

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

FOR FEDERAL FISCAL YEARS

2023 - 2026

ECIA **REGIONAL PLANNING AFFILIATION 8**

Final: June 23, 2022

PREPARED BY

EAST CENTRAL INTERGOVERNMENTAL ASSOCIATION

7600 Commerce Park, Dubuque, Iowa 52002

563.556.4166, FAX 563.556.0348

Disclaimer

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

CAVEAT

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

This Page
Intentionally Left
Blank

Table of Contents

Introduction 4

RPA Membership and Governance 4

RPA Organization and Management..... 7

RPA Policy Board..... 7

RPA Overall Goal..... 9

**The 2015 Fixing America's Surface Transportation Act (FAST Act) sets out the following
guidelines for planning: 10**

Status of Transportation Improvement Projects programmed in FFY 2022..... 12

Future Projections of Maintenance Costs on Federal Aid Routes for Member agencies 21

FINANACE..... 23

**RPA 8 Transportation Improvement Program (TIP) Transportation Projects for FFY 2023
- 2026..... 35**

RPA 8 Transportation Improvement Program (TIP) Transit Projects for FFY 2023 - 2026 .. 46

RPA 8 PUBLIC PARTICIPATION PROGRAM 48

RESOLUTION 52

General RPA Funding Guide to Transportation Surface Transportation Projects 53

RPA 8 Transportation Alternative Program Project Scoring Criteria..... 63

Abbreviations

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

STP	Surface Transportation Program
TA	Transportation Alternative
TAC	Technical Advisory Committee
TANF	Temporary Assistance for Needy Families
TEA-21	Transportation Equity Act for the 21 st Century
TIP	Transportation Improvement Program
TPWP	Transportation Planning Work Program

Introduction

The Federal Fiscal Year (FFY) 2023-2026 Transportation Improvement Program (TIP) for the East Central Intergovernmental Association Regional Planning Affiliation (RPA) is a four-year listing of federal aid eligible transportation projects selected by the various governmental agencies and by Regional Planning Affiliation (RPA) Policy Board for implementation. All transportation projects in the RPA Region using federal funds are to be included in the TIP. The TIP is prepared annually for the RPA Policy Board with input from the Technical Advisory Committee, Iowa Department of Transportation, and the general public. Prioritization of projects within a project year is determined by the implementing agencies. Prioritization of Long Range Transportation Plan projects on a year-to-year basis will be done by the RPA Policy Board in cooperation with the implementing agency.

RPA Membership and Governance

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

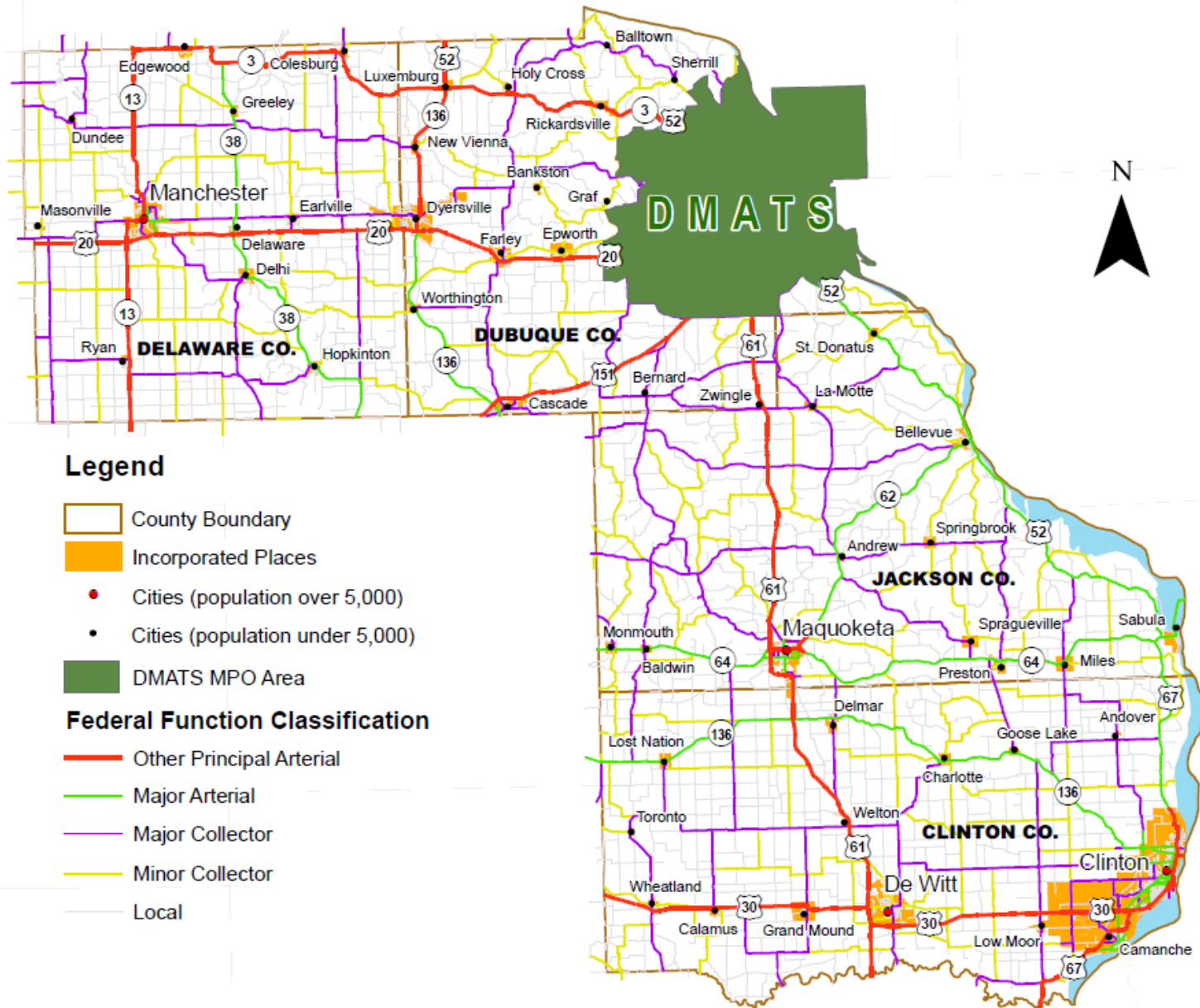
The ECIA RPA is staffed by the East Central Intergovernmental Association, which has no formal membership on either the RPA Policy Board or the Technical Advisory Committee (TAC). At their request, the Iowa Department of Transportation, Federal Transit Administration (FTA) and Federal Highway Administration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

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

The total members of the ECIA RPA include:

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

MAP of Regional Planning Affiliation (RPA8)



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		
Tom Determann (Supervisor) <i>Clinton County</i>	Scott Maddasion (Chair) <i>City of Clinton</i>	Andrew Kida (City Administrator) <i>City of Camanche</i>
	Steve Hasenmiller <i>(Mayor, City of DeWitt)</i>	
Delaware County		
Jeff Madlom (Supervisor) <i>Delaware County</i>	Connie Behnken <i>(Mayor, City of Manchester)</i>	Linda Gaul <i>Delaware County</i>
Dubuque County		
Harley Pothoff (Supervisor) <i>Dubuque County</i>	Larry McDevitt (Supervisor) <i>RTA</i>	Mick Michel <i>City of Dyersville</i>

Jackson County		
Jack Willey (Vice Chair) (Supervisor)	Tom Messerli (Mayor) <i>City of Maquoketa</i>	Dave Heiar <i>Jackson County Economic Alliance</i>
Ex officio (non-voting members)		
Mokhtee Ahmad (Admin) <i>FTA Reg. VII</i> (Proxy Daniel Nguyen)	Stu Anderson (Plng. & Prog) <i>Iowa DOT</i> (Proxy Sam Shea)	Timothy Marshall (Admin) <i>FHWA, Iowa Div.</i> (Proxy Darla Hugaboom)

RPA 8 Technical Advisory Committee:

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

COUNTIES	URBAN AREAS	Transit
Clinton County		
Todd Kinney, Chair <i>County Engineer</i>	Jason Craft <i>City Engineer, Clinton</i>	Randy Zobrist <i>Executive Director, River Bend</i>
	Steve Lindner <i>City Administrator, DeWitt</i>	Dennis Hart <i>Director, MTA</i>
Delaware County		
Anthony Bardgett <i>County Engineer</i>	Timothy J. Vick, Vice Chair <i>City Manager, Manchester</i>	
Dubuque County		
Anthony Bardgett <i>County Engineer</i>		Stacie Scott / Gail Kuhle <i>Managers, RTA</i>
Jackson County		
David Dryer <i>County Engineer</i>	Josh Boldt <i>City Manager, Maquoketa</i>	
Ex officio (non-voting members)		
Sam Shea, Iowa DOT <i>District Planner, District 6</i>	Darla Hugaboom <i>FHWA Iowa Division</i>	Daniel Nguyen, FTA Reg.VII <i>Community Planner</i>
Sreeparna Mitra, Program Manager <i>Office of Public Transit, Iowa DOT</i>		

RPA Overall Goal

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

Major Projects and Concerns within the RPA Region

1. 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 of and an opportunity to comment on the proposed improvement.

