$1,600,000</b>
50913	STP-S-C016)--5E-16	TIP Approved	<b>Total</b>				<b>\$3,000,000</b>	<b>\$3,000,000</b>
Cedar County	On X40, from F28 (210th St.) N 8.5 miles to Hwy 30		<b>Federal Aid</b>				\$2,400,000	<b>\$2,400,000</b>
	HMA Resurfacing		<b>Regional Swap</b>				\$2,400,000	<b>\$2,400,000</b>

SWAP-HSIP

54827	HSIP-SWAP-8140)--SJ-92	TIP Approved	<b>Total</b>	<b>\$271,488</b>				<b>\$271,488</b>
Washington	In the city of Washington, On IA 92 E:	12/17/2024	<b>Federal Aid</b>					
	Work Not Assigned		<b>Regional Swap</b>	\$159,632				<b>\$159,632</b>
				\$246,632				<b>\$246,632</b>
55380	HSIP-SWAP-C092)--FJ-92	TIP Approved	<b>Total</b>	<b>\$750,000</b>				<b>\$750,000</b>
Washington County	On W61, from E 11th Street N to 220th Street		<b>Federal Aid</b>					
	PCC Paved Shoulder - New		<b>Regional Swap</b>	\$430,000				<b>\$430,000</b>

Project ID	Project Number	Approval Level		2025	2026	2027	2028	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

TAP

55886	TAP-R-8427()--8T-48	TIP Approved	<b>Total</b>	<b>\$692,911</b>				<b>\$692,911</b>
Williamsburg	In the city of Williamsburg, On STATE ST		<b>Federal Aid</b>	\$510,382				<b>\$510,382</b>
	Ped/Bike Grade & Pave, Ped/Bike Development		<b>Regional Swap</b>	\$510,382				<b>\$510,382</b>
55887	TAP-U-0165()--8I-53	TIP Approved	<b>Total</b>	<b>\$1,177,500</b>				<b>\$1,177,500</b>
Anamosa	In the city of Anamosa, On MORLEY RD		<b>Federal Aid</b>	\$1,057,000				<b>\$1,057,000</b>
	Work Not Assigned		<b>Regional Swap</b>	\$292,000				<b>\$292,000</b>
55885	TAP-U-C057()--8I-57	TIP Approved	<b>Total</b>	<b>\$1,242,885</b>				<b>\$1,242,885</b>
Linn County Conservation Board	Grant Wood Trail from Paralta Rd to Springville Rd		<b>Federal Aid</b>	\$750,000				<b>\$750,000</b>
	Ped/Bike Grade & Pave, Ped/Bike Structures		<b>Regional Swap</b>	\$750,000				<b>\$750,000</b>

# FY 2025-2028 Program of Transit Projects

RPA 10

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2025	2026	2027	2028	Totals
1485 CorridorRides	5311 TIP Approved	Operations	General Operations/Maintenance/Administration	Total	\$2,402,758				\$2,402,758
				FA	\$688,908				\$688,908
				DOT					
1540 CorridorRides	5311 TIP Approved	Planning	RPA Transportation Planning	Total	\$144,560				\$144,560
				FA	\$72,280				\$72,280
				DOT					
3576 CorridorRides	5310 TIP Approved	Operations	General Operations/Maintenance/Contracted Service	Total	\$2,402,757				\$2,402,757
				FA	\$761,188				\$761,188
				DOT					
5809 CorridorRides	5339 TIP Approved	Capital	Light Duty Bus (176" wb) VSS Unit # 490	Total	\$160,300				\$160,300
				FA	\$136,255				\$136,255
				DOT					
11103 CorridorRides	5339 TIP Approved	Capital	Light Duty Bus (158" wb) VSS Unit # 483	Total	\$161,600				\$161,600
				FA	\$137,360				\$137,360
				DOT					
11104 CorridorRides	5339 TIP Approved	Capital	Light Duty Bus (138" wb) VSS Unit # 484	Total	\$157,700				\$157,700
				FA	\$134,045				\$134,045
				DOT					
11105 CorridorRides	5339 TIP Approved	Capital	Light Duty Bus (138" wb) VSS Unit # 486	Total	\$157,700				\$157,700
				FA	\$134,045				\$134,045
				DOT					
11106 CorridorRides	5339 TIP Approved	Capital	Light Duty Bus (138" wb) VSS Unit # 487	Total	\$157,700				\$157,700
				FA	\$134,045				\$134,045
				DOT					
11107 CorridorRides	5339 TIP Approved	Capital	Light Duty Bus (176" wb) VSS Unit # 488	Total	\$160,300				\$160,300
				FA	\$136,255				\$136,255
				DOT					
11108 CorridorRides	5339 TIP Approved	Capital	Light Duty Bus (158" wb) VSS Unit # 489	Total	\$161,600				\$161,600
				FA	\$137,360				\$137,360
				DOT					

