TRANSPORTATION IMPROVEMENT PROGRAM

FOR FEDERAL FISCAL YEARS

2027 - 2030

ECIA
REGIONAL PLANNING AFFILIATION 8

Amended: October 22, 2026

PREPARED BY

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Disclaimer
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CAVEAT
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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 21st Century
TIP	Transportation Improvement Program
TPWP	Transportation Planning Work Program

Introduction

The Federal Fiscal Year (FFY) 2026-2029 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

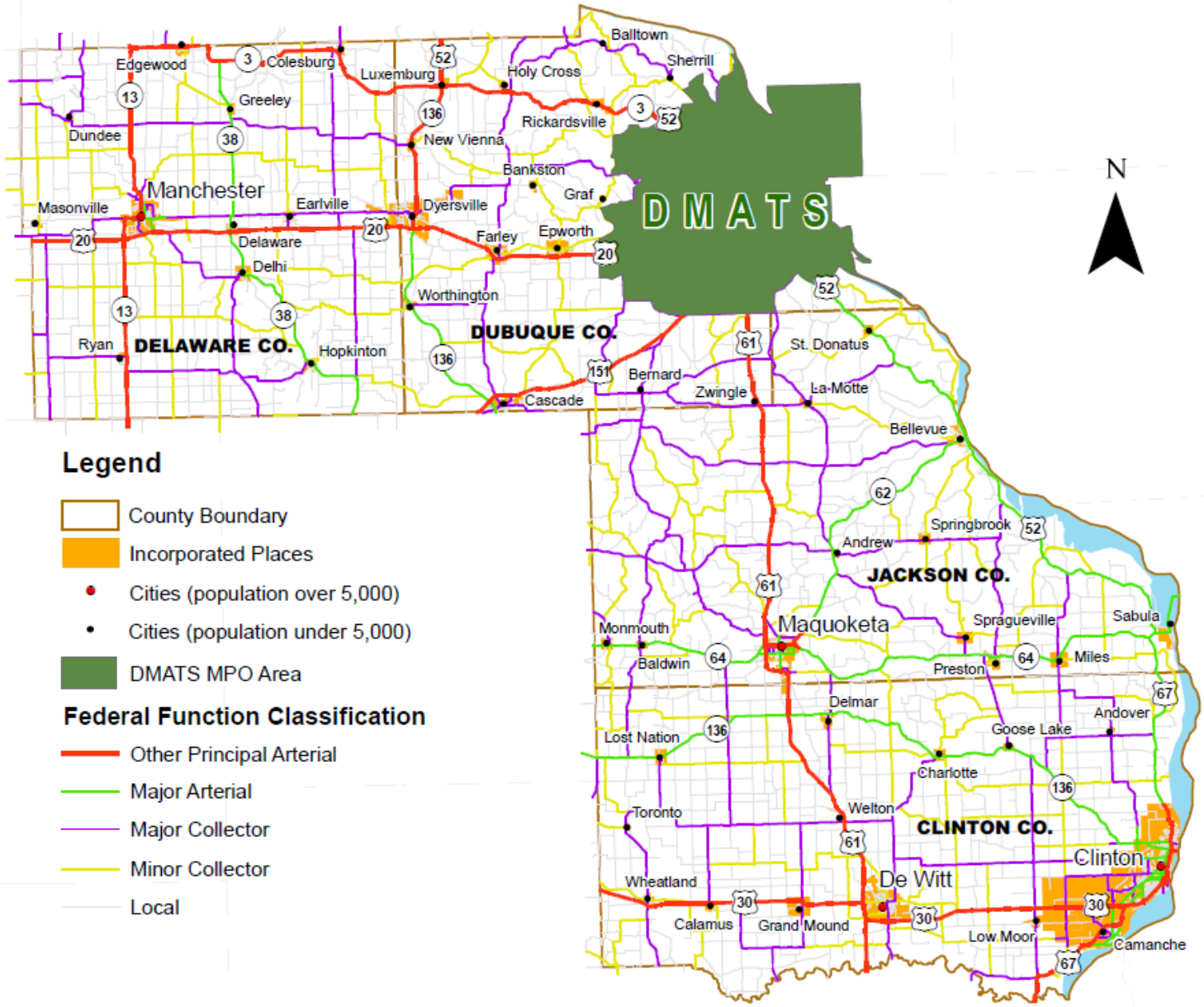
The East Central Intergovernmental Association Regional Planning Affiliation (RPA) membership is made up of 56 local cities and counties in a four-county area in eastern Iowa. All member jurisdictions have signed a 28E agreement to conduct transportation planning and the programming of federal transportation 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:

CLINTON	DELAWARE	DUBUQUE	JACKSON
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)



Map prepared November 2008 by ECIA

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		
Erin George (Supervisor) *Clinton County*	**Scott Maddasion (Chair)** *City of Clinton* **Steve Hasenmiller** *(Mayor, City of DeWitt)*	**Andrew Kida (City Administrator)** *City of Camanche*
Delaware County		
Jeff Madlom (Supervisor) *Delaware County*	**Connie Behnken** *(Mayor, City of Manchester)*	**Linda Gaul** *Delaware County*
Dubuque County		
Harley Pothoff (Supervisor)	**Nin Flagal** (Supervisor) *RTA*	**Jessica Kennedy** *City of Epworth*

Jackson County		
Don Schwenker (Supervisor)	**Tom Messerli** (Mayor) *City of Maquoketa*	**Kelley Brown** *Jackson County Economic Alliance*
Ex officio (non-voting members)		
Carrie Butler *FTA Reg. VII* *(Proxy Jared Austin)*	**Garrett Pedersen** *Iowa DOT* *(Proxy Hector Torres-Cacho)*	**Timothy Marshall** *FHWA, Iowa Div.* *(Proxy Sean Litteral)*

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 *County Engineer*	**Jason Craft** *City Engineer, Clinton* **Steve Lindner, Vice Chair** *City Administrator, DeWitt*	**Sherli Childers** *Executive Director, River Bend* **John Griffin** *Director, MTA*
Delaware County		
Rafe Koopman *County Engineer*	**Brock Waters** *City Manager, Manchester*	
Dubuque County		
Todd Kinney *County Engineer*		**Stacie Scott / Gail Kuhle** *Managers, RTA*
Jackson County		
Jayden Scheckel *County Engineer*	**Josh Boldt** *City Manager, Maquoketa*	
Ex officio (non-voting members)		
Hector Torres-Cacho, Iowa DOT *District Planner, District 6* **Brent Paulsen, Program Manager** *Office of Public Transit, Iowa DOT*	**Sean Litteral** *FHWA Iowa Division*	**Jared Austin**, FTA Reg.VII *Community Planner*

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. 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.

2. Mississippi River Trail.

3. 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 and an opportunity to comment on the proposed improvement.

The TIP Process will include the following steps:

- **RPA 8 staff will start developing the TIP in month of February following rules and regulations adopted by the Iowa DOT.**
- After the draft TIP is finished, it will be released for a 30-day public review process in June. RPA 8 staff will inform the public of the draft TIP's availability by sending notice to the organizations on the RPA 8 public participation process list and by publishing legal notices in local newspapers and ECIA website. Theses 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. Theses notices will be published 4 -20 days before the scheduled meeting.
- A public hearing is set for June 25, 2026, at East Central Intergovernmental Association (ECIA), 7600 Commerce Park, Dubuque, Iowa. Its purpose is to receive comments on the FY 2027-2030 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 June 18, 2026. 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 June 25, 2026.
- The agency did not receive any significant written or oral comments on the draft TIP.

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 2026

RPA 8

Project ID Sponsor STIP ID	Project Number Location Work Codes	Approval Level Letting Date		2026	2027	2028	2029	Totals
Earmark								
35633	HDP-1415(634)--71-23	Authorized	**Total**	**$7,600,000**				**$7,600,000**
Clinton 26511	In the city of Clinton, On Manufacturing Drive and Bluff Boulevard from US Highway 30 to 7th Avenue North Grade and Pave, PCC Pavement - Replace, Engineering - Design, Right of Way, Environmental Assessment, Outside Services Engineering		**Federal Aid**	$7,600,000				**$7,600,000**
49844	HDP-1415(638)--71-23	Authorized	**Total**	**$17,300,000**				**$17,300,000**
Clinton 26512	In the city of Clinton, On 4TH AVE N, from College Avenue 2.2 miles to 7th Avenue North PCC Pavement - Grade and Replace	3/17/2026	**Federal Aid**	$7,600,000				**$7,600,000**
			Local	$8,400,000				**$8,400,000**
			Other	$500,000				**$500,000**
			Swap	$800,000				**$800,000**
			Regional	$800,000				**$800,000**
HBP								
55036	BHS-C023(143)--63-23	Authorized	**Total**	**$450,000**				**$450,000**
Clinton County	On E 50, Over SPRING CREEK, S28 T83 R06E	1/21/2026	**Federal Aid**	$360,000				**$360,000**
26182	Bridge Deck Overlay		**Swap**	$90,000				**$90,000**
56137	BHS-C028(107)--63-28	Authorized	**Total**	**$200,000**				**$200,000**
Delaware County 26418	On X 31, Over LIME CREEK, from 230th Ave W 0.1 miles to project S20 T87N R04W Bridge Deck Overlay	2/17/2026	**Federal Aid**	$160,000				**$160,000**
			Swap	$40,000				**$40,000**
37337	BROS-C028(101)--8J-28	Authorized	**Total**	**$450,000**				**$450,000**
Delaware County 26417	On 130th Avenue, in NW S15 T89N R6W Bridge Replacement	12/16/2025	**Federal Aid**	$450,000				**$450,000**
51005	BROS-C031(122)--5F-31	Authorized	**Total**	**$700,000**				**$700,000**
Dubuque County 26469	On HANNAH RD, Over MIDDLE FORK LITTLE MAQUOKETA RIVER, S2 T89 R01 Bridge Replacement	2/17/2026	**Federal Aid**	$700,000				**$700,000**
54876	BROS-C049(96)--5F-49	Authorized	**Total**	**$3,800,000**				**$3,800,000**
Jackson County 26142	On 82ND AVE, Over MAQUOKETA RIVER, S1 T84 R01E Bridge Replacement	11/18/2025	**Federal Aid**	$3,800,000				**$3,800,000**

Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
ILL								
48369	ILL-2160()--93-31	Moved to FFY 27	**Total**	**$19,900,000**				**$19,900,000**
Dyersville	In the city of Dyersville, On 1ST ST SW, Over SMALL STREAM		**Federal Aid**					
	Pavement Widening, Bridge New		**Local**	$3,900,000				**$3,900,000**
			Other	$16,000,000				**$16,000,000**
NHPP								
57796	NHSX-052()--3H-31	**Authorized**	**Total**	**$3,380,000**				**$3,380,000**
Iowa Department of Transportation	US 52: Luxemburg to Millville		**Federal Aid**	$2,814,000				**$2,814,000**
26232	Pavement Widening, Pavement Rehab		**DOT**	$566,000				**$566,000**
PRF								
57790	BRFN-030()--39-23	FHWA Approved	**Total**	**$20,000**				**$20,000**
Iowa Department of Transportation	US 30: Mississippi River in Clinton		**Federal Aid**					
	Bridge Rehabilitation		**DOT**	$20,000				**$20,000**
55589	NHSN-003()--2R-31	FHWA Approved	**Total**	**$258,000**				**$258,000**
Iowa Department of Transportation	IA 3: 0.15 mi E of Midway Rd		**Federal Aid**					
	Rip Rap, Right of Way		**DOT**	$258,000				**$258,000**
39259	STPN-052()--2J-49	FHWA Approved	**Total**	**$30,690,00**				**$30,690,00**
Iowa Department of Transportation	US 52: Mississippi River Bridge to N of Sabula		**Federal Aid**					
	Grade and Pave		**DOT**	$30,690,000				**$30,690,000**
54693	STPN-052()--2J-49	FHWA Approved	**Total**	**$131,000**				**$131,000**
Iowa Department of Transportation	US 52: Mitigation - Mississippi River Bridge to N of Sabula		**Federal Aid**					
	Wetland Mitigation		**DOT**	$131,000				**$131,000**
STBG								
52672	BRF-030()--38-23	**Authorized**	**Total**	**$520,000**				**$520,000**
Iowa Department of Transportation	US 30: UP RR 0.3 mi E of W Jct US 67 in Clinton		**Federal Aid**	$416,000				**$416,000**
26227	Bridge Deck Overlay		**DOT**	$104,000				**$104,000**

Project ID Sponsor STIP ID	Project Number Location Work Codes	Approval Level Letting Date		2026	2027	2028	2029	Totals
STBG								
52637	BRF-030()--38-23	Authorized	**Total**	**$838,000**				**$838,000**
Iowa Department of Transportation	US 30: Mill Creek 0.2 mi E of W Jct US 67 in Clinton		**Federal Aid**	$670,400				**$670,400**
26229	Bridge Deck Overlay		**DOT**	$167,600				**$167,600**
54676	BRF-062()--38-49	FHWA Approved	**Total**	**$1,207,000**				**$1,207,000**
Iowa Department of Transportation	IA 62: Brush Creek 2.0 mi N of Co Rd Y61		**Federal Aid**	$965,600				**$965,600**
	Bridge Rehabilitation		**DOT**	$241,400				**$241,400**
58859	STP-062()--2C-49	In Prep	**Total**	**$6,400,000**				**$6,400,000**
Iowa Department of Transportation	IA 62: Andrew to Bellevue		**Federal Aid**	$5,280,000				**$5,280,000**
	Pavement Widening, Pavement Rehab		**DOT**	$1,120,000				**$1,120,000**
57793	STP-136()--2C-23	FHWA Approved	**Total**	**$5,000,000**				**$5,000,000**
Iowa Department of Transportation	IA 136: Co Rd Z50 in Clinton to W of Charlotte		**Federal Aid**	$4,000,000				**$4,000,000**
26231	Pavement Rehab		**DOT**	$1,000,000				**$1,000,000**
57792	STP-136()--2C-23	Authorized	**Total**	**$7,231,936**				**$7,231,936**
Iowa Department of Transportation	IA 136: WCL Delmar to US 61		**Federal Aid**	$5,785,549				**$5,785,549**
26230	Grade and Pave		**DOT**	$1,446,387				**$1,446,387**
44694	STP-S-C023(144)--5E-23	Authorized	**Total**	**$2,300,000**				**$2,300,000**
Clinton County	On E 50, from 432nd Ave W 5.2 miles to 148th St Bryant	12/16/2025	**Federal Aid**	$1,700,000				**$1,700,000**
26181	HMA Resurfacing/Cold-in-Place Recycling		**FM**	$340,000				**$340,000**
			Swap	$260,000				**$260,000**
			Regional	$1,700,000				**$1,700,000**
37309	STP-S-C031(127)--5E-31	Authorized	**Total**	**$2,950,000**				**$2,950,000**
Dubuque County	On D53, from Hwy 151 E 5.9 miles	3/17/2026	**Federal Aid**	$2,360,000				**$2,360,000**
26468	Pavement Rehab		**FM**	$590,000				**$590,000**
			Regional	$2,360,000				**$2,360,000**