The TIP Process will include the following steps:

- **RPA 8 staff will start developing the TIP in month of February following rules and regulations adopted by the Iowa DOT.**
- After the draft TIP is finished, it will be released for a 30-day public review process in June. 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. These notices will be printed 4 -20 days before the scheduled meeting.
- **The public hearing will be held with the RPA 8 Policy Board meeting in June. The meeting will be opened for public input during the process.**
- After the final TIP is finished, it will be released for a 30-day public review process in July. RPA staff will inform the public of the final TIP's availability by sending notice to the organizations on the RPA 8 public participation process list and by publishing legal notices in local newspapers and ECIA website. These notices will be published 4 -20 days before the scheduled meeting.
- A public hearing is set for July 28, 2022 at East Central Intergovernmental Association (ECIA), 7600 Commerce Park, Dubuque, Iowa. Its purpose is to receive comments on the FY 2023-2026 Transportation Improvement Program (TIP) for the RPA 8 Area and to satisfy the Program of Projects (POP) public participation requirements of Regional Transit Authority 8 (RTA 8) and the City of Clinton, Municipal Transit Administration. Comments will be accepted through July 27, 2022. TIP information is available by contacting Chandra Ravada at (563)-556- 4166. Persons requiring special material or presentation format should contact Mr. Ravada on or before July 27, 2022. Staff did not receive any comments during the input process.

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 2022

ILL

DEMO

Project ID Sponsor STIP ID	Project Number Location Work Codes	Approval Level Letting Date		2022	2023	2024	2025	Totals
35633	HDP-1415()-71-23	FHWA Approved	Total	\$900,000	\$1,200,000	\$20,200,000	\$15,800,000	\$38,100,000
Clinton	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	7/18/2023	Federal Aid			\$8,600,000	\$6,400,000	\$15,000,000
22456		Ongoing	Regional	\$700,000		\$3,300,000	\$3,400,000	\$7,400,000
			Swap	\$700,000		\$3,300,000	\$3,400,000	\$7,400,000
<p>DOT Note: This includes all work to be done under HDP-1415(634)--71-23, HDP-1415(637)--71-23, and HDP-1415(638)--71-23. HDP-1415(637)--71-23 is on Manufacturing Drive from US 30 NE 1.6 miles to College Ave. Has funding limits of DEMO- \$7,400,000 and STBG- \$1,600,000. HDP-1415(638)--71-23 is on Manufacturing Drive from College Ave NE 2.2 miles to 7th Ave North. Has funding limits of DEMO- \$7,600,000; STBG- \$3,400,000; TSIP- \$500,000.</p>								
44681	HDP-C023(124)--6B-23	FHWA Approved	Total	\$550,000				\$550,000
Clinton County	On 220th Street, from Y-70 to Z-24 double chip seal with microsurface	8/17/2021	Federal Aid	\$440,000				\$440,000
22010		Will be Let in FFY 2022	Regional					
			Swap					
PA Note: Project awarded AID Demonstration funds								

Project ID Sponsor STIP ID	Project Number Location Work Codes	Approval Level Letting Date		2022	2023	2024	2025	Totals
48370	ILL-1855()-93-23	DOT Approved	Total	\$4,351,500				\$4,351,500
De Witt	In the city of De Witt, INDUSTRIAL STREET EXTENSION Grade and Pave		Federal Aid					
		Moved to FFY 2023	Regional					
			Swap					
48369	ILL-2160()-93-31	DOT Approved	Total	\$1,900,000				\$1,900,000
Dyersville	In the city of Dyersville, On 1ST ST SW, Over SMALL STREAM Pavement Widening, Bridge New		Federal Aid					
		Moved to FFY 2023	Regional					
			Swap					

STBG

Project ID Sponsor STIP ID	Project Number Location Work Codes	Approval Level Letting Date		2022	2023	2024	2025	Totals
37916	BRF-30()-38-23	Authorized	Total	\$2,158,000				\$2,158,000
Iowa Department of Transportation 22120	US30: UP RR 5.8 MI E OF S JCT US 61 (EB & WB) Bridge Deck Overlay	Let	Federal Aid	\$1,726,400				\$1,726,400
			Regional					
			Swap					
DOT Note: Project includes repurposed earmark funds from IA161								
37915	NHS-30()-19-23	FHWA Approved	Total	\$1,025,000	\$25,000	\$25,000	\$25,000	\$1,100,000
Iowa Department of Transportation 22455	US30: MISSISSIPPI RIVER IN CLINTON (STATE SHARE) Bridge Rehabilitation, Bridge Cleaning	Ongoing	Federal Aid	\$800,000				\$800,000
			Regional					
			Swap					
38255	NHSX-003-9(22)--3H-31	FHWA Approved	Total	\$11,778,000	\$343,000	\$250,000		\$12,371,000
Iowa Department of Transportation 22123	IA3: E JCT PFEILER RD TO 0.7 MI N OF BOY SCOUT RD Grade and Pave, Erosion Control, Traffic Signs	Ongoing	Federal Aid	\$9,422,400	\$274,400			\$9,696,800
			Regional			\$250,000		\$250,000
			Swap			\$250,000		\$250,000
DOT Note: Project includes RPA contribution for utility relocation in Rickardsville								
48514	NHSX-20()-3H-28	Authorized	Total	\$1,800,000				\$1,800,000
Iowa Department of Transportation 22121	US20: MAQUOKETA RIVER TO E OF IA 38 Pavement Rehab	Let	Federal Aid	\$1,440,000				\$1,440,000
			Regional					
			Swap					
48515	NHSX-61()-3H-31	Authorized	Total	\$4,155,000				\$4,155,000
Iowa Department of Transportation 22122	US61: 0.3 MI N OF CO RD D41 TO LAKE ELEANOR RD Pavement Rehab	Let	Federal Aid	\$3,324,000				\$3,324,000
			Regional					
			Swap					
DOT Note: Project includes repurposed earmark funding (IA148) of \$145,053.24								
Project ID Sponsor STIP ID	Project Number Location Work Codes	Approval Level Letting Date		2022	2023	2024	2025	Totals
37917	BRFN-136()-39-23	DOT Approved	Total	\$40,000	\$40,000	\$40,000	\$40,000	\$160,000
Iowa Department of Transportation	IA136: MISSISSIPPI RIVER IN CLINTON (STATE SHARE) Bridge Cleaning	Ongoing	Federal Aid					
			Regional					
			Swap					
37952	BRFN-52()-39-49	DOT Approved	Total	\$25,000	\$25,000	\$25,000	\$25,000	\$100,000
Iowa Department of Transportation	US52: MISSISSIPPI RIVER IN SABULA (STATE SHARE) Bridge Cleaning	Ongoing	Federal Aid					
			Regional					
			Swap					

STBG

48553	NHSN-67()--2R-23	DOT Approved	Total	\$298,000				\$298,000
Iowa Department of Transportation	US67: IN CLINTON, ON 3RD ST AND 4TH ST Pave	Will be Let in FFY 2022	Federal Aid					
			Regional Swap					
48507	STPN-52()--2J-49	DOT Approved	Total	\$616,000				\$616,000
Iowa Department of Transportation	US52: IN THE CITY OF BELLEVUE Pavement Rehab	Let	Federal Aid					
			Regional Swap					

Project ID	Project Number	Approval Level		2022	2023	2024	2025	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
478	RGPL-PA08(RTP)--ST-00	FHWA Approved	Total	\$65,300	\$65,300	\$65,300	\$65,300	\$261,200
RPA 8	On ECIA Transportation Planning	On going	Federal Aid	\$52,300	\$52,300	\$52,300	\$52,300	\$209,200
22301	Trans Planning		Regional Swap	\$52,300	\$52,300	\$52,300	\$52,300	\$209,200
48486	STP-38()--2C-28	Authorized	Total	\$3,016,000				\$3,016,000
Iowa Department of Transportation	IA38: N OF HOPKINTON TO DELHI Pavement Rehab	Let	Federal Aid	\$2,412,800				\$2,412,800
22302			Regional Swap					
48496	STP-38()--2C-28	Authorized	Total	\$2,000,000				\$2,000,000
Iowa Department of Transportation	IA38: NCL OF DELHI TO CO RD D22 Pavement Rehab	Let	Federal Aid	\$1,600,000				\$1,600,000
22303			Regional Swap					
49845	STP-U-PA08()--70-23	Authorized	Total	\$12,500	\$25,000	\$25,000	\$25,000	\$87,500
RPA 8	On Manufacturing Drive and Bluff Boulevard, From US 30 to 7th Ave N	On going	Federal Aid	\$10,000	\$20,000	\$20,000	\$20,000	\$70,000
22448	Trans Planning		Regional Swap	\$10,000	\$20,000	\$20,000	\$20,000	\$70,000
49727	STP-U-PA08()--70-49	FHWA Approved	Total	\$12,500	\$12,500	\$12,500		\$37,500
RPA 8	On Platt St, from US 61 E 1.7 miles to HYW 64	On going	Federal Aid	\$10,000	\$10,000	\$10,000		\$30,000
22436	Trans Planning		Regional Swap	\$10,000	\$10,000	\$10,000		\$30,000

