

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

FOR FEDERAL FISCAL YEARS

2017 - 2020

ECIA **REGIONAL PLANNING AFFILIATION 8**

Final: July 28th, 2016

PREPARED BY

EAST CENTRAL INTERGOVERNMENTAL ASSOCIATION

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Disclaimer

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

CAVEAT

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

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Abbreviations

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

Introduction

The Federal Fiscal Year (FFY) 2017-2020 Transportation Improvement Program (TIP) for the East Central Intergovernmental Association Regional Planning Affiliation (RPA) is a four year listing of federal aid eligible transportation projects selected by the various governmental agencies and by Regional Planning Affiliation (RPA) Policy Board for implementation. All transportation projects in the RPA Region using federal funds are to be included in the TIP. The TIP is prepared annually for the RPA Policy Board with input from the Technical Advisory Committee, Iowa Department of Transportation, and the general public. Prioritization of projects within a project year is determined by the implementing agencies. Prioritization of Long Range Transportation Plan projects on a year-to-year basis will be done by the RPA Policy Board in cooperation with the implementing agency.

RPA Membership and Governance

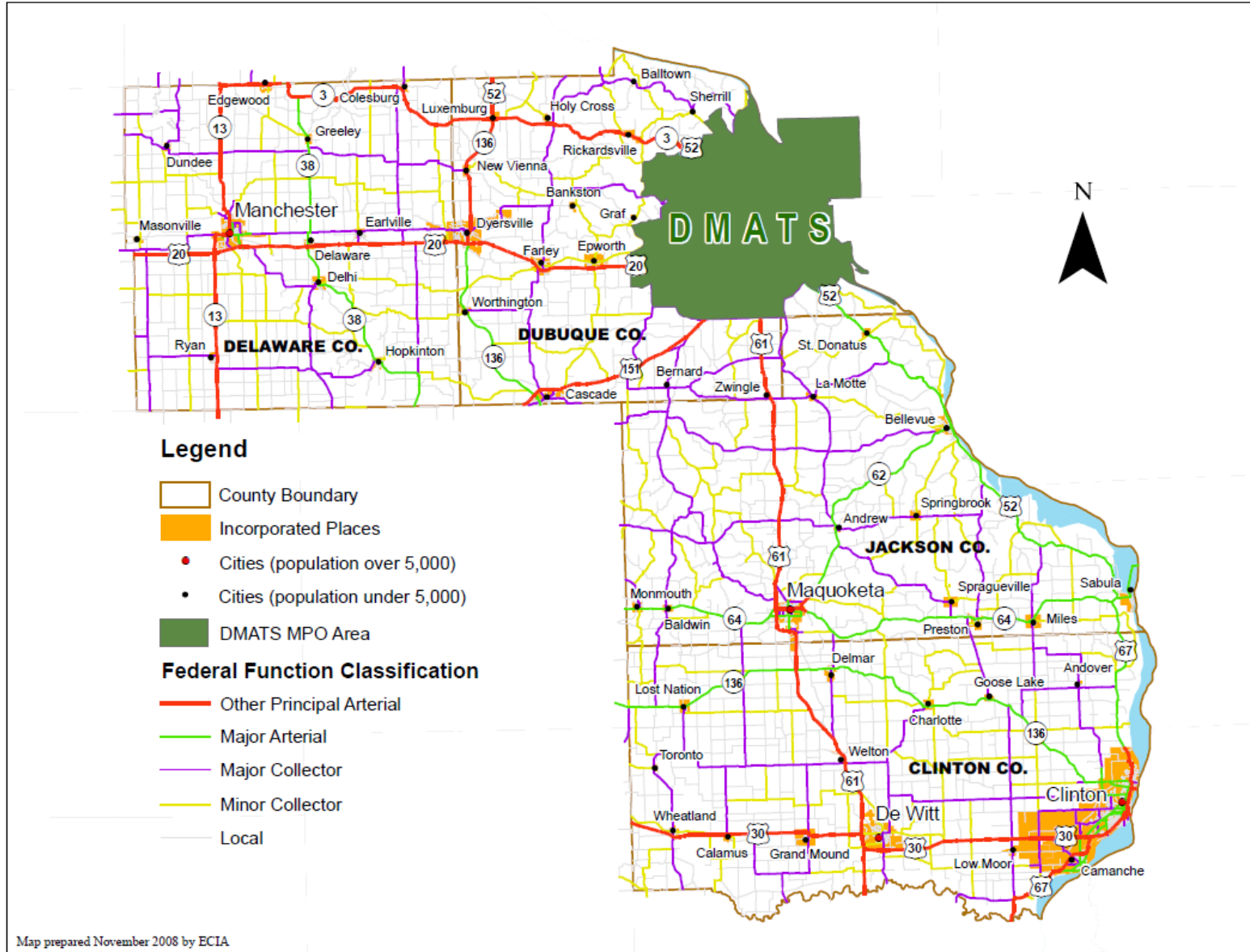
The East Central Intergovernmental Association Regional Planning Affiliation (RPA) membership is made up of 56 local cities and counties in a four county area in eastern Iowa. All member jurisdictions have signed a 28E agreement to conduct transportation planning and the programming of federal transportation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

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

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

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

MAP of Regional Planning Affiliation (RPA8)



RPA Organization and Management

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

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

RPA Policy Board

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

RPA Policy Board:

Clinton County		
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>	Shirley Helmsrich (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>	Karen Bobo (Admin) <i>FHWA, Iowa Div.</i> <i>(Proxy Darla Hugaboom)</i>

RPA 8 Technical Advisory Committee:

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

COUNTIES	URBAN AREAS	Transit
Clinton County		
Todd Kinney, Chair <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, Vice Chair <i>City Manager, Manchester</i>	
Dubuque County		
Anthony Bardgett <i>County Engineer</i>		Lori McKinley <i>Director, RTA</i>
Jackson County		
Clark Schloz <i>County Engineer</i>	Brian Wagner <i>City Manager, Maquoketa</i>	
Ex officio (non-voting members)		
Sam Shea, Iowa DOT <i>District Planner, District 6</i>	Darla Hugaboom <i>FHWA Iowa Division</i>	Mark Bechtel, FTA Reg.VII <i>Community Planner</i>
Randy Barton, Program Manager <i>Office of Public Transit, Iowa DOT</i>		

RPA Overall Goal

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

Major Projects and Concerns within the RPA Region

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

Annual Transportation Improvement Program

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

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

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

The TIP Process will include the following steps:

- RPA 8 staff will start developing the TIP in month of February following rules and regulations adopted by the Iowa DOT.
- After the draft TIP is finished, it will be released for a 30-day public review process in June. 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 June. The meeting will be opened for public input during the process.
- After the final TIP is finished, it will be released for a 30-day public review process in July. RPA staff will inform the public of the final TIP's availability by sending notice to the organizations on the RPA 8 public participation process list and by publishing legal notices in local newspapers and ECIA website. These notices will be published 4 -20 days before the scheduled meeting.
- A public hearing is set for 9:30 AM on July 28, 2016 at East Central Intergovernmental Association (ECIA), 7600 Commerce Park, Dubuque, Iowa. Its purpose is to receive comments on the FY 2017-2020 Transportation Improvement Program (TIP) for the RPA 8 Area and to satisfy the Program of Projects (POP) public participation requirements of Regional Transit Authority 8 (RTA 8) and the City of Clinton, Municipal Transit Administration. Comments will be accepted through July 27, 2016. TIP information is available by contacting Chandra Ravada at (563)-556- 4166. Persons requiring special material or presentation format should contact Mr. Ravada on or before July 27, 2016.

