

1 Introduction

The transportation system in a regional planning area is vital for the movement of people and goods to, through, from, and within the area. A transportation system takes on two primary roles: the movement of people and the movement of goods. The transportation improvement program (TIP) is a regional planning area's agreed upon list of surface transportation improvements that received Federal funding to move goods and people in a regional planning area's transportation system.

1.1 FEDERAL GUIDANCE

Congress passed the Federal-Aid Highway Act of 1962, requiring regional agencies to conduct a "continuing, comprehensive, and coordinated" (3-C) transportation planning process. Congress took additional steps in drafting the Federal-Aid Highway Act of 1973 by establishing Metropolitan Planning Organizations (MPO) in urbanized areas over 50,000 persons in population, and by dedicating to MPOs a small portion of each state's funding from the Highway Trust Fund. The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) empowered and provided for flexibility in the use of funding, improved state-regional cooperation, and enhanced public participation. The Transportation Equity Act for the 21st Century (TEA-21) legislation of 1998 expanded the role and responsibilities of metropolitan areas exceeding 200,000 persons in population with the designation of Transportation Management Areas (TMA). In 2005, Congress passed the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

SAFETEA-LU guaranteed funding for highways, highway safety, and public transportation through Federal Fiscal Year (FFY) 2009 (September 30, 2009). Since then, the United States Senate has passed continuing resolutions to extend SAFETEA-LU and to provide appropriations for transit programs through 2012 at funding levels consistent with authorized 2009 levels. SAFETEA-LU addressed the many challenges facing transportation systems including improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment. SAFETEA-LU promoted more efficient and effective Federal surface transportation programs by focusing on transportation issues of national significance, while giving state and local transportation decision makers more flexibility to solve transportation problems in their communities.

On July 6, 2012, Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law replacing SAFETEA-LU. MAP-21 provides essential funds for transportation projects ranging from

passenger rail, freight transportation, highway and bridge projects, and bicycle and pedestrian projects. MAP-21 took effect on October 1, 2012, and funds surface transportation projects through September 30, 2014. The bill provides \$105 billion in funding per year for Federal Fiscal Year's (FFY) 2013 and 2014. MAP-21 includes a number of major changes including the elimination of the Surface Transportation Program Transportation Enhancements Program, expansion of the Transportation Infrastructure Finance Innovation Act (TIFIA), and streamlining of the environmental review process. Federal transit program also change slightly with Job Access and Reverse Commute (JARC) and New Freedom funds being consolidated into the Urbanized Area Formula Grants.¹

1.2 CENTRAL IOWA REGIONAL TRANSPORTATION PLANNING ALLIANCE

The Central Iowa Regional Transportation Planning Alliance (CIRTPA) serves as the formal transportation planning body for the greater central Iowa regional area, carrying out the intent of Title 23 of the United States Code of Federal Regulations, Section 450. The CIRTPA works to carry out a 3-C multimodal transportation planning process for the greater central Iowa regional area, excluding the areas within the Des Moines Area Metropolitan Planning Organization (MPO) and the Ames Area MPO.

Responsibilities

The CIRTPA provides a regional forum to assure local, state, and Federal agencies and the public coordinate transportation planning issues, and to prepare transportation plans and programs. The CIRTPA develops both long and short-range multimodal transportation plans, selects and approves projects for Federal funding based on regional priorities, and develops methods to reduce traffic congestion.

The CIRTPA is responsible for these transportation planning activities within the geographic area identified as the Regional Planning Area (RPA). The CIRTPA approved its current RPA on January 10, 2008. The RPA includes all portions of Boone, Dallas, Jasper, Madison, Marion, Polk, Story, and Warren Counties except for the planning area of the Des Moines Area Metropolitan Planning Organization and the Ames Area Metropolitan Planning Organization.

Membership

Full voting membership to the CIRTPA is open to any county or city government located, wholly or partially, in the designated RPA containing a minimum population of 3,000 persons that adopts the CIRTPA's 28E Agreement (agreement entered into under Chapter 28E, Code of Iowa, establishing the

¹ <http://www.fhwa.dot.gov/safetealu/summary.htm>

CIRTPA and its responsibilities). Currently, CIRTPA membership includes the following cities and counties:

- Adel;
- Boone;
- Boone County;
- Dallas County;
- Indianola;
- Jasper County;
- Knoxville;
- Madison County;
- Marion County;
- Nevada;
- Newton;
- Pella;
- Perry;
- Polk County;
- Story City
- Story County;
- Warren County; and,
- Winterset.

