

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

FOR FEDERAL FISCAL YEARS

2014 - 2017

ECIA **REGIONAL PLANNING AFFILIATION 8**

Final Amended: May 1st 2014

PREPARED BY

EAST CENTRAL INTERGOVERNMENTAL ASSOCIATION

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Disclaimer

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CAVEAT

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

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Abbreviations

AVL	Automatic Vehicle Locator
BRP	Bridge Replacement Program
BROS	Bridge Replacement Off-System
BRS	Bridge Replacement On System
DMATS	Dubuque Metropolitan Area Transportation Study
ECIA	East Central Intergovernmental Association
ESP	Economic Stimulus Project
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FM	Farm-to-Market
FTA	Federal Transit Administration
GO BONDS	General Obligation Bonds
HD Bus	Heavy Duty Bus
IBRCP	Innovative Bridge Research & Construction Program
Iowa DOT	Iowa Department of Transportation
ITS	Intelligent Transportation Systems
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
JARC	Job Access/Reverse Commute
LD Bus	Light Duty Bus
LOST	Local Option Sales Tax
L RTP	Long Range Transportation Plan
NHS	National Highway System
RISE	Revitalize Iowa's Sound Economy (IOWA DOT Grant/Loan Program)
ROW	Right of Way
RPA	Regional Planning Affiliation
RUTF	Road Use Tax Fund
Sec 3	FTA discretionary capital funds
Sec 18	FTA operating, capital, and planning funds
Sec 16	FTA capital and operating funds for non-profits
STA	State Transit Assistance
STP	Surface Transportation Program
STPTE	Surface Transportation Program Transportation Enhancement
TAC	Technical Advisory Committee
TANF	Temporary Assistance for Needy Families
TEA-21	Transportation Equity Act for the 21 st Century
TIP	Transportation Improvement Program
TPWP	Transportation Planning Work Program

Introduction

The Federal Fiscal Year (FFY) 2014-2017 Transportation Improvement Program (TIP) for the East Central Intergovernmental Association Regional Planning Affiliation (RPA) is a four year listing of federal aid eligible transportation projects selected by the various governmental agencies and by Regional Planning Affiliation (RPA) Policy Board for implementation. All transportation projects in the RPA Region using federal funds are to be included in the TIP. The TIP is prepared annually for the RPA Policy Board with input from the Technical Advisory Committee, Iowa Department of Transportation, and the general public. Prioritization of projects within a project year is determined by the implementing agencies. Prioritization of Long Range Transportation Plan projects on a year-to-year basis will be done by the RPA Policy Board in cooperation with the implementing agency.

RPA Membership and Governance

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

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

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

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

RPA Organization and Management

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

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

RPA Policy Board

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

RPA Policy Board:

Clinton County		
Jon Staszewski (Supervisor) <i>Clinton County</i>	Mark Vulich <i>City of Clinton</i>	Tom Roth (City Administrator) <i>City of Camanche</i>
	Don Thiltgen (Vice Chair) <i>(Mayor, City of DeWitt)</i>	
Delaware County		
Jeff Madlom (Supervisor) <i>Delaware County</i>	Milt Kramer (Mayor) <i>City of Manchester</i>	Margie Horstman <i>Delaware County</i>
Dubuque County		
Daryl Klein (Supervisor) <i>Dubuque County</i>	Wayne Demmer (Supervisor) <i>RTA</i>	Mick Michel <i>City of Dyersville</i>
Jackson County		
Larry "Buck" Koos (Chair) <i>(Supervisor-Jackson County)</i>	Don Schwenker (Mayor) <i>City of Maquoketa</i>	Paul Konrardy (Mayor) <i>City of LaMotte</i>
Ex officio (non-voting members)		
Mokhtee Ahmad (Admin) <i>FTA Reg. VII</i> <i>(Proxy Mark Betchel)</i>	Stu Anderson (Plng. & Prog) <i>Iowa DOT</i> <i>(Proxy Sam Shea)</i>	Lubin Quinones (Admin) <i>FHWA, Iowa Div.</i> <i>(Proxy Tracy Trountr)</i>

RPA 8 Technical Advisory Committee:

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

COUNTIES	URBAN AREAS	Transit
Clinton County		
Todd Kinney, Chair <i>County Engineer</i>	Jason Craft <i>City Engineer, Clinton</i>	Randy Zobrist <i>Executive Director, River Bend</i>
	Steve Lindner <i>City Administrator, DeWitt</i>	Dennis Hart <i>Director, MTA</i>
Delaware County		
Anthony Bardgett <i>County Engineer</i>	Timothy J. Vick <i>City Manager, Manchester</i>	
Dubuque County		
Bret Wilkinson <i>County Engineer</i>		Lori McKinley <i>Director, RTA</i>
Jackson County		
Clark Schloz <i>County Engineer</i>	Brian Wagner, Vice Chair <i>City Manager, Maquoketa</i>	
Ex officio (non-voting members)		
Sham Shea, Iowa DOT <i>District Planner, District 6</i>	Tracy Troutner <i>FHWA Iowa Division</i>	Mark Bechtel, FTA Reg. VII <i>Community Planner</i>
Ryan Ward, Transit System Administrator <i>Office of Public Transit, Iowa DOT</i>		

RPA Overall Goal

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

Major Projects and Concerns within the RPA Region

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

Annual Transportation Improvement Program

RPA staff, is required to develop a transportation improvement program for the Regional Planning Affiliation 8 (RPA 8) and is further required to provide citizens, affected public agencies, representatives of transportation agency employees, other affected employee representatives, private

providers of transportation, and other interested parties with a reasonable opportunity to comment on the proposed program during the process.

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

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

The TIP Process will include the following steps:

- RPA 8 staff will start developing the TIP in month of February following rules and regulations adopted by the Iowa DOT.
- After the draft TIP is finished, it will be released for a 30-day public review process in May. DMATS staff will inform the public of the draft TIP's availability by sending notice to the organizations on the RPA 8 public participation process list and by publishing legal notices in local newspapers and ECIA website. These notices will be printed 4 -20 days before the scheduled meeting.
- The public hearing will be held with the RPA 8 Policy Board meeting in May. The meeting will be opened for public input during the process.
- After the final TIP is finished, it will be released for a 30-day public review process in June. RPA staff will inform the public of the final TIP's availability by sending notice to the organizations on the RPA 8 public participation process list and by publishing legal notices in local newspapers and ECIA website. These notices will be published 4 -20 days before the scheduled meeting.
- The public hearing will be held with the RPA 8 Policy Board meeting in June. The meeting will be opened for public input during the process.

The 2012 Moving Ahead for Progress in the 21st Century Act (MAP-21) bill sets out the following guidelines for planning:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility of people and for freight;
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;

- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

In addition, the current administration is promoting livability principles that are to be considered in the metropolitan planning process activities. These principles are:

- Provide more transportation choices
- Promote equitable, affordable housing
- Enhance economic competitiveness
- Support existing communities
- Coordinate policies and leverage investments, and
- Value communities and neighborhoods.