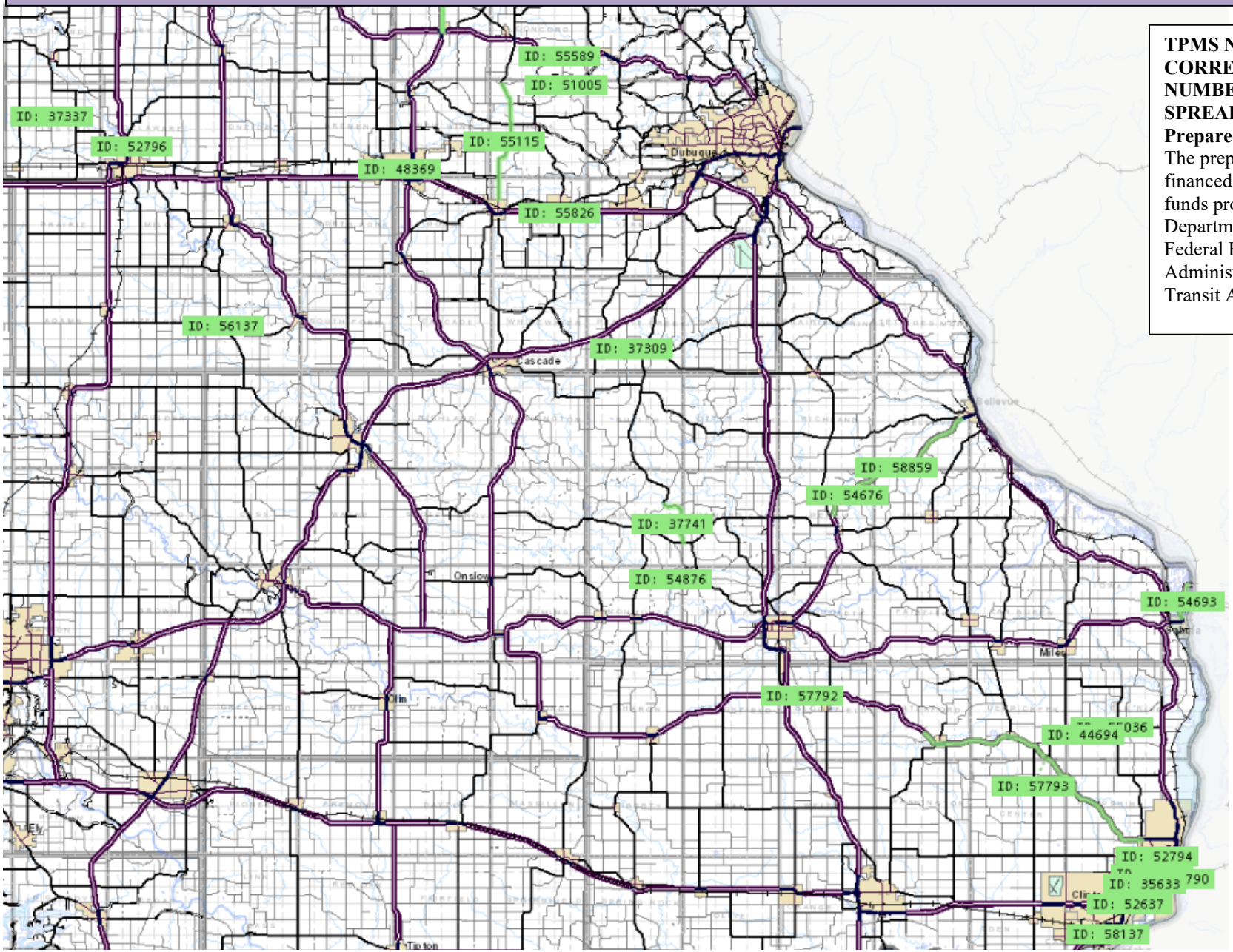
SWAP-HSIP

55115	HSIP-SWAP-C031(128)--FJ-31	**Authorized**	**Total**	**$650,000**				**$650,000**
Dubuque County	On Y13, from Farley to Tom Lucas Rd	2/17/2026	**Federal Aid**					
	HMA Paved Shoulder - New		**FM**	$150,000				**$150,000**
			Swap	$500,000				**$500,000**
37741	HSIP-SWAP-C049(101)--FJ-49	**Authorized**	**Total**	**$2,412,500**				**$2,412,500**
Jackson County	On Y31 (Bernard Road), from E17 (150th St) N to North Fork Maquoketa River	11/18/2025	**Federal Aid**					
	PCC Overlay - Unbonded		**FM**	$2,112,500				**$2,112,50**
			Swap	$300,000				**$300,000**

TAP

55826	TAP-R-2405(604)--8T-31	**Moved to FFY 27**	**Total**	**$233,953**				**$233,953**
Epworth	In the city of Epworth, South Gate Trail from Frontage Rd SE to south of US 20 along S. Center Avenue/Placid Road	1/20/2027	**Federal Aid**	$179,162				**$179,162**
26088	Ped/Bike Grade & Pave		**Local**	$54,791				**$54,791**
			Regional	$179,162				**$179,162**
DOT Note: $15,840 PE Auth - 3.16.2026								
52796	TAP-R-4682(629)--8T-28	**Authorized**	**Total**	**$338,203**				**$338,203**
Manchester	In the city of Manchester, Grand Ave Trl ext, trail begins at E Fairview Dr, south to E Acers St	3/17/2026	**Federal Aid**	$250,000				**$250,000**
26057	Grade and Pave		**Local**	$88,203				**$88,203**
			Regional	$250,000				**$250,000**
58137	TAP-U-1040(611)--8I-23	**Moved to FFY 27**	**Total**	**$649,000**				**$649,000**
Camanche	In the city of Camanche, shared-use path on 9th St, 9th Ave, and Washington Blvd for a total distance of 1.1 mi.	2/16/2027	**Federal Aid**	$500,000				**$500,000**
	Grade and Pave		**Local**	$149,000				**$149,000**
PA Note: shared-use path on 9th St from 19th Ave 0.45 mi to 9th Ave and 9th Ave from 9th St 0.50 mi to 16th Ave; Washington Blvd from 300' west of 5th St 0.15 mi to 17th Ave.								
DOT Note: Statewide TA								
52794	TAP-U-1415(641)--8I-23	**Authorized**	**Total**	**$790,399**				**$790,399**
Clinton	In the city of Clinton, Trail on 13TH ST, from 4th 1.76 miles to N 14th S, then south approx. 930LF on N 14th.	12/16/2025	**Federal Aid**	$250,000				**$250,000**
26507	Grade and Pave		**Local**	$540,399				**$540,39**
			Regional	$250,000				**$250,000**

RPA 8 Final FY 2026-2029 Transportation Improvement Program Map



TPMS NUMBERS ON MAP CORRESPOND WITH TPMS NUMBERS ON SPREADSHEET
Prepared by ECIA 05-28-26
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.

Operations & Maintenance (O&M)

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

The anticipated available revenues and costs to implement the FFY 2027–2030 TIP are developed using City Street finance reports, County secondary road Operation & Maintenance reports, Iowa DOT Operation & Maintenance and funding reports provided by the Iowa DOT.

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

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

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

<u>O&M Costs on Federal-Aid Routes for Member Agencies</u>

The cities and counties report annually to IADOT on the revenues, operations and maintenance. The data from these reports are used to generate annual operating and maintenance costs. The O&M costs of members agencies to keep the system intact. Table below provides members annual nonfederal aid revenue for FY 2025.

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

RPA 8 Members	On System Miles	Off System Miles	Per On Sys	Total Roadway Operations	Total Maintenance	Total Operations on Fed-Aid Routes	Total Maintenance on Fed-Aid Routes
CLINTON	6.7	31.29	17.64%	$1,899,330	$494,055	$335,058	$87,156
DEWITT	42.68	116.28	26.85%	$3,704,654	$230,171	$994,682	$61,800
MANCHESTER	9.19	27.83	24.82%	$1,669,250	$220,145	$414,382	$54,650
MAQUOKETA	9.08	28.9	23.91%	$795,504	$72,863	$190,184	$17,420
CLINTON COUNTY	341.26	670.56	33.73%	$2,889,598	$5,511,103	$974,592	$1,858,763
DELAWARE COUNTY	295.11	614.14	32.46%	$3,059,803	$4,962,784	$993,115	$1,610,762
DUBUQUE COUNTY	302.40	467.59	39.27%	$4,257,240	$5,439,448	$1,671,972	$2,136,267
JACKSON COUNTY	345.19	492.24	41.22%	$2,783,498	$4,814,749	$1,147,367	$1,984,656
TOTAL	**1,351.63**	**2,448.83**	**35.56%**	**$21,058,877**	**$21,745,318**	**$6,721,351**	**$7,811,473**

Source: 2025 City Street Finance Report - O&M costs, 2025 County Secondary Road O&M Data

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

The future projections of Operation costs on Federal-Aid Routes for Member Agencies are projected to Fiscal Year (FY) 2030 using 4% inflation for each year using FY 2025 operation costs as base year. Table below provides the future projections of Operation Costs on Federal Aid Routes for Member agencies.

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

RPA 8 Members	2025	2026	2027	2028	2029	2030
CLINTON	$335,058	$348,461	$362,399	$376,895	$391,971	$407,650
DEWITT	$994,682	$1,034,469	$1,075,848	$1,118,882	$1,163,637	$1,210,183
MANCHESTER	$414,382	$430,957	$448,195	$466,123	$484,768	$504,159
MAQUOKETA	$190,184	$197,791	$205,703	$213,931	$222,488	$231,388
CLINTON COUNTY	$974,592	$1,013,576	$1,054,119	$1,096,284	$1,140,135	$1,185,740
DELAWARE COUNTY	$993,115	$1,032,840	$1,074,153	$1,117,119	$1,161,804	$1,208,276
DUBUQUE COUNTY	$1,671,972	$1,738,850	$1,808,405	$1,880,741	$1,955,970	$2,034,209
JACKSON COUNTY	$1,147,367	$1,193,262	$1,240,992	$1,290,632	$1,342,257	$1,395,948
TOTAL	**$6,721,351**	**$6,990,205**	**$7,269,814**	**$7,560,606**	**$7,863,030**	**$8,177,552**

Source: RPA 8

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

The future projections of Maintenance costs on Federal-Aid Routes for Member Agencies are projected to Fiscal Year (FY) 2030 using 4% inflation for each year using FY 2025 operation costs as base year. Table below provides the future projections of Maintenance Costs on Federal Aid Routes for Member agencies.

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

RPA 8 Members	2025	2026	2027	2028	2029	2030
CLINTON	$87,156	$90,642	$94,267	$98,038	$101,960	$106,038
DEWITT	$61,800	$64,272	$66,843	$69,516	$72,297	$75,189
MANCHESTER	$54,650	$56,836	$59,109	$61,474	$63,932	$66,490
MAQUOKETA	$17,420	$18,116	$18,841	$19,595	$20,378	$21,194
CLINTON COUNTY	$1,858,763	$1,933,113	$2,010,438	$2,090,856	$2,174,490	$2,261,469
DELAWARE COUNTY	$1,610,762	$1,675,192	$1,742,200	$1,811,888	$1,884,364	$1,959,738
DUBUQUE COUNTY	$2,136,267	$2,221,718	$2,310,587	$2,403,010	$2,499,131	$2,599,096
JACKSON COUNTY	$1,984,656	$2,064,042	$2,146,604	$2,232,468	$2,321,767	$2,414,638
TOTAL	**$7,811,473**	**$8,123,932**	**$8,448,889**	**$8,786,845**	**$9,138,319**	**$9,503,851**

Source: RPA 8

Member Agencies nonfederal aid revenues

The cities and counties report annual to IADOT on the revenues, operations and maintenance. The data from these reports are used to generate annual nonfederal aid revenues. The nonfederal aid revenue provides the other source of funding that RPA 8 members use to operate and maintain the system. Table below provides members annual nonfederal aid revenue for FY 2025.