RPA 10 (Cont.)

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2025	2026	2027	2028	Totals
11109 CorridorRides	5339 TIP Approved	Capital	Minivan VSS Unit # 491	Total	\$101,600				\$101,600
				FA	\$86,360				\$86,360
				DOT					
11114 CorridorRides	5339 TIP Approved	Capital	Medium Duty Bus (29-32 ft.) Diesel,VSS Unit # 46L	Total	\$226,100				\$226,100
				FA	\$192,185				\$192,185
				DOT					
11115 CorridorRides	5339 TIP Approved	Capital	Medium Duty Bus (29-32 ft.) Diesel,VSS Unit # 264	Total	\$226,100				\$226,100
				FA	\$192,185				\$192,185
				DOT					
11116 CorridorRides	5339 TIP Approved	Capital	Medium Duty Bus (29-32 ft.) Diesel,VSS Unit # 266	Total	\$226,100				\$226,100
				FA	\$192,185				\$192,185
				DOT					
11117 CorridorRides	5339 TIP Approved	Capital	Medium Duty Bus (29-32 ft.) Diesel,VSS Unit # 265	Total	\$226,100				\$226,100
				FA	\$192,185				\$192,185
				DOT					
11118 CorridorRides	5339 TIP Approved	Capital	Medium Duty Bus (29-32 ft.) Diesel,VSS Unit # 267	Total	\$226,100				\$226,100
				FA	\$192,185				\$192,185
				DOT					
11119 CorridorRides	5339 TIP Approved	Capital	Light Duty Bus (176" wb) Diesel,VSS Unit # 268	Total	\$160,300				\$160,300
				FA	\$136,255				\$136,255
				DOT					
11120 CorridorRides	5339 TIP Approved	Capital	Light Duty Bus (176" wb) Diesel,VSS Unit # 269	Total	\$160,300				\$160,300
				FA	\$136,255				\$136,255
				DOT					
11354 CorridorRides	5339 TIP Approved	Capital	Light Duty Bus (158" wb) VSS Unit # 246	Total	\$161,600				\$161,600
				FA	\$137,360				\$137,360
				DOT					
11355 CorridorRides	5339 TIP Approved	Capital	Light Duty Bus (158" wb) VSS Unit # 341	Total	\$161,600				\$161,600
				FA	\$137,360				\$137,360
				DOT					

RPA 10 (Cont.)