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

Status of Transportation Improvement Projects programmed in FFY 2013

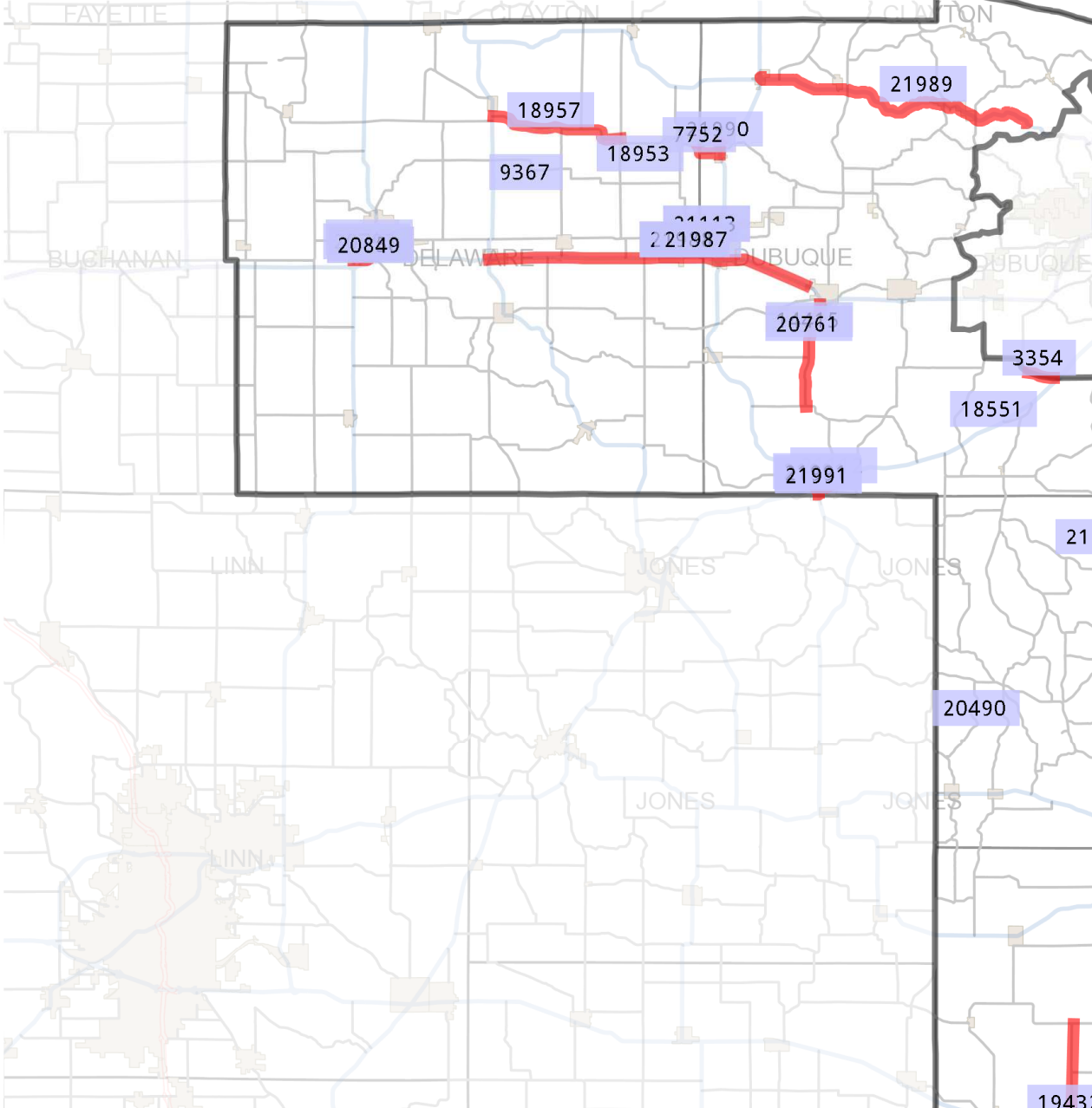
Regional Planning Affiliation 8 (FY 2013-2016 Final Transportation Improvement Program)																Project Status		
FY 2013 (October 1, 2012 to September 30, 2013)						IOWA		Programmed Amounts in 1,000										
NO	County	Pgm	Sponsor	TPMS#	PN	Location	Type of Work	Local ID	System	Length	LCL	FM	SPCL	FA	TTL	Dev Status	Letting Dates	Status
1	Dubuque	TAP	Cascade	21112	STP-E-1147()-8V-31	1 ST Ave: From Monroe Street to Nixon Street	Ped/Bike Grade & Pave	1st Ave Trail	City Streets	0 MI	\$ 48	\$ -	\$ -	\$ 191	\$ 239	--		FHWA Approved
2	Clinton	TAP	Camanche	21129	STP-E-1040(605)--8V-23	9th St: From 19th Ave to US 67	Ped/Bike Paving	The 9th Street Recreation Trail	Non-roadway	0 MI	\$ 40	\$ -	\$ -	\$ 160	\$ 200	Awarded		Authorized
3	Dubuque	TAP	Dyersville	21113	STP-E-2160(612)--8V-31	Along 3rd Ave SW : From 5th St SW to 1st St SW & south on 3rd St SW & 3rd Ave SW To the drainage ditch along 5th street & Bear Creek	Ped/Bike Grade & Pave	Westside Park Westside Park/Bike Walking Trail: Along 3rd Ave SW	Non-roadway	0 MI	\$ 63	\$ -	\$ -	\$ 250	\$ 313	Awarded		FHWA Approved
4	Jackson	TAP	Bellevue	22305	STP-E-0520()-23-49	Bellevue Riverview Trail (phase II): From 399th Ave to Int 395th Ave on US 52	Ped/Bike Grade & Pave		Primary	0	\$ 444	\$ -	\$ -	\$ 250	\$ 694	--		FHWA Approved
5	Clinton	STP-HBP	Clinton CRD	16650	BRS-C023(88)--60-23	Y54: Over creek	Bridge Replacement	L-117 (K-2907)	County: Farm-to-Market	0.1 MI	\$ -	\$ 63	\$ -	\$ 355	\$ 418	Awarded		Authorized
6	Jackson	STP-HBP	Jackson CRD	20490	BROS-C049(55)--5F-49	30 AVE: Over S Fork Maq River	Bridge Replacement	Miller Town Bridge	County: Farm-to-Market	0.25 MI	\$ 287	\$ -	\$ -	\$ 1,148	\$ 1,435	Active	DOT: 09/17/2013	Submitted
7	Delaware	STP-HBP	Delaware CRD	18953	BROS-C028(81)--8J-28	310TH AVE: an unnamed stream	Bridge Replacement	Westhoff Bridge	County: Area Service	0.01 MI	\$ 40	\$ -	\$ -	\$ 160	\$ 200	Awarded		Authorized
8	Delaware	STP-HBP	Delaware CRD	9367	BROS-C028(80)--8J-28	255th Avenue: Over Plum Creek	Bridge Replacement	255th Avenue Bridge	County: Area Service	0.25 MI	\$ 70	\$ -	\$ -	\$ 280	\$ 350	Awarded		Authorized
9	Jackson	STP-HBP	Jackson CRD	20490	BROS-C049(55)--5F-49	30 AVE: Over S Fork Maq River	Bridge Replacement	Miller Town Bridge	County: Farm-to-Market	0.25 MI	\$ -	\$ 180	\$ -	\$ 720	\$ 900	Active	DOT: 09/17/2013	FHWA Approved
10		STP	RPA-08	386	RGPL-PA08(PMS)--ST-00	ECIA : PAVEMENT MANAGEMENT DATA COLLECTION	Trans Planning		PLANNING	0 MI	\$ 3	\$ -	\$ -	\$ 10	\$ 13	--		FHWA Approved
11		STP	RPA-08	478	RGPL-PA08(RTP)--ST-00	ECIA : RPA 8 TRANSPORTATION PLANNING	Trans Planning		PLANNING	0 MI	\$ 14	\$ -	\$ -	\$ 58	\$ 72	--		Authorized
12		STP	RPA-08	6618	RGPL-PA08(UDS)--ST-00	ECIA : STATEWIDE URBAN DESIGN STANDARDS	Trans Planning		PLANNING	0 MI	\$ 2	\$ -	\$ -	\$ 6	\$ 8	--		FHWA Approved
13	Clinton	STP	Clinton CRD	19432	STP-S-C023(93)--5E-23	Y-44: From E-63 to U.S.30	Pavement Rehab	Y-44 from E-63 to City of Calamus	County: Farm-to-Market	5 MI	\$ -	\$ 909	\$ -	\$ 391	\$ 1,300	Awarded		Authorized
14		STP	DOT-D06-RPA08	498	STP-US52()-2C-49	52: MISSISSIPPI RIVER AT SABULA (STATE SHARE)	Bridge Replacement,Right of Way,Wetland Mitigation		Primary	0 MI	\$ 20	\$ -	\$ -	\$ -	\$ 20	--		FHWA Approved
15	Delaware	STP	Manchester	20793	STP-U-4682(622)--70-28	BURRINGTON RD: From Hwy 13 to Enterprise Avenue	Pavement Rehab	South 5th-Burrington Road Improvement Project - Phase I	City Streets	0.9 MI	\$ 118	\$ -	\$ -	\$ 474	\$ 592	Active	DOT: 09/17/2013	FHWA Approved
16	Clinton	STP	Camanche	21040	STP-U-1040(603)--70-23	9TH AVE: From Hwy 67 to Platt Park	Pavement Rehab	9th Ave	Primary	0.61 MI	\$ 68	\$ -	\$ -	\$ 271	\$ 339	Awarded		Authorized
17	Dubuque	STP	Dubuque CRD	14415	STP-S-C031(63)--5E-31	Y-13: From City of Farley to City of Cascade	Granular Shoulders	Farley Rd	County: Farm-to-Market	10.6 MI	\$ 200	\$ -	\$ -	\$ 800	\$ 1,000	Active	DOT: 11/19/2013	FHWA Approved
18	Dubuque	STP	Dubuque CRD	20761	STP-S-C031()-5E-31	Y 13: From City of Farley to Hawkins	Pave	Y13	County: Farm-to-Market	5.46 MI	\$ 400	\$ -	\$ -	\$ 2,000	\$ 2,400	--		FHWA Approved
19	Jackson	STP	Maquoketa	21344	STP-U-4742(617)--70-49	S Matteson St: From E Maple St to E Summit St	Pavement Rehab,Outside Services Engineering	S Matteson St	City Streets	0 MI	\$ 75	\$ -	\$ -	\$ 298	\$ 373	Awarded		Authorized
20	Jackson	STP	Maquoketa	21345	STP-U-4742(618)--70-49	Quarry St: From N 2nd St to N Olive St	Pavement Rehab,Outside Services Engineering	Quarry St	City Streets	0 MI	\$ 89	\$ -	\$ -	\$ 352	\$ 441	Active	DOT: 03/18/2014	FHWA Approved
21	Clinton	STP	Camanche	21346	STP-U-1040(604)--70-23	Third St: From 4th Avenue to 13th Avenue	Pavement Rehab	Third St	City Streets	0 MI	\$ 32	\$ -	\$ -	\$ 171	\$ 203	Awarded		Authorized
22		STP	RPA-08	22194	RGTR-PA08()-ST-31	RTA: Security Cameras for Rta Buses	Transit Investments	Security Cameras	TRANSIT	0 MI	\$ 15	\$ -	\$ -	\$ 60	\$ 75	--		Authorized
23		STP	DOT-D06-RPA08	21989	STP-()-2C-31	US 52: BOY SCOUT RD TO IA 136 IN LUXEMBURG	Pavement Rehab		Primary	14.5	\$ 200	\$ -	\$ -	\$ 800	\$ 1,000	--		Authorized
24		STP	DOT-D06-RPA08	21986	STP-()-2C-23	US 30: Old US 30 W OF 158TH AVE (E of Wheatland) TO CO RD Y-62	Pavement Rehab		Primary	11.4	\$ 1,315	\$ -	\$ -	\$ 5,258	\$ 6,573	--		FHWA Approved
25		STP	RPA-08	22112	RGPL-PA08()-ST-31	RPA 8: Buy Seven Retroreflecto meters to create data base for sign reflectivity in RPA 8	Trans Planning	Retroreflecto meters	PLANNING	0 MI	\$ 17	\$ -	\$ -	\$ 67	\$ 84	--		Authorized
26		PRF	DOT-D06-RPA08	21990	BRFN-()-39-31	IA136: JEFFERSON ST TO NCL IN NEW VIENNA	Pavement Rehab		Primary	0.2 MI	\$ 170	\$ -	\$ -	\$ -	\$ 170	--		FHWA Approved
27		PRF	DOT-D06-RPA08	21991	BRFN-()-39-31	IA 136: 1ST AVE INTERSECTION INCASCADE (STATE SHARE)	Pavement Rehab		Primary	0 MI	\$ 180	\$ -	\$ -	\$ -	\$ 180	--		FHWA Approved
28		PRF	DOT-D06-RPA08	501	BRFN-US30()-39-23	30: MISSISSIPPI RIVER IN CLINTON (STATE SHARE)	Bridge Rehabilitation,Bridge Washing	Bridge paint	Primary	0 MI	\$ 20	\$ -	\$ -	\$ -	\$ 20	--		FHWA Approved
29		PRF	DOT-D06-RPA08	18551	BRFN-151()-39-31	US 151: BRANCH PRAIRIE CREEK 8.4MILES NORTH OF CASCADE	Bridge Deck Overlay		Primary	0 MI	\$ 401	\$ -	\$ -	\$ -	\$ 401	--		FHWA Approved
30		PRF	DOT-D06-RPA08	481	BRFN-IA136()-39-23	136: MISSISSIPPI RIVER IN CLINTON (STATE SHARE)	Bridge Painting,Bridge Washing		Primary	0 MI	\$ 370	\$ -	\$ -	\$ -	\$ 370	--		FHWA Approved
31		NHPP	DOT-D06-RPA08	21987	NHS-()-11-28	US 20: IA 38 (In Delaware) TO FARLEY (WB)	Pavement Rehab		Interstate	10.2	\$ 1,220	\$ -	\$ -	\$ 4,880	\$ 6,100	--		FHWA Approved
32		HSIP	DOT-D06-RPA08	22273	HSIP-()-2H-23	US 61: From 3 Mi. N of Welton to IA 64 Interchange in Maquoketa	Pavement Widening		Primary	13.15	\$ 240	\$ -	\$ -	\$ 2,168	\$ 2,408	--		FHWA Approved
33	Clinton	DISC	Clinton	19935	TCSP-1415(614)--9S-23	19TH AVE N: From N 2nd St to Mill Creek Park Way	Grade and Pave	19th Ave Connector	City Streets	1.27 MI	\$ 2,900	\$ -	\$ -	\$ -	\$ 2,900	Finished		FHWA Approved