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

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

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

Status of Transportation Improvement Projects programmed in FFY 2016

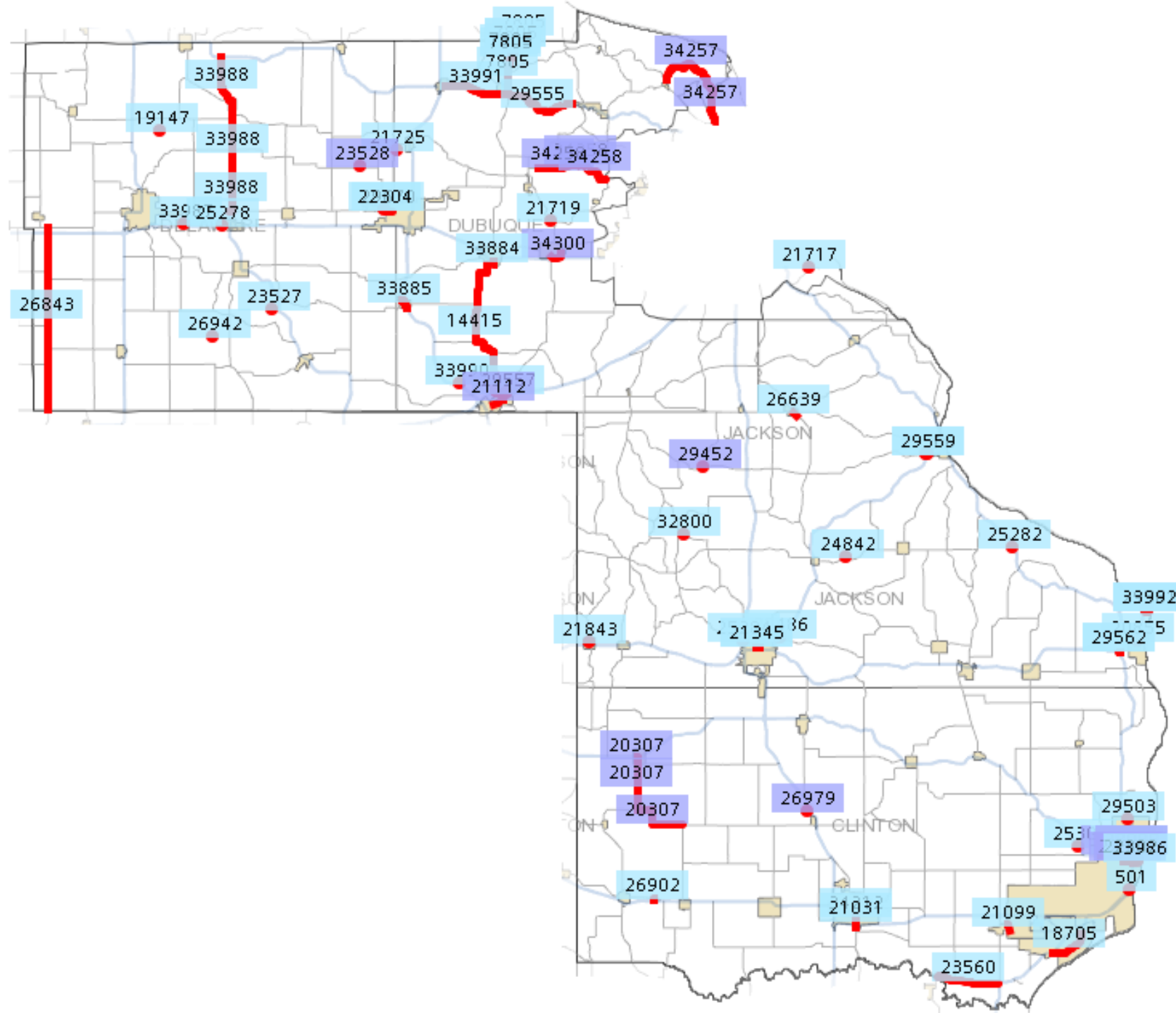
Regional Planning Affiliation 8 (FY 2016-2019 Final Transportation Improvement Program)																			Project Status			
FY 2016 (October 1, 2015 to September 30, 2016)					IOWA			Programmed Amounts in 1,000														
NO	PGM	TYPE	SPONSOR	TPMS	PN	LOCATION	TYPE WORK	FY 16 TOTAL	FY 16 FA	FY 16 RGNL	FY 17 TOTAL	FY 17 FA	FY 17 RGNL	FY 18 TOTAL	FY 18 FA	FY 18 RGNL	FY 19 TOTAL	FY 19 FA	FY 19 RGNL	GRAND TOTAL	STATUS	
1	ILL	City	Camanche	18705	ILL-1040()-93-23	In the City of Camanche, WASHINGTON BLVD: From Hwy 67 to Hwy 67	Pavement Rehab	\$ 4,960	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,960	Moved to FFY 17
2	ILL	City	Clinton	21099	ILL-1415()-93-23	In the City of Clinton, 44th Ave S: Union Specific Rail rd main line N 0 MI to Drop/Pole yard in Lincoln way rail park	Grade and Pave	\$ 3,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,200	Moved to FFY 17
3	ILL	City	De Witt	21031	ILL-1855()-93-23	In the City of De Witt, S 6TH AVE: From Lake st to City limits	Pave	\$ 1,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,800	Canceled
4	NHPP	DOT-Pgm	DOT-D06-RPA08	33985	NHSX--136()-3H-23	IA136: IN CLINTON, FROM N 3RD ST TO 16TH ST NW (STATE SHARE)	Pavement Rehab	\$ 1,000	\$ 800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000	Awarded
5	PRF	DOT-Pgm	DOT-D06-RPA08	33986	BRFN--136()-39-23	IA136: MISSISSIPPI RIVER IN CLINTON (STATE SHARE)	Bridge Cleaning	\$ 20	\$ -	\$ -	\$ 20	\$ -	\$ -	\$ 20	\$ -	\$ -	\$ 20	\$ -	\$ -	\$ 80	Ongoing	
6	PRF	DOT-Pgm	DOT-D06-RPA08	33988	STPN--038()-2J-28	IA38: CO RD D22 TO IA 3	Pavement Rehab	\$ 3,680	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,680	Awarded	
7	PRF	DOT-Pgm	DOT-D06-RPA08	501	BRFN--30()-39-23	US 30: MISSISSIPPI RIVER IN CLINTON(STATE SHARE)	Bridge Rehabilitation	\$ 420	\$ -	\$ -	\$ 20	\$ -	\$ -	\$ 20	\$ -	\$ -	\$ 20	\$ -	\$ -	\$ 480	Scheduled for 2020	
8	PRF	DOT-Pgm	DOT-D06-RPA08	25249	BRFN--136()-39-23	IA136: IN CLINTON, OVER CAR BARN CREEK AT 10TH ST	Culvert Replacement	\$ 580	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 580	Awarded	
9	PRF	DOT-Pgm	DOT-D06-RPA08	25250	BRFN--136()-39-23	IA136: IN CLINTON, OVER CAR BARN CREEK 0.1 MI W OF US 67	Culvert Replacement	\$ 746	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 746	Awarded	
10	PRF	DOT-Pgm	DOT-D06-RPA08	25301	NHSN--136()-2R-23	IA136: 2.4 MI W OF US 67 TO CHARLOTTE	Culvert Replacement,Wetland Mitigation	\$ 56	\$ -	\$ -	\$ 1,271	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,327	Letting 12/20/2016	
11	PRF	DOT-Pgm	DOT-D06-RPA08	33990	BRFN--136()-39-31	IA136: N FORK MAQUOKETA RIVER, 2.0 MIN OF US 151	Bridge Replacement	\$ 15	\$ -	\$ -	\$ 2,414	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,429	Scheduled for letting: 12/20/2016	
12	PRF	DOT-Pgm	DOT-D06-RPA08	29561	BRFN--052()-39-49	US52: MISSISSIPPI RIVER AT SABULA (STATE SHARE)	Bridge Replacement,Wetland Mitigation	\$ 36,950	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 36,950	Awarded	
13	PRF	DOT-Pgm	DOT-D06-RPA08	33992	BRFN--052()-39-49	US52: MISSISSIPPI RIVER AT SABULA (STATE SHARE)	Bridge Cleaning	\$ 15	\$ -	\$ -	\$ 15	\$ -	\$ -	\$ 15	\$ -	\$ -	\$ 15	\$ -	\$ -	\$ 60	Annual project for bridge cleaning. Illinois lead. Did not occur in FY-2017 since new bridge is being constructed.	
14	PRF	DOT-Pgm	DOT-D06-RPA08	34684	STPN-064-2(58)--2J-64	On IA64, In Maquoketa at Main St	Grade and Pave	\$ 300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300	Awarded	
15	STP	City	Clinton	22302	STP-U-1415(625)--70-23	In the City of Clinton, 19th Ave North Phase III: From Approx. 1100' West of Randall to N. 2nd Street	Grade and Pave	\$ 4,306	\$ 3,445	\$ 3,360	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,306	Awarded	
16	STP	City	La Motte	26639	STP-U-4080(601)--70-49	In the city of La Motte, On S Main St from Park Ave. south to the south city limits	Bridge Replacement,Culvert Replacement	\$ 435	\$ 265	\$ 265	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 435	Will be let in FFY 2017	
17	STP	CRD	Clinton CRD	20307	STP-S-C023(102)--5E-23	On Y-34 and E-63, from IA 136 to the intersection of Y-44	Pavement Rehab	\$ 1,821	\$ 995	\$ 897	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,821	Awarded	
18	STP	CRD	Dubuque CRD	34258	STP-S-C031(77)--5E-31	On Asbury Road, from Five Points Road west 4.7 Miles	Pavement Rehab	\$ 1,998	\$ 1,598	\$ 1,598	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,998	Awarded	
19	STP	PA	RPA-08	34304	RGPL-PA08()-ST-31	In Clinton, Delaware, Dubuque and Jackson Counties	Planning Study	\$ 50	\$ 40	\$ 40	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50	Awarded	
20	STP	CRD	Dubuque CRD	34257	STP-S-C031(78)--5E-31	Mud Lake Rd/Circle Ridge Rd from City of Sageville to City of Sherrill	Pavement Rehab	\$ 2,890	\$ 992	\$ 992	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,890	Awarded	
21	STP	City	Farley	33884	STP-U-2497()-70-31	In the city of Farley, On Farley Rd, from Approx. 220' S. of Olde Farley Rd to Farley City Limits	Pave	\$ 147	\$ 119	\$ 119	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 147	Canceled	
22	STP	City	Dyersville	22304	STP-U-2160()-70-31	In the City of Dyersville, X49 and 1st Avenue West: Intersection of X49 and 1st Avenue West	Pavement Rehab	\$ 350	\$ 264	\$ 264	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 350	Moved to FFY 17	
23	STP	City	Maquoketa	21345	STP-U-4742(618)--70-49	In the city of Maquoketa, On Quarry St, from N 2nd St to N Olive St and Approximately 200 Ft North & South on N Main St	Pavement Rehab,Landscaping,Outside Services Engineering	\$ 876	\$ 701	\$ 701	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 876	Canceled	
24	STP	PA	RPA-08	478	RGPL-PA08(RTP)--ST-00	ECIA: RPA 8 TRANSPORTATION PLANNING	Trans Planning	\$ 72	\$ 58	\$ 58	\$ 72	\$ 58	\$ 58	\$ 72	\$ 58	\$ 58	\$ 72	\$ 58	\$ 58	\$ 288	Active	
25	STP	PA	RPA-08	22194	RGTR-PA08()-ST-31	RTA: Security Cameras for Rta Buses	Transit Investments	\$ 75	\$ 60	\$ 60	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 75	Awarded	
26	STP-HBP	CRD	Clinton CRD	26902	BROS-C023(100)--8J-23	On new road, from 235th Street to Hwy 30	Grading	\$ 725	\$ 580	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 725	Will be let in FFY 2017	
27	STP-HBP	CRD	Dubuque CRD	21717	BROS-C031(B1307)--8J-31	OLDE MASSEY RD: Over CREEK	Bridge Replacement	\$ 250	\$ 200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250	dropped	
28	STP-HBP	CRD	Dubuque CRD	21719	BROS-C031(B712)--5F-31	Y17: Over LITTLE MAQUOKETA RIVER	Bridge Replacement	\$ 500	\$ 400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500	dropped	
29	STP-HBP	City	Clinton	29503	BROS-1415(628)--8J-23	In the city of Clinton, On W. Deer Creek Rd., Over Deer Creek	Bridge Replacement	\$ 900	\$ 720	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 900	Moved to FFY 17	
30	STP-HBP	City	Welton	26979	BROS-8235(601)--8J-23	On 180th Street, Over Silver Creek (West)	Bridge Replacement	\$ 657	\$ 526	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 657	Will be let in FFY 2017	
31	STP-HBP	CRD	Jackson CRD	29452	BRS-C049(62)--60-49	On D61 (bellevue-Cascade Road), Over Lyle Creek, from 1/4 mile east of bridge FHWA 194180	Bridge Replacement	\$ 700	\$ 560	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 700	Awarded	
32	STP-HBP	CRD	Delaware CRD	23528	BROS-C028(89)--5F-28	On 182nd St, Over Bear Creek	Bridge Replacement	\$ 400	\$ 320	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400	Awarded	
33	TAP	City	Epworth	34300	TAP-R-2405(603)--8T-31	In the city of Epworth, On Jacoby Drive East & Bierman Road, from South Center Avenue to Meadowlands Court	Lighting	\$ 114	\$ 91	\$ 91	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 114	Awarded	
34	TAP	City	Cascade	21112	STP-E-1147(605)--8V-31	In the City of Cascade, 1 ST Ave: From Monroe Street to Nixon Street	Ped/Bike Grade & Pave	\$ 313	\$ 250	\$ 250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 313	Awarded	