The Iowa Department of Transportation (DOT), the Des Moines Area Regional Transit Authority (DART), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Heart of Iowa Regional Transportation Alliance (HIRTA) serve as advisory non-voting, representatives to the CIRTPA.

Organization

Two designated committees form the structure of the CIRTPA: the Transportation Technical Committee (TTC) and the Transportation Policy Committee (TPC). The CIRTPA member governments' and agencies' boards and councils appoint their own representatives to the TTC and to the TPC.

The CIRTPA TTC is comprised primarily of representatives of member governments' and agencies' technical staffs, including planners, engineers, and city administrators. The CIRTPA TPC is primarily comprised of elected officials that include mayors, city council members, city managers, and county supervisors.

The CIRTPA staff supports the TTC and the TPC. The TTC offers technical guidance and recommendations to the TPC. The TPC takes formal actions on transportation topics after reviewing and considering the TTC's recommendations.

Additionally, the CIRTPA supports, as needed, other subcommittees, roundtables, working groups, and advisory committees of the Des Moines Area MPO on various transportation-related topics relevant to the CIRTPA's responsibilities.

Representation

Each member government is entitled to one representative each on the CIRTPA TPC and on the CIRTPA TTC. As previously noted, the Iowa DOT, DART, FHWA, FTA, and HIRTA serve as advisory representatives to the CIRTPA and each have one representative.

1.3 TRANSPORTATION IMPROVEMENT PROGRAM

The CIRTPA's *Federal Fiscal Years 2014-2017 Transportation Improvement Program* (FFY 2014-2017 TIP) serves as a list of Federal-aid eligible transportation projects for the CIRTPA's RPA. The TIP covers a period of no less than four years and is updated annually for compatibility with the Statewide Transportation Improvement Program development and approval process. State Transit Assistance (STA) and Statewide Transportation Alternative Program (Statewide TAP) funds are the only source of State funding shown in the TIP.

The TIP identifies all Federal funds programmed during the four-year period (FFY 2014-2017). Additionally, the TIP identifies all projects by Federal funding program and by FFY. Funding programs in Chapter 4, FHWA Projects, include the following:

- Demonstration Award;
- Federal Recreational Trails;
- Highway Bridge Replacement and Rehabilitation Program;
- Highway Safety Improvement Program;
- National Highway Performance Program;
- Iowa's Clean Air Attainment Program;
- Planning;
- Safe Routes to School;
- Surface Transportation Program (STP); and,
- Transportation Alternatives Program (TAP).

Transit funding programs are included in Chapter 5, FTA Projects, and include the following:

- Capital Investment Program;
- Metropolitan Planning Program;
- Non-Urbanized Area Formula Program;
- Rural Transit Assistance Program;
- Special Needs Program;
- State Transit Assistance;
- Statewide Transportation Planning Program; and,
- Urbanized Area Formula Program.

TIP Requirements

For MPO's, Title 23 of the Code of Federal Regulations, Section 450.324, indicates the TIP must cover a period of no less than four years, be updated at least every four years, and be approved by the

MPO and the Governor (or Iowa DOT). For regional planning affiliations, like CIRTPA, there are no such requirements. However, the Iowa DOT suggests that all regional planning affiliations look to develop similar TIPs for uniformity and consistency with the Iowa DOT's Statewide Transportation Improvement Program. Therefore, CIRTPA's TIP shall include:

- Capital and non-capital surface transportation projects within the boundaries of the RPA proposed for funding;
- Contain all regionally significant projects requiring an action by the FHWA or the FTA whether or not the projects are to be funded;
- All regionally significant projects proposed to be funded with Federal funds other than those administered by FHWA or the FTA, as well as all regionally significant projects to be funded with non-Federal funds;
- A financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs;
- A project, or a phase of a project, only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project; and,
- Sufficient descriptive material, estimated total project cost, amount of Federal funds proposed to be obligated during each program year, and identification of the agencies responsible for each project or phase.

Plan Consistency

Each project or project phase included in the TIP must be consistent with other CIRTPA plans, including the CIRTPA *Horizon Year 2030 Long-Range Transportation Plan*. In addition, the CIRTPA requires consistency among the TIP and member governments' and agencies' capital improvement plans. In particular, the CIRTPA requires consistency among proposed short- and long-range projects, strategies, plans, and programs.