RPA 8 Final FY 2013-2016 Transportation Improvement Program Map

**TPMS NUMBERS ON MAP
CORRESPOND WITH TPMS
NUMBERS ON SPREADSHEET**

Prepared by ECIA 06-28-12

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



Regional Planning Affiliation 8 (FY 2013-2016 Final Transportation Improvement Program)

	FY 2013 (October 1, 2013 to September 30, 2016)					IOWA			TRANSIT						
NO	Fund(s)	Sponsor	Transit #	Expense	Prj. Type	Obj. Type	Unit #	Desc	Add Ons	FY13_Ttl	FY14_Ttl	FY15_Ttl	FY16_Ttl	FY13_FA	FY14_
1	5309	CMTA	1392	Capital	Replacement	Vehicle	Unit#: 9743	Heavy Duty Bus (35-39 ft.)	Diesel, UFRC, VSS, Low Floor	\$ 390,000	\$ -	\$ -	\$ -	\$ 323,700	\$
2	ICAAP, 5309	CMTA	1393	Capital	Replacement	Vehicle	Unit#: 471	Heavy Duty Bus (30-34 ft.)	Diesel, UFRC, VSS, Low Floor	\$ 379,000	\$ -	\$ -	\$ -	\$ 303,200	\$
3	5309	CMTA	1398	Capital	Replacement	Vehicle	Unit#: 563	Light Duty Bus (158" wb)	Diesel, UFRC, VSS	\$ 83,000	\$ -	\$ -	\$ -	\$ 75,530	\$
4	5309	CMTA	1401	Capital	Replacement	Vehicle	Unit#: 0594	Non-ADA Standard Minivan		\$ 31,000	\$ -	\$ -	\$ -	\$ 24,800	\$
5	5309	CMTA	2590	Capital	Replacement	Vehicle	Unit#: 0640	Light Duty Bus (176" wb)	Diesel, UFRC, VSS	\$ 96,000	\$ -	\$ -	\$ -	\$ 79,680	\$
6	5309	CMTA	2591	Capital	Replacement	Vehicle	Unit#: 00-51	Light Duty Bus (176" wb)	Diesel, UFRC, VSS	\$ 96,000	\$ -	\$ -	\$ -	\$ 79,680	\$
7	5309	CMTA	1404	Capital	Replacement	Other		One service truck Diesel 4x4		\$ -	\$ 42,848	\$ -	\$ -	\$ -	\$ 34,272
8	5309	CMTA	1405	Capital	Expansion	Other		GPS Technology/AVL Locator		\$ -	\$ 300,000	\$ -	\$ -	\$ -	\$ 240,000
9	5309	CMTA	1406	Capital	Expansion	Other		Vehicle hoist / Equipment		\$ -	\$ 41,200	\$ -	\$ -	\$ -	\$ 32,160
10	5309	CMTA	1407	Capital	Replacement	Other		Dispatching software		\$ -	\$ 75,000	\$ -	\$ -	\$ -	\$ 60,000
11	5309	CMTA	1400	Capital	Replacement	Vehicle	Unit#: 564	Light Duty Bus (158" wb)	Diesel, UFRC, VSS	\$ -	\$ 93,359	\$ -	\$ -	\$ -	\$ 77,085
12	5311	CMTA	1391	Operations	Misc	Other		General Operations		\$ 831,142	\$ 831,142	\$ -	\$ -	\$ 415,571	\$ 415,571
13	5309	ECIA - RTA	1414	Capital	Replacement	Vehicle	Unit#: 384	Light Duty Bus (176" wb)		\$ 77,000	\$ -	\$ -	\$ -	\$ 63,910	\$
14	5309	ECIA - RTA	1416	Capital	Replacement	Vehicle	Unit#: 650	Light Duty Bus (176" wb)		\$ 77,000	\$ -	\$ -	\$ -	\$ 63,910	\$
15	5309	ECIA - RTA	1417	Capital	Replacement	Vehicle	Unit#: 470	Light Duty Bus (176" wb) LD 176-10/3 (A)		\$ -	\$ 77,000	\$ -	\$ -	\$ -	\$ 73,150
16	5309	ECIA - RTA	1833	Capital	Replacement	Vehicle	Unit#: 601	Light Duty Bus (176" wb)		\$ -	\$ 77,000	\$ -	\$ -	\$ -	\$ 73,150
17	5309	ECIA - RTA	1834	Capital	Replacement	Vehicle	Unit#: 102	Light Duty Bus (176" wb) LD 176-10/3 (A)		\$ -	\$ -	\$ 77,000	\$ -	\$ -	\$ -
18	5309	ECIA - RTA	1835	Capital	Replacement	Vehicle	Unit#: 726	Light Duty Bus (176" wb)		\$ -	\$ -	\$ 77,000	\$ -	\$ -	\$ -
19	5309	ECIA - RTA	2459	Capital	Replacement	Vehicle	Unit#: 004	New Project		\$ -	\$ -	\$ -	\$ 77,000	\$ -	\$ -
20	5309	ECIA - RTA	2460	Capital	Replacement	Vehicle	Unit#: 006	New Project		\$ -	\$ -	\$ -	\$ 77,000	\$ -	\$ -
21	5309	ECIA - RTA	2461	Capital	Replacement	Vehicle	Unit#: 007	New Project		\$ -	\$ -	\$ -	\$ 77,000	\$ -	\$ -
22	5309	ECIA - RTA	2462	Capital	Replacement	Vehicle	Unit#: 005	New Project		\$ -	\$ -	\$ -	\$ 77,000	\$ -	\$ -

Operations & Maintenance (O&M)

The result of major oversight nationally has led to the requirement to include operations and maintenance/management costs of all federal-aid system routes and transit facilities in the STIPs, TIPs, and LRTPs. The Iowa FHWA asked MPOs and RPAs in Iowa to report O&M costs as *system-wide* totals for operations and maintenance (highways) and operations and maintenance (transit facilities).* This would encompass all the federal aid system routes, transit facilities, and the local systems for RPA 8 jurisdictions. The local O&M revenue data is provided by County Engineers Association. The O&M information is collected by County Engineers Association through the road use tax finance reports that cities and counties submit to them.