RPA 8 Final FY 2016-2019 Transportation Improvement Program Map

9:50 AM, Tue, Jun 14, 2016

**TPMS NUMBERS ON MAP
CORRESPOND WITH TPMS
NUMBERS ON SPREADSHEET
Prepared by ECIA 06-14-16**

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.



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Regional Planning Affiliation 8 (FY 2016-2019 Final Transportation Improvement Program)																			Project Status				
FY 2016 (October 1, 2015 to September 30, 2016)					IOWA				TRANSIT														
NO	Fund(s)	Sponsor	Transit #	Expense	Prj. Type	Obj. Type	Unit #	Desc	Add Ons	FY16_Ttl	FY17_Ttl	FY18_Ttl	FY19_Ttl	FY16_FA	FY17_FA	FY18_FA	FY19_FA	FY16_SA	FY17_SA	FY18_SA	FY19_SA	STATUS	
1	5311	Clinton	3791	Operations	Misc	Other		General Operations		\$ 1,710,025	\$ -	\$ -	\$ -	\$ 595,218	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	On going
2	STA, 5311	Region 8 / RTA	1408	Operations	Other	Other		Operations		\$ 866,579	\$ -	\$ -	\$ -	\$ 316,780	\$ -	\$ -	\$ -	\$ 309,799	\$ -	\$ -	\$ -	\$ -	On going
3	5339	Clinton	3674	Capital	Replacement	Vehicle	Unit#: 0640	Light Duty Bus (176" wb)	Diesel, UFRC, VSS, BioDiesel	\$ 110,000	\$ -	\$ -	\$ -	\$ 93,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Moved to FY 17
4	5339	Region 8 / RTA	3276	Capital	Replacement	Vehicle	Unit#: 960	Minivan		\$ 50,000	\$ -	\$ -	\$ -	\$ 42,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Moved to FY 17
5	5339	Clinton	3672	Capital	Replacement	Vehicle	Unit#: 564	Light Duty Bus (158" wb)	Diesel, VSS, BioDiesel	\$ 98,000	\$ -	\$ -	\$ -	\$ 83,300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Moved to FY 17
6	5339	Clinton	1407	Capital	Replacement	Other		Dispatching software		\$ 75,000	\$ -	\$ -	\$ -	\$ 60,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Dropped
7	5339	Clinton	3673	Capital	Replacement	Vehicle	Unit#: 9743	Heavy Duty Bus (35-39 ft.)	Diesel, VSS, Low Floor, BioDiesel	\$ 434,000	\$ -	\$ -	\$ -	\$ 368,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Moved to FY 17
8	5339	Region 8 / RTA	1417	Capital	Replacement	Vehicle	Unit#: 470	Light Duty Bus (176" wb)	VSS	\$ 90,000	\$ -	\$ -	\$ -	\$ 76,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Moved to FY 17
9	5339	Clinton	3675	Capital	Replacement	Vehicle	Unit#: 0150	Light Duty Bus (158" wb)	Diesel, VSS, BioDiesel	\$ 98,000	\$ -	\$ -	\$ -	\$ 83,300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Moved to FY 17
10	5339	Region 8 / RTA	3503	Capital	Replacement	Vehicle	Unit#: 007	Light Duty Bus (176" wb)	VSS	\$ 90,000	\$ -	\$ -	\$ -	\$ 76,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Moved to FY 17
11	5339	Clinton	1405	Capital	Expansion	Other		GPS Technology/AVL Locator		\$ 300,000	\$ -	\$ -	\$ -	\$ 240,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Dropped
12	5339	Clinton	3676	Capital	Replacement	Vehicle	Unit#: 00-51	Light Duty Bus (176" wb)	Diesel, UFRC, VSS, BioDiesel	\$ 110,000	\$ -	\$ -	\$ -	\$ 93,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Approved
13	5339	Region 8 / RTA	3504	Capital	Replacement	Vehicle	Unit#: 726	Light Duty Bus (176" wb)	VSS	\$ 90,000	\$ -	\$ -	\$ -	\$ 76,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Moved to FY 17
14	5317	Region 8 / RTA	3575	Operations	Other	Other		New Freedoms Mobility Manager Funding		\$ 138,575	\$ -	\$ -	\$ -	\$ 110,860	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Approved
15	PTIG	Region 8 / RTA	3558	Capital	Expansion	Other		Solar Installation on RTA Facility		\$ 125,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$ -	Approved

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 Memembers Federal aid Operations & Maintanance					
	Miles	2017	2018	2019	2020
<i>Clinton County (revenue for each year \$6,954,087)</i>					
Operations	1,008	\$699,997	\$727,997	\$757,117	\$787,402
Maintanance		\$1,454,447	\$1,512,625	\$1,573,130	\$1,636,055
<i>City of Clinton (revenue for each year \$7,346,891)</i>					
Operations	157	\$151,397	\$157,453	\$163,751	\$170,301
Maintanance		\$503,458	\$523,596	\$544,540	\$566,322
<i>City of DeWitt (revenue for each year \$5,096,304)</i>					
Operations	36	\$37,980	\$39,500	\$41,080	\$42,723
Maintanance		\$148,517	\$154,457	\$160,636	\$167,061
<i>Delaware County (revenue for each year \$7,236,121)</i>					
Operations	908	\$621,450	\$646,307	\$672,160	\$699,046
Maintanance		\$1,273,091	\$1,324,014	\$1,376,975	\$1,432,054
<i>City of Manchester (revenue for each year \$4,076,815)</i>					
Operations	34	\$70,280	\$73,091	\$76,015	\$79,056
Maintanance		\$150,849	\$156,883	\$163,158	\$169,684
<i>Dubuque County (revenue for each year \$13,962,543)</i>					
Operations	723	\$1,269,655	\$1,320,441	\$1,373,258	\$1,428,189
Maintanance		\$1,745,987	\$1,815,826	\$1,888,459	\$1,963,998
<i>Jackson County (revenue for each year \$5,220,456)</i>					
Operations	829	\$868,619	\$903,364	\$939,498	\$977,078
Maintanance		\$1,219,306	\$1,268,078	\$1,318,801	\$1,371,553
<i>City of Maquoketa (revenue for each year \$1,164,005)</i>					
Operations	36	\$81,417	\$84,674	\$88,061	\$91,584
Maintanance		\$110,444	\$114,862	\$119,457	\$124,235
<i>RPA 8 (revenue for each year \$51,057,633)</i>					
Operations	3,730	\$3,800,795	\$3,952,827	\$4,110,940	\$4,275,378
Maintanance		\$6,606,098	\$6,870,342	\$7,145,156	\$7,430,962

Process Explanation:

The 2015 Revenue, Operations and Mainantnace numbers are provided by IADOT for each county and City

Staff used 4% inflation for each year for spending and projected the 2015 numbers to 2020