DOT Note: Maquoketa BUILD grant Administration

SWAP-

Project ID Sponsor STIP ID	Project Number Location Work Codes	Approval Level Letting Date		2022	2023	2024	2025	Totals
45515 Dyersville 22393	TAP-R-2160(617)--8T-31 In the city of Dyersville, Heritage Trail Paving : From 11th ST SE to Heritage Trail Ped/Bike Grade & Pave, Ped/Bike Structures	FHWA Approved 10/18/2022 Will be let if FFY 23	Total Federal Aid Regional Swap	\$750,000 \$242,111 \$242,111				\$750,000 \$242,111 \$242,111
45516 Maquoketa 22394	TAP-U-4742(621)--8I-49 In the city of Maquoketa, On ALLEN ST, S25 T84 R02E from E Summit St to 200 th Ave Ped/Bike Grade & Pave, Ped/Bike Miscellaneous	Authorized 2/15/2022 Let	Total Federal Aid Regional Swap	\$577,952 \$242,111 \$242,111				\$577,952 \$242,111 \$242,111

Project ID Sponsor STIP ID	Project Number Location Work Codes	Approval Level Letting Date		2022	2023	2024	2025	Totals
47215 Clinton County	BHOS-SWAP-C023(130)--FB-23 On 235th Street over Wapsi backwater, S12,T81,R1	DOT Approved 10/18/2022 Moved to FFY 23	Total Federal Aid Regional Swap	\$1,500,000 \$500,000 \$1,500,000				\$1,500,000 \$500,000 \$1,500,000
36143 Clinton County	BHS-SWAP-C023(118)--FC-23 On Y52, Over DRAINAGE DITCH 5, S1 T80 RE2 Bridge Deck Overlay	DOT Approved 7/20/2021 Let	Total Federal Aid Regional Swap	\$230,000 \$230,000				\$230,000 \$230,000
47197 Jackson County	BRM-SWAP-4742(621)--SD-49 On Y 53, Over PRAIRIE CREEK, S30 T84 R03E	TIP Approved Let	Total Federal Aid Regional Swap	\$528,000 \$528,000				\$528,000 \$528,000
45802 Maquoketa	BRM-SWAP-4742(622)--SD-49 In the city of Maquoketa, On S MAIN ST, Over PRAIRIE CREEK, S25 T84 R02E Bridge Replacement	Authorized 2/15/2022 Let	Total Federal Aid Regional Swap	\$2,028,000 \$1,528,000				\$2,028,000 \$1,528,000

DOT Note: Project includes County and City Swap bridge funds

35332 Jackson County	BROS-SWAP-C049(82)--FE-49 On 475th Avenue, Bridge over Unnamed creek, S35 T86 R5E Bridge Replacement	DOT Approved 12/21/2021 Let	Total Federal Aid Regional Swap	\$350,000 \$350,000				\$350,000 \$350,000
-------------------------	--	-----------------------------------	--	--------------------------------	--	--	--	--------------------------------

Project ID Sponsor STIP ID	Project Number Location Work Codes	Approval Level Letting Date		2022	2023	2024	2025	Totals
36146 Clinton County	HSIP-SWAP-C023(129)--FJ-23 Z-40 from E-50 to 50 feet south of Centennial Street in Miles Pavement Rehab	DOT Approved 4/19/2022 Will be let in FFY 22	Total Federal Aid Regional Swap	\$1,228,000 \$228,000				\$1,228,000 \$228,000
45051 Jackson County	HSIP-SWAP-C049(87)--FJ-49 On Z 40, from Clinton County Line N 0.7 miles to Miles, la	DOT Approved 3/15/2022 Let	Total Federal Aid Regional Swap	\$392,000 \$42,000				\$392,000 \$42,000

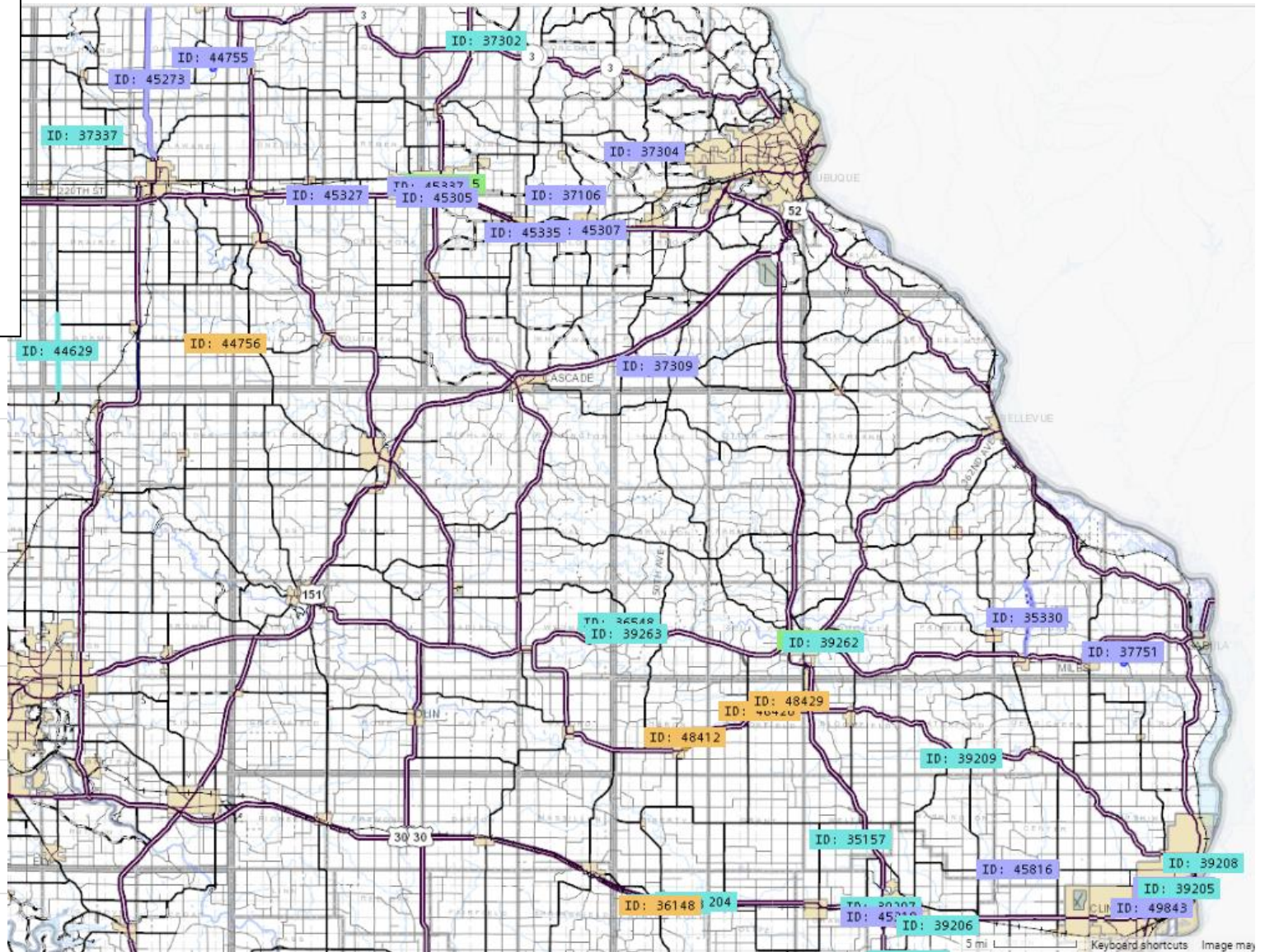
Project ID Sponsor STIP ID	Project Number Location Work Codes	Approval Level Letting Date		2022	2023	2024	2025	Totals
48368 Camanche	STBG-SWAP-1040(610)--SG-23 In the city of Camanche, US Highway 67 & 7th Ave Roundabout Pave	DOT Approved 4/19/2022 Let	Total Federal Aid Regional Swap	\$896,400 \$100,000 \$100,000				\$896,400 \$100,000 \$100,000
38581 Maquoketa	STBG-SWAP-4742(620)--SG-49 In the city of Maquoketa, On Platt St, from US 61 (Milepost 33.11) to to Iowa 62 (Milepost 34.89) Pavement Rehab, Sanitary Sewer, Outside Services Engineering	DOT Approved 9/15/2020 Let	Total Federal Aid Regional Swap	\$300,000 \$300,000 \$300,000				\$300,000 \$300,000 \$300,000
44638 Dubuque County	STBG-SWAP-C031(113)--FG-31 On Sundown Road (Y21) from Old Highway Road North 2.7 miles to Asbury Road	Authorized 2/15/2022 Let	Total Federal Aid Regional Swap	\$1,800,000 \$1,800,000 \$1,800,000				\$1,800,000 \$1,800,000 \$1,800,000

RPA 8 Final FY 2022-2025 Transportation Improvement Program Map

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

Prepared by ECIA 05-17-22

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 2023–2026 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

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

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 2021.