Member Agencies nonfederal aid revenues

RPA 8 Members (Cities)	General Fund (001)	Road Use (110)	Other (LOST, Benefits, TIF Etc)	Service Debt (200)	Capital Projects (300)	Utilities (600 & Up)	Total
CLINTON	$0	$4,084,031	$463,122	$3,484,892	$11,705,153	$0	$19,737,198
DEWITT	$0	$797,255	$666,413	$3,534,113	$4,813,765	$157,340	$9,968,886
MANCHESTER	$241,906	$822,672	$1,219,727	$505,612	$1,884,285	$0	$4,674,202
MAQUOKETA	$979,482	$870,446	$140,496	$433,402	$192,201	$0	$2,616,027
TOTAL	**$1,221,388**	**$6,574,404**	**$2,489,758**	**$7,958,019**	**$18,595,404**	**$157,340**	**$36,996,313**

Source: IADOT

RPA 8 Members (Counties)	CLINTON	DELAWARE	DUBUQUE	JACKSON
Property Tax	$2,133,121	$3,400,000	$5,103,255	$1,400,000
L.O.S.T.	$1,295,538	$1,520,259	$5,291,804	$989,986
RUTF	$5,038,380	$4,662,000	$5,865,068	$4,349,329
FM xfr Revenue	$564,875	$516,712	$655,664	$486,258
Time-21 Funds	$74,202	$50,166	$113,299	$90,632
RISE Runds	$0	$0	$0	$0
BR Funds	$0	$0	$28,143	$659,013
FM Transfer	$0	$0	$0	$0
Tx Rfds/Crdts	$0	$0	$0	$0
Misc. Recs.	$2,017	$4,912	$12,263	$10,696
Total	**$9,108,134**	**$10,154,049**	**$17,069,496**	**$7,985,913**

Source: IADOT

Member Agencies nonfederal aid revenues projections

The future projections of nonfederal aid revenues projections for Member Agencies are projected to Fiscal Year (FY) 2030 using 0% inflation for each year using FY 2025 operation costs as base year. Table below provides the future nonfederal aid revenues projections for Member agencies.

Future non-federal aid revenues projections for Member agencies

RPA 8 Members	2025	2026	2027	2028	2029	2030
CLINTON	$19,737,198	$19,737,198	$19,737,198	$19,737,198	$19,737,198	$19,737,198
DEWITT	$9,968,886	$9,968,886	$9,968,886	$9,968,886	$9,968,886	$9,968,886
MANCHESTER	$4,674,202	$4,674,202	$4,674,202	$4,674,202	$4,674,202	$4,674,202
MAQUOKETA	$2,616,027	$2,616,027	$2,616,027	$2,616,027	$2,616,027	$2,616,027
CLINTON CO	$9,108,134	$9,108,134	$9,108,134	$9,108,134	$9,108,134	$9,108,134
DELAWARE CO	$10,154,049	$10,154,049	$10,154,049	$10,154,049	$10,154,049	$10,154,049
DUBUQUE CO	$17,069,496	$17,069,496	$17,069,496	$17,069,496	$17,069,496	$17,069,496
JACKSON CO	$7,985,913	$7,985,913	$7,985,913	$7,985,913	$7,985,913	$7,985,913
TOTAL	**$81,313,905**	**$81,313,905**	**$81,313,905**	**$81,313,905**	**$81,313,905**	**$81,313,905**

Source: RPA 8

COMPARISONS ON OPERATION & MAINTENANCE AND REVENUES

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

RPA 8 Members Comparison between O&M costs and Revenues

RPA 8 Members	2027	2028	2029	2030
Revenues	$81,313,905	$81,313,905	$81,313,905	$81,313,905
O&M Projections	$14,532,825	$15,114,138	$15,718,703	$16,347,451

Source: RPA 8

FINANCE

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

ANNUAL ALLOCATION FEDERAL PROGRAMS

RPA 8 receives Surface Transportation Block Grants (STBG), and Transportation Alternative Program (TAP) funds from IADOT.

Surface Transportation Block Grant (STBG) Program

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

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

IADOT STBG- Swap funds

Iowa targets STBG funding to each of its 27 MPOs and RPAs on an annual basis for programming based on regional priorities. Iowa has implemented a Swap program that allows MPOs and RPAs, at their discretion, to swap targeted federal STBG funding for state Primary Road Fund dollars.

Iowa also targets a portion of its STBG funding directly to counties for use on county bridge projects. Iowa's swap program allows counties, at their discretion, to swap federal STBG funding for state Primary Road Fund dollars. These funds can be used on either on-system or off-system bridges, however off-system bridge investments must be continued to maintain the ability to transfer the federal STBG set-aside for off-system bridges.

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

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

Change to Federal Aid SWAP

With the passage of the Infrastructure Investment and Jobs Act (IIJA), the increase in new federal funds has impacted Iowa Department of Transportation's ability to provide SWAP-STBG funds for Local Public Agency (LPA) projects. For Counties, any projects that had been programmed for SWAP-STBG and County Highway Bridge (HBP) let in January 2023 or later must utilize federal aid and not be exchanged for state funds. For cities, any projects that has been programmed for SWAP under STBG through RPA will remain federal-aid SWAP.

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 RPA 8 as follows:

1. IA DOT is an eligible applicant for STBG-SWAP funds and can request funding.
2. Cities below 5,000 population, transit agencies can compete each year through an application process for 13.74% of the STBG funds set aside by RPA Policy board (Appendix D).
3. 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:

	FFY2027 Target(2) using 2020 census	FFY2028 Target(2) using 2020 census	FFY2029 Target(2) using 2020 census	FFY2030 Target(2) using 2020 census
Per Capita				
Sub Allocations Before taking Funds from top	**$3,166,904**	**$3,167,000**	**$3,167,000**	**$3,167,000**
RPA Planning by ECIA Staff	$69,575	$69,575	$69,575	$69,575
% Small city funding	13.74%	13.74%	13.74%	13.74%
Sub allocation amount	$2,671,756	$2,671,839	$3,167,000	$2,671,839
Clinton County	$427,764	$427,778	$427,778	$427,778
Delaware County	$322,517	$322,527	$322,527	$322,527
Dubuque County	$505,726	$505,742	$505,742	$505,742
Jackson County	$346,765	$346,776	$346,776	$346,776
City of Clinton	$635,247	$635,267	$635,267	$635,267
City of DeWitt	$143,151	$143,155	$143,155	$143,155
City of Manchester	$131,494	$131,498	$131,498	$131,498
City of Maquoketa	$159,091	$159,096	$159,096	$159,096
Total suballocated	**2,671,756**	**2,671,839**	**2,671,839**	**2,671,839**

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

RPA 8 Surface Transportation Program (STBG Funds Status from Iowa DOT

Federal Fiscal Year	STP Target	Target Programmed	Un- Programmed Balance
FY 2026 Q2*			$216,330
FFY 2027	$3,235,693	$1,226,949	$2,225,074
FFY 2028	$3,235,693	$4,070,537	$1,390,230
FFY 2029	$3,235,693	$2,559,575	$2,066,348
FFY 2030	$3,235,693	$69,575	$5,232,466
*Balance has been adjusted based on project changes occurring since the most recent Qrtly report			

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

	TPMS	FFY 2027	FFY 2028	FFY 2029	FFY 2030	TOTAL
ECIA						
RPA Planning	478	$119,384	$69,575	$69,575	$69,575	$258,534
Clinton County						
Y-54 CIR and HMA Overlay	53250			$890,000		$890,000
City of DeWitt						
Repaving 11th Street	58385		$633,133			$633,133
Delaware County						
D5X Paving Project	51013		$1,720,000			$1,720,000
Jackson County						
Iron Bridge (FA-0873) Replacement	55173		$1,508,636			$1,508,636
City of Maquoketa						
900 W Summit St to100 Jacobsen Dr - Repaving	39019	$618,758				$618,758
Dubuque County						
D39	58032			$1,600,000		$1,600,000
City of Manchester						
W Marion Street	57430	$375,000				$375,000
Small City Projects						
Bellevue	56101	$113,807				$113,807
Camanche	59097		$139,193			$139,193
Total		**$1,226,949**	**$4,070,537**	**$2,559,575**	**$69,575**	**$7,857,061**

Iowa's Transportation Alternative Program (TAP)

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

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

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

RPA 8 Transportation Alternative Program (TAP)Funds Status

Federal Fiscal Year	TAP	Target Programmed	Un- Programmed Balance
FY 2026 Q2*			$408,427
FFY 2027	$328,148	$1,163,322	-$426,747
FFY 2028	$328,148	$0	-$98,599
FFY 2029	$328,148	$0	$229,549
FFY 2030	$328,148	$0	$557,697
*Balance has been adjusted based on project changes occurring since the most recent Qrtly report			

	TPMS	FFY2027	FFY2028	FFY2029	FFY2030
Epworth South Gate Trail	55826	$163,322			
South 14th Street Trail	58138	$500,000			
Maquoketa Summit Loop Reconstruction	59098	$500,000			
Total		**$1,163,322**	**$0**	**$0**	**$0**

FEDERAL PROGRAMS

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

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

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

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

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

National Highway Performance Program (NHPP) - NHPP funds are available to be used on projects that improve the condition and performance of the National Highway System (NHS) including some state and U.S. highways and interstates.