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2025	2026	2027	2028	Totals
11356 CorridorRides	5339 TIP Approved	Capital	Light Duty Bus (138" wb) VSS Unit # 342	Total	\$157,700				\$157,700
				FA	\$134,045				\$134,045
				DOT					
11357 CorridorRides	5339 TIP Approved	Capital	Light Duty Bus (138" wb) VSS Unit # 343	Total	\$157,700				\$157,700
				FA	\$134,045				\$134,045
				DOT					
11358 CorridorRides	5339 TIP Approved	Capital	Light Duty Bus (138" wb) VSS Unit # 344	Total	\$157,700				\$157,700
				FA	\$134,045				\$134,045
				DOT					
11360 CorridorRides	5339 TIP Approved	Capital	Light Duty Bus (176" wb) VSS Unit # 331	Total	\$160,300				\$160,300
				FA	\$136,255				\$136,255
				DOT					
11361 CorridorRides	5339 TIP Approved	Capital	Light Duty Bus (176" wb) VSS Unit # 332	Total	\$160,300				\$160,300
				FA	\$136,255				\$136,255
				DOT					
11362 CorridorRides	5339 TIP Approved	Capital	Light Duty Bus (176" wb) VSS Unit # 333	Total	\$160,300				\$160,300
				FA	\$136,255				\$136,255
				DOT					
11366 CorridorRides	5339 TIP Approved	Capital	Minivan VSS Unit # 219	Total	\$101,600				\$101,600
				FA	\$86,360				\$86,360
				DOT					
11367 CorridorRides	5339 TIP Approved	Capital	Minivan VSS Unit # 310	Total	\$101,600				\$101,600
				FA	\$86,360				\$86,360
				DOT					
11368 CorridorRides	5339 TIP Approved	Capital	Light Duty Bus (176" wb) VSS Unit # 311	Total	\$160,300				\$160,300
				FA	\$136,255				\$136,255
				DOT					
11369 CorridorRides	5339 TIP Approved	Capital	Light Duty Bus (158" wb) VSS Unit # 312	Total	\$161,600				\$161,600
				FA	\$137,360				\$137,360
				DOT					

RPA 10 (Cont.)

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2025	2026	2027	2028	Totals
11370 CorridorRides	5339 TIP Approved	Capital	Light Duty Bus (158" wb) VSS Unit # 313	Total	\$149,524				\$149,524
				FA	\$125,284				\$125,284
				DOT					
11375 CorridorRides	5339 TIP Approved	Capital	Light Duty Bus (138" wb) VSS Unit # 309	Total	\$157,700				\$157,700
				FA	\$134,045				\$134,045
				DOT					
11376 CorridorRides	5339 TIP Approved	Capital	Light Duty Bus (138" wb) VSS Unit # 400	Total	\$157,700				\$157,700
				FA	\$134,045				\$134,045
				DOT					
11377 CorridorRides	5339 TIP Approved	Capital	Light Duty Bus (138" wb) VSS Unit # 401	Total	\$157,700				\$157,700
				FA	\$134,045				\$134,045
				DOT					
11378 CorridorRides	5339 TIP Approved	Capital	Light Duty Bus (158" wb) VSS Unit # 402	Total	\$161,600				\$161,600
				FA	\$137,360				\$137,360
				DOT					
11379 CorridorRides	5339 TIP Approved	Capital	Minivan VSS Unit # 403	Total	\$101,600				\$101,600
				FA	\$86,360				\$86,360
				DOT					
11380 CorridorRides	5339 TIP Approved	Capital	Minivan VSS Unit # 404	Total	\$101,600				\$101,600
				FA	\$86,360				\$86,360
				DOT					
11384 CorridorRides	5339 TIP Approved	Capital	Minivan VSS	Total	\$101,600				\$101,600
				FA	\$86,360				\$86,360
				DOT					
5452 CorridorRides	5339 TIP Approved	Capital	Light Duty Bus (138" wb) VSS Unit # 345	Total		\$157,700			\$157,700
				FA		\$134,045			\$134,045
				DOT					
5453 CorridorRides	5339 TIP Approved	Capital	Light Duty Bus (138" wb) VSS Unit # 346	Total		\$157,700			\$157,700
				FA		\$134,045			\$134,045
				DOT					



RPA 10 (Cont.)