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	38.31	120.06	24.19%	\$3,512,333	\$9,398	\$849,724	\$2,274
DEWITT	6.69	31.28	17.62%	\$914,930	\$206,103	\$161,241	\$36,322
MANCHESTER	9.08	27.46	24.85%	\$774,628	\$143,190	\$192,502	\$35,584
MAQUOKETA	9.19	27.99	24.72%	\$ 1,327,115	\$123,261	\$327,888	\$30,454
CLINTON COUNTY	341.32	670.58	33.73%	\$2,453,467	\$5,236,513	\$827,565	\$1,766,299
DELAWARE COUNTY	295.11	614.54	32.44%	\$2,228,970	\$4,716,044	\$723,125	\$1,529,984
DUBUQUE COUNTY	302.96	465.66	39.42%	\$4,043,011	\$4,845,300	\$1,593,601	\$1,909,833
JACKSON COUNTY	345.19	492.46	41.21%	\$2,331,794	\$4,124,660	\$960,920	\$1,699,752
TOTAL	1,347.85	2,450.03	35.49%	\$17,586,249	\$19,404,469	\$5,636,568	\$7,010,502

Source: 2021 City Street Finance Report - O&M costs, 2021 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) 2026 using 4% inflation for each year using FY 2021 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	2021	2022	2023	2024	2025	2026
CLINTON	\$849,724	\$883,713	\$919,061	\$955,824	\$994,057	\$1,033,819
DEWITT	\$161,241	\$167,691	\$174,399	\$181,375	\$188,630	\$196,175
MANCHESTER	\$192,502	\$200,202	\$208,210	\$216,538	\$225,200	\$234,208
MAQUOKETA	\$327,888	\$341,004	\$354,644	\$368,829	\$383,583	\$398,926
CLINTON COUNTY	\$827,565	\$860,668	\$895,095	\$930,899	\$968,135	\$1,006,860
DELAWARE COUNTY	\$723,125	\$752,050	\$782,132	\$813,417	\$845,954	\$879,792
DUBUQUE COUNTY	\$1,593,601	\$1,657,345	\$1,723,639	\$1,792,585	\$1,864,288	\$1,938,860
JACKSON COUNTY	\$960,920	\$999,357	\$1,039,332	\$1,080,905	\$1,124,141	\$1,169,107
TOTAL	\$5,636,568	\$5,862,030	\$6,096,512	\$6,340,372	\$6,593,987	\$6,857,746

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) 2026 using 4% inflation for each year using FY 2021 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	2021	2022	2023	2024	2025	2026
CLINTON	\$2,274	\$2,365	\$2,459	\$2,558	\$2,660	\$2,766
DEWITT	\$36,322	\$37,775	\$39,286	\$40,858	\$42,492	\$44,192
MANCHESTER	\$35,584	\$37,007	\$38,488	\$40,027	\$41,628	\$43,293
MAQUOKETA	\$30,454	\$31,672	\$32,939	\$34,256	\$35,627	\$37,052
CLINTON COUNTY	\$1,766,299	\$1,836,951	\$1,910,429	\$1,986,846	\$2,066,320	\$2,148,973
DELAWARE COUNTY	\$1,529,984	\$1,591,184	\$1,654,831	\$1,721,024	\$1,789,865	\$1,861,460
DUBUQUE COUNTY	\$1,909,833	\$1,986,226	\$2,065,675	\$2,148,303	\$2,234,235	\$2,323,604
JACKSON COUNTY	\$1,699,752	\$1,767,742	\$1,838,452	\$1,911,990	\$1,988,469	\$2,068,008
TOTAL	\$7,010,502	\$7,290,922	\$7,582,559	\$7,885,861	\$8,201,296	\$8,529,348

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 2019.

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	\$4,318,962	\$0	\$4,800,000	\$3,182,953	\$5,243,336	\$17,545,251
DEWITT	\$3,410	\$827,353	\$577,024	\$4,197,179	\$1,405,280	\$122,132	\$7,132,378
MANCHESTER	\$119,430	\$776,090	\$289,861	\$540,748	\$4,734,067	\$0	\$6,460,196
MAQUOKETA	\$695,120	\$919,411	\$110,851	\$210,951	\$1,768,671	\$26,226	\$3,731,230
TOTAL	\$817,960	\$6,841,816	\$977,736	\$9,748,878	\$11,090,971	\$5,391,694	\$34,869,055

Source: IADOT

RPA 8 Members (Counties)	CLINTON	DELAWARE	DUBUQUE	JACKSON
Property Tax	\$2,046,135	\$2,802,423	\$4,560,512	\$1,240,200
L.O.S.T.	\$1,136,707	\$1,238,032	\$4,803,108	\$950,383
RUTF	\$4,818,427	\$4,448,779	\$5,512,101	\$4,149,366
FM xfr Revenue	\$83,131	\$52,581	\$127,550	\$103,294
Time-21 Funds	\$726,593	\$638,905	\$804,675	\$605,493
RISE Runds	\$0	\$0	\$0	\$0
BR Funds	\$16,410	\$0	\$0	\$0
FM Transfer	\$0	\$0	\$211,561	\$3,133
Tx Rfds/Crdts	\$0	\$0	\$0	\$0
Misc. Recs.	\$124,196	\$5,168	\$0	\$8,629
Total	\$8,951,599	\$9,185,888	\$16,019,508	\$7,060,499

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) 2026 using 0% inflation for each year using FY 2021 operation costs as base year. Table below provides the future nonfederal aid revenues projections for Member agencies.

Future nonfederal aid revenues projections for Member agencies

RPA 8 Members	2021	2022	2023	2024	2025	2026
CLINTON	\$17,545,251	\$17,545,251	\$17,545,251	\$17,545,251	\$17,545,251	\$17,545,251
DEWITT	\$7,132,378	\$7,132,378	\$7,132,378	\$7,132,378	\$7,132,378	\$7,132,378
MANCHESTER	\$6,460,196	\$6,460,196	\$6,460,196	\$6,460,196	\$6,460,196	\$6,460,196
MAQUOKETA	\$3,731,230	\$3,731,230	\$3,731,230	\$3,731,230	\$3,731,230	\$3,731,230
CLINTON COUNTY	\$8,951,599	\$8,951,599	\$8,951,599	\$8,951,599	\$8,951,599	\$8,951,599
DELAWARE COUNTY	\$9,185,888	\$9,185,888	\$9,185,888	\$9,185,888	\$9,185,888	\$9,185,888
DUBUQUE COUNTY	\$16,019,508	\$16,019,508	\$16,019,508	\$16,019,508	\$16,019,508	\$16,019,508
JACKSON COUNTY	\$7,060,499	\$7,060,499	\$7,060,499	\$7,060,499	\$7,060,499	\$7,060,499
TOTAL	\$76,086,548	\$76,086,548	\$76,086,548	\$76,086,548	\$76,086,548	\$76,086,548

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	2023	2024	2025	2026
Revenues	\$76,086,548	\$76,086,548	\$76,086,548	\$76,086,548
O&M Projections	\$12,647,070	\$13,152,953	\$13,679,071	\$14,226,233

Source: RPA 8

FINANACE

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

The 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 expanded 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.

Adopted STBG -Swap 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 10% 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:

	FFY2023	FFY2024	FFY2025	FFY2026
	Target(2)	Target(2)	Target(2)	Target(2)
	using 2010 census	using 2020 census	using 2020 census	using 2020 census
Per Capita				
Sub Allocations Before taking Funds from top	\$2,987,624	\$3,045,000	\$3,104,000	\$3,164,000
RPA Planning by ECIA Staff	\$69,575	\$69,575	\$69,575	\$69,575
10% Small city funding	13.74%	13.74%	13.74%	13.74%
Sub allocation amount	\$2,517,109	\$2,566,602	\$2,617,495	\$2,669,251
Clinton County	\$404,215	\$410,929	\$419,077	\$427,363
Delaware County	\$300,848	\$309,824	\$315,967	\$322,215
Dubuque County	\$443,850	\$485,822	\$495,455	\$505,252
Jackson County	\$327,670	\$333,117	\$339,723	\$346,440
City of Clinton	\$642,694	\$610,245	\$622,346	\$634,652
City of DeWitt	\$127,224	\$137,517	\$140,243	\$143,016
City of Manchester	\$123,806	\$126,319	\$128,823	\$131,371
City of Maquoketa	\$146,802	\$152,829	\$155,860	\$158,942
Total suballocated	2,517,109	2,566,602	2,617,495	2,669,251

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 2022 Q2*			\$5,675,527
2022		\$2,290,826	\$3,384,701
2023	\$2,987,624	\$1,848,917	\$4,523,408
2024	\$3,045,000	\$4,345,193	\$3,223,215
2025	\$3,104,000	\$4,982,103	\$1,345,112
2026	\$3,164,000	\$2,801,379	\$1,707,733

*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	Project Let	FFY2023	FFY2024	FFY 2025	FFY 2026	TOTAL
ECIA							
RPA Planning	478		\$69,575	\$69,575	\$69,575	\$69,575	\$278,300
Clinton County							