STBG Bridge Program (STBG-HBP) in Iowa – While the Highway Bridge Program was eliminated in MAP-21 a portion of Iowa's STBG will continue to be targeted directly to counties and dedicated

specifically to county bridge projects. A portion of these funds are required to be obligated on off-system bridges. The remaining funds can be used on either on or off system bridges.

Transportation Alternatives Set-Aside Program (TA) - The TA Set-Aside are Federal highway and transit funds under the Surface Transportation Program (STP) for community based "nontraditional" projects designed to strengthen the cultural, aesthetic, and environmental aspects of the nation's intermodal transportation system. The TA Set-Aside Program continues to provide funds to build pedestrian and bicycle facilities, improve access to public transportation, create safe routes to school, preserve historic transportation structures, provide environmental mitigation, and create trail projects that serve a transportation purpose while promoting safety and mobility.

Federal Lands and Tribal Transportation Programs (FLHP) – The Federal Lands Transportation Program and Federal Lands Access Program provide funding for projects that improve access within, and to, federal lands. Federal Lands Access Program funding will be distributed through a grant process where a group of FHWA, Iowa DOT, and local government representatives will solicit, rank, and select projects to receive funding. The Tribal Transportation Program continues the Indian Reservation Road program and will distribute funds based on formula comprised of tribal population, road mileage, and average funding under SAFETEA-LU.

STATE FUNDING PROGRAMS

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

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

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

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

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

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

FEDERAL TRANSIT ADMINISTRATION FUNDING SOURCE

ANNUAL ALLOCATION FEDERAL PROGRAMS

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

FTA Section 5311- Nonurbanized Area Formula Grant Program: Provides FTA funding (through the States) for rural and small urban transit and paratransit assistance, capital improvements, and operating assistance. These funds are distributed to transit authorities and nonurbanized areas. Clinton MTA and RTA 8 matches these funds through local funds and statewide transit assistance (STA).

CLINTON MTA & RTA 8 TRANSIT FTA Funds Status

Section 5311/STA Funds	Programmed Amounts							
	FFY 27		FFY 28		FFY 29		FFY 30	
	Total	Fed Aid	Total	Fed Aid	Total	Fed Aid	Total	Fed Aid
Clinton MTA	$2,095,263	$891,176	$2,095,263	$891,176	$2,095,263	$891,176	$2,095,263	$891,176
RTA 8	$1,016,798	$508,399	$1,016,798	$508,399	$1,016,798	$508,399	$1,016,798	$508,399
Total	**$3,112,061**	**$1,399,575**	**$3,112,061**	**$1,399,575**	**$3,112,061**	**$1,399,575**	**$3,112,061**	**$1,399,575**

Source: RPA 8

FEDERAL PROGRAMS

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

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

STA special projects - Each year up to $300,000 of the total STA funds are set aside to fund special projects. These can include grants to individual systems to support transit services that are developed in conjunction with human services agencies. Grants can also be awarded to statewide projects that improve public transit in Iowa through such means as technical training for transit system or planning agency

personnel, statewide marketing campaigns, etc. This funding is also used to mirror the Rural Transit Assistance Program to support individual transit training fellowships for large urban transit staff or planners.

STA coordination special projects - Funds provide assistance with startup of new services that have been identified as needs by health, employment, or human services agencies participating in the passenger transportation planning process.

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

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

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

Overall Program Funding

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

	FFY 2027			FFY 2028			FFY 2029			FFY 2030		
Row Labels	**FA**	**SWAP**	**Total**	**FA**	**SWAP**	**Total**	**FA**	**SWAP**	**Total**	**FA**	**SWAP**	**Total**
CHBP	$2,390,320		$2,987,900									
Grant Application	$113,807		$3,246,807	$1,508,636		$7,495,000						$4,905,000
HBP	$2,310,000	$80,000	$2,390,000	$2,850,000	$400,000	$3,250,000	$4,335,000	$500,000	$4,835,000	$2,490,000		$2,490,000
ILL			$19,900,000									
PRF			$1,348,000			$90,000			$3,288,000			$4,287,000
STBG	$30,142,284		$37,390,230	$7,257,575		$9,951,969	$3,599,575	$250,000	$5,201,969	$2,674,375		$3,342,969
SWAP-HSIP		$500,000	$650,000									
SWAP-STBG		$618,758	$618,758		$772,326	$2,216,900						
TAP	$1,663,322		$2,310,596									
Grand Total	**$36,619,733**	**$1,198,758**	**$70,842,291**	**$11,616,211**	**$1,172,326**	**$23,003,869**	**$7,934,575**	**$750,000**	**$13,324,969**	**$5,164,375**		**$15,024,969**

RPA 8 Transportation Improvement Program (TIP) Transportation Projects for FFY 2027 - 2030

RPA 8

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

CHBP

59099	BRM-CHBP-2160(619)--NB-31	TIP Approved	**Total**	**$1,777,900**				**$1,777,900**
Dyersville	In the city of Dyersville, On 3rd Ave SE, Over North Fork of Maquoketa River	3/16/2027	**Federal Aid**	$1,422,320				**$1,422,320**
	Bridge Replacement		**Local**	$355,580				**$355,580**
45812	BROSCHBP-C031(134)--NC-31	TIP Approved	**Total**	**$550,000**				**$550,000**
Dubuque County	On FLANNAGAN RD, Over CREEK, S13 T90N R01W	3/16/2027	**Federal Aid**	$440,000				**$440,000**
	Bridge Replacement		**Other**	$110,000				**$110,000**
53229	BROSCHBP-C049(105)--NC-49	TIP Approved	**Total**	**$660,000**				**$660,000**
Jackson County	On 578TH AVE, Over SCHRAMLING CREEK, S35 T84 R06E	3/16/2027	**Federal Aid**	$528,000				**$528,000**
	Bridge Replacement-CCS		**Local**	$132,000				**$132,000**

Grant Application

56101	STP-S-TSF-C049(106)--5P-49	TIP Approved	**Total**	**$3,246,807**				**$3,246,807**
Jackson County	On 395TH AVE, from US 52 N 1.8 miles	1/20/2027	**Federal Aid**	$113,807				**$113,807**
	HMA Resurfacing with Milling		**Other**	$675,000				**$675,000**
			Grant App	$2,458,000				**$2,458,000**
			Regional	$113,807				**$113,807**
55173	DGA-C049(99)--XT-49	TIP Approved	**Total**		**$7,495,000**			**$7,495,000**
Jackson County	On E 23Y, Over MAQUOKETA RIVER, S8 T84 R04E	11/16/2027	**Federal Aid**		$1,508,636			**$1,508,636**
	Bridge Replacement		**FM**		$60,364			**$60,364**
			Other		$2,000,000			**$2,000,000**
			Grant App		$3,926,000			**$3,926,000**
			Regional		$1,508,636			**$1,508,636**

Project ID Sponsor STIP ID	Project Number Location Work Codes	Approval Level Letting Date		2027	2028	2029	2030	Totals
Grant Application								
54946	DGA-C023()--XT-23	TIP Approved	**Total**				**$4,905,000**	**$4,905,000**
Clinton County	Over WAPSIPINICON RIVER, S11 T81 R01E		**Federal Aid**					
	Bridge Replacement		**FM**				$790,328	**$790,328**
			Grant App				$4,114,672	**$4,114,672**
HBP								
58407	BHS-C023(149)--63-23	TIP Approved	**Total**	**$400,000**				**$400,000**
Clinton County	On 190TH ST, Over CREEK,sec 22, T82N, R3E	2/16/2027	**Federal Aid**	$320,000				**$320,000**
	Bridge Deck Overlay		**Swap**	$80,000				**$80,000**
58199	BROS-5160(602)--8J-49	TIP Approved	**Total**	**$360,000**				**$360,000**
Jackson County	In the city of Monmouth, On West ST, Over Beers Creek, S19 T84N R01E	3/16/2027	**Federal Aid**	$360,000				**$360,000**
	Bridge Replacement - Other							
44757	BROS-C028(108)--5F-28	TIP Approved	**Total**	**$400,000**				**$400,000**
Delaware County	On 240th Street, Over Unnamed Stream, S8 T88N R5W	11/17/2026	**Federal Aid**	$400,000				**$400,000**
	Bridge New-CCS							
51003	BROS-C031(133)--5F-31	TIP Approved	**Total**	**$500,000**				**$500,000**
Dubuque County	On SAINT JOES PRAIRIE RD, Over LYTLE CREEK, S9 T87N	11/17/2026	**Federal Aid**	$500,000				**$500,000**
	Bridge Replacement							
56091	BROS-C049(102)--8J-49	TIP Approved	**Total**	**$730,000**				**$730,000**
Jackson County	On 189TH ST, Over BRUSH CREEK, S2 T85N R03E	11/17/2026	**Federal Aid**	$730,000				**$730,000**
	Bridge Replacement-CCS							
57430	BHM-4682(630)--8K-28	TIP Approved	**Total**		**$1,500,00**			**$1,500,000**
Manchester	In the city of Manchester, On W MARION ST, Over MAQUOKETA RIVER, S32 T89N R05W	11/16/2027	**Federal Aid**		$1,200,000			**$1,200,000**
	Bridge Replacement		**Swap**		$300,000			**$300,000**
36148	BHS-C023()--63-23	TIP Approved	**Total**		**$500,000**			**$500,000**
Clinton County	On Y4E, Over YANKEE RUN CREEK, S15 T81 RE1		**Federal Aid**		$400,000			**$400,000**
	Bridge Deck Overlay		**Swap**		$100,000			**$100,000**