RPA 8 Members Revenues and Federal aid Operations & Maintenance (O&M)					
	Miles	2014	2015	2016	2017
<i>Clinton County (revenue for each year \$1,028,556)</i>					
Operations	1,008	\$710,093	\$738,497	\$768,037	\$798,758
Maintenance		\$1,753,560	\$1,823,703	\$1,896,651	\$1,972,517
<i>City of Clinton (revenue for each year \$9,193,972)</i>					
Operations	157	\$505,783	\$526,015	\$547,055	\$568,937
Maintenance		\$123,068	\$127,990	\$133,110	\$138,434
<i>City of DeWitt (revenue for each year \$4,264,141)</i>					
Operations	36	\$141,963	\$147,642	\$153,547	\$159,689
Maintenance		\$17,825	\$18,538	\$19,279	\$20,050
<i>Delaware County (revenue for each year \$923,591)</i>					
Operations	908	\$531,895	\$553,171	\$575,298	\$598,310
Maintenance		\$1,162,924	\$1,209,441	\$1,257,819	\$1,308,132
<i>City of Manchester (revenue for each year \$2,006,915)</i>					
Operations	34	\$164,443	\$171,021	\$177,862	\$184,976
Maintenance		\$56,024	\$58,265	\$60,595	\$63,019
<i>Dubuque County (revenue for each year \$1,217,744)</i>					
Operations	723	\$1,036,484	\$1,077,944	\$1,121,061	\$1,165,904
Maintenance		\$1,468,419	\$1,527,156	\$1,588,242	\$1,651,772
<i>Jackson County (revenue for each year \$951,878)</i>					
Operations	829	\$753,670	\$783,816	\$815,169	\$847,776
Maintenance		\$1,141,935	\$1,187,612	\$1,235,117	\$1,284,521
<i>City of Maquoketa (revenue for each year \$1,073,682)</i>					
Operations	36	\$58,114	\$60,439	\$62,857	\$65,371
Maintenance		\$39,642	\$41,227	\$42,876	\$44,592
<i>RPA 8 (revenue for each year \$20,660,479)</i>					
Operations	3,730	\$3,902,446	\$4,058,544	\$4,220,886	\$4,389,721
Maintenance		\$5,763,396	\$5,993,932	\$6,233,690	\$6,483,037

Process Explanation:

The 2012 Revenue, Operations and Maintenance numbers are provided County Engineers Association

Staff used 4% inflation for each year for spending and projected the 2012 numbers to 2017

Staff used 0% inflation for revenue and projected the 2012 numbers to 2017

Fund Availability Iowa STP Program

Adopted STP Fund Distribution System

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

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

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

	2010 Census		Anticipated	Anticipated	Anticipated	Anticipated
	Population	Suballoc	FFY2014	FFY2015	FFY2016	FFY2017
	Share	Multiplier	Target(2)	Target(2)	Target(2)	Target(2)
	2010 Census		using 2010 census	using 2010 census	using 2010 census	using 2010 census
Per Capita						
Sub Allocations Before taking Funds from top			\$2,535,907	\$2,547,000	\$2,547,000	\$2,547,000
RPA Planning by ECIA Staff			-\$52,300	-\$52,300	-\$52,300	-\$52,300
Small cities			-\$248,361	-\$249,470	-\$249,470	-\$249,470
Sub allocation amount			\$2,235,246	\$2,245,230	\$2,245,230	\$2,245,230
Clinton County	16,909	16.06%	\$358,951	\$360,555	\$360,555	\$360,555
Delaware County	12,585	11.95%	\$267,160	\$268,353	\$268,353	\$268,353
Dubuque County	18,567	17.63%	\$394,148	\$395,908	\$395,908	\$395,908
Jackson County	13,707	13.02%	\$290,978	\$292,278	\$292,278	\$292,278
City of Clinton	26,885	25.53%	\$570,726	\$573,275	\$573,275	\$573,275
City of DeWitt	5,322	5.05%	\$112,978	\$113,482	\$113,482	\$113,482
City of Manchester	5,179	4.92%	\$109,942	\$110,433	\$110,433	\$110,433
City of Maquoketa	6,141	5.83%	\$130,364	\$130,946	\$130,946	\$130,946
Total Population In RPA 8	105,295					

(1) FFY2014-2017 targets are based on the new regional area boundary and

Updated on 02/22/2013 by Chandra Ravada, ECIA

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

Federal Fiscal Year	STP Target	TAP Flex	Target Programmed	Un-Programmed Balance
FY 2013 Q2*				\$7,590,280
2013			\$1,921,165	\$5,669,115
2014	\$2,535,907		\$7,541,007	\$664,015
2015	\$2,547,000	\$55,940	\$1,169,682	\$2,097,273
2016	\$2,547,000	\$113,000	\$1,161,000	\$3,596,273
2017	\$2,547,000	\$113,000	\$0	\$6,256,273

*Balance has been adjusted based on project changes occurring since the most recent Qrtly report

Projects Programmed in TIP & STIP				
	FFY2014	FFY2015	FFY2016	FFY2017
ECIA				
RPA Planning	\$52,300			
Clinton Travel Demand Model	\$4,000			
Maquoketa Travel Demand Model	\$1,500			
City of clinton				
19th Ave North Phase III	\$1,200,000			
Clinton County				
Y34: From Lost Nation South to Murray's Corner			\$897,000	
Dubuque County				
Y14 City of Farley to City of Cascade	\$4,400,000			
Delaware County				
C-64/155TH ST: From Greeley to Petersburg	\$440,000			
City of Manchester				
S 5TH ST: From South 5th -Enterprise Ave to Grant Street		\$531,123		
BURRINGTON RD: From Hwy 13 to Rail Road	\$378,007			
Jackson County				
Y 31: From 234th Street to Dubuque County line	\$680,000			
City of Maquoketa				
Quarry		\$547,589		
Main Street TEAP Study	\$20,000			
Small City Projects				
9th AVE: From Anamos rd to HWY 67	\$100,000			
RTA Security Cameras		\$59,770		
Y44/Davenport Street		\$31,200		
X 49 and 1st Avenue West Intersection			\$264,000	
Bridge and Culvert Replacement on south Main	\$265,200			
Total	\$7,541,007	\$1,169,682	\$1,161,000	\$0

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

Note: There are few project programmed for FY 16 and 17 as local entities are accumulating STP funds to do a major project in future years.

Transportation Alternative Program (TAP) and Transportation Alternative (TA) flex

The Transportation Alternatives Program was authorized by the most recent federal transportation funding act, Moving Ahead for Progress in the 21st Century Act (MAP-21), which was signed into law on July 6, 2012. TAP redefines the former Transportation Enhancements activities and consolidates these eligibilities with the former Safe Routes to School program. Some projects that were previously funded through the discretionary National Scenic Byways Program are now eligible for TAP as are projects eligible under the Recreational Trails Program. The Transportation Enhancements program was originally authorized in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and continued through two successive laws, Transportation Equity Act for the 21st Century (TEA-21) and Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

On Jan. 15, 2013, the Iowa Transportation Commission approved the implementation of MAP-21 as it relates to TAP. After much consideration and through the gathering of stakeholder and general public input, the decision was made to transition to a more locally focused manner of selecting projects for funding. Under SAFETEA-LU, the Iowa DOT retained half of the annual Transportation Enhancements apportionment and selected Statewide Transportation Enhancement projects through a competitive process. The other half of the Transportation Enhancements apportionment was distributed to Iowa's MPOs and RPAs to select projects locally. Under MAP-21, the majority of Transportation Alternatives Program funding will be distributed to the MPOs and RPAs while the Iowa DOT retains just \$1 million for the implementation of the Statewide Transportation Alternatives Program.

TA Flex, the Iowa Transportation commission approved some STP funds to bring the TAP funding levels to SAFTEA-LU TE funding levels. The IA DOT commission gave an option to MPOs and RPA s on usage of TA flex funds. RPA 8 Policy Board decided to use the funds on infrastructure maintenance.

The RPA 8 staff is in process of creating an application process for TAP funds. ECIA staff will open the application process once the RPA policy Boards approves and adopted the procedure for the funding of the RPA's TAP funds. TAP funds will follow the same process as they followed with TE funds for solicitation of applications. In this system, funds will be awarded by a competitive process. The ECIA staff distributes a letter of solicitation to all RPA member governments and County Conservation Boards. Applications are then mailed to the entities. ECIA staff performs the initial scoring based on criteria, which is then reviewed by the RPA Technical Advisory Committee. The Technical Advisory Committee then makes their recommendations to the RPA Policy Board. The Policy Board then holds a public hearing in which comments from the public are heard concerning the applications. After the public hearing, the Policy Board then awards funds to the projects they deem to be most worthy. ECIA programs these funds for the four-year period of the TIP based upon funding targets from the Iowa DOT and projected funding levels.

The request for funding by applicants will be limited by amount. The RPA 8 Policy Board will be setting up these limits.