F-12 CIR with HMA Overlay	45816			\$1,185,000			\$1,185,000
E 50 Overlay	44694					497700	\$497,700
City of Clinton							
Manufacture Dr	35633	\$700,000		\$2,500,000	\$2,500,000	\$1,700,000	\$7,400,000
Project administration	49845		\$20,000	\$20,000	\$20,000	\$20,000	\$80,000
City of DeWitt							
6th Avenue/Northridge	35633			\$560,618			\$560,618
Delaware County							
Robinson Rd	44629		\$1,499,342				\$1,499,342
Jackson County							
Hwy Z34	35330				\$900,000		\$900,000
Maquoketa							
Platt St Project Administration	49727		\$10,000	\$10,000			\$20,000
Dubuque County							
Higginsport Road	37309				\$1,492,528		\$1,492,528
City of Manchester							
HWY 13		\$1,200,000					\$1,200,000
East Main Street						\$514,104	
Small City Projects							
US Highway 67 & 7th Ave Roundabout	48368	\$100,000					\$100,000
Resurfacing of HWY 136 & IA 3		\$145,513					\$145,513
Resurfacing of HWY 136 & IA 3		\$145,313					
Grand Mound	52714		\$250,000				\$250,000
Total		\$2,290,826	\$1,848,917	\$4,345,193	\$4,982,103	\$2,801,379	\$15,609,001

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 2022 Q2*			\$73,196
2023	\$296,310	\$734,222	-\$364,716
2024	\$303,000	\$170,000	-\$231,716
2025	\$309,000	\$250,000	-\$172,716
2026	\$316,000	\$0	\$143,284
*Balance has been adjusted based on project changes occurring since the most recent Qrtly report			

	TPMS	FFY2023	FFY2024	FFY2025	FFY2026
Heritage Trail Paving and Trailhead Improvements	45515	\$242,111	0	0	0
Maquoketa South Main Street Connector Trail	45516	\$242,111			
13th Avenue North Bike Trail	52778	\$250,000			

Paul Skeffington Memorial Trail Extension 2024 - Westwood Drive	52779		\$170,000		
Grand Avenue Trail Extension	52780			\$250,000	
Total		\$734,222	\$170,000	\$250,000	\$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 Program (TAP) - The FAST Act eliminates the MAP-21 Transportation Alternatives Program (TAP) and replaces it with a set-aside of Surface Transportation Block Grant (STBG) program funding for Transportation Alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to storm water and habitat connectivity. It is important to note that some types of projects eligible under the SAFETEA-LU program Transportation Enhancements are no longer eligible, or have modified eligibility, under the TAP. All projects completed using TAP funds should be verified to ensure compatibility with TAP eligibility.

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

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 for Clinton MTA & RTA 8	Programmed Amounts							
	FFY 23		FFY 24		FFY 25		FFY 26	
	Total	Fed Aid	Total	Fed Aid	Total	Fed Aid	Total	Fed Aid
Clinton MTA	\$2,831,511	\$916,376	\$1,200,626	\$916,376	\$1,200,626	\$916,376	\$1,200,626	\$916,376
RTA 8	\$677,333	\$335,352	\$677,333	\$335,352	\$677,333	\$335,352	\$677,333	\$335,352
Total	\$3,508,844	\$1,251,728	\$1,877,959	\$1,251,728	\$1,877,959	\$1,251,728	\$1,877,959	\$1,251,728

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.

YEAR	FUNDING	DEMO	HBP	NHPP	PRF	ILL	STBG	STBG-TAP	SWAP-HBP	SWAP-HSIP	SWAP-STBG	TOTAL
FFY 2023	TOTAL	\$2,100,000	\$4,675,000	\$15,871,000	\$839,000	\$31,151,500	\$9,727,811	\$2,118,351	\$450,000	\$1,560,000	\$492,000	\$66,884,662
	FA	\$0	\$3,870,000	\$12,696,800	\$0	\$0	\$7,282,117	\$734,222	\$0	\$0	\$0	\$24,583,139
	SWAP	\$700,000	\$0	\$0	\$0	\$0	\$0	\$0	\$450,000	\$60,000	\$250,000	\$760,000
	REGIONAL	\$700,000	\$0	\$0	\$0	\$0	\$1,598,917	\$484,222	\$0	\$0	\$250,000	\$2,333,139
FFY 2024	TOTAL	\$20,200,000	\$1,600,001	\$25,427,000	\$5,279,000	\$1,750,000	\$5,241,997	\$420,000	\$0	\$0	\$998,460	\$40,716,458
	FA	\$8,600,000	\$1,600,000	\$20,341,600	\$0	\$0	\$2,777,103	\$250,000	\$0	\$0	\$0	\$24,968,703
	SWAP	\$3,300,000	\$0	\$0	\$0	\$0	\$240,000	\$0	\$0	\$0	\$560,618	\$800,618
	REGIONAL	\$3,300,000	\$0	\$0	\$0	\$0	\$2,777,103	\$0	\$0	\$0	\$560,618	\$3,337,721
FFY 2025	TOTAL	\$15,800,000	\$18,481,000	\$0	\$34,507,000	\$0	\$1,811,969	\$338,203	\$0	\$0	\$0	\$55,138,172
	FA	\$6,400,000	\$15,034,800	\$0	\$0	\$0	\$989,575	\$250,000	\$0	\$0	\$0	\$16,274,375
	SWAP	\$3,400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	REGIONAL	\$3,400,000	\$0	\$0	\$0	\$0	\$89,575	\$0	\$0	\$0	\$0	\$89,575
FFY 2026	TOTAL	\$0	\$9,265,000	\$0	\$95,000	\$0	\$1,669,669	\$0	\$0	\$0	\$1,500,000	\$12,529,669
	FA	\$0	\$7,562,000	\$0	\$0	\$0	\$847,275	\$0	\$0	\$0	\$0	\$8,409,275
	SWAP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$514,104	\$514,104
	REGIONAL	\$0	\$0	\$0	\$0	\$0	\$587,275	\$0	\$0	\$0	\$514,104	\$1,101,379

RPA 8 Transportation Improvement Program (TIP) Transportation Projects for FFY 2023 - 2026

Project ID Sponsor STIP ID	Project Number Location Work Codes	Approval Level Letting Date		2023	2024	2025	2026	Totals
39209 Iowa Department of Transportation	BRF-136()--38-23 IA136: Deep Creek 0.2 mi S of Co Rd Z2E Bridge Deck Overlay	Draft TIP Approved	Total Federal Aid Regional Swap	\$367,000 \$293,600				\$367,000 \$293,600
48413 Iowa Department of Transportation	BRF-30()--38-23 US30: UP RR 0.6 mi E of Co Rd Y4E Bridge New, Right of Way	Draft TIP Approved	Total Federal Aid Regional Swap	\$2,618,000 \$2,094,400		\$8,500,000 \$6,800,000		\$11,118,000 \$8,894,400
39262 Iowa Department of Transportation	BRF-64()--38-49 IA64: Prairie Creek 0.4 mi E of IA 62 Bridge Deck Overlay	Draft TIP Approved	Total Federal Aid Regional Swap	\$742,000 \$593,600				\$742,000 \$593,600
39263 Iowa Department of Transportation	BRF-64()--38-49 IA64: Stream 0.1 mi W of Co Rd E29 Bridge Deck Overlay	Draft TIP Approved	Total Federal Aid Regional Swap	\$298,000 \$238,400				\$298,000 \$238,400
37337 Delaware County	BROS-C028()--8J-28 On 130th Avenue, in NW S15 T89N R6W Bridge Replacement	Draft TIP Approved 12/20/2022	Total Federal Aid Regional Swap	\$300,000 \$300,000				\$300,000 \$300,000
37302 Dubuque County	BROS-C031()--5F-31 On Clear Creek Road, in W1/4 S14 T90N R2W Bridge Replacement	Draft TIP Approved	Total Federal Aid Regional Swap	\$350,000 \$350,000				\$350,000 \$350,000
44755 Delaware County	BROS-C028()--8J-28 On 140th Street, Over Routherd Branch, S24 T90N R5W Bridge New-CCS	Draft TIP Approved	Total Federal Aid Regional Swap		\$300,000 \$300,000			\$300,000 \$300,000
37304 Dubuque County	BROS-C031()--5F-31 On Graf Road, in NE S20 T89N R1E Bridge Replacement	Draft TIP Approved	Total Federal Aid Regional Swap		\$350,000 \$350,000			\$350,000 \$350,000
37106 Dubuque County	BROS-C031()--8J-31 On Fishpond Road, S3 T88N R1W Bridge Replacement	Draft TIP Approved	Total Federal Aid Regional Swap		\$300,001 \$300,000			\$300,001 \$300,000