TIP Adoption

Adoption of the CIRTPA's FFY 2014-2017 TIP is subject to the CIRTPA's review and approval. The review process consists of a public comment period that offers opportunities for review and comment of the draft FFY 2014-2017 TIP. At the conclusion of the public review period, CIRTPA staff reviews and summarizes all submitted comments and presents the findings to the CIRTPA committees for consideration into the final FFY 2014-2017 TIP. The CIRTPA submits the final (approved) FFY

2014-2017 TIP, with a copy of the formal resolution, to the Iowa DOT. The Iowa DOT then reviews the plan to ensure compliance with Federal regulations.

Amendments and Administrative Modifications

Under guidance from the Iowa DOT, the CIRTPA may revise the TIP at any time under procedures agreed to by the cooperating parties consistent with the procedures established. Revisions are changes that occur between annual updates.

The Iowa DOT identifies two types of revisions to the TIP: major revisions (amendments) and minor revisions (administrative modifications). The Iowa DOT considers the following criteria when determining the type TIP revision.

Amendments

An amendment is a major change to a project in the TIP, including the addition or deletion of a project, a major change in project cost or project phase initiation dates, or a major change in the design concept or scope (e.g., changing project termini or the number of through lanes). The Iowa DOT considers amendments to the FFY 2014-2017 TIP any proposed changes that meet any of the following criteria:

- **Project cost** – Projects in which the recalculated project costs increase Federal aid by more than 30 percent or increase total Federal aid by more than \$2,000,000 from the original amount;
- **Schedule changes** – Projects which are added or deleted from the TIP;
- **Funding sources** – Receiving additional Federal funding sources to a project; and,
- **Scope changes** – Changing the project termini, the amount of through traffic lanes, the type of work from an overlay to reconstruction, or the change to include widening of the roadway.

If the Iowa DOT considers a change to the TIP to be an amendment, the CIRTPA must approve the requested change and must follow the public participation process identified in the CIRTPA's *Public Participation Plan* (PPP). The PPP states the CIRTPA would schedule a public meeting to receive public comments on a date before the CIRTPA Joint meeting and provide a summary of the public comments to the CIRTPA committees prior to the CIRTPA TPC taking action on the proposed amendment. If the CIRTPA approves the amendment, the CIRTPA would notify the Iowa DOT, the FHWA, and the FTA. Generally, TIP amendments take a minimum of 60 days to process.

Administrative Modifications

An administrative modification is a minor change to a project in the TIP, including minor changes to project phase costs, funding sources or previously included projects, and project or project phase initiation dates. The Iowa DOT considers as administrative modification to the FFY 2014-2017 TIP proposed changes that meet any of the following criteria:

- **Project cost** – Projects in which the recalculated project costs do not increase Federal aid by more than 30 percent or do not increase total Federal aid by more than \$2,000,000 from the original amount;
- **Schedule changes** – Changes in schedules to projects which are included in the first four years of the TIP;
- **Funding sources** – Changes to funding from one source to another; and,
- **Scope changes** – All changes to the projects scope are amendments.

If the Iowa DOT considers a change to the TIP to be an administrative modification, the CIRTPA would conduct a thorough review of the proposed administrative modification and would process the revision by notifying the Iowa DOT, FHWA, and FTA. The CIRTPA also will notify the TPC and the TTC of all TIP administrative modifications through their monthly meeting agendas. Generally, the TIP administrative modifications would take a maximum of 30 days to process.

Plan Organization

The FFY 2014-2017 TIP has seven chapters covering the CIRTPA's guidelines for choosing and funding projects, status reports of the previous FFY projects, a listing of projects in the Federal highway and Federal transit element, a financial plan for all Federal-aid projects, required resolutions and certifications, and a summary of public comments.

Introduction

The Introduction explains Federal transportation planning guidelines and provides background information on the CIRTPA's responsibilities, representatives, and committees. The chapter also includes information about the CIRTPA's public participation process procedures and provides an overview of the TIP, including its purpose, requirements, and the methodology to adopt, implement, amend, or modify the plan.

Surface Transportation Program Guidelines

The Surface Transportation Program Guidelines chapter provides background into the CIRTPA's project selection procedure, including eligibility requirements and sub-allocation processes. The chapter

also discusses the intent of the STP and TAP programs.

Federal Fiscal Year 2013 Status Reports

The Federal Fiscal Year 2013 Status Reports chapter is a status listing of all Federal-aid projects programmed to utilize Federal funding in FFY 2013.