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2025	2026	2027	2028	Totals
5782 CorridorRides	5339 TIP Approved	Capital	Light Duty Bus (176" wb) VSS Unit # 335	Total		\$160,300			\$160,300
				FA		\$136,255			\$136,255
				DOT					
5783 CorridorRides	5339 TIP Approved	Capital	Light Duty Bus (176" wb) VSS Unit # 336	Total		\$160,300			\$160,300
				FA		\$136,255			\$136,255
				DOT					
5784 CorridorRides	5339 TIP Approved	Capital	Light Duty Bus (176" wb) VSS Unit # 337	Total		\$160,300			\$160,300
				FA		\$136,255			\$136,255
				DOT					
5789 CorridorRides	5339 TIP Approved	Capital	Light Duty Bus (138" wb) Unit # 347	Total		\$157,700			\$157,700
				FA		\$134,045			\$134,045
				DOT					
6259 CorridorRides	5339 TIP Approved	Capital	Light Duty Bus (158" wb) VSS Unit # 492	Total		\$161,600			\$161,600
				FA		\$137,360			\$137,360
				DOT					
6260 CorridorRides	5339 TIP Approved	Capital	Light Duty Bus (176" wb) VSS Unit # 493	Total		\$160,300			\$160,300
				FA		\$136,255			\$136,255
				DOT					
6286 CorridorRides	5339 TIP Approved	Capital	Minivan VSS Unit # 349	Total		\$101,600			\$101,600
				FA		\$86,360			\$86,360
				DOT					
6287 CorridorRides	5339 TIP Approved	Capital	Minivan Unit # 440	Total		\$101,600			\$101,600
				FA		\$86,360			\$86,360
				DOT					
6288 CorridorRides	5339 TIP Approved	Capital	Minivan VSS Unit # 338	Total		\$101,600			\$101,600
				FA		\$86,360			\$86,360
				DOT					
11359 CorridorRides	5339 TIP Approved	Capital	Minivan VSS Unit # 348	Total		\$101,600			\$101,600
				FA		\$86,360			\$86,360
				DOT					

RPA 10 (Cont.)

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2025	2026	2027	2028	Totals
11371 CorridorRides	5339 TIP Approved	Capital	Light Duty Bus (158" wb) VSS Unit # 314	Total		\$161,600			\$161,600
				FA		\$137,360			\$137,360
				DOT					
11372 CorridorRides	5339 TIP Approved	Capital	Light Duty Bus (176" wb) VSS Unit # 315	Total		\$160,300			\$160,300
				FA		\$136,255			\$136,255
				DOT					
11373 CorridorRides	5339 TIP Approved	Capital	Minivan VSS Unit # 316	Total		\$101,600			\$101,600
				FA		\$86,360			\$86,360
				DOT					
11374 CorridorRides	5339 TIP Approved	Capital	Light Duty Bus (158" wb) VSS Unit # 317	Total		\$161,600			\$161,600
				FA		\$137,360			\$137,360
				DOT					
11381 CorridorRides	5317 TIP Approved	Capital	Minivan VSS Unit # 405	Total		\$101,600			\$101,600
				FA		\$86,360			\$86,360
				DOT					
11382 CorridorRides	5339 TIP Approved	Capital	Light Duty Bus (138" wb) VSS Unit # 406	Total		\$157,700			\$157,700
				FA		\$134,045			\$134,045
				DOT					
11383 CorridorRides	5339 TIP Approved	Capital	Light Duty Bus (138" wb) VSS Unit # 407	Total		\$157,700			\$157,700
				FA		\$134,045			\$134,045
				DOT					
6262 CorridorRides	5339 TIP Approved	Capital	Medium Duty Bus (29-32 ft.) Diesel,VSS Unit # 350	Total			\$226,100		\$226,100
				FA			\$192,185		\$192,185
				DOT					
6263 CorridorRides	5339 TIP Approved	Capital	Medium Duty Bus (29-32 ft.) Diesel,VSS Unit # 351	Total			\$226,100		\$226,100
				FA			\$192,185		\$192,185
				DOT					
11110 CorridorRides	5339 TIP Approved	Capital	Minivan VSS Unit # 494	Total			\$101,600		\$101,600
				FA			\$86,360		\$86,360
				DOT					

RPA 10 (Cont.)