Staff used 0% inflation for revenue and projected the 2015 numbers to 2020

Fund Availability Iowa STBG Program

Adopted STBG Fund Distribution System

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

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

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

	2010 Census			Anticipated	Anticipated	Anticipated	Anticipated
	Population	Population	Suballoc	FFY2017	FFY2018	FFY2019	FFY2020
	Share	Share	Multiplier	Target(2)	Target(2)	Target(2)	Target(2)
Per Capita							
Sub Allocations Before taking Funds from top				\$2,697,104	\$2,697,000	\$2,697,000	\$2,697,000
RPA Planning				-\$52,300	-\$52,300	-\$52,300	-\$52,300
Small cities (STP 10% + TAP Flex)				-\$368,909	-\$368,870	-\$368,870	-\$368,870
Sub allocation amount				\$2,275,895	\$2,275,830	\$2,275,830	\$2,275,830
Clinton County	17,328	16,909	16.06%	\$365,479	\$365,469	\$365,469	\$365,469
Delaware County	13,147	12,585	11.95%	\$272,018	\$272,010	\$272,010	\$272,010
Dubuque County	18,191	18,567	17.63%	\$401,316	\$401,304	\$401,304	\$401,304
Jackson County	14,184	13,707	13.02%	\$296,269	\$296,261	\$296,261	\$296,261
City of Clinton	27,772	26,885	25.53%	\$581,105	\$581,088	\$581,088	\$581,088
City of DeWitt	5,049	5,322	5.05%	\$115,032	\$115,029	\$115,029	\$115,029
City of Manchester	5,257	5,179	4.92%	\$111,941	\$111,938	\$111,938	\$111,938
City of Maquoketa	6,112	6,141	5.83%	\$132,734	\$132,731	\$132,731	\$132,731
Total suballocated	107,040	105,295		2,275,895	2,275,830	2,275,830	2,275,830

(1) FFY2017-2020 targets are based on the new regional area boundary and population for purposes of determining suballocated amounts.

Updated on 06/14/2016 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	STBG Target	TAP Flex	Target Programmed	Un-Programmed Balance
FY 2016 Q2*				\$7,904,019
2016			\$1,162,200	\$6,741,819
2017	\$2,581,104	\$116,000	\$2,566,940	\$6,871,983
2018	\$2,581,000	\$116,000	\$1,064,300	\$8,504,683
2019	\$2,581,000	\$116,000	\$1,492,300	\$9,709,383
2020	\$2,581,000	\$116,000	\$11,285,682	\$1,120,701
*Balance has been adjusted based on project changes occurring since the most recent Qrtly report				

	FFY2016	FFY2017	FFY2018	FFY2019	FFY2020
ECIA					
RPA Planning		\$82,300	\$52,300	\$52,300	\$52,300
Clinton County					
Y-34 from Lost Nation South and E-63 West to Y-44	\$897,000				
F12, from Z-36 east to Mill Creek Road				\$1,440,000	
Z 30 from Wapsipinicon River to State Highway 67					\$846,261
City of Clinton					
Manufacturing drive from Bluff Blvd to Rail road tracks					\$1,940,772
Delaware County					
On Robinson Road, from Linn County Line North to 220th					\$2,413,750
Jackson County					
Y46 (142nd Ave) from Clinton County Line to IA 64		\$560,000			
Z34 from Preston North to Maquoketa River					\$1,521,000
Dubuque County					
Tollgate road from HWY 52 to Clayton County Line					\$1,400,000
Ridge road from Tollgate rd to N Buena Vista rd					\$1,400,000
City of Maquoketa					
N 2nd from W Platt st to W Quarry st including ½ block of James Street		\$824,646			
W Quarry St from N 2nd Street to N Vermont					\$578,063
City of DeWitt					
S 6th Ave from Lake St to S 5th St			\$752,000		
S 6th Ave from S 5th St to City Limits					\$333,536
City of Manchester					
HWY 13 from Intersection of HWY 13 and West Main St to Intersection of HWY 13 and Acres St					\$800,000
Small City Projects					
X 49 and 1st Avenue West Intersection		\$264,000			
1st Avenue West Bridge Deck Overlay			\$260,000		
Bridge and Culvert Replacement on south Main St	\$265,200				
Highway 136 Curb and Gutter and Intersection Improvements		\$173,994			
US 52 Shoulders from Dubuque/Jackson Co line to Bellevue		\$230,000			
RTA Bus Replacement		\$288,000			
Clinton MTA Bus Replacement		\$144,000			
Total	\$1,162,200	\$2,566,940	\$1,064,300	\$1,492,300	\$11,285,682

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

Note: There are few project programmed for FY 18 and 19 as local entities are accumulating STBG funds to do a major project in future years.

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

The FAST Act eliminates the MAP-21 Transportation Alternatives Program (TAP) and replaces it with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

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). The Transportation Enhancements program was replaced by Transportation Alternatives Program in the 21st Century Act (MAP 21).

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. The Iowa Transportation Commission approved to follow the process adopted for MAP-21 for FAST-Act.

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

Appendix E provides RPA8 TAP application ranking process. 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	Target Programmed	Un-Programmed Balance
FY 2016 Q2*			\$191,236
2017	\$150,593	\$250,000	\$91,829
2018	\$151,000	\$0	\$242,829
2019	\$151,000	\$250,000	\$143,829
2020	\$151,000	\$0	\$294,829
*Balance has been adjusted based on project changes occurring since the most recent Qrtly report			

<i>Projects Programmed in TIP & STIP</i>				
	FFY2017	FFY2018	FFY2019	FFY2020
The Grant Wood Mississippi River Region	\$250,000			
3rd St Southwest Bridge Trail crossing			\$250,000	
Total	\$250,000	\$0	\$250,000	\$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 17		FY 18		FY 19		FY 20	
	Total	Fed Aid	Total	Fed Aid	Total	Fed Aid	Total	Fed Aid
Highway Safety Improvement Program	\$ 2,300	\$ 2,070	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Illustrative	\$ 8,160	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
National Highway Performance Program (NHPP)	\$ 316	\$ -	\$12,030	\$ 9,444	\$ 8,273	\$ 6,447	\$ 9,270	\$ -
Primary Road Fund	\$ 9,739	\$ -	\$ -	\$ 1,863	\$ 8,293	\$ 6,447	\$ 935	\$ -
Surface Transportation Program	\$ 8,580	\$ 6,847	\$ 2,025	\$ 1,571	\$ 2,839	\$ 1,999	\$13,004	\$10,272
STP Bridge Program	\$ 4,342	\$ 3,472	\$ 8,329	\$ 6,664	\$ 950	\$ 760	\$ 1,180	\$ 944
Transportation Alternatives Program	\$ 313	\$ 250	\$ 313	\$ 250	\$ -	\$ -	\$ -	\$ -
Total	\$23,290	\$10,569	\$22,697	\$19,792	\$20,355	\$15,653	\$24,389	\$11,216

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 Block Grant Program (STBG) - 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. STBG 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.

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

Transportation Alternatives Program (TAP) - 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 MAP-21.