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	**Location**	**Letting Date**						
STIP ID	**Work Codes**							

HBP

35157	BROS-C023()--8J-23	TIP Approved	**Total**		**$850,000**			**$850,000**
Clinton County	On 250 AVE, Over BLACK CREEK, S27 T82 RE3		**Federal Aid**		$850,000			**$850,000**
	Bridge Replacement							
44755	BROS-C028(109)--8J-28	TIP Approved	**Total**		**$400,000**			**$400,000**
Delaware County	On 140th Street, Over Routherford Branch, S24 T90N R5W	11/17/2026	**Federal Aid**		$400,000			**$400,000**
	Bridge New-CCS							
58500	BHS-C082()--63-82	TIP Approved	**Total**			**$2,500,000**		**$2,500,000**
Clinton County	On Y 52, Over WAPSIPINICON RIVER		**Federal Aid**			$2,000,000		**$2,000,000**
	Bridge Rehabilitation		**Swap**			$500,000		**$500,000**
55043	BROS-C023()--8J-23	TIP Approved	**Total**			**$900,000**		**$900,000**
Clinton County	On 135TH ST, Over DEEP CR, S19 T83 R05E		**Federal Aid**			$900,000		**$900,000**
	Bridge Replacement-CCS							
53033	BROS-C028()--5F-28	TIP Approved	**Total**			**$350,000**		**$350,000**
Delaware County	On 240TH ST, Over SMALL STREAM, from 170th Ave W 0.0 miles to Bridge S18 T88 R05		**Federal Aid**			$350,000		**$350,000**
	Bridge Replacement							
53034	BROS-C028()--5F-28	TIP Approved	**Total**			**$350,000**		**$350,000**
Delaware County	On 240TH ST, Over STREAM, from 167th Ave W 0.3 miles to Bridge S18 T88 R05		**Federal Aid**			$350,000		**$350,000**
	Bridge Replacement							
45814	BROS-C031()--8J-31	TIP Approved	**Total**			**$735,000**		**$735,000**
Dubuque County	On FISH POND RD, Over Hogans Branch, S3 T88N R01W		**Federal Aid**			$735,000		**$735,000**
	Bridge Replacement							
57168	BHOS-C023()--89-23	TIP Approved	**Total**				**$450,000**	**$450,000**
Clinton County	On 110TH ST, Over PRAIRIE CREEK, S9 T83N R02E		**Federal Aid**				$450,000	**$450,000**
	Bridge Deck Overlay							

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
HBP								
55047	BROS-C031()--8J-31	TIP Approved	**Total**				**$1,050,000**	**$1,050,000**
Dubuque County	On STOFFEL RD, Over PRAIRIE CREEK, S23 T87N R01E		**Federal Aid**				$1,050,000	**$1,050,000**
	Bridge Replacement							
56146	BROS-C049()--8J-49	TIP Approved	**Total**				**$990,000**	**$990,000**
Jackson County	On 317TH AVE, Over BRUSH CREEK, S29 T85N R04E		**Federal Aid**				$990,000	**$990,000**
	Bridge Replacement-CCS							
ILL								
48369	ILL-2160()--93-31	TIP Approved	**Total**	**$19,900,000**				**$19,900,000**
Dyersville	In the city of Dyersville, On 1ST ST SW, Over SMALL STREAM		**Federal Aid**					
	Bridge New, Pavement Widening		**Local**	$3,900,000				**$3,900,000**
			Other	$16,000,000				**$16,000,000**
PRF								
37915	BRFN-030()--39-23	TIP Approved	**Total**	**$25,000**	**$25,000**	**$25,000**	**$25,000**	**$100,000**
Iowa Department of Transportation	US 30: Mississippi River in Clinton (State Share)		**Federal Aid**					
	Bridge Cleaning		**DOT**	$25,000	$25,000	$25,000	$25,000	**$100,00**
37952	BRFN-052()--39-49	TIP Approved	**Total**	**$25,000**	**$25,000**	**$25,000**	**$25,000**	**$100,000**
Iowa Department of Transportation	US 52: Mississippi River in Sabula (State Share)		**Federal Aid**					
	Bridge Cleaning		**DOT**	$25,000	$25,000	$25,000	$25,000	**$100,000**
37917	BRFN-136()--39-23	TIP Approved	**Total**	**$40,000**	**$40,000**	**$40,000**	**$40,000**	**$160,000**
Iowa Department of Transportation	IA 136: Mississippi River in Clinton (State Share)		**Federal Aid**					
	Bridge Cleaning		**DOT**	$40,000	$40,000	$40,000	$40,000	**$160,000**
39204	NHSN-030()--2R-23	TIP Approved	**Total**	**$525,000**				**$525,000**
Iowa Department of Transportation	US 30: Wapsipinicon River 1.5 mi E of Co Rd Y4E		**Federal Aid**					
	Fencing		**DOT**	$525,000				**$525,000**
55749	NHSN-030()--2R-23	TIP Approved	**Total**	**$297,000**				**$297,000**
Iowa Department of Transportation	US 30: Mitigation - UP RR Bridge Project		**Federal Aid**					
	Wetland Mitigation		**DOT**	$297,000				**$297,000**

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	**Location**	**Letting Date**						
STIP ID	**Work Codes**							

PRF

52609	NHSN-052()--2R-31	TIP Approved	**Total**	**$436,00**				**$436,000**
Iowa Department of Transportation	US 52: 0.7 mi N of Boy Scout Rd to S of Co Rd C9Y in Sageville		**Federal Aid**					
	Erosion Control		**DOT**	$436,000				**$436,000**
57791	BRFN-013()--39-28	TIP Approved	**Total**			**$975,000**		**$975,000**
Iowa Department of Transportation	IA 13: At US 20 Interchange		**Federal Aid**					
	Bridge Deck Overlay		**DOT**			$975,000		**$975,000**
57795	BRFN-052()--39-49	TIP Approved	**Total**			**$650,000**		**$650,000**
Iowa Department of Transportation	US 52: Pleasant Creek 0.3 mi N of Co Rd Z34		**Federal Aid**					
	Bridge Deck Overlay		**DOT**			$650,000		**$650,000**
57794	BRFN-067()--39-23	TIP Approved	**Total**			**$689,000**		**$689,000**
Iowa Department of Transportation	US 67: Shadducks Creek 5.7 mi N of N Jct IA 136		**Federal Aid**					
	Bridge Deck Overlay		**DOT**			$689,000		**$689,000**
57789	BRFN-136()--39-23	TIP Approved	**Total**			**$884,000**		**$884,000**
Iowa Department of Transportation	IA 136: Mill Creek 2.7 mi N of N Jct US 67		**Federal Aid**					
	Bridge Deck Overlay		**DOT**			$884,000		**$884,000**
58861	BRFN-030()--39-23	TIP Approved	**Total**				**$1,954,00**	**$1,954,000**
Iowa Department of Transportation	US 30: At E Jct US 61		**Federal Aid**					
	Bridge Deck Overlay		**DOT**				$1,954,000	**$1,954,000**
58858	BRFN-038()--39-28	TIP Approved	**Total**				**$847,000**	**$847,000**
Iowa Department of Transportation	IA 38: Sand Creek 0.2 mi N of Co Rd D47		**Federal Aid**					
	Bridge Deck Overlay		**DOT**				$847,000	**$847,000**
58860	BRFN-061()--39-49	TIP Approved	**Total**				**$847,000**	**$847,000**
Iowa Department of Transportation	US 61: Prairie Creek 2.0 mi of IA 64 (NB)		**Federal Aid**					
	Bridge Deck Overlay		**DOT**				$847,000	**$847,000**
58855	NHSN-003()--2R-28	TIP Approved	**Total**				**$549,000**	**$549,000**
Iowa Department of Transportation	IA 3: E Jct IA 3 to Dubuque Co Line - Various Locations		**Federal Aid**					
	Grading, Right of Way		**DOT**				$549,000	**$549,000**