Federal Highway Administration Projects

The Federal Highway Administration Projects chapter provides an overview of the existing FHWA funding programs. This chapter also provides a listing of all Federal-aid projects programmed to utilize FHWA funds during the next four FFYs (FFY 2014-2017).

Federal Transit Administration Projects

The Federal Transit Administration Projects chapter provides an overview of the existing Federal and State transit funding programs, including a description of the transit investments. This chapter also provides a listing of all Federal-aid projects programmed to utilize FTA funds during the next four FFY's (FFY 2014-2017).

Financial Plan

The Financial Plan chapter summarizes the financial availability of the CIRTPA to implement surface transportation improvements. The chapter includes the fiscal constraint of the STP and TAP program, listing the forecasted operations and maintenance expenditures, and forecasted non Federal-aid revenues. The chapter also includes a section discussing the transit planning narrative for all transit project funding sources.

Resolutions

The resolutions chapter includes a resolution of adoption by the planning organization.

Public Comment

The public comment chapter includes a summary on the disposition of comments made as part of the public review of the TIP on July 11, 2013, and any subsequent written comments submitted to the CIRTPA before July 17, 2013.

2 Project Selection Procedures

The CIRTPA, when considering project requests for STP funds, should place primary emphasis upon region-wide transportation system improvement needs as identified in the CIRTPA's *Long-Range Transportation Plan* (Plan), with how those needs impact the movement of people and goods throughout the regional area, and how the requested project will have potential benefits and potential impacts on all communities in central Iowa. The CIRTPA should consider funding regionally significant transportation projects in the Plan.

All projects applying for CIRTPA STP or TAP funding must be sponsored by one or more of the sixteen CIRTPA member governments, the Iowa DOT, DART or HIRTPA. Other entities are eligible only with co-sponsorship by one of the organizations listed above. When applying for STP or TAP funds a sponsor must submit a resolution from that sponsor's council, board of supervisors, or similar governing body, guaranteeing the local funds for the STP match and authorizing the project.

2.1 SURFACE TRANSPORTATION PROGRAM

The purpose of the STP is to provide flexible funding that may be used by localities for improvements on any Federal-aid highway, bridge projects on any public road, and intracity and intercity bus terminals and facilities. The STP is also intended to provide funding for transit capital improvements, bicycle and pedestrian facilities, and regional transportation planning activities.

The method for the distribution of the CIRTPA's STP funding occurs through a sub-allocation process to all CIRTPA member governments with populations over 5,000. The calculations used in the CIRTPA's STP sub-allocation process reflect the formulas used by the Iowa DOT in distributing STP funds to Iowa's regional planning affiliations. Each CIRTPA member government eligible to receive STP funds makes individual decisions on where to expend those resources within their respective jurisdictions. Many CIRTPA members save their STP allocation for several years in order to build more substantial projects.

In a resolution passed at the September 13, 2001, CIRTPA Joint Committee Meeting, the CIRTPA approved the Surface Transportation Program Funding Expenditure Policy. This policy states:

“No member government of the Central Iowa Regional Transportation Planning Alliance, in the programming of their projects in the Central Iowa Regional Transportation Planning Alliance Transportation Improvement Program, will exceed the amount of Surface Transportation Program funds sub allocated to their respective jurisdiction over the life of the current Federal transportation legislation.”

2.2 TRANSPORTATION ALTERNATIVES PROGRAM

The CIRTPA follows the FHWA's *Guidance for Transportation Enhancement Activities* in the administration of the TAP project selection, which may be publicly accessed at www.fhwa.dot.gov/environment/te/guidance.htm. Any project applying for CIRTPA TAP funding must be sponsored by one or more of the ten CIRTPA member cities and eight CIRTPA member counties governments. The CIRTPA only awards TAP funds for the coming Federal Fiscal Year.

The CIRTPA adopted a set of guidelines for the STP TE Program (now TAP) on August 23, 1995. These guidelines are considered by the CIRTPA when allocating monies to TAP projects.

- A. Any project sponsors with TAP projects that have statewide significance must apply for Statewide TAP funding with the Iowa DOT, prior to submitting an application for the same project requesting CIRTPA TAP funds. If a project is awarded funding from the Iowa DOT and CIRTPA, the Iowa DOT will provide the funding and the CIRTPA funds will be programmed for other projects.