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 2017 - 2020

Regional Planning Affiliation 8 (FY 2017-2020 Final Transportation Improvement Program)																			Final 28th of July 2016		
FY 2017 (October 1, 2016 to September 30, 2017)					IOWA			Programmed Amounts in 1,000													
NO	PGM	TYPE	SPONSOR	TPMS	PN	LOCATION	TYPE WORK	FY 17 TOTAL	FY 17 FA	FY 17 RGNL	FY 18 TOTAL	FY 18 FA	FY 18 RGNL	FY 19 TOTAL	FY 19 FA	FY 19 RGNL	FY 20 TOTAL	FY 20 FA	FY 20 RGNL	GRAND TOTAL	
1	HSIP	DOT-Pgm	DOT-D06-RPA08	35532	HSIP-67)--2H-23	US 67: SCOTT CO TO S OF W 3RD ST IN CAMANCHE	Pavement Widening	\$ 1,100	\$ 990	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,100
2	HSIP	DOT-Pgm	DOT-D06-RPA08	35555	HSIP-52)--2H-49	US 52: S OF 395TH AVE TO DUBUQUE CO (STATE SHARE)	Pavement Widening	\$ 1,200	\$ 1,080	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,200
3	ILL	City	Camanche	18705	ILL-1040)--93-23	In the City of Camanche, WASHINGTON BLVD: From Hwy 67 to Hwy 67	Pavement Rehab	\$ 4,960	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,960
4	ILL	City	Clinton	21099	ILL-1415)--93-23	In the City of Clinton, 44th Ave S: Union Specific Rail rd main line N 0 MI to Drop/Pole yard in Lincoln way rail park	Grade and Pave	\$ 3,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,200
5	NHPP	DOT-Pgm	DOT-D06-RPA08	29555	NHS--3)--11-31	IA 3: TOLLGATE RD (CO RD Y13) TO E JCT PFEILER RD	Grade and Pave,Right of Way	\$ 316	\$ -	\$ -	\$ 11,805	\$ 9,444	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,121
6	NHPP	DOT-Pgm	DOT-D06-RPA08	33991	NHS--3)--11-31	IA 3: ECL OF LUXEMBURG TO TOLLGATE RD (CO RD Y13)	Grade and Pave,Right of Way	\$ -	\$ -	\$ -	\$ 225	\$ -	\$ -	\$ 8,058	\$ 6,447	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,283
7	NHPP	DOT-Pgm	DOT-D06-RPA08	35415	NHS--3)--11-31	IA 3: E JCT PFEILER RD TO 0.7 MI N OF BOY SCOUT RD	Grade and Pave,Right of Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 215	\$ -	\$ -	\$ 11,587	\$ 9,270	\$ -	\$ -	\$ 11,802
8	PRF	DOT-Pgm	DOT-D06-RPA08	29557	NHSN--151)--2R-31	US 151: 0.3 MI S OF N CASCADE RD TO 0.5 MI S OF US 61	Grade and Pave	\$ 441	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 441
9	PRF	DOT-Pgm	DOT-D06-RPA08	29562	STPN--67)--2J-49	US 67: IA 64 INTERSECTION W OF SABULA	Grade and Pave	\$ 97	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 97
10	PRF	DOT-Pgm	DOT-D06-RPA08	33990	BRFN--136)--39-31	IA 136: NORTH FORK MAQUOKETA RIVER 2.0 MI N OF US 151	Bridge Replacement	\$ 1,817	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,817
11	PRF	DOT-Pgm	DOT-D06-RPA08	501	BRFN--30)--39-23	US 30: MISSISSIPPI RIVER IN CLINTON (STATE SHARE)	Bridge Rehabilitation	\$ 400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400
12	PRF	DOT-Pgm	DOT-D06-RPA08	21988	NHSN--20)--2R-28	US 20: DYERSVILLE INTERCHANGE BETWEEN 330TH AVE AND 332ND AVE	Erosion Control	\$ 343	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 343
13	PRF	DOT-Pgm	DOT-D06-RPA08	25278	BRFN--20)--39-28	US 20: ABANDONED RR 0.4 MI W OF IA 38 (WB)	Bridge Deck Overlay	\$ 378	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 378
14	PRF	DOT-Pgm	DOT-D06-RPA08	25282	BRFN--52)--39-49	US 52: MAQUOKETA RIVER 3.2 MI S OF CO RD Z34	Bridge Deck Overlay	\$ 616	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 616
15	PRF	DOT-Pgm	DOT-D06-RPA08	25284	BRFN--61)--39-49	US 61: SOUTH FORK MAQUOKETA RIVER 0.5 MI N OF IA 64 (NB)	Bridge Deck Overlay	\$ 383	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 383
16	PRF	DOT-Pgm	DOT-D06-RPA08	25301	NHSN--136)--2R-23	IA 136: 2.4 MI W OF US 67 TO CHARLOTTE	Culvert Replacement,Wetland Mitigation	\$ 802	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 802
17	PRF	DOT-Pgm	DOT-D06-RPA08	35556	BRFN--52)--39-49	US 52: MISSISSIPPI RIVER IN SABULA (STATE SHARE)	Bridge Cleaning	\$ 15	\$ -	\$ -	\$ 15	\$ -	\$ -	\$ 15	\$ -	\$ -	\$ 15	\$ -	\$ -	\$ 15	\$ 60
18	PRF	DOT-Pgm	DOT-D06-RPA08	35557	STPN--61)--2J-49	US 61: HURSTVILLE MARSH	Wetland Mitigation	\$ 55	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 55
19	PRF	DOT-Pgm	DOT-D06-RPA08	35533	BRFN--136)--39-23	IA 136: MISSISSIPPI RIVER IN CLINTON (STATE SHARE)	Bridge Cleaning	\$ 20	\$ -	\$ -	\$ 20	\$ -	\$ -	\$ 20	\$ -	\$ -	\$ 20	\$ -	\$ -	\$ 20	\$ 80
20	PRF	DOT-Pgm	DOT-D06-RPA08	35535	NHSN--3)--2R-28	IA 3: COLESBURG TO DUBUQUE CO	Pavement Rehab	\$ 330	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 330
21	PRF	DOT-Pgm	DOT-D06-RPA08	35537	NHSN--20)--2R-31	US 20: 0.5 MI E OF IA 136 IN DYERSVILLE	Grade and Pave	\$ 42	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 42
22	PRF	DOT-Pgm	DOT-D06-RPA08	35540	NHSN--52)--2R-31	US 52: KLEIN LANE TO JAMES RD IN RICKARDSVILLE	Pavement Rehab	\$ 400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400
23	PRF	DOT-Pgm	DOT-D06-RPA08	35542	NHSN--136)--2R-31	IA 136: IN DYERSVILLE FROM 15TH AVE TO S OF RR	Pavement Rehab	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000
24	PRF	DOT-Pgm	DOT-D06-RPA08	35431	STPN--136)--2J-31	IA 136: IN WORTHINGTON FROM SCL TO NCL (STATE SHARE)	Pavement Rehab	\$ 600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 600