Federal Fiscal Year	TAP	TPA Flex	Target Programmed	Un-Programmed Balance
FY 2013 Q2*				\$716,162
2013			\$190,718	\$525,444
2014	\$144,954	\$110,393	\$678,318	\$102,473
2015	\$147,000	\$57,060	\$306,533	\$0
2016	\$147,000	\$0	\$0	\$147,000
2017	\$147,000	\$0	\$0	\$294,000

*Balance has been adjusted based on project changes occurring since the most recent Qrtly report

<i>Projects Programmed in TIP & STIP</i>				
	FFY2014	FFY2015	FFY2016	FFY2017
1ST Ave Trail Project	\$190,718			
Bellevue Riverview Trail: Phase II	\$250,000			
2012 Washington Boulevard/ MRT	\$237,600			
West Marion Street Trail		\$155,124		
Riverfront Trail Extension		\$151,409		
Total	\$678,318	\$306,533	\$0	\$0

Overall Program Funding

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

Funding Programs	Programmed Amounts in 1,000							
	FY 14		FY 15		FY 16		FY 17	
	Total	Fed Aid	Total	Fed Aid	Total	Fed Aid	Total	Fed Aid
National Highway Performance Program (NHPP)	\$ 2,500	\$ -	\$ 17,500	\$ 14,000	\$ -	\$ -	\$ -	\$ -
Primary Road Fund	\$ 40	\$ -	\$ 2,830	\$ -	\$ 290	\$ -	\$ -	\$ -
Surface Transportation Program	\$ 10,668	\$ 7,697	\$ 1,935	\$ 1,110	\$ 38,785	\$ 1,161	\$ 15	\$ -
STP Bridge Program	\$ 2,905	\$ 2,308	\$ 3,540	\$ 400	\$ 34,989	\$ 27,991	\$ 550	\$ 440
Transportation Alternatives Program	\$ 1,437	\$ 844	\$ 401	\$ 306	\$ -	\$ -	\$ -	\$ -
ER	\$ 640	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 18,190	\$ 10,849	\$ 26,206	\$ 15,816	\$ 74,064	\$ 29,152	\$ 565	\$ 440

Federal funding

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

Congestion Mitigation and Air Quality Improvement Program (CMAQ) – CMAQ provides flexible funding for transportation projects and programs tasked with helping to meet the requirements of the Clean Air Act. These projects can include those that reduce congestion and improve air quality.

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

Highway Safety Improvement Program (HSIP) - This is a core federal-aid program that funds projects with the goal of achieving a significant reduction in traffic fatalities and serious injuries on public roads. Portions of these funds are set aside for use on high-risk rural roads and railway-highway crossings.

Metropolitan Planning Program (PL) - FHWA provides funding for this program to the State of Iowa based on urbanized area population. The funds are dedicated to support transportation planning efforts in urbanized areas of more than 50,000 persons.

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.

Surface Transportation Program (STP) - This program is designed to address specific issues identified by Congress and provides flexible funding for project to preserve or improve the condition/performance of number of transportation facilities including any federal-aid highway or public road bridge. STP funding may be spent on:

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

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

Transportation Alternatives Program (TAP) - This program combines funding from a number of programs in the previous authorization bill, SAFETEA-LU. The TAP program provides funding to expand travel choices and improve the transportation experience. TAP projects improve the cultural, historic, aesthetic and environmental aspects of our transportation infrastructure. Alternatives projects can include creation of bicycle and pedestrian facilities, and the restoration of historic transportation facilities, among others. It is important to note that some types of projects eligible under the SAFETEA-LU program Transportation Enhancements are no longer eligible, or have modified eligibility, under the TAP. All projects completed using TAP funds should be verified to ensure compatibility with TAP eligibility.

Federal Lands and Tribal Transportation Programs (FLHP) – The Federal Lands Transportation Program and Federal Lands Access Program provide funding for projects that improve access within, and to, federal lands. Federal Lands Access Program funding will be distributed through a grant process

where a group of FHWA, Iowa DOT, and local government representatives will solicit, rank, and select projects to receive funding. The Tribal Transportation Program continues the Indian Reservation Road program and will distribute funds based on formula comprised of tribal population, road mileage, and average funding under SAFETEA-LU.

County Bridge Program

County bridges are eligible for the BR program based on their service level. For bridge replacement, a bridge must have a Federal Bridge Sufficiency rating (FBS) less than 50 , an average daily traffic (ADT) of 25 or more vehicles, and be rated as structurally deficient (SD) or functionally obsolete (FO). For bridge rehabilitation, a bridge must have an FBS of only 80 or less, an ADT of 25 or more vehicles, and be rated as SD or FO.

Counties BR funds are distributed to the counties based on one-third of the Road Use Tax (RUT) distribution and two-thirds on the amount of qualifying square feet of bridges.

As funds permit, the Iowa DOT allows counties to borrow up to six years of their average annual allocation.

Clinton, Delaware, Dubuque and Jackson Counties in RPA 8 uses many factors when determining which bridges to replace and which bridge replacements to use federal bridge funds. Taken into account is our bridge inspection/condition/life data, traffic counts, knowledge of our systems traffic flow, road repair schedules, school bus routes, etc. We choose bridge projects that have the greatest need (which somewhat correlates with their estimated remaining life). We program projects based on the HBP funds available to us from the state (DOT) provided targets. Currently Dubuque County has a very large project in the 5-year plan that will require a higher dollar amount than our bridge funds are allowed to accumulate.

City Bridge Program

The City Bridge program does not automatically distribute bridge funds to cities. Rather the funds are distributed based on a combination of several factors including Sufficiency Rating, Average Daily Traffic (ADT), Detour considerations, and Bridge Posting. All applications for city bridge fund projects are ranked by a scoring system statewide. Cities should apply for this funding to get their bridge projects ranked and funded.

RPA 8 Transportation Improvement Program (TIP) Transportation Projects for FFY 2014 - 2017