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2025	2026	2027	2028	Totals
11121 CorridorRides	5339 TIP Approved	Capital	Light Duty Bus (176" wb) VSS Unit # 352	Total			\$160,300		\$160,300
				FA			\$136,255		\$136,255
				DOT					
11363 CorridorRides	5339 TIP Approved	Capital	Light Duty Bus (176" wb) VSS Unit # 339	Total			\$160,300		\$160,300
				FA			\$136,255		\$136,255
				DOT					
11364 CorridorRides	5339 TIP Approved	Capital	Light Duty Bus (176" wb) VSS Unit # 420	Total			\$160,300		\$160,300
				FA			\$136,255		\$136,255
				DOT					
11365 CorridorRides	5339 TIP Approved	Capital	Light Duty Bus (176" wb) VSS Unit # 421	Total			\$160,300		\$160,300
				FA			\$136,255		\$136,255
				DOT					
11385 CorridorRides	5339 TIP Approved	Capital	Light Duty Bus (176" wb) VSS Unit # 408	Total			\$160,300		\$160,300
				FA			\$136,255		\$136,255
				DOT					
11111 CorridorRides	5339 TIP Approved	Capital	Light Duty Bus (158" wb) VSS Unit # 495	Total				\$161,600	\$161,600
				FA				\$137,360	\$137,360
				DOT					
11112 CorridorRides	5339 TIP Approved	Capital	Light Duty Bus (158" wb) VSS Unit # 496	Total				\$161,600	\$161,600
				FA				\$137,360	\$137,360
				DOT					
11113 CorridorRides	5339 TIP Approved	Capital	Light Duty Bus (176" wb) VSS Unit # 497	Total				\$160,300	\$160,300
				FA				\$136,255	\$136,255
				DOT					
11122 CorridorRides	5339 TIP Approved	Capital	Medium Duty Bus (29-32 ft.) Diesel,VSS Unit # 353	Total				\$226,100	\$226,100
				FA				\$192,185	\$192,185
				DOT					
11123 CorridorRides	5339 TIP Approved	Capital	Medium Duty Bus (29-32 ft.) Diesel,VSS Unit # 354	Total				\$226,100	\$226,100
				FA				\$192,185	\$192,185
				DOT					

## Notice of Public Input/Hearing

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

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

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

## RPA 10 Application Process

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

### Typical Application Processes

#### STBG Process

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

#### Cities

Anamosa \$592,565  
Vinton \$779,568  
Washington \$717,069

#### Counties

Benton \$2,390,995  
Cedar -\$281,749  
Iowa \$524,285  
Johnson \$2,055,258  
Jones \$1,804,845  
Linn \$2,519,269  
Washington \$12,314

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

preliminary review and local prioritization. These county recommendations and copies of the full applications are reviewed for regional prioritization and discussed by the TTAC and Policy Committee. The Policy Committee is responsible for final regional approval. The full STBG Guidance is provided in Appendix C. *This year, the TAP application process was delayed while the RPA awaited word that TAP applications could be solicited. The application cycle finally opened on December 1, 2023, and applications were due February 16, 2024.*

#### TAP Process

TAP applications are reviewed on a competitive basis. Typically, applications are distributed to each city and county in the region on September 1 and due back to ECICOG by December 15. The Regional Trails Advisory Committee (RTAC) meets in early January to review all new applications. The RTAC review is based on a pre-determined set of criteria, including project readiness, applicant's ability to complete the project, the project's relationship to the transportation system, the project's associated benefits, benefit/cost and predicted usage. All applications are reviewed in pairs to determine project rankings and final scoring. The RTAC prepares a recommendation for the Policy Committee based on the rankings. The recommendation and copies of the full application are reviewed by the Policy Committee before they make a final determination for funding. *This year, the TAP application process was delayed while the RPA awaited word that TAP applications could be solicited. The application cycle finally opened on December 1, 2023, and applications were due February 16, 2024.*

#### Pre-Application Workshop

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

#### Bridge Project Selection Process

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

The process for bridge project selection by each county includes:

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

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

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

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

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

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

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

#### Public Transit Process

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

#### Other Processes

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

## Appendix A – Revising/Amending the TIP/STIP

### Revising the TIP/STIP

Revisions are defined as changes to the TIP that occur between scheduled periodic updates. The procedures outlined below apply to all projects in the TIP or STIP, including those eligible for SWAP-STBG. There are two types of changes that occur under the umbrella of revision. The first is a major revision or “Amendment.” The second is a minor revision or “Administrative Modification.” ECICOG uses the following definitions and thresholds when determining an amendment versus and administrative modification.