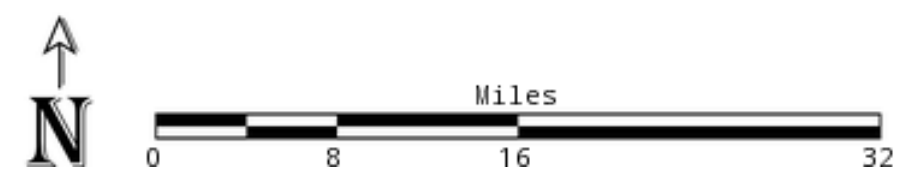
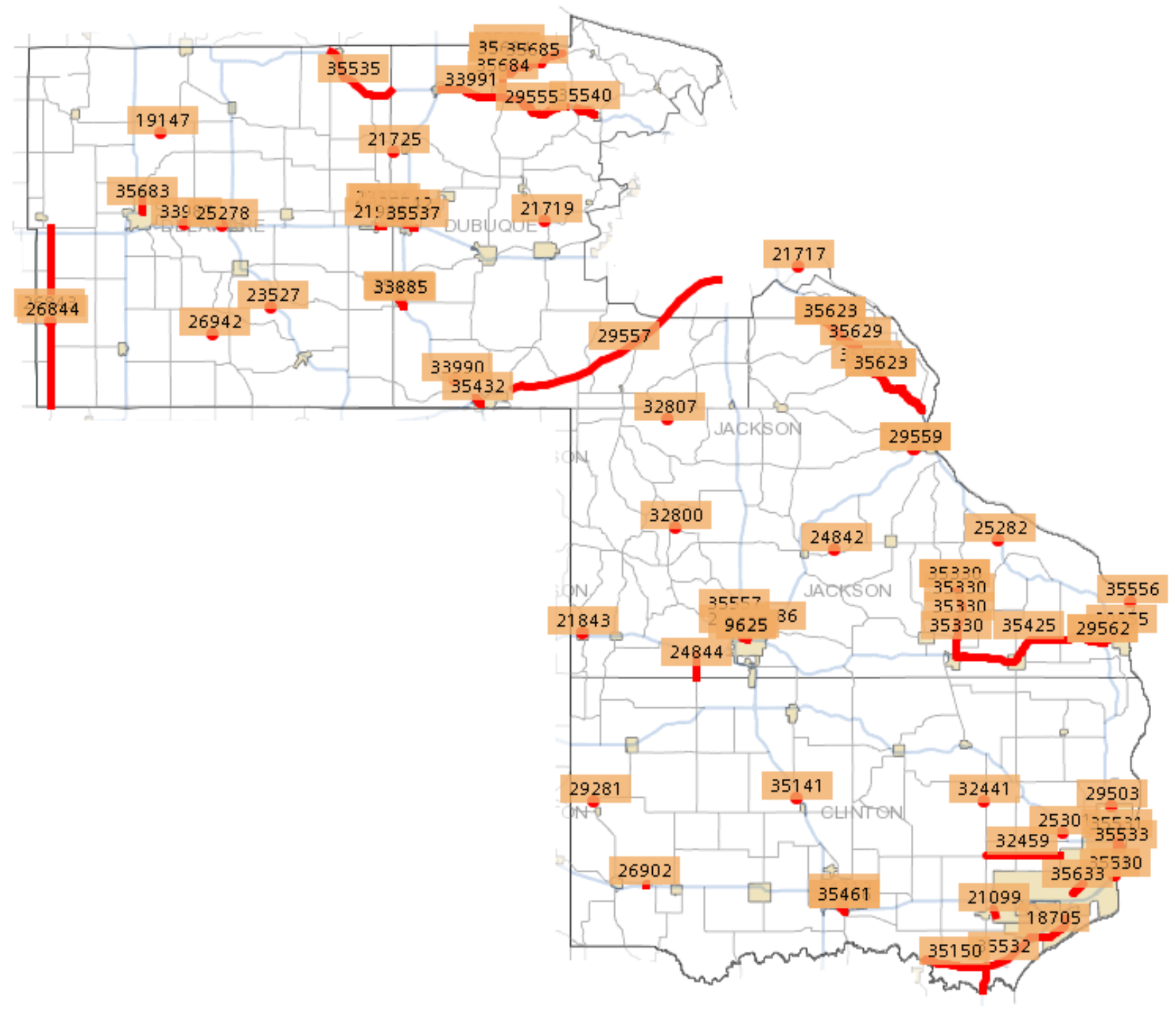
Regional Planning Affiliation 8 (FY 2017-2020 Final Transportation Improvement Program)																		Final 28th of July 2016			
FY 2017 (October 1, 2016 to September 30, 2017)					IOWA			Programmed Amounts in 1,000													
NO	PGM	TYPE	SPONSOR	TPMS	PN	LOCATION	TYPE WORK	FY 17 TOTAL	FY 17 FA	FY 17 RGNL	FY 18 TOTAL	FY 18 FA	FY 18 RGNL	FY 19 TOTAL	FY 19 FA	FY 19 RGNL	FY 20 TOTAL	FY 20 FA	FY 20 RGNL	GRAND TOTAL	
25	PRF	DOT-Pgm	DOT-D06-RPA08	35432	NHSN--136()--2R-31	IA 136: IN CASCADE FROM 1ST AVE TO NEAR NCL (STATE SHARE)	Grade and Pave	\$ 880	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 880
26	PRF	DOT-Pgm	DOT-D06-RPA08	35530	BRFN--30()--39-23	US 30: MISSISSIPPI RIVER IN CLINTON (STATE SHARE)	Bridge Cleaning	\$ 20	\$ -	\$ -	\$ 20	\$ -	\$ -	\$ 20	\$ -	\$ -	\$ 20	\$ -	\$ -	\$ -	\$ 80
27	PRF	DOT-Pgm	DOT-D06-RPA08	35531	NHSN--67()--2R-23	US 67: W JCT IA 136 TO 38TH AVE N IN CLINTON (STATE SHARE)	Pavement Rehab	\$ 1,100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,100
28	PRF	DOT-Pgm	DOT-D06-RPA08	33987	BRFN--20()--39-28	US 20: HATCHERY RD & SPRING BRANCH CREEK 2.8 MI W OF IA 38 (EB & WB)	Bridge Deck Overlay	\$ -	\$ -	\$ -	\$ 1,111	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,111
29	PRF	DOT-Pgm	DOT-D06-RPA08	29559	BRFN--62()--39-49	IA 62: LITTLE MILL CREEK 0.1 MI S OF CO RD D61	Bridge Deck Overlay	\$ -	\$ -	\$ -	\$ 349	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 349
30	PRF	DOT-Pgm	DOT-D06-RPA08	29560	BRFN--62()--39-49	IA 62: MILL CREEK 0.1 MI N OF CO RD D61	Bridge Deck Overlay	\$ -	\$ -	\$ -	\$ 348	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 348
31	PRF	DOT-Pgm	DOT-D06-RPA08	35461	BRFN--30()--39-23	US 30: S 6TH AVE 1.5 MI E OF S JCT US 61 (EB/WB)	Bridge Deck Overlay	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 880	\$ -	\$ -	\$ -	\$ 880
32	STP	CRD	Jackson CRD	24844	STP-S-C049()--5E-49	Y46 (142nd Ave), Clinton County Line to IA 64	Pavement Rehab	\$ 700	\$ 560	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 700
33	STP	DOT-Pgm	DOT-D06-RPA08	35425	STP--64()--2C-49	IA 64: CO RD Z34 TO RR	Pavement Rehab	\$ 5,350	\$ 4,280	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,350
34	STP	City	Maquoketa	9625	STP-U-4742(N2ND)--70-49	On N 2nd from W Platt st to W Quarry st including ½ block of James Street east of N 2nd and James St intersection	Pavement Rehab	\$ 1,031	\$ 825	\$ 825	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,031
35	STP	City	Bellevue	35623	STP-U-0520()--27-49	In the city of Bellevue, On US 52 S, from Dubuque/Jackson County line to Northern City limits of Bellevue	Shoulder Grading	\$ 288	\$ 230	\$ 230	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 288
36	STP	PA	RPA-08	35624	RGTR-PA08()--ST-31	Replace four Regional Transit Authority 8 buses. Bus numbers 094,650,007,726	Transit Investments	\$ 360	\$ 288	\$ 288	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 360
37	STP	PA	RPA-08	35625	RGTR-PA08()--ST-23	Replacing two buses for Clinton Municipal Transit Administration (MTA).Bus numbers 564 and 0640	Transit Investments	\$ 180	\$ 144	\$ 144	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 180
38	STP	City	Dyersville	22304	STP-U-2160()--70-31	In the City of Dyersville, X49 and 1st Avenue West: Intersection of X49 and 1st Avenue West	Pavement Rehab	\$ 350	\$ 264	\$ 264	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 350
39	STP	City	Worthington	33885	STP-136-3(48)--2C-31	In the city of Worthington, On HWY 136, from Milepost 81.71 to Milepost 82.30	Pavement Rehab	\$ 218	\$ 174	\$ 174	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 218
40	STP	PA	RPA-08	478	RGPL-PA08(RTP)--ST-00	On ECIA Transportation Planning	Trans Planning	\$ 103	\$ 82	\$ 82	\$ 65	\$ 52	\$ 52	\$ 65	\$ 52	\$ 52	\$ 65	\$ 52	\$ 52	\$ 52	\$ 260
41	STP	City	Dyersville	29670	STP-U-2160()--70-28	In the city of Dyersville, On 1st Avenue West Bridge Deck Overlay, Over Bear Creek, from X49/332nd Ave to Beltline Rd	Bridge Deck Overlay	\$ -	\$ -	\$ -	\$ 386	\$ 260	\$ 260	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 386
42	STP	City	De Witt	34212	STP-U-1855()--70-23	In the city of De Witt, On S 6th Ave, from Lake St to S 5th St	Pavement Rehab	\$ -	\$ -	\$ -	\$ 940	\$ 752	\$ 752	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 940
43	STP	CRD	Jackson CRD	35330	STP-S-C049()--5E-49	On Z34 (435th Ave), from Preston North to Maquoketa River	Pavement Rehab	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,902	\$ 1,521	\$ 1,521	\$ 1,902	
44	STP	CRD	Clinton CRD	32459	STP-S-C023(xx)--5E-23	On F12, from Z-36 east to Mill Creek Road, S4 T81 RE6	Pavement Rehab	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,140	\$ 1,440	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,140
45	STP	City	Maquoketa	35632	STP-U-4742()--70-49	In the city of Maquoketa, On W Quarry St, from N 2nd Street to N Vermont	Pavement Rehab	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 723	\$ 578	\$ 578	\$ 723	
46	STP	City	Clinton	35633	STP-U-1415()--70-23	In the city of Clinton, On Manufacturing Drive , from Bluff Blvd to Rail road tracks	Pavement Rehab	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,426	\$ 1,941	\$ 1,941	\$ 2,426	
47	STP	City	Manchester	35683	STP-4682()--2C-28	HWY13,from Intersection of HWY 13 and West Main St to Intersection of HWY 13 and Acres St	Pavement Rehab	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000	\$ 800	\$ 800	\$ 1,000	
48	STP	CRD	Dubuque CRD	35684	STP-S-C031()--5E-31	On Tollgate Rd, from HWY 52 to Clayton County Line	Pavement Rehab	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,750	\$ 1,400	\$ 1,400	\$ 1,750	

Regional Planning Affiliation 8 (FY 2017-2020 Draft Transportation Improvement Program)																			Final 28th of July 2016		
FY 2017 (October 1, 2016 to September 30, 2017)						IOWA		Programmed Amounts in 1,000													
NO	PGM	TYPE	SPONSOR	TPMS	PN	LOCATION	TYPE WORK	FY 17 TOTAL	FY 17 FA	FY 17 RGNL	FY 18 TOTAL	FY 18 FA	FY 18 RGNL	FY 19 TOTAL	FY 19 FA	FY 19 RGNL	FY 20 TOTAL	FY 20 FA	FY 20 RGNL	GRAND TOTAL	
49	STP	CRD	Dubuque CRD	35685	STP-S-C031()--5E-31	On Ridge rd, from Tollgate rd to N Buena Vista rd	Pavement Rehab	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,750	\$ 1,400	\$ 1,400	\$ 1,750	
50	STP	City	De Witt	35686	STP-U-1855()--27-23	In the city of De Witt, On S 6th Ave, from S 5th St to City Limits	Pavement Rehab	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 418	\$ 334	\$ 334	\$ 418	
51	STP	CRD	Clinton CRD	35150	STP-S-C023(xx)--5E-23	On Z30, from Wapsipinicon River to State Highway 67, S8 T80 RE5	Pavement Rehab	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,220	\$ 846	\$ 846	\$ 1,220	
52	STP	CRD	Delaware CRD	26843	STP-S-C028()--5E-28	On Robinson Road, from Linn County Line North 12.0 Miles to 220th Street	Pave,Subdrains	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,018	\$ 2,414	\$ 2,414	\$ 3,018	
53	STP-HBP	CRD	Delaware CRD	26942	BROS-C028(90)--8J-28	On 220th Ave, from 297th St North 0.3 Miles, S7 T87 R4	Bridge Replacement	\$ 490	\$ 392	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400
54	STP-HBP	CRD	Clinton CRD	26902	BROS-C023(100)--8J-23	On new road, from 235th Street to Hwy 30	Grading	\$ 725	\$ 580	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 725
55	STP-HBP	CRD	Dubuque CRD	21719	BROS-C031(B712)--5F-31	Y17: Over LITTLE MAQUOKETA RIVER	Bridge Replacement	\$ 500	\$ 400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500
56	STP-HBP	CRD	Dubuque CRD	21725	BROS-C031(B807)--8J-31	BOCKENSTEDT RD: Over MAQUOKETA RIVER	Bridge Replacement	\$ 400	\$ 320	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400
57	STP-HBP	City	Clinton	29503	BROS-1415(628)--8J-23	In the city of Clinton, On W. Deer Creek Rd., Over Deer Creek	Bridge Replacement	\$ 900	\$ 720	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 900
58	STP-HBP	DOT-Pgm	DOT-D06-RPA08	20855	BRF--52()--38-49	US 52: MISSISSIPPI RIVER OVERFLOW IN SABULA	Bridge Replacement,Right of Way	\$ 2	\$ -	\$ -	\$ 6,079	\$ 4,864	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,081
59	STP-HBP	CRD	Clinton CRD	35141	BROS-8235(601)--8J-23	On SEVEN DAY RD, Over SILVER CREEK(WEST), S0 T0 R00	Bridge New	\$ 450	\$ 360	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 450
60	STP-HBP	CRD	Jackson CRD	32800	BROS-C049(65)--5F-49	On 162nd street, Over Small Creek, S17 T85N R2E	Bridge Replacement	\$ 350	\$ 280	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 350
61	STP-HBP	CRD	Jackson CRD	32807	BROS-C049(67)--8J-49	Lytle Creek bridge on 287th St	Bridge Replacement	\$ 525	\$ 420	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 525
62	STP-HBP	CRD	Jackson CRD	21843	BRS-C049(64)--60-49	On E29 (Division St), Over Beers Creek	Bridge Replacement	\$ -	\$ -	\$ -	\$ 900	\$ 720	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 900
63	STP-HBP	CRD	Jackson CRD	24842	BRS-C049()--60-49	On E17 (150th St), Over Jessie Branch	Bridge Replacement	\$ -	\$ -	\$ -	\$ 800	\$ 640	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 800
64	STP-HBP	CRD	Delaware CRD	19147	BROS-C028()--8J-28	190TH AVE: From 165th Street to 150th Street	Bridge Replacement	\$ -	\$ -	\$ -	\$ 550	\$ 440	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 550
65	STP-HBP	CRD	Delaware CRD	23527	BROS-C028()--8J-28	Pioneer Rd: Hwy 38 W 0.25 MI	Bridge Replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 350	\$ 280	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 350
66	STP-HBP	CRD	Jackson CRD	20486	BROS-C049()--5F-49	On 35th St Over Prairie Creek	Bridge Replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 600	\$ 480	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 600
67	STP-HBP	CRD	Clinton CRD	29281	BRS-C023()--60-23	On Y-32, Over overflow , in NE S17 T82 R1	Bridge New	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400	\$ 320	\$ -	\$ 400	
68	STP-HBP	CRD	Clinton CRD	32441	BRS-C023()--60-23	On Z36, Over SMALL STREAM, in S14 T82 RE5	Bridge Replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 280	\$ 224	\$ -	\$ 280	
69	STP-HBP	CRD	Delaware CRD	26844	BROS-C028()--8J-28	On 285th Street , from 110th Ave East 0.2 Miles, S5 T87 R6	Bridge Replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500	\$ 400	\$ -	\$ 500	
70	TAP	DOT-Pgm	DOT-D06-RPA08	35629	TAP-U-US 52()--8I-49	On US 52, from Dubuque/Jackson Co line to Saint Donatus, from Saint Donatus to North end of City of Bellevue	Ped/Bike Paving	\$ 313	\$ 250	\$ 250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 313
71	TAP	City	Dyersville	35630	TAP-R-2160()--8T-31	10 feet side walk on 3rd street bridge over North fork creek of Moquoketa river	Ped/Bike Paving	\$ -	\$ -	\$ -	\$ 313	\$ 250	\$ 250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 313