HBP

Project ID Sponsor STIP ID	Project Number Location Work Codes	Approval Level Letting Date		2023	2024	2025	2026	Totals
45062 Jackson County	BROS-C049(90)--8J-49 On 184TH AVE, Over Prairie Creek, S36 T84 R02E	Draft TIP Approved 12/19/2023	Total Federal Aid Regional Swap		\$650,000 \$650,000			\$650,000 \$650,000
36148 Clinton County	BHS-C023(--63-23 On Y4E, Over YANKEE RUN CREEK, S15 T81 RE1 Bridge Deck Overlay	Draft TIP Approved	Total Federal Aid Regional Swap			\$300,000 \$240,000		\$300,000 \$240,000
48412 Iowa Department of Transportation	BRF-136(--38-23 IA136: Ditch 8.6 mi N of US 61 Bridge New, Right of Way	Draft TIP Approved	Total Federal Aid Regional Swap			\$664,000 \$531,200		\$664,000 \$531,200
48429 Iowa Department of Transportation	BRF-136(--38-23 IA136: Branch Prairie Creek 1.2 mi N of US 61 Bridge New, Right of Way	Draft TIP Approved	Total Federal Aid Regional Swap			\$745,000 \$596,000		\$745,000 \$596,000
48615 Iowa Department of Transportation	BRF-136(--38-23 IA136: Branch Prairie Creek 1.9 mi N of US 61 Bridge New, Right of Way	Draft TIP Approved	Total Federal Aid Regional Swap			\$1,009,000 \$807,200		\$1,009,000 \$807,200
48635 Iowa Department of Transportation	BRF-136(--38-23 IA136: Branch Prairie Creek 4.0 mi N of US 61 Bridge New, Right of Way	Draft TIP Approved	Total Federal Aid Regional Swap			\$978,000 \$782,400		\$978,000 \$782,400
48426 Iowa Department of Transportation	BRF-136(--38-23 IA136: Elwood Creek 3.1 mi W of US 61 Bridge New, Right of Way	Draft TIP Approved	Total Federal Aid Regional Swap			\$2,305,000 \$1,844,000		\$2,305,000 \$1,844,000
52524 Iowa Department of Transportation	BRF-30(--38-23 US30: Unnamed Stream 1.0 mi E of Co Rd Y4E Bridge New, Right of Way	Draft TIP Approved	Total Federal Aid Regional Swap			\$2,730,000 \$2,184,000	\$5,000	\$2,735,000 \$2,184,000
35157 Clinton County	BROS-C023(--8J-23 On 250 AVE, Over BLACK CREEK, S27 T82 RE3 Bridge Replacement	Draft TIP Approved	Total Federal Aid Regional Swap			\$600,000 \$600,000		\$600,000 \$600,000

HBP

Project ID Sponsor STIP ID	Project Number Location Work Codes	Approval Level Letting Date		2023	2024	2025	2026	Totals
39021 Jackson County	BROS-C049()--5F-49 On 362nd Avenue (Z15), Over Duck creek, S25 T86 R4E Bridge Replacement	Draft TIP Approved	Total Federal Aid Regional Swap			\$650,000 \$650,000		\$650,000 \$650,000
52526 Iowa Department of Transportation	BRF-20()--38-31 US20: N Fork Maquoketa River 0.6 mi W of IA 136 (WB) Bridge New, Right of Way	Draft TIP Approved	Total Federal Aid Regional Swap				\$6,815,000 \$5,452,000	\$6,815,000 \$5,452,000
52637 Iowa Department of Transportation	BRF-30()--38-23 US30: Mill Creek 0.2 mi E of W Jct US 67 in Clinton Bridge Deck Overlay	Draft TIP Approved	Total Federal Aid Regional Swap				\$850,000 \$680,000	\$850,000 \$680,000
52672 Iowa Department of Transportation	BRF-30()--38-23 US30: UP RR 0.3 mi E of W Jct US 67 in Clinton Bridge Deck Overlay	Draft TIP Approved	Total Federal Aid Regional Swap				\$850,000 \$680,000	\$850,000 \$680,000
44757 Delaware County	BROS-C028()--5F-28 On 240th Street, Over Unnamed Stream, S8 T88N R5W Bridge New-CCS	Draft TIP Approved	Total Federal Aid Regional Swap				\$350,000 \$350,000	\$350,000 \$350,000
37751 Jackson County	BROS-C049()--5F-49 On 17th Street, Over Elk Creek, S33 T84N R6E Bridge Replacement	Draft TIP Approved	Total Federal Aid Regional Swap				\$400,000 \$400,000	\$400,000 \$400,000

ILL

Project ID Sponsor STIP ID	Project Number Location Work Codes	Approval Level Letting Date		2023	2024	2025	2026	Totals
48370 De Witt	ILL-1855()-93-23 In the city of De Witt, INDUSTRIAL STREET EXTENSION Grade and Pave	Draft TIP Approved	Total Federal Aid Regional Swap	\$4,351,500				\$4,351,500
48369 Dyersville	ILL-2160()-93-31 In the city of Dyersville, On 1ST ST SW, Over SMALL STREAM Pavement Widening, Bridge New	Draft TIP Approved	Total Federal Aid Regional Swap	\$19,900,000				\$19,900,000
52777 Delaware County	ILL-C028()-92-28 On X31, Over MAQUOKETA RIVER, S29 T88 R04	Draft TIP Approved	Total Federal Aid Regional Swap	\$6,900,000				\$6,900,000
36188 Clinton County	ILL-C023()-92-23 On Y-68 over Wapsi backwater,S31,T81,R4E Bridge Replacement	Draft TIP Approved	Total Federal Aid Regional Swap		\$1,750,000			\$1,750,000

NHPP

Project ID Sponsor STIP ID	Project Number Location Work Codes	Approval Level Letting Date		2023	2024	2025	2026	Totals
52569 Iowa Department of Transportation	NHSX-30()-3H-23 US30: W of N Jct US 61 to W Jct US 67 Pavement Rehab	Draft TIP Approved	Total Federal Aid Regional Swap	\$12,419,000 \$9,935,200				\$12,419,000 \$9,935,200
52587 Iowa Department of Transportation	NHSX-61()-3H-23 US61: Silver Creek S of De Witt to S of Old IA 956 Pavement Rehab	Draft TIP Approved	Total Federal Aid Regional Swap	\$3,452,000 \$2,761,600				\$3,452,000 \$2,761,600
45273 Iowa Department of Transportation	NHSX-13()-3H-28 IA13: Honey Creek 0.2 mi N of Co Rd D13 to S Jct IA 3 Right of Way	Draft TIP Approved	Total Federal Aid Regional Swap		\$25,427,000 \$20,341,600			\$25,427,000 \$20,341,600

PRF

Project ID Sponsor STIP ID	Project Number Location Work Codes	Approval Level Letting Date		2023	2024	2025	2026	Totals
37917 Iowa Department of Transportation	BRFN-136()--39-23 IA136: Mississippi River in Clinton (State Share)	Draft TIP Approved	Total Federal Aid Regional Swap	\$40,000	\$40,000	\$40,000	\$40,000	\$160,000
37915 Iowa Department of Transportation	BRFN-30()--39-23 US30: Mississippi River in Clinton (State Share)	Draft TIP Approved	Total Federal Aid Regional Swap	\$25,000	\$25,000	\$25,000	\$25,000	\$100,000
37952 Iowa Department of Transportation	BRFN-52()--39-49 US52: Mississippi River in Sabula (State Share)	Draft TIP Approved	Total Federal Aid Regional Swap	\$25,000	\$25,000	\$25,000	\$25,000	\$100,000
39204 Iowa Department of Transportation	BRFN-US30()--39-23 US30: Wapsipinicon River 1.5 mi E of Co Rd Y4E Bridge New, Right of Way	Draft TIP Approved	Total Federal Aid Regional Swap	\$6,000				\$6,000
52571 Iowa Department of Transportation	NHSN-67()--2R-23 US67: In Clinton, from N 2nd St to N 3rd St Pavement Rehab	Draft TIP Approved	Total Federal Aid Regional Swap	\$200,000				\$200,000
39208 Iowa Department of Transportation	STPN-136()--2J-23 IA136: Mississippi River in Clinton Traffic Signs	Draft TIP Approved	Total Federal Aid Regional Swap	\$100,000				\$100,000
39205 Iowa Department of Transportation	STPN-30()--2J-23 US30: Mississippi River in Clinton Traffic Signs	Draft TIP Approved	Total Federal Aid Regional Swap	\$150,000				\$150,000
39259 Iowa Department of Transportation	STPN-52()--2J-49 US52: Mississippi River Bridge to N of Sabula Right of Way	Draft TIP Approved	Total Federal Aid Regional Swap	\$293,000		\$32,956,000		\$33,249,000
52638 Iowa Department of Transportation	BRFN-20()--39-31 US20: IA 136 Interchange in Dyersville (EB & WB) Bridge Deck Overlay	Draft TIP Approved	Total Federal Aid Regional Swap		\$560,000			\$560,000