Regional Planning Affiliation 8 (FY 2014-2017 Draft Transportation Improvement Program)																			Final Amended 1st of May 2014		
FY 2014 (October 1, 2013 to September 30, 2014)					IOWA			Programmed Amounts in 1,000													
NO	PGM	TYPE	SPONSOR	TPMS	PN	LOCATION	TYPE WORK	FY 14 TOTAL	FY 14 FA	FY 14 RGNL	FY 15 TOTAL	FY 15 FA	FY 15 RGNL	FY 16 TOTAL	FY 16 FA	FY 16 RGNL	FY 17 TOTAL	FY 17 FA	FY 17 RGNL	GRAND TOTAL	
1	DISC	City	Clinton	19935	TCSP-1415(614)--9S-23	19TH AVE N: From N 2nd St to Mill Creek Park Way	Grade and Pave	\$ 2,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,900
2	ILL	City	Camanche	18705	ILL-1040()-93-23	WASHINGTON BLVD: From Hwy 67 to Hwy 67		\$ 4,960	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,960
3	ILL	City	Clinton	21099	ILL-1415()-93-23	44th Ave S: Union Specific Rail rd main line N 0 MI to Drop/Pole yard in Lincoln way rail park		\$ 3,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,200
4	ILL	City	De Witt	21031	ILL-1855()-93-23	S 6TH AVE: From Lake st to City limits	Pave	\$ 1,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,800
5	PRF	DOT-Pgm	DOT-D06-RPA08	25278	BRFN-US20()-39-28	20: ABANDONED RR 0.4 MI W OF IA 38 (WB)	Bridge Deck Overlay	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250	\$ -	\$ -	\$ 250
6	PRF	DOT-Pgm	DOT-D06-RPA08	25282	BRFN-US52()-39-49	52: MAQUOKETA RIVER 3.2 MI S OF CO RD Z34	Bridge Deck Overlay	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 550	\$ -	\$ -	\$ 550
7	PRF	DOT-Pgm	DOT-D06-RPA08	25284	BRFN-US61()-39-49	61: SOUTH FORK MAQUOKETA RIVER 0.5 MI N OF IA 64 (NB)	Bridge Deck Overlay	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 335	\$ -	\$ -	\$ 335
8	PRF	DOT-Pgm	DOT-D06-RPA08	20855	BRFN-US52()-39-49	52: MISSISSIPPI RIVER OVERFLOW INSABULA	Right of Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20	\$ -	\$ -	\$ 20
9	PRF	DOT-Pgm	DOT-D06-RPA08	25249	BRFN-IA136()-39-23	136: IN CLINTON AT N 10TH ST	Culvert Replacement	\$ -	\$ -	\$ -	\$ 288	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 288
10	PRF	DOT-Pgm	DOT-D06-RPA08	25250	BRFN-IA136()-39-23	136: IN CLINTON 0.1 MI W OF US 67	Culvert Replacement	\$ -	\$ -	\$ -	\$ 443	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 443
11	PRF	DOT-Pgm	DOT-D06-RPA08	25301	BRFN-IA136()-39-23	136: 2.4 MI W OF US 67 TO CHARLOTTE	Culvert Replacement,Right of Way	\$ -	\$ -	\$ -	\$ 15	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 793	\$ -	\$ -	\$ 808
12	PRF	DOT-Pgm	DOT-D06-RPA08	501	BRFN-US30()-39-23	30: MISSISSIPPI RIVER IN CLINTON (STATE SHARE)	Bridge Rehabilitation,Bridge Washing	\$ 35	\$ -	\$ -	\$ 20	\$ -	\$ -	\$ 420	\$ -	\$ -	\$ 20	\$ -	\$ -	\$ -	\$ 495
13	PRF	DOT-Pgm	DOT-D06-RPA08	20849	BRFN-US20()-39-28	20: CHICAGO CENTRAL RR 0.9 MI E OF IA 13 (EB)	Bridge Deck Overlay	\$ 378	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 378
14	PRF	DOT-Pgm	DOT-D06-RPA08	20850	BRFN-US20()-39-28	20: CHICAGO CENTRAL RR 0.9 MI E OF IA 13 (WB)	Bridge Deck Overlay	\$ 378	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 378
15	PRF	DOT-Pgm	DOT-D06-RPA08	481	BRFN-IA136()-39-23	136: MISSISSIPPI RIVER IN CLINTON (STATE SHARE)	Bridge Painting,Bridge Washing	\$ 20	\$ -	\$ -	\$ 2,020	\$ -	\$ -	\$ 20	\$ -	\$ -	\$ 20	\$ -	\$ -	\$ -	\$ 2,080
16	PRF	DOT-Pgm	DOT-D06-RPA08	21988	BRFN-US20()-39-28	20: DYERSVILLE INTERCHANGE BETWEEN330TH AVE AND 332ND AVE	Grade and Pave,Bridge New,Right of Way	\$ 500	\$ -	\$ -	\$ 16,281	\$ 13,025	\$ -	\$ 350	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,131
17	PRF	DOT-Pgm	DOT-D06-RPA08	25261	BRFN-US20()-39-31	20: IN DYERSVILLE AT 136 INTERCHANGE	Slope Improvement	\$ 19	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19
18	PRF	DOT-Pgm	DOT-D06-RPA08	25225	NHSN-067()-2R-23	US67: IN CAMANCHE FROM SCL TO WASHINGTON BLVD	Pavement Rehab	\$ 1,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,400
19	PRF	DOT-Pgm	DOT-D06-RPA08	25227	NHSN-067()-2R-23	US67: WASHINGTON BLVD (IN CAMANCHE)TO W JCT US 30 (IN CLINTON)	Pavement Widening	\$ 250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250
20	STP	CRD	Clinton CRD	20307	STP-S-C023()-5E-23	Y34: From Lost Nation South to Murray's Corner West	Pavement Rehab	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,820	\$ 897	\$ 897	\$ -	\$ -	\$ -	\$ -	\$ 1,820
21	STP	City	Dyersville	22304	STP-U-2160()-70-0	X49 and 1st Avenue West: Intersection of X49 and 1st Avenue West	Pavement Rehab	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 350	\$ 264	\$ 264	\$ -	\$ -	\$ -	\$ -	\$ 350
22	STP	City	Calamus	22303	STP-U-1015()-27-23	Y44: From Hwy 30 to Calamus Corporate line	Pavement Rehab	\$ -	\$ -	\$ -	\$ 39	\$ 31	\$ 31	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 39
23	STP	City	Camanche	22195	STP-U-1040()-70-23	9th Ave: From Anamosa Rd to us 67	Pavement Rehab	\$ 207	\$ 100	\$ 100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 207
24	STP	City	Clinton	22302	STP-U-1415(625)--70-23	19th Ave North Phase III: From Approx. 1100' West of Randall to N. 2nd Street	Grade and Pave	\$ 2,450	\$ 1,200	\$ 1,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,450
25	STP	City	Manchester	20793	STP-U-4682(622)--70-28	BURRINGTON RD: From Hwy 13 to Enterprise Avenue	Pavement Rehab	\$ 592	\$ 474	\$ 474	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 592
26	STP	City	Manchester	20794	STP-U-4682(623)--70-28	S 5TH ST: From South 5th -Enterprise Ave to Grant Street	Pavement Rehab	\$ -	\$ -	\$ -	\$ 696	\$ 531	\$ 531	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 696

Regional Planning Affiliation 8 (FY 2014-2017 Draft Transportation Improvement Program)

	FY 2014 (October 1, 2013 to September 30, 2014)					IOWA			Programmed A					
NO	PGM	TYPE	SPONSOR	TPMS	PN	LOCATION	TYPE WORK	FY 14 TOTAL	FY 14 FA	FY 14 RGNL	FY 15 TOTAL	FY 15 FA	FY 15 RGNL	
27	STP	City	Maquoketa	11741	STP-U-4742(IA64)--70-49	MAIN ST: From MAIN ST TEAP Study to REPLACEMENT	Traffic Signals	\$ 25	\$ 20	\$ 20	\$ -	\$ -	\$ -	
28	STP	City	Maquoketa	21345	STP-U-4742(618)--70-49	Quarry St: From N 2nd St to N Olive St	Pavement Rehab,Outside Services Engineering	\$ -	\$ -	\$ -	\$ 685	\$ 548	\$ -	
29	STP	CRD	Delaware CRD	18957	STP-S-C028()--5E-28	C-64: From Greeley to Petersburg	Pavement Rehab	\$ 550	\$ 440	\$ 440	\$ -	\$ -	\$ -	
30	STP	CRD	Dubuque CRD	14415	STP-S-C031(63)--5E-31	Y-13: From City of Farley to City of Cascade	Pave,Granular Shoulders	\$ 5,500	\$ 4,400	\$ 4,400	\$ -	\$ -	\$ -	
31	STP	PA	RPA-08	478	RGPL-PA08(RTP)--ST-00	ECIA : RPA 8 TRANSPORTATION PLANNING	Trans Planning	\$ 72	\$ 58	\$ 58	\$ -	\$ -	\$ -	
32	STP	PA	RPA-08	22194	RGTR-PA08()--ST-31	RTA: Security Cameras for Rta Buses	Transit Investments	\$ 75	\$ 60	\$ 60	\$ -	\$ -	\$ -	
33	STP	DOT-Pgm	DOT-D06-RPA08	498	STP-US52()--2C-49	52: MISSISSIPPI RIVER AT SABULA (STATE SHARE)	Bridge Replacement,Right of Way,Wetland Mitigation	\$ 15	\$ -	\$ -	\$ 515	\$ -	\$ -	
34	STP	City	La Motte	26639	CS-TSF-STP-U-4080()--75-49	On South Main Street Bridge Replacement and Culvert Extension, Over Farmers Creek, along South Main Street (Y61), starting at a point approximately 275' southeast from the intersection with Park Ave a distance of 1,500 feet to the City Limits.	Bridge and Culvert Replacement	\$ 332	\$ 265	\$ 265	\$ -	\$ -	\$ -	
35	STP	CRD	Jackson CRD	19277	STP-S-C049(60)--5E-49	Y31: from 234th Street to Dubuque County line	Pavement Rehab	\$ 850	\$ 680	\$ 680	\$ -	\$ -	\$ -	
36	STP-HBP	CRD	Delaware CRD	16826	BROS-C028()--8J-28	265th Street: From 310th Avenue to 300th Avenue	Bridge Replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
37	STP-HBP	CRD	Delaware CRD	19147	BROS-C028()--8J-28	190TH AVE: From 165th Street to 150th Street	Bridge Replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
38	STP-HBP	CRD	Dubuque CRD	21725	BROS-C031(B807)--8J-31	BOCKENSTEDT RD: Over MAQUOKETA RIVER	Bridge Replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
39	STP-HBP	CRD	Jackson CRD	21843	BRS-C049()--60-49	E29: Bridge on Division Street N. of hwy 64	Bridge Rehab	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
40	STP-HBP	CRD	Delaware CRD	23527	BROS-C028()--8J-28	Pioneer Rd: Hwy 38 W 0.25 MI	Bridge Replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
41	STP-HBP	CRD	Delaware CRD	4729	BROS-C028()--8J-28	197th Avenue: From 275th Street to 295th Street	Bridge Replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
42	STP-HBP	CRD	Jackson CRD	21885	BROS-C049()--8J-49	584th Ave: 584th Ave Union Twp Sec. 36	Bridge Replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
43	STP-HBP	CRD	Dubuque CRD	21719	BROS-C031(B712)--5F-31	Y17: Over LITTLE MAQUOKETA RIVER	Bridge Replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
44	STP-HBP	CRD	Delaware CRD	23526	BROS-C028()--8J-28	310th Ave: Hwy 3 S 0.25 MI	Bridge Replacement	\$ -	\$ -	\$ -	\$ 350	\$ 280	\$ -	
45	STP-HBP	CRD	Delaware CRD	19148	BROS-C028()--8J-28	300TH AVE: From 265th Street to 250th Street	Bridge Replacement	\$ -	\$ -	\$ -	\$ 200	\$ 160	\$ -	
46	STP-HBP	CRD	Clinton CRD	14363	BROS-C023(96)--8J-23	278 St: Over Rock Creek	Bridge Replacement	\$ 300	\$ 240	\$ -	\$ -	\$ -	\$ -	
47	STP-HBP	CRD	Jackson CRD	20486	BROS-C049()--5F-49	35 ST: Over prairie Creek	Bridge Replacement	\$ -	\$ -	\$ -	\$ 500	\$ 400	\$ -	

Regional Planning Affiliation 8 (FY 2014-2017 Draft Transportation Improvement Program)