RPA 8 Final FY 2017-2020 Transportation Improvement Program Map

4:46 PM, Tue, Jun 14, 2016

**TPMS NUMBERS ON MAP
CORRESPOND WITH TPMS
NUMBERS ON SPREADSHEET**
Prepared by ECIA 06-23-16
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.



Generated by ICEASB Map Server (96 dpi)

RPA 8 Transportation Improvement Program (TIP) Transit Projects for FFY 2017 - 2020

Regional Planning Affiliation 8 (FY 2017-2020 Final Transportation Improvement Program)																			Final 28th of July 2016			
FY 2017 (October 1, 2016 to September 30, 2017)					IOWA				Region 8/RTA													
NO	Fund(s)	Sponsor	Transit #	Expense	Prj. Type	Obj. Type	Unit #	Desc	Add Ons	FY17_Ttl	FY18_Ttl	FY19_Ttl	FY20_Ttl	FY17_FA	FY18_FA	FY19_FA	FY20_FA	FY17_SA	FY18_SA	FY19_SA	FY20_SA	
1	5339	Region 8 / RTA	3172	Capital	Replacement	Vehicle	Unit#: 102	Light Duty Bus (176" wb)	VSS	\$ 90,000	\$ -	\$ -	\$ -	\$ 72,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
2	5339	Region 8 / RTA	3173	Capital	Replacement	Vehicle	Unit#: 143	Light Duty Bus (176" wb)	VSS	\$ 90,000	\$ -	\$ -	\$ -	\$ 72,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
3	5339	Region 8 / RTA	3263	Capital	Replacement	Vehicle	Unit#: 006	Light Duty Bus (176" wb)	VSS	\$ 90,000	\$ -	\$ -	\$ -	\$ 72,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
4	5339	Region 8 / RTA	3264	Capital	Replacement	Vehicle	Unit#: 114	Light Duty Bus (176" wb)	VSS	\$ 90,000	\$ -	\$ -	\$ -	\$ 72,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
5	5339	Region 8 / RTA	3265	Capital	Replacement	Vehicle	Unit#: 113	Light Duty Bus (176" wb)	VSS	\$ 90,000	\$ -	\$ -	\$ -	\$ 72,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
6	5339	Region 8 / RTA	3266	Capital	Replacement	Vehicle	Unit#: 9142	Light Duty Bus (176" wb)	VSS	\$ 90,000	\$ -	\$ -	\$ -	\$ 72,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
7	5339	Region 8 / RTA	3267	Capital	Replacement	Vehicle	Unit#: 9144	Light Duty Bus (176" wb)	VSS	\$ 90,000	\$ -	\$ -	\$ -	\$ 72,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
8	5339	Region 8 / RTA	2459	Capital	Replacement	Vehicle	Unit#: 004	Light Duty Bus (176" wb)	VSS	\$ 90,000	\$ -	\$ -	\$ -	\$ 72,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
9	5339	Region 8 / RTA	2462	Capital	Replacement	Vehicle	Unit#: 005	Light Duty Bus (176" wb)	VSS	\$ 90,000	\$ -	\$ -	\$ -	\$ 72,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
10	5339	Region 8 / RTA	2870	Capital	Replacement	Vehicle	Unit#: 945	Light Duty Bus (176" wb)	VSS	\$ 90,000	\$ -	\$ -	\$ -	\$ 72,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
11	5339	Region 8 / RTA	3169	Capital	Replacement	Vehicle	Unit#: 601	Light Duty Bus (176" wb)	VSS	\$ 90,000	\$ -	\$ -	\$ -	\$ 72,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
12	5339	Region 8 / RTA	3273	Capital	Replacement	Vehicle	Unit#: 4484	Light Duty Bus (176" wb)	VSS	\$ 90,000	\$ -	\$ -	\$ -	\$ 72,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
13	5339	Region 8 / RTA	3990	Capital	Replacement	Vehicle	Unit#: 470	New Project	VSS	\$ 90,000	\$ -	\$ -	\$ -	\$ 72,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
14	5339	Region 8 / RTA	3992	Capital	Replacement	Vehicle	Unit#: 960	New Project	VSS	\$ 52,500	\$ -	\$ -	\$ -	\$ 42,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
15	5339	Region 8 / RTA	3274	Capital	Replacement	Vehicle	Unit#: 485	Light Duty Bus (176" wb)	VSS	\$ -	\$ 90,000	\$ -	\$ -	\$ -	\$ 72,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
16	5339	Region 8 / RTA	3275	Capital	Replacement	Vehicle	Unit#: 486	Light Duty Bus (176" wb)	VSS	\$ -	\$ 90,000	\$ -	\$ -	\$ -	\$ 72,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
17	5339	Region 8 / RTA	3502	Capital	Replacement	Vehicle	Unit#: 9143	Light Duty Bus (176" wb)	VSS	\$ -	\$ 90,000	\$ -	\$ -	\$ -	\$ 72,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
18	5339	Region 8 / RTA	3268	Capital	Replacement	Vehicle	Unit#: 998	Light Duty Bus (176" wb)	VSS	\$ -	\$ 90,000	\$ -	\$ -	\$ -	\$ 72,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
19	5339	Region 8 / RTA	3269	Capital	Replacement	Vehicle	Unit#: 440	Light Duty Bus (176" wb)	VSS	\$ -	\$ 90,000	\$ -	\$ -	\$ -	\$ 72,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
20	5339	Region 8 / RTA	3270	Capital	Replacement	Vehicle	Unit#: 999	Light Duty Bus (176" wb)	VSS	\$ -	\$ 90,000	\$ -	\$ -	\$ -	\$ 72,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
21	5339	Region 8 / RTA	3271	Capital	Replacement	Vehicle	Unit#: 348	Light Duty Bus (176" wb)	VSS	\$ -	\$ 90,000	\$ -	\$ -	\$ -	\$ 72,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
22	5339	Region 8 / RTA	3272	Capital	Replacement	Vehicle	Unit#: 4483	Light Duty Bus (176" wb)	VSS	\$ -	\$ 90,000	\$ -	\$ -	\$ -	\$ 72,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
23	5339	Region 8 / RTA	4007	Capital	Replacement	Vehicle	Unit#: 983	Light Duty Bus (176" wb)	VSS	\$ -	\$ -	\$ 90,000	\$ -	\$ -	\$ -	\$ 72,000	\$ -	\$ -	\$ -	\$ -	\$ -	
24	5339	Region 8 / RTA	4008	Capital	Replacement	Vehicle	Unit#: 984	Light Duty Bus (176" wb)	Low Floor	\$ -	\$ -	\$ 90,000	\$ -	\$ -	\$ -	\$ 72,000	\$ -	\$ -	\$ -	\$ -	\$ -	
25	STP	Region 8 / RTA	3991	Capital	Replacement	Vehicle	Unit#: 726	New Project	VSS	\$ 90,000	\$ -	\$ -	\$ -	\$ 72,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
26	STP	Region 8 / RTA	3988	Capital	Replacement	Vehicle	Unit#: 650	New Project	VSS	\$ 90,000	\$ -	\$ -	\$ -	\$ 72,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
27	STP	Region 8 / RTA	3989	Capital	Replacement	Vehicle	Unit#: 007	New Project	VSS	\$ 90,000	\$ -	\$ -	\$ -	\$ 72,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
28	STP	Region 8 / RTA	3171	Capital	Replacement	Vehicle	Unit#: 094	Light Duty Bus (176" wb)	VSS	\$ 90,000	\$ -	\$ -	\$ -	\$ 72,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	