PRF

Project ID Sponsor STIP ID	Project Number Location Work Codes	Approval Level Letting Date		2023	2024	2025	2026	Totals
52671 Iowa Department of Transportation	BRFN-20()-39-31 US20: N Fork Maquoketa River 0.5 mi W of IA 136 (EB) Bridge Deck Overlay	Draft TIP Approved	Total Federal Aid Regional Swap		\$368,000			\$368,000
39206 Iowa Department of Transportation	BRFN-30()-39-23 US30: Ames Creek 3.5 mi E of E Jct US 61 (EB & WB) Bridge Deck Overlay	Submitted	Total Federal Aid Regional Swap		\$892,000			\$892,000
45318 Iowa Department of Transportation	BRFN-30()-39-23 US30: Silver Creek 0.7 mi E of W Jct US 61 in De Witt (EB & WB) Bridge Deck Overlay	Draft TIP Approved	Total Federal Aid Regional Swap		\$1,571,000			\$1,571,000
39207 Iowa Department of Transportation	BRFN-61()-39-23 US61: N Jct US 30 in De Witt (NB & SB) Bridge Deck Overlay	Draft TIP Approved	Total Federal Aid Regional Swap		\$1,455,000			\$1,455,000
52559 Iowa Department of Transportation	NHSN-52()-2R-31 US52: E Jct Pfeiler Rd to 0.7 mi N of Boy Scout Rd Erosion Control	Submitted	Total Federal Aid Regional Swap		\$343,000			\$343,000
48442 Iowa Department of Transportation	BRFN-136()-39-23 IA136: Mississippi River in Clinton (State Share) Bridge Deck Overlay	Draft TIP Approved	Total Federal Aid Regional Swap			\$1,000,000		\$1,000,000
48457 Iowa Department of Transportation	BRFN-61()-39-49 US61: Tarecod Creek 1.4 mi N of Co Rd E17 (NB) Bridge Deck Overlay	Draft TIP Approved	Total Federal Aid Regional Swap			\$461,000		\$461,000
52525 Iowa Department of Transportation	BRFN-US30()-39-23 US30: Calamus Drainage Ditch 1.5 mi W of Co Rd Y44 Bridge New, Right of Way	Draft TIP Approved	Total Federal Aid Regional Swap				\$5,000	\$5,000

STBG

Project ID Sponsor STIP ID	Project Number Location Work Codes	Approval Level Letting Date		2023	2024	2025	2026	Totals
478 RPA 8	RGPL-PA08(RTP)--ST-00 On ECIA Transportation Planning Trans Planning	Draft TIP Approved	Total	\$86,969	\$86,969	\$86,969	\$86,969	\$347,876
			Federal Aid	\$69,575	\$69,575	\$69,575	\$69,575	\$278,300
			Regional Swap	\$69,575	\$69,575	\$69,575	\$69,575	\$278,300
52656 Iowa Department of Transportation	STP-136(--2C-23 IA136: US 61 to Lost Nation Pavement Rehab	Draft TIP Approved	Total	\$2,593,000				\$2,593,000
			Federal Aid	\$2,074,400				\$2,074,400
			Regional Swap					
52655 Iowa Department of Transportation	STP-62(--2C-49 IA62: IA 64 in Maquoketa to Co Rd Y61 N of Andrew Pavement Rehab	Draft TIP Approved	Total	\$4,511,000				\$4,511,000
			Federal Aid	\$3,608,800				\$3,608,800
			Regional Swap					
44629 Delaware County	STP-S-C028(--5E-28 On Robinson Road (W63), from Linn County Line N 4.7 miles	Draft TIP Approved 11/15/2022	Total	\$2,499,342				\$2,499,342
			Federal Aid	\$1,499,342				\$1,499,342
			Regional Swap	\$1,499,342				\$1,499,342
49845 RPA 8	STP-U-PA08(--70-23 On Manufacturing Drive and Bluff Boulevard, From US 30 to 7th Ave N Trans Planning	Draft TIP Approved	Total	\$25,000	\$25,000	\$25,000	\$25,000	\$100,000
			Federal Aid	\$20,000	\$20,000	\$20,000	\$20,000	\$80,000
			Regional Swap	\$20,000	\$20,000	\$20,000	\$20,000	\$80,000
PA Note: Funding was approved for RPA 8 to help the City of Clinton administer RAISE grant.								
49727 RPA 8	STP-U-PA08(--70-49 On Platt St, from US 61 E 1.7 miles to HYW 64 Trans Planning	Draft TIP Approved	Total	\$12,500	\$12,500			\$25,000
			Federal Aid	\$10,000	\$10,000			\$20,000
			Regional Swap	\$10,000	\$10,000			\$20,000
45816 Clinton County	STP-S-C023(--5E-23 On F 12, from Z-24 E 5 miles to Z-36 HMA Resurfacing/Cold-in-Place Recycling	Draft TIP Approved	Total		\$3,075,000			\$3,075,000
			Federal Aid		\$1,185,000			\$1,185,000
			Regional Swap		\$1,185,000			\$1,185,000
					\$240,000			\$240,000
37309 Dubuque County	STP-S-C031(--5E-31 On Higginsport Road, from Hwy 151 5.9 miles to Moloney Road Pavement Rehab	Draft TIP Approved	Total		\$2,042,528			\$2,042,528
			Federal Aid		\$1,492,528			\$1,492,528
			Regional Swap		\$1,492,528			\$1,492,528
			Swap					

STBG

Project ID Sponsor STIP ID	Project Number Location Work Codes	Approval Level Letting Date		2023	2024	2025	2026	Totals
35330	STP-S-C049()--5E-49	Draft TIP	Total			\$1,700,000		\$1,700,000
Jackson County	On Z34 (435th Ave), from Preston N 4.56 miles to Maquoketa River	Approved	Federal Aid			\$900,000		\$900,000
			Regional					
			Swap					
44694	STP-S-C023()--5E-23	Draft TIP	Total				\$1,557,700	\$1,557,700
Clinton County	On E 50, from 432nd Ave W 5.2 miles to 148th St Bryant	Approved	Federal Aid				\$757,700	\$757,700
	HMA Resurfacing/Cold-in-Place Recycling		Regional				\$497,700	\$497,700
			Swap					

STBG-TAP

Project ID Sponsor STIP ID	Project Number Location Work Codes	Approval Level Letting Date		2023	2024	2025	2026	Totals
45515	TAP-R-2160(617)--8T-31	Draft TIP	Total	\$750,000				\$750,000
Dyersville	In the city of Dyersville, Heritage Trail Paving: From 11th ST SE to Heritage Trail	Approved	Federal Aid	\$242,111				\$242,111
	Ped/Bike Grade & Pave, Ped/Bike Structures	10/18/2022	Regional	\$242,111				\$242,111
			Swap					
52778	TAP-U-1415()--8I-23	Draft TIP	Total	\$790,399				\$790,399
RPA 8	In the city of Clinton, On N 13TH ST, from Pershing Blvd 1.7 miles to North 14th St	Approved	Federal Aid	\$250,000				\$250,000
	Grade and Pave		Regional					
			Swap					
45516	TAP-U-4742(621)--8I-49	Draft TIP	Total	\$577,952				\$577,952
Maquoketa	In the city of Maquoketa, On ALLEN ST, S25 T84 R02E from E Summit St to 200 th Ave	Approved	Federal Aid	\$242,111				\$242,111
	Ped/Bike Grade & Pave, Ped/Bike Miscellaneous	2/15/2022	Regional	\$242,111				\$242,111
			Swap					
52779	TAP-U-1855()--8I-23	Draft TIP	Total		\$420,000			\$420,000
RPA 8	In the city of De Witt, Paul Skeffington Memorial Trail from Westwood dr to Westbrook Park	Approved	Federal Aid		\$250,000			\$250,000
	Grade and Pave		Regional					
			Swap					
52780	TAP-U-4682()--8I-28	Draft TIP	Total			\$338,203		\$338,203
RPA 8	In the city of Manchester, On Grand Avenue Trail, from Fairview Dr to E Acres St	Approved	Federal Aid			\$250,000		\$250,000
	Grade and Pave		Regional					
			Swap					

Project ID Sponsor STIP ID	Project Number Location Work Codes	Approval Level Letting Date		2023	2024	2025	2026	Totals
36548 Jackson County	BROS-SWAP-C049()--SE-49 On 49th Street, Over Creek, S18 T84 R1 Bridge Replacement	Draft TIP Approved 12/20/2022	Total Federal Aid Regional Swap	\$450,000 \$450,000				\$450,000 \$450,000