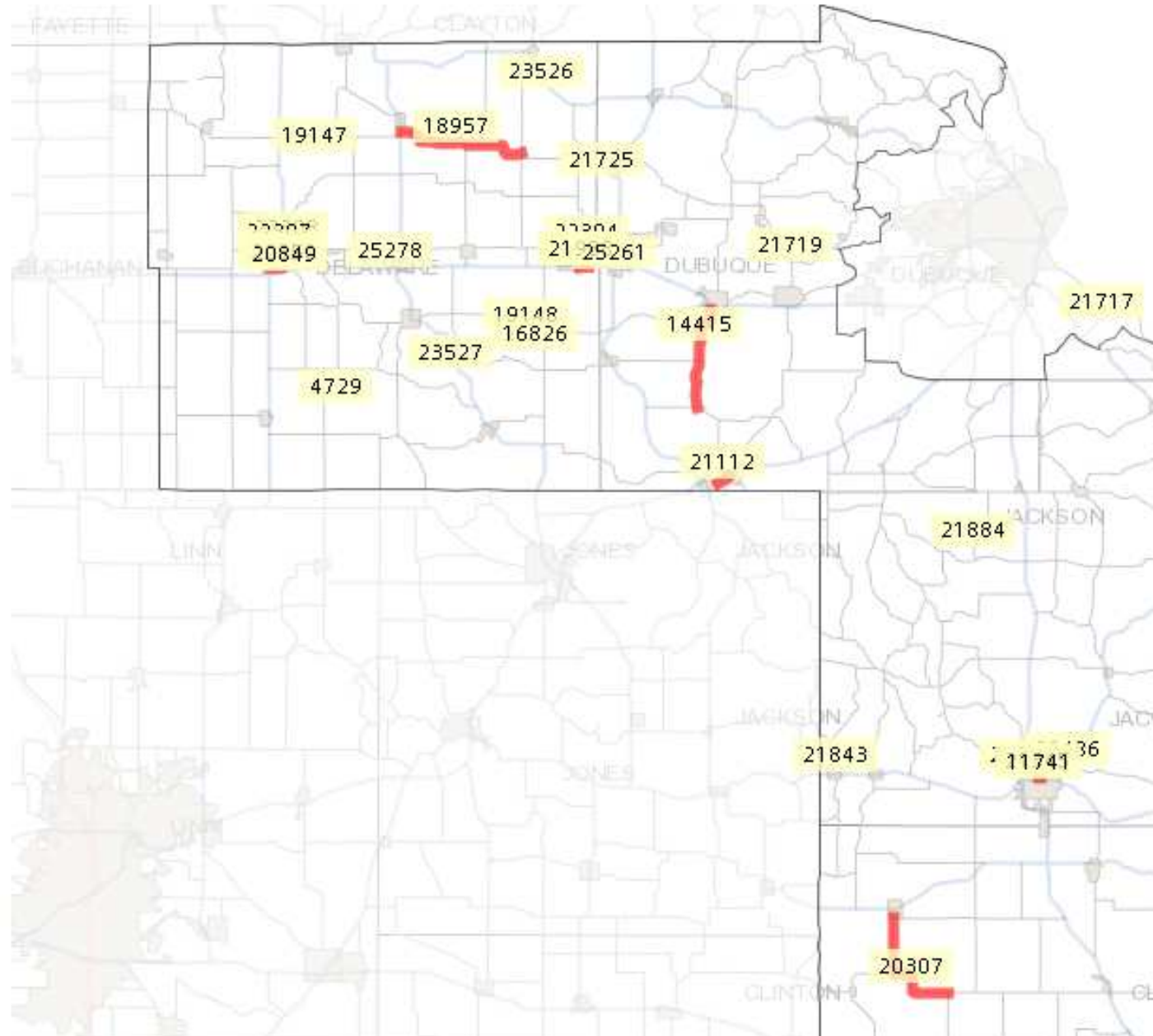
FY 2014 (October 1, 2013 to September 30, 2014)					IOWA							Programmed	
NO	PGM	TYPE	SPONSOR	TPMS	PN	LOCATION	TYPE WORK	FY 14 TOTAL	FY 14 FA	FY 14 RGNL	FY 15 TOTAL	FY 15 FA	FY 15 R
53	TAP	City	Camanche	22306	STP-E-1040)--8V-23	Washington Boulevard/MRT, from 3rd Street to 2nd Ave	Ped/Bike Grade & Pave	\$ 297	\$ 237	\$ 237	\$ -	\$ -	\$ -
54	TAP	City	Bellevue	22305	STP-E-0520)--23-49	Bellevue Riverview Trail (phase II): From 399th Ave to Int 395th Ave on US 52	Ped/Bike Grade & Pave	\$ 694	\$ 250	\$ 250	\$ -	\$ -	\$ -
55	TAP	City	Cascade	21112	STP-E-1147)--8V-31	1 ST Ave: From Monroe Street to Nixon Street	Ped/Bike Grade & Pave	\$ 239	\$ 191	\$ 191	\$ -	\$ -	\$ -
56	TAP	City	Epworth	17030	STP-E-2405(602)--8V-31	Jacoby Dr E: From Bierman Rd to S Center Avenue	Ped/Bike Paving	\$ 207	\$ 166	\$ 166	\$ -	\$ -	\$ -
57	ER	CRD	Clinton CRD	21428	ER-C023(98)--58-23	Y4E: Over creek	Culvert Replacement	\$ 320	\$ -	\$ -	\$ -	\$ -	\$ -
58	ER	MISC	Clinton CRD	26899	STP-E-4682)--8V-28	On 170th Street, from Hwy 67 to Bulgers Hollow 0.26 Miles, on N1/4 S7 T82 R6E	Pavement Rehab	\$ 320	\$ 256	\$ -	\$ -	\$ -	\$ -

RPA 8 Final FY 2014-2017 Transportation Improvement Program Map

TPMS NUMBERS ON MAP CORRESPOND WITH TPMS NUMBERS ON SPREADSHEET

Prepared by ECIA 06-26-13

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



RPA 8 Transportation Improvement Program (TIP) Transit Projects for FFY 2014 - 2017

Regional Planning Affiliation 8 (FY 2014-2017 Draft Transportation Improvement Program)

Final Amended 31st of October 2013

FY 2014 (October 1, 2013 to September 30, 2014)				IOWA				TRANSIT													
NO	Fund(s)	Sponsor	Transit #	Expense	Prj. Type	Obj. Type	Unit #	Desc	Add Ons	FY14_Ttl	FY15_Ttl	FY16_Ttl	FY17_Ttl	FY14_FA	FY15_FA	FY16_FA	FY17_FA	FY14_SA	FY15_SA	FY16_SA	FY17_SA
1	5309	CMTA	1400	Capital	Replacement	Vehicle	Unit#: 564	Light Duty Bus (158" wb)	Diesel, UFRC, VSS	\$ 93,359	\$ -	\$ -	\$ -	\$ 77,488	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2	5309	CMTA	1404	Capital	Replacement	Other		One service truck Diesel 4x4		\$ 42,848	\$ -	\$ -	\$ -	\$ 34,278	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	5309	CMTA	1405	Capital	Expansion	Other		GPS Technology/AVL Locator		\$ 300,000	\$ -	\$ -	\$ -	\$ 240,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4	5309	CMTA	1406	Capital	Expansion	Other		Vehicle hoist / Equipment		\$ 41,200	\$ -	\$ -	\$ -	\$ 32,960	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5	5309	CMTA	1407	Capital	Replacement	Other		Dispatching software		\$ 75,000	\$ -	\$ -	\$ -	\$ 60,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
6	5311	CMTA	1391	Operations	Misc	Other		General Operations		\$ 831,142	\$ -	\$ -	\$ -	\$ 415,571	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
7	STA, 5311, 5317, 5316	ECIA - RTA	1408	Operations	Other	Other		Operations		\$ 740,099	\$ 740,099	\$ 740,099	\$ -	\$ 263,114	\$ 263,114	\$ 263,114	\$ -	\$ 238,985	\$ 238,985	\$ 238,985	\$ -
8	5316	ECIA - RTA	2229	Operations	Replacement	Other		JARC Mobility Coordinator Funding		\$ 133,032	\$ 133,032	\$ -	\$ -	\$ 110,860	\$ 110,860	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
9	5339	ECIA - RTA	1833	Capital	Replacement	Vehicle	Unit#: 601	Light Duty Bus (176" wb)		\$ 80,000	\$ -	\$ -	\$ -	\$ 68,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
10	5339	ECIA - RTA	1834	Capital	Replacement	Vehicle	Unit#: 102	Light Duty Bus (176" wb) LD 176-10/3 (A)		\$ 80,000	\$ -	\$ -	\$ -	\$ 68,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
11	5339	ECIA - RTA	2868	Capital	Replacement	Vehicle	Unit#: 650	Light Duty Bus (176" wb)		\$ 80,000	\$ -	\$ -	\$ -	\$ 68,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
12	5339	ECIA - RTA	2869	Capital	Replacement	Vehicle	Unit#: 469	Light Duty Bus (176" wb)		\$ 80,000	\$ -	\$ -	\$ -	\$ 68,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
13	5339	ECIA - RTA	2870	Capital	Replacement	Vehicle	Unit#: 945	Light Duty Bus (176" wb)		\$ -	\$ 80,000	\$ -	\$ -	\$ -	\$ 68,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
14	5339	ECIA - RTA	1835	Capital	Replacement	Vehicle	Unit#: 726	Light Duty Bus (176" wb)		\$ -	\$ 80,000	\$ -	\$ -	\$ -	\$ 68,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
15	5339	ECIA - RTA	1417	Capital	Replacement	Vehicle	Unit#: 470	Light Duty Bus (176" wb) LD 176-10/3 (A)		\$ -	\$ 80,000	\$ -	\$ -	\$ -	\$ 68,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
16	5339	ECIA - RTA	2459	Capital	Replacement	Vehicle	Unit#: 004	New Project		\$ -	\$ 80,000	\$ -	\$ -	\$ -	\$ 68,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
17	5339	ECIA - RTA	2461	Capital	Replacement	Vehicle	Unit#: 007	New Project		\$ -	\$ 80,000	\$ -	\$ -	\$ -	\$ 68,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
18	5339	ECIA - RTA	2462	Capital	Replacement	Vehicle	Unit#: 005	New Project		\$ -	\$ -	\$ 80,000	\$ -	\$ -	\$ -	\$ 68,000	\$ -	\$ -	\$ -	\$ -	\$ -
19	5339	ECIA - RTA	2460	Capital	Replacement	Vehicle	Unit#: 006	New Project		\$ -	\$ -	\$ 80,000	\$ -	\$ -	\$ -	\$ 68,000	\$ -	\$ -	\$ -	\$ -	\$ -
20	5339	ECIA - RTA	2871	Capital	Replacement	Vehicle	Unit#: 384	Light Duty Bus (176" wb)		\$ -	\$ -	\$ 80,000	\$ -	\$ -	\$ -	\$ 68,000	\$ -	\$ -	\$ -	\$ -	\$ -
21		ECIA - RTA	2884	Operations	Other	Other		New Project		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
22		ECIA - RTA	2885	Capital	Misc	Other		On-site Mechanic/Maintenance		\$ 60,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
23		ECIA - RTA	2886	Capital	Misc	Other		MDT System - Tablets		\$ 49,366	\$ -	\$ -	\$ -	\$ 33,119	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
24		ECIA - RTA	2887	Capital	Misc	Other		Computer Equipment		\$ 4,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