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

STBG

55751	BRF-003()--38-31	TIP Approved	**Total**	**$477,000**				**$477,000**
Iowa Department of Transportation	IA 3: N Fork Maquoketa River 1.5 mi E of US 52		**Federal Aid**	$381,600				**$381,600**
	Bridge Deck Overlay		**DOT**	$95,400				**$95,400**
54675	BRF-013()--38-28	TIP Approved	**Total**	**$1,841,000**				**$1,841,000**
Iowa Department of Transportation	IA 13: CC RR 1.0 mi N of US 20		**Federal Aid**	$1,472,800				**$1,472,800**
	Bridge Rehabilitation		**DOT**	$368,200				**$368,200**
54540	BRF-020()--38-28	TIP Approved	**Total**	**$937,000**				**$937,000**
Iowa Department of Transportation	US 20: Abandoned RR 0.4 mi W of IA 38 (EB)		**Federal Aid**	$749,600				**$749,600**
	Bridge Deck Overlay		**DOT**	$187,400				**$187,400**
52526	BRF-020()--38-31	TIP Approved	**Total**	**$5,711,000**				**$5,711,000**
Iowa Department of Transportation	US 20: N Fork Maquoketa River 0.6 mi W of IA 136 (WB)		**Federal Aid**	$4,564,000				**$4,564,000**
	Bridge Replacement, Right of Way		**DOT**	$1,147,000				**$1,147,000**
54531	BRF-030()--38-23	TIP Approved	**Total**	**$509,000**				**$509,000**
Iowa Department of Transportation	US 30: Brophy's Creek 8.5 mi E of E Jct US 61 (EB)		**Federal Aid**	$407,200				**$407,200**
	Bridge Deck Overlay		**DOT**	$101,800				**$101,800**
48413	BRF-030()--38-23	TIP Approved	**Total**	**$12,857,000**	**$5,895,000**			**$18,752,000**
Iowa Department of Transportation	US 30: UP RR 0.6 mi E of Co Rd Y4E		**Federal Aid**	$10,285,600	$4,716,000			**$15,001,600**
	Bridge Replacement, Grading, Pave		**DOT**	$2,571,400	$1,179,000			**$3,750,400**
52524	BRF-030()--38-23	TIP Approved	**Total**	**$2,130,000**				**$2,130,000**
Iowa Department of Transportation	US 30: Unnamed Stream 1.0 mi E of Co Rd Y4E		**Federal Aid**	$1,704,000				**$1,704,000**
	Bridge Replacement		**DOT**	$426,000				**$426,000**
54676	BRF-062()--38-49	TIP Approved	**Total**	**$1,105,000**				**$1,105,000**
Iowa Department of Transportation	IA 62: Brush Creek 2.0 mi N of Co Rd Y61		**Federal Aid**	$884,000				**$884,000**
	Bridge Rehabilitation		**DOT**	$221,000				**$221,000**
478	RGPL-PA08(RTP)--ST-00	TIP Approved	**Total**	**$149,230**	**$86,969**	**$86,969**	**$86,969**	**$410,137**
RPA 8	On ECIA Transportation Planning		**Federal Aid**	$119,384	$69,575	$69,575	$69,575	**$328,109**
	Trans Planning		**Local**	$29,846	$17,394	$17,394	$17,394	**$82,028**

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	**Location**	**Letting Date**						
STIP ID	**Work Codes**							

STBG

58859	STP-062()--2C-49	TIP Approved	**Total**	**$5,720,000**				**$5,720,000**
Iowa Department of Transportation	IA 62: Andrew to Bellevue		**Federal Aid**	$4,685,500				**$4,685,500**
	Pavement Rehab, Pavement Widening		**DOT**	$1,034,500				**$1,034,500**
58857	STP-136()--2C-23	TIP Approved	**Total**	**$5,954,000**				**$5,954,000**
Iowa Department of Transportation	IA 136: W of Charlotte to W of Delmar		**Federal Aid**	$4,888,600				**$4,888,600**
	Pave, Pavement Widening		**DOT**	$1,065,400				**$1,065,400**
55629	BRF-038()--38-28	TIP Approved	**Total**		**$950,000**			**$950,000**
Iowa Department of Transportation	IA 38: Plum Creek 3.5 mi N of Co Rd D22		**Federal Aid**		$752,000			**$752,000**
	Bridge Replacement, Right of Way		**DOT**		$198,000			**$198,000**
51013	STP-S-C028()--5E-28	TIP Approved	**Total**		**$3,020,000**			**$3,020,000**
Delaware County	On D 5X, from Jefferson Rd E 4.3 miles to X31		**Federal Aid**		$1,720,000			**$1,720,000**
	HMA Resurfacing		**FM**		$1,300,000			**$1,300,000**
			Regional		$1,720,000			**$1,720,000**
57788	BRF-061()--38-49	TIP Approved	**Total**			**$1,300,000**		**$1,300,000**
Iowa Department of Transportation	US 61: N Fork Maquoketa River 5.4 mi N of IA 64 (NB)		**Federal Aid**			$1,040,000		**$1,040,000**
	Bridge Deck Overlay		**DOT**			$260,000		**$260,000**
53250	STP-S-C023()--5E-23	TIP Approved	**Total**			**$1,815,000**		**$1,815,000**
Clinton County	On Y-54 and F-21, from Grand Mound S to Y-52		**Federal Aid**			$890,000		**$890,000**
	Pavement Rehab		**FM**			$675,000		**$675,000**
			Swap			$250,000		**$250,000**
			Regional			$890,000		**$890,000**
58032	STP-S-C031()--5E-31	TIP Approved	**Total**			**$2,000,000**		**$2,000,000**
Dubuque County	On D39, from Y13 W 4.4 miles to Worthington		**Federal Aid**			$1,600,000		**$1,600,000**
	PCC Pavement - New		**FM**			$400,000		**$400,000**
			Regional			$1,600,000		**$1,600,000**
58856	BRF-067()--38-23	TIP Approved	**Total**				**$3,256,000**	**$3,256,000**
Iowa Department of Transportation	US 67: UP RR 0.5 mi S of US 30		**Federal Aid**				$2,604,800	**$2,604,800**
	Bridge Deck Overlay		**DOT**				$651,200	**$651,200**

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	**Location**	**Letting Date**						
STIP ID	**Work Codes**							

SWAP-HSIP

58396	HSIP-SWAP-C031()--FJ-31	TIP Approved	**Total**	**$650,000**				**$650,000**
Dubuque County	On Y 13, from Tom Lucas Rd N 3 miles to Route 3		**Federal Aid**					
	HMA Paved Shoulder - New		**FM**	$150,000				**$150,000**
			Swap	$500,000				**$500,000**

SWAP-STBG

58384	STBG-SWAP-4742()--SG-49	TIP Approved	**Total**	**$618,758**				**$618,758**
Maquoketa	In the city of Maquoketa, 2" Mill & Fill on Summist and Jacobsen Dr from 900 W Summit St to 100 Jacobsen		**Federal Aid**					
	PCC Pavement - Replace		**Swap**	$618,758				**$618,75**
			Regional	$618,758				**$618,758**
59097	STBG-SWAP-1040()--SG-23	TIP Approved	**Total**		**$916,900**			**$916,900**
Camanche	In the city of Camanche, On WASHINGTON BLVD, from 4th Avenue NE		**Federal Aid**					
	PCC Pavement - Replace		**Local**		$777,707			**$777,70**
			Swap		$139,193			**$139,193**
			Regional		$139,193			**$139,193**
58385	STBG-SWAP-1855()--SG-23	TIP Approved	**Total**		**$1,300,000**			**$1,300,000**
De Witt	In the city of De Witt, On 11th Street, from Maynard Way E 1.2 miles to Humeston Rd		**Federal Aid**					
	Pave		**Local**		$666,867			**$666,86**
			Swap		$633,133			**$633,133**
			Regional		$633,133			**$633,133**

TAP

55826	TAP-R-2405(604)--8T-31	TIP Approved	**Total**	**$204,153**				**$204,153**
Epworth	In the city of Epworth, South Gate Trail from Frontage Rd SE to south of US 20 along S. Center Avenue/Placid Road	1/20/2027	**Federal Aid**	$163,322				**$163,322**
	Ped/Bike Grade & Pave		**Local**	$40,831				**$40,831**
			Regional	$163,322				**$163,322**

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

TAP

58137	TAP-U-1040(611)--8I-23	TIP Approved	**Total**	**$649,000**				**$649,000**
Camanche	In the city of Camanche, shared-use path on 9th St, 9th Ave, and Washington Blvd for a total distance of 1.1 mi.	2/16/2027	**Federal Aid**	$500,000				**$500,000**
	Grade and Pave		**Local**	$149,000				**$149,000**
DOT Note: Statewide TAP								
58138	TAP-U-1415()--8I-23	TIP Approved	**Total**	**$800,000**				**$800,000**
Clinton	In the city of Clinton, On S 14TH ST from Bluff Boulevard Trail to the Lincoln Way National Trail		**Federal Aid**	$500,000				**$500,000**
	Pave		**Local**	$300,000				**$300,00**
			Regional	$500,000				**$500,000**
59098	TAP-U-4742()--8I-49	TIP Approved	**Total**	**$657,443**				**$657,443**
Maquoketa	In the city of Maquoketa, On E SUMMIT ST, from E Platt St SW to S Eliza St		**Federal Aid**	$500,000				**$500,000**
	Ped/Bike Paving		**Local**	$157,443				**$157,44**
			Regional	$500,000				**$500,000**

Amendment 10-22-2026

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

CHBP

45812	BROSCHBP-C031(134)--NC-31	Submitted	**Total**	**$550,000**				**$550,000**
Dubuque County	On FLANNAGAN RD, Over CREEK, S13 T90N R01W	3/16/2027	**Federal Aid**	$440,000				**$440,000**
27213	Bridge Replacement		**Other**	$110,000				**$110,000**