### Amendment

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

### Administrative Modification

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

### Amendment versus Administrative Modification

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



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

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

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

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

## Procedural Requirements for Revisions

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

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

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

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

## Revision Procedures

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

## Appendix B - Glossary

**CMAQ** – Congestion Mitigation/Air Quality

**FHWA** – Federal Highway Administration

**FY** – Fiscal Year

**IDOT/Iowa DOT** – Iowa Department of Transportation

**NHPP** – National Highway Performance Program

**NHS** – National highway System

**PTAC** – Passenger Transportation Advisory Committee

**PRF** – Primary Road Funds

**PTIG** – Public Transit Infrastructure Grant

**RPA** – Regional Planning Affiliation

**RTAC** – Regional Trails Advisory Committee

**RTP** – Recreational Trails Program

**STIP** – State Transportation Improvement Program

**STBG**– Surface Transportation Block Grant


**STBG-HBP** – Surface Transportation Block Grant Highway Bridge Program

**TAP** – Iowa Transportation Alternatives Program

**TIP**– Transportation Improvement Program

**TTAC** – Transportation Advisory Committee

## Appendix C – STBG Program Guidance

A photograph of a paved walkway and road. On the left, a concrete walkway runs parallel to a road. To the right of the walkway is a strip of green grass and young trees. Further right is a paved road. In the background, there are several utility poles with power lines stretching across the sky. A white car is visible on the road. The sky is clear and blue.

# Region 10 Regional Planning Affiliation

# Transportation Funding Guidance

## INTRODUCTION

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

but excludes metropolitan Cedar Rapids and metropolitan Iowa City.

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

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



## STBG FUNDING

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

### Iowa Federal-Aid Swap

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

### Eligible Applicants and Project Sponsors

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

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

### Project Eligibility

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

- For construction projects, a minimum total project cost of \$100,000 (\$80,000 federal) with a minimum 20 percent match.
- Eligible activities include:
  - Major new construction, reconstruction, or resurfacing of roadways or bridges
  - Regional planning and planning studies
  - Transit capital purchases
  - ADA-compliant ramp reconstruction in conjunction with an adjacent road reconstruction or resurfacing project
  - Minor utility adjustments and incidental utility work necessary to complete a roadway project
- Ineligible activities include: - Design engineering and construction related services - Sidewalk maintenance
- Roadway projects must be on federally classified routes that are Minor Collectors or above, or a Farm-to-Market route.

- Applicants must attend a regional Preapplication Workshop, submit a short preapplication, and complete a regional STBG Application. Incomplete applications will not be considered for funding.
- Project sponsors will participate in the Iowa DOT's federal-aid swap for all eligible road and bridge projects.

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

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

### Geographic Equity

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

#### Targets

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

the formation of a regional multi-disciplinary safety team, and the recent implementation of a regional vanpool program. The current basis for these targets is as followings:

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

#### Clarification of Targets

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

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

#### Borrowing Ahead on Target Amounts

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

#### Application Requirements

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

#### Application Review Process

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

- The application submitted is for new construction or reconstruction.



- The work proposed is federal aid eligible.
- The funds requested are within RPA 10's funding limitations.

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

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

## TAP FUNDING

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

### Eligible Applicants and Project Sponsors

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

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

## Project Eligibility

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

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

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

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

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

## Additional RPA 10 Requirements

The region has established the following additional funding requirements:

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

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

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

### Application Requirements

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

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

### Application Review Process

The Regional Trails Advisory Committee (RTAC) meets to review all new applications. The RTAC review is based on a pre-determined set of criteria, including project readiness, applicant's ability to complete the project, the project's relationship to the transportation system, the project's associated benefits, benefit/cost and predicted usage. All applications are reviewed in pairs to determine project rankings and final scoring. The RTAC prepares a recommendation for the Policy Committee based on the rankings. The recommendation and copies of the full application are reviewed by the Policy Committee before they make a final determination for funding. Approved projects will be included in RPA 10's

Transportation Improvement Program that is submitted to Iowa DOT by July 15. Final approval is complete when projects are included in the State's Transportation Improvement Program that's submitted to the Federal Highway Administration each Fall.