RPA 8 PUBLIC PARTICIPATION PROGRAM

Accommodation:

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

Revising/Amending an Approved TIP

Revising the TIP

Revisions are defined as changes to a TIP that occur between scheduled periodic updates. There are two types of changes that occur under the umbrella of revision. The first is a major revision or “Amendment”. The second is a minor revision or Administrative Modification”.

Amendment

An amendment is a revision to a TIP that involves a major change to a project included in the TIP. This includes an addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or scope (e.g. changing project termini or the number of through lanes). *Changes to projects that are included only for illustrative purposes do not require an amendment.* An amendment is a revision that requires public review and comment, redemonstration of fiscal constraint, or a conformity determination. Changes that affect fiscal constraint must take place by amendment of the TIP.

The TIP Amendment Process will include the following steps:

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

Administrative Modification

A minor revision to a TIP is an administrative modification. It includes minor changes/project phase costs, minor changes to funding sources of previously-included projects, and minor changes to

project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment or redemonstration of fiscal constraint,

Amendment vs. Administrative Modification

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

- **Project costs**-Determination will be made based on the percentage change or dollar amount of change in federal aid. Projects in which the federal aid has been changed by more than 30% or total federal aid increases by \$2.0 million or more will require an amendment. Anything less can be processed with an administrative modification.
- **Schedule changes**-Changes in schedules to projects which are included in the first four years of the TIP/STIP will be considered administrative modifications. Projects which are added or deleted from the TIP/STIP will be processed as amendments.
- **Funding sources**-Additional federal funding sources to a project will require an amendment. Changes to funding from one source to another will require an administrative modification.
- **Scope changes**-Changing project termini or changing the amount of through traffic lanes will be processed as an amendment. Other examples of changes that require amendment are changing the type of work from an overlay to reconstruction. Another example is changing a project to include widening of the roadway.

Resolution
ECIA Regional Planning Affiliation
FFY 2014-2017 Transportation Improvement Program

WHEREAS, the ECIA–RPA Transportation Improvement Program information is developed as a description and justification of transportation improvements proposed for Federal Fiscal years of 2014 through 2017; and,

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

WHEREAS, the Moving Ahead for Progress in the 21st Century Act makes available federal highway and transit funding to make improvements in the State of Iowa and the ECIA–RPA region; now, therefore,

BE IT RESOLVED BY THE ECIA Regional Planning Affiliation that the FFY 2014–2017 Transportation Improvement Program is hereby approved.

Adopted this on 26th of June 2013.



Larry Buck Koos
Chair, RPA Policy Board

06/26/2013
Date

ATTEST:



Kelley Deutmeyer
Executive Director, ECIA

06/26/2013
Date

Appendix D

General RPA Funding Guide to Transportation Surface Transportation Projects

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

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

Project Obligation:

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

FHWA Authorization of Construction Costs

As part of the letting process, the Iowa DOT obtains FHWA Authorization for the costs of the proposed construction contract. FHWA Authorization will be requested based on the plans, specifications, and estimate (PS&E) submitted by the Local Public Agency (LPA). If the bids come in significantly higher or lower than the estimate, the FHWA Authorization may be adjusted accordingly, provided that sufficient Federal funds are available for the project. The Iowa DOT requires that the LPA budget sufficient funds and be prepared to award a contract for bids that are up to 110% of the LPA's estimate.

Please see below for FEDERAL AID PROJECT DEVELOPMENT GUIDE

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

SURFACE TRANSPORTATION PROGRAM EVALUATION CRITERIA

1. Economic Vitality: 275 Points (27.5%)
4. System Preservation: 200 Points (20%)
2. Safety: 200 Points (20%)

- 3. Accessibility and Mobility: 125 Points (12.5%)
 - 5. Integration and Connectivity: 75 Points (7.5%)
 - 6. Local and Regional Factors: 125 Points (12.5%)
- TOTAL POINTS AVAILABLE: 1000 (100%)

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

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

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

EVALUATION CRITERIA

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

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

ECONOMIC VITALITY

275 Total Points Available

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

75 Points - Project promotes general economic development.

40 Points - Project specifically enhances or improves tourism.

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

40 Points - Project improves or enhances movement of workers.

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

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

SYSTEM PRESERVATION

200 Total Points Available

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

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

Formula 1: [(Existing AADT + 10 Year AADT)/1000/2]

Formula 2: [(Formula 1 Answer/2)*(Surface Type)*(Facility Condition)]

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

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

<u>System Preservation Scoring Criteria</u>			
Range	Points	Range	Points
<.50	4	12.51-13.00	104
0.51-1.00	8	13.01-13.50	108
1.01-1.50	12	13.51-14.00	112
1.51-2.00	16	14.01-14.50	116
2.01-2.50	20	14.51-15.00	120
2.51-3.00	24	15.01-15.50	124
3.01-3.50	28	15.51-16.00	128
3.51-4.00	32	16.01-16.50	132
4.01-4.50	36	16.51-17.00	136
4.51-5.00	40	17.01-17.50	140
5.01-5.50	44	17.51-18.00	144
5.51-6.00	48	18.01-18.50	148
6.01-6.50	52	18.51-19.00	152
6.51-7.00	56	19.01-19.50	156
7.01-7.50	60	19.51-20.00	160
7.51-8.00	64	20.01-20.50	164
8.01-8.50	68	20.51-21.00	168
8.51-9.00	72	21.01-21.50	172
9.01-9.50	76	21.51-22.00	176

9.51-10.00	80	22.01-22.50	180
10.01-10.50	84	22.51-23.00	184
10.51-11.00	88	23.01-23.50	188
11.01-11.50	92	23.51-24.00	192
11.51-12.00	96	24.01-24.50	196
12.01-12.50	100	24.51-25.00	200

SAFETY

200 Total Points Available

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

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

<u>Accident Rate Scoring Criteria</u>	
Accident Ratio	Points
<0.49	0
0.50-0.99	20
1.00-1.99	40
2.00-2.99	60
3.00-3.99	80
4.00-<	100

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

<u>Safety Improvement Scoring Criteria</u>	
Percent	Points
<15%	0
15-25%	20
25-35%	40
35-45%	60

45-55%	80
55-65%	100

ACCESSIBILITY AND MOBILITY

125 Total Points Available

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

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

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

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

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

Volume/Capacity Reduction Scoring Criteria	
Volume/Capacity Ranges Change	Points
0	0
1	20
2	40
3	60

Volume Capacity Table

TABLE IV-2
CAPACITY BY FACILITY AND AREA TYPE

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

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

Key:

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

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

INTEGRATION AND CONNECTIVITY

75 Points Total Points Available

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

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

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

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

LOCAL AND REGIONAL FACTORS

125 Total Points Available

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

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

Projects will be awarded points based on the amount of local match ratio contributed to the project. Projects that have match ratios in between the ratios listed as point ranges will be grouped in the point range above the actual ratio. For instance, if a proposed project has a federal/local match of 72/28, that project will be grouped in the 80/20 range. A proposed project that has a federal/local match ratio of 68/32 will be grouped in the 70/30 range.

Local Match Ratio Scoring Criteria

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

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

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

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