Regional Planning Affiliation 8 (FY 2017-2020 Final Transportation Improvement Program)																			Final 28th of July 2016			
FY 2017 (October 1, 2016 to September 30, 2017)					IOWA				CLINTON MTA													
NO	Fund(s)	Sponsor	Transit #	Expense	Prj. Type	Obj. Type	Unit #	Desc	Add Ons	FY17_Ttl	FY18_Ttl	FY19_Ttl	FY20_Ttl	FY17_FA	FY18_FA	FY19_FA	FY20_FA	FY17_SA	FY18_SA	FY19_SA	FY20_SA	
1	5311	Clinton	4143	Operations	Misc	Other		General Operations		\$ 2,064,352	\$ -	\$ -	\$ -	\$ 601,454	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2	5339	Clinton	4144	Capital	Replacement	Vehicle	Unit#: 00-51	Light Duty Bus (176" wb)	Diesel, VSS, BioDiesel	\$ 103,000	\$ -	\$ -	\$ -	\$ 87,550	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
3	5339	Clinton	4145	Capital	Replacement	Vehicle	Unit#: 9743	Heavy Duty Bus (35-39 ft.)	Diesel, UFRC, VSS, Low Floor, BioDiesel	\$ 434,000	\$ -	\$ -	\$ -	\$ 368,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
4	5339	Clinton	4142	Capital	Replacement	Vehicle	Unit#: 0150	Light Duty Bus (158" wb)	Diesel, VSS, BioDiesel	\$ 98,000	\$ -	\$ -	\$ -	\$ 83,300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
5	STA, STP	Clinton	4147	Capital	Replacement	Vehicle	Unit#: 0640	Light Duty Bus (176" wb)	Diesel, VSS, BioDiesel	\$ 103,000	\$ -	\$ -	\$ -	\$ 72,000	\$ -	\$ -	\$ -	\$ 15,550	\$ -	\$ -	\$ -	
6	STA, STP	Clinton	4148	Capital	Replacement	Vehicle	Unit#: 564	Light Duty Bus (138" wb)	Diesel, VSS, BioDiesel	\$ 96,000	\$ -	\$ -	\$ -	\$ 72,000	\$ -	\$ -	\$ -	\$ 9,600	\$ -	\$ -	\$ -	

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 2017-2020 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 2017 through 2020; and,

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

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

BE IT RESOLVED BY THE ECIA Regional Planning Affiliation that the FFY 2017–2020 Transportation Improvement Program is hereby approved.

Adopted this on 28th of July 2016.



Larry Buck Koos
Chair, RPA Policy Board

07/28/2016

Date

ATTEST:



Kelley Deutmeyer
Executive Director, ECIA

07/28/2016

Date

Appendix D
General RPA Funding Guide to Transportation Surface Transportation Projects

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

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

Project Obligation:

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

FHWA Authorization of Construction Costs

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

Please see below for FEDERAL AID PROJECT DEVELOPMENT GUIDE

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

SURFACE TRANSPORTATION PROGRAM EVALUATION CRITERIA

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

- 2. Safety: 200 Points (20%)
 - 3. Accessibility and Mobility: 125 Points (12.5%)
 - 5. Integration and Connectivity: 75 Points (7.5%)
 - 6. Local and Regional Factors: 125 Points (12.5%)
- TOTAL POINTS AVAILABLE: 1000 (100%)

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

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

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

EVALUATION CRITERIA

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

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

ECONOMIC VITALITY

275 Total Points Available

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

75 Points - Project promotes general economic development.

40 Points - Project specifically enhances or improves tourism.

- 40 Points** - Project specifically improves or enhances movement of freight and services.
- 40 Points** - Project improves or enhances movement of workers.
- 40 Points** - Project improves access to jobs and business opportunities.
- 40 Points** - Project improves access to other transportation facilities including air, water, rail, multimodal, etc.

SYSTEM PRESERVATION

200 Total Points Available

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

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

Formula 1: [(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**

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

8.51-9.00	72	21.01-21.50	172
9.01-9.50	76	21.51-22.00	176
9.51-10.00	80	22.01-22.50	180
10.01-10.50	84	22.51-23.00	184
10.51-11.00	88	23.01-23.50	188
11.01-11.50	92	23.51-24.00	192
11.51-12.00	96	24.01-24.50	196
12.01-12.50	100	24.51-25.00	200

SAFETY

200 Total Points Available

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

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

<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 STBG Application. The cost for safety improvements should then be divided by the total cost for the safety improvement cost/total cost ratio. Points are awarded based on the proportion of funding put towards making safety improvements as shown below.

<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 reduced 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 <u>CBD</u>	2 <u>FRINGE</u>	3 <u>RESIDENTIAL</u>	4 <u>OBD</u>	5 <u>RURAL/OTHER</u>
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>					
2 lanes	I-280	I-74	Arsenal/Cent.	I-80	
4 lanes	-	-	18,000	-	
6 lanes	72,000	-	40,000	68,000	
	-	108,000	-	-	

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

Key:

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

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

INTEGRATION AND CONNECTIVITY

75 Points Total Points Available

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

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

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

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

LOCAL AND REGIONAL FACTORS

125 Total Points Available

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

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

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

Local Match Ratio Scoring Criteria

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

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

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

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

Appendix E

RPA 8 Transportation Alternative Program Project Scoring Criteria

RPA8 Transportation Alternatives Program Structure

Eligible Activities

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

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

Transportation Alternatives

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

1. Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.
2. Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
3. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.
4. Construction of turnouts, overlooks, and viewing areas.
5. Community improvement activities, which include but are not limited to:
 - a. Inventory, control, or removal of outdoor advertising.
 - b. Historic preservation and rehabilitation of historic transportation facilities.
 - c. Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control.
 - d. Archaeological activities relating to impacts from implementation of a transportation project eligible under this title.
 - e. Streetscaping and corridor landscaping.
6. Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
 - a. Address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329; or
 - b. Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

Infrastructure-Related Safe Routes to School Projects

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

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

Non-Infrastructure Related Safe Routes to School Projects

Activities to encourage walking and bicycling to school, including:

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

Recreational Trails Program Projects

Eligible Recreational Trails Program projects include:

1. Maintenance and restoration of existing recreational trails;
2. Development and rehabilitation of trailside and trailhead facilities and trail linkages;
3. Purchase and lease of recreational trail construction and maintenance equipment;
4. Construction of new recreational trails (with some restrictions for new trails on Federal lands);
5. Acquisition of easements and fee simple title to property for recreational trails or recreational trail corridors;
6. Assessment of trail conditions for accessibility and maintenance;
7. Development and dissemination of publications and operation of educational programs to promote safety and environmental protection, (as those objectives relate to one or more of the use of recreational trails, supporting non-law enforcement trail safety and trail use monitoring patrol programs, and providing trail-related training), but in an amount not to exceed 5 percent of the apportionment made to the State for the fiscal year; and
8. Payment of costs to the State incurred in administering the program, but in an amount not to exceed 7 percent of the apportionment made to the State for the fiscal year.

Eligible Applicants and Project Sponsors

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

- Local governments.
- Regional Transportation Authorities.
- Transit Agencies.

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

Eligible Costs

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

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

Local Match

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

Application Process

Deadline

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

Required Submittal

A complete application will consist of the following:

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

Project Selection

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

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

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

Federal Requirements, Standards, or Guidelines

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

1. Involvement of the public, including the adjacent property owners, in the development of the project.
2. Compliance with the Uniform Relocation Property Assistance and Real Property Acquisition Policies Act (the Uniform Act) for the acquisition of easements or the purchase of land in fee simple. This includes fair treatment practices and may include the completion of an appraisal on parcels to be acquired. This requirement applies whether or not federal funds will be used for the acquisition costs.
3. National Environmental Policy Act (NEPA). This requires verification the project is not harmful to the environment in the following areas:
 1. Noise - impacts of noise during and after construction.
 2. Air Quality - compliance with Iowa's state implementation plan for maintaining its attainment status relative to the national ambient air quality standards. Conformity with the requirements of the Clean Air Act must be verified.
 3. Cultural Resources - disturbances to areas of archaeological or historical significance. Properties proposed for rehabilitation or preservation must be eligible for or on the list of the National Register of Historic Places. (Section 106 of the National Historic Preservation Act)
 4. Water Quality - impacts to water quality.
 5. Wetlands - impacts to wetlands.
 6. Floodplains - impacts to regulatory floodways or to a 110-year floodplain.
 7. Farmland Protection - impacts to surrounding farmland.
 8. Hazardous Waste Sites - location of and impacts to hazardous waste sites.
4. Americans with Disabilities Act (ADA). Projects must conform to the Americans with Disabilities Act, which allows for reasonable access to the project for persons with disabilities.
5. Disadvantaged Business Enterprises (DBE) and Minority Business Enterprises (MBE). Verification must be received that efforts have been made to solicit bids from disadvantaged and minority business enterprises.
6. Davis-Bacon Wage Requirements. Projects will be required to comply with Davis-Bacon wage requirements, which state that contractors will conform to federal minimum wage requirements.
7. Competitive bidding requirements. Construction projects are required to be let through the Iowa DOT or according to procedures for a public letting as per Sections 26.3 through 26.13 of the Code of Iowa.
8. Permits or Other Approvals. It is the project owner/sponsor's responsibility to obtain all permits or other approvals that may be required as a result of the activities proposed as part of the project.