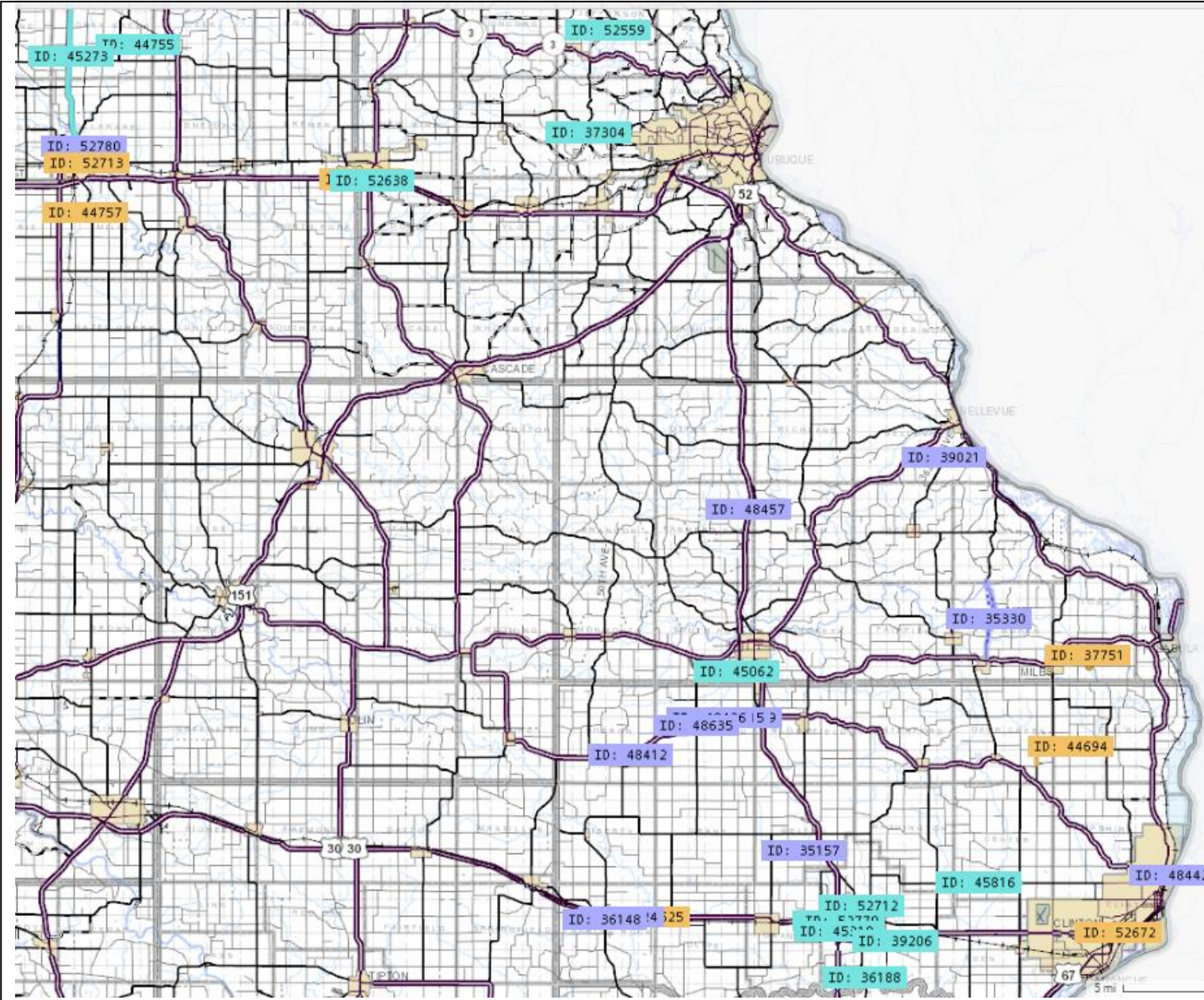
SWAP-HSIP

Project ID Sponsor STIP ID	Project Number Location Work Codes	Approval Level Letting Date		2023	2024	2025	2026	Totals
44696 Clinton County	HSIP-SWAP-C023()--FJ-23 On Y-54 from E-63 to Grand Mound HMA Resurfacing/Heater Scarification	Draft TIP Approved	Total Federal Aid Regional Swap	\$1,560,000 \$60,000				\$1,560,000 \$60,000

SWAP-STBG

Project ID Sponsor STIP ID	Project Number Location Work Codes	Approval Level Letting Date		2023	2024	2025	2026	Totals
52714 Grand Mound	STBG-SWAP-3032()--SG-23 In the city of Grand Mound, On East St, from Union Pacific Railroad to North City Limit Pave	Draft TIP Approved	Total Federal Aid Regional Swap	\$492,000 \$250,000 \$250,000				\$492,000 \$250,000 \$250,000
52712 De Witt	STBG-SWAP-1855()--SG-23 In the city of De Witt, On 6th Ave, from 11th St N to Northridge Rd Pave	Draft TIP Approved	Total Federal Aid Regional Swap		\$998,460 \$560,618 \$560,618			\$998,460 \$560,618 \$560,618
52713 Manchester	STBG-SWAP-4682()--SG-28 In the city of Manchester, On E MAIN ST, from Reynolds St to Bailey Drive Pave	Draft TIP Approved	Total Federal Aid Regional Swap				\$1,500,000 \$514,104 \$514,104	\$1,500,000 \$514,104 \$514,104

RPA 8 FFY 2022-2025 Transportation Improvement Program Map



TPMS NUMBERS ON MAP CORRESPOND WITH TPMS NUMBERS ON SPREADSHEET
Prepared by ECIA 05-26-22
 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 2023 - 2026

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2023	2024	2025	2026	Totals
6733 Region 8 Regional Transit Authority	5339 Submitted	Capital	Light Duty Bus (176" wb)	Total	\$105,760				\$105,760
				FA	\$89,896				\$89,896
				DOT					
7811 Region 8 Regional Transit Authority	5311,STA Submitted	Operations	Operations	Total	\$734,414				\$734,414
				FA	\$392,433				\$392,433
				DOT	\$341,981				\$341,981
9986 Clinton Municipal Transit Administration	5311,STA Submitted	Operations	Operations	Total	\$2,831,511				\$2,831,511
				FA	\$916,376				\$916,376
				DOT	\$284,250				\$284,250
9988 Clinton Municipal Transit Administration	5311 Submitted	Capital	Replace 178" WB ADA bus UFRC,VSS,Low Floor Unit # 1658	Total	\$108,700				\$108,700
				FA	\$97,546				\$97,546
				DOT					
9990 Clinton Municipal Transit Administration	5311 Submitted	Capital	Replace 178" WB ADA bus UFRC,VSS,Low Floor Unit # 1657	Total	\$114,760				\$114,760
				FA	\$97,546				\$97,546
				DOT					
9994 Clinton Municipal Transit Administration	5303 Submitted	Capital	Replace 35" HD low floor bus Unit # 0941	Total	\$526,380				\$526,380
				FA	\$438,923				\$438,923
				DOT					
9996 Clinton Municipal Transit Administration	5311 Submitted	Capital	Replace 35" HD low floor bus Unit # 0942	Total	\$526,380				\$526,380
				FA	\$438,923				\$438,923
				DOT					

RPA 8 PUBLIC PARTICIPATION PROGRAM

Accommodation:

Meetings, public hearings, and ECIA formal events are held in facilities that are accessible by persons with disabilities. **Public notices of ECIA meetings and events include a notice of location for public. Individuals with disabilities will be provided with accommodations to attend the meetings on request with a minimum of one 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. These 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 2023-2026 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 2023 through 2026; 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 2023–2026 Transportation Improvement Program is hereby approved.

Adopted this on 23rd of June 2022.



Scott Madison
Chair, RPA Policy Board

06/23/2022

Date

ATTEST:



Kelley Deutmeyer
Executive Director, ECIA

06/23/2022

Date

Appendix D

General RPA Funding Guide to Transportation Surface Transportation Projects

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

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

Project Obligation:

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

FHWA Authorization of Construction Costs

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

Please see below for FEDERAL AID PROJECT DEVELOPMENT GUIDE

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

SURFACE TRANSPORTATION PROGRAM EVALUATION CRITERIA

1. Economic Vitality: 275 Points (27.5%)
 4. System Preservation: 200 Points (20%)
 2. Safety: 200 Points (20%)
 3. Accessibility and Mobility: 125 Points (12.5%)
 5. Integration and Connectivity: 75 Points (7.5%)
 6. Local and Regional Factors: 125 Points (12.5%)
- TOTAL POINTS AVAILABLE: 1000 (100%)

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

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

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

EVALUATION CRITERIA

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

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

ECONOMIC VITALITY

275 Total Points Available

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

75 Points - Project promotes general economic development.

40 Points - Project specifically enhances or improves tourism.

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

40 Points - Project improves or enhances movement of workers.

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

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

SYSTEM PRESERVATION

200 Total Points Available

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

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

Formula 1: $[(\text{Existing AADT} + 10 \text{ Year AADT})/1000/2]$

Formula 2: $[(\text{Formula 1 Answer}/2)*(\text{Surface Type})*(\text{Facility Condition})]$

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

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

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	Points
Ranges Change	
0	0

1	20
2	40
3	60

Volume Capacity Table

TABLE IV-2
CAPACITY BY FACILITY AND AREA TYPE

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

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

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

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

INTEGRATION AND CONNECTIVITY

75 Points Total Points Available

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

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

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

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

LOCAL AND REGIONAL FACTORS

125 Total Points Available

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

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

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

project will be grouped in the 80/20 range. A proposed project that has a federal/local match ratio of 68/32 will be grouped in the 70/30 range.

Local Match Ratio Scoring Criteria

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

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

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

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

Appendix E

RPA 8 Transportation Alternative Program Project Scoring Criteria

RPA8 Transportation Alternatives Program Structure

Eligible Activities

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

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

Transportation Alternatives

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

1. Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.
2. Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
3. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other 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.