HBP

~~**58199**~~	~~BROS-5160(602)--8J-49~~	~~FHWA Approved~~	~~**Total**~~	~~**$360,000**~~	-	-	-	~~**$360,000**~~
~~Jackson County~~	~~In the city of Monmouth, On West ST, Over Beers Creek, S19 T84N R01E~~	~~2/16/2027~~	~~**Federal Aid**~~	~~$360,000~~	-	-	-	~~**$360,000**~~
~~27144~~	-		-	-	-	-	-	-

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

STBG

~~**54676**~~	~~BRF-062()--38-49~~	~~FHWA Approved~~	~~**Total**~~	~~**$1,105,000**~~	-	-	-	~~**$1,105,000**~~
~~Iowa Department of Transportation~~	~~IA 62: Brush Creek 2.0 mi N of Co Rd Y61~~		~~**Federal Aid**~~	~~$884,000~~	-	-	-	~~**$884,000**~~
~~27232~~	~~Bridge Rehabilitation~~		~~**DOT**~~	~~$221,000~~				~~**$221,000**~~

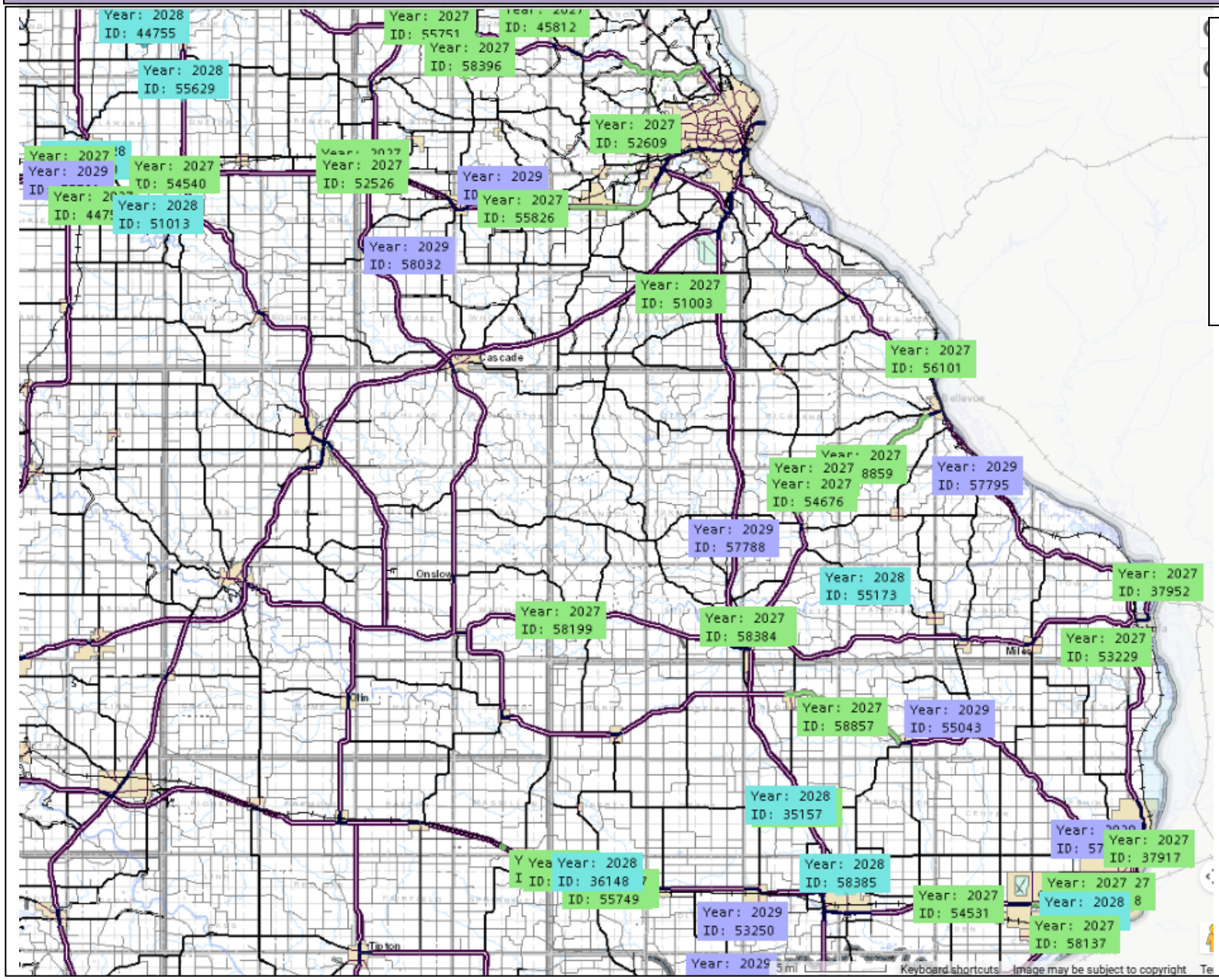
STBG

~~**58859**~~	~~STP-062()--2C-49~~	~~FHWA Approved~~	~~**Total**~~	~~**$5,720,000**~~	-	-	-	~~**$5,720,000**~~
~~Iowa Department of Transportation~~	~~IA 62: Andrew to Bellevue~~	-	~~**Federal Aid**~~	~~$4,685,500~~	-	-	-	~~**$4,685,500**~~
~~27236~~	~~Pavement Rehab, Pavement Widening~~		~~**DOT**~~	~~$1,034,500~~	-	-	-	~~**$1,034,500**~~

SWAP-STBG

58137	TAP-U-1040(611)--8I-23	Submitted	**Total**	**$502,000**				**$502,000**
Camanche	In the city of Camanche, shared-use path on the school district property, 9th Ave, and Washington Blvd for 0.8 mi.	4/20/2027	**Federal Aid**	$402,000				**$402,000**
27125	Grade and Pave		**Local**	$100,000				**$100,000**
DOT Note: Statewide TAP								

RPA 8 FFY 2027-2030 Transportation Improvement Program Map



TPMS NUMBERS ON MAP CORRESPOND WITH TPMS NUMBERS ON SPREADSHEET

Prepared by ECIA 06-25-26

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

RPA 8 Transportation Improvement Program (TIP) Transit Projects for FFY 2027 - 2028

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2027	2028	2029	2030	Totals
11678 Region 8 Regional Transit Authority	5311 Submitted	Operations	5311 Operations	Total	$1,016,798				$1,016,798
				FTA	$508,399				$508,399
				Local	$508,399				$508,399
11722 Clinton Municipal Transit Administration	5311 Submitted	Capital	Replace 35" HD low floor bus Diesel,UFRC, VSS,Low Floor Unit # 0941	Total	$1,038,400				$1,038,400
				FTA	$882,640				$882,640
				Local	$155,760				$155,760
11728 Clinton Municipal Transit Administration	5311,STA Submitted	Operations	Operations	Total	$2,095,263				$2,095,263
				FTA	$891,176				$891,176
				DOT	$312,911				$312,911
				Local	$891,176				$891,176
11944 Region 8 Regional Transit Authority	STA Submitted	Operations	State Transit Assistance	Total	$485,940				$485,940
				FTA					
				DOT	$485,940				$485,940
12121 Region 8 Regional Transit Authority	5339 Submitted	Capital	5339 funding for replacing Minvan (Bus numbers: 607) Unit # 607	Total	$131,700				$131,700
				FTA	$111,945				$111,945
				Local	$19,755				$19,755

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 week 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.

Swap Project Revision Process

The RPA 8 will make no distinction between amendments and administrative modifications for projects using swapped Primary Road Funds. Swap projects are subject to DMATS project revision processes and all applicable state public meeting requirements.

Redemonstrations of Fiscal Constraint

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

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

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

RESOLUTION

ECIA Regional Planning Affiliation

FFY 2027-2030 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 2027 through 2030; 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 2027–2030 Transportation Improvement Program is hereby approved.

Adopted this on 25th of June 2026.

_____ 06/25/2026

Scott Madison — Date

Chair, RPA Policy Board

ATTEST:

_____ 06/25/2026

Mae Hingtgen — Date

Executive Director, ECIA

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:

Accident Rate Scoring Criteria

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

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

Safety Improvement Scoring Criteria

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

ACCESSIBILITY AND MOBILITY

125 Total Points Available

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

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

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

Existing Volume/Capacity Ratio Scoring Criteria

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

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

Volume/Capacity Reduction Scoring Criteria

Volume/Capacity Ranges Change	Points
0	0

1	20
2	40
3	60

Volume Capacity Table

TABLE IV-2
CAPACITY BY FACILITY AND AREA TYPE

FACILITY TYPE (Assignment Group)	AREA TYPE 1 CBD	2 FRINGE	3 RESIDENTIAL	4 OBD	5 RURAL/OTHER
2 Divided Arterial/Expressway					
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 Undivided Arterial					
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 Collector					
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 Local					
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 Freeway	72,000	72,000	72,000	72,000	72,000
6 Bridge	I-280	I-74	Arsenal/Cent.	I-80	
2 lanes	-	-	18,000	-	
4 lanes	72,000	-	40,000	68,000	
6 lanes	-	108,000	-	-	

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

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

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

601-2 -19-

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 non-motorized 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.