When a project sponsor submits a TAP application to the CIRTPA for a project with state significance, the sponsor must provide written verification that an application has been submitted to the Iowa DOT for Statewide TAP funding. The CIRTPA staff will work with the CIRTPA TTC, the TAP Subcommittee, and the Iowa DOT staff to determine if projects have statewide significance. If the sponsor fails to apply for Statewide TAP funding or fails to provide written verification that an application for Statewide TAP funding was submitted prior to submittal of a TAP application with the CIRTPA, the CIRTPA shall find the project ineligible because the sponsor did not follow the required guidelines.

- B. The CIRTPA TTC's TAP Subcommittee evaluates TAP projects in five categories:

1. Bicycle and Pedestrian Facilities;
2. Historical Preservation Facilities;
3. Streetscape;
4. Environmental; and,
5. Safe Routes to School.

Each of the above categories uses different evaluation criteria. The TAP Subcommittee will evaluate and rank projects within each of the three categories and provide the CIRTPA TTC with a prioritized listing of projects in each category.

The CIRTPA TTC and the CIRTPA TPC will be provided with the TAP Subcommittee representative scores, an average score, and the percentage points received for each project submitted. The CIRTPA TTC will develop a TAP

recommendation to the CIRTPA TPC that identifies projects that the CIRTPA TTC recommends for inclusion in the draft CIRTPA TIP. The final projects selected for inclusion in the draft CIRTPA TIP will be determined by the CIRTPA TPC.

- C. Prior to the CIRTPA's annual approval of the TAP element of the draft CIRTPA TIP, the CIRTPA staff will provide the CIRTPA TTC and the CIRTPA TPC with a project listing that identifies all past projects funded with TAP monies.
- D. The CIRTPA and its staff will continue to work with the Iowa DOT and other MPOs and RPAs in the state to refine the TAP application and implementation process.
- E. Representation on the TAP Subcommittee will be updated annually prior to the solicitation of the TAP applications. The TAP Subcommittee will be an eight-member subcommittee, with one representative from each county. Each representative on the subcommittee will represent one county and all the cities within that county. Each of the eight member counties, and the member cities within those counties, will appoint one representative to the TAP Subcommittee.

Purpose

The purpose of the TAP process is to fund projects or programs related to transportation that will enhance the environmental, scenic, or cultural quality of a site or an area. A TAP improvement includes any project that qualifies in one of the twelve activities. The CIRTPA groups these twelve eligible activities into three categories.

Bicycle/Pedestrian Facilities: Provision of on-street and off-street facilities for pedestrians and bicycles and the conversion and use of abandoned railway corridors. *New Construction* subcategory is for projects creating a new facility, whereas the *Major Reconstruction* subcategory is for projects that result in a major rehabilitation of an existing facility.

Historic Preservation: Historic preservation and rehabilitation of historic transportation facilities.

Streetscape: Improvements to pedestrian facilities along a transportation corridor; sidewalks, lighting, safety-related infrastructure, signalization, and, traffic calming.

Environmental: Control and removal of outdoor advertising; address storm water

management, control, and water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity; vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control.

Safe Routes to Schools: *Infrastructure* related projects.-planning, design, and construction of infrastructure-related projects in the vicinity of schools that will substantially improve the ability of students to walk and bicycle to school.

Non-infrastructure related activities to encourage walking and bicycling to school.

The list of qualifying activities is intended to be exclusive, not illustrative. Only those activities listed are eligible TAP activities. Enhancement measures in the activities listed, which go beyond what is customarily provided as environmental mitigation, are considered as transportation enhancements. TAP projects are non-motorized transportation-related activities.

The focus is on the clear and credible description of how the proposed TAP project relates to the surface transportation system. Several questions should be asked:

1. In what way(s) is the project related to surface transportation through present or past use as a transportation resource?
2. Is there a direct connection to a person or event nationally significant in the development of surface transportation?
3. What is the extent of the relationship(s) to surface transportation?
4. What groups and individuals are affected by the relationship(s)?
5. When did the relationship(s) start and end or does the relationship(s) continue?
6. Is a relationship substantial enough to justify the investment of transportation funds?

The TAP guidance states that proximity to a transportation facility alone is not sufficient to establish a relationship. The following application types generally have been considered ineligible by the FHWA, in cooperation with the Iowa DOT:

1. Surfacing or resurfacing of existing roads or construction of new roads;
2. Construction or surfacing of parking lots (unless trailhead parking lot);
3. Construction of low water crossings on roads;
4. Picnic shelters, picnic tables, grills (unless directly related to a trailhead);
5. Construction of new buildings (unless they are rest rooms or trailhead shelters in conjunction with trails that will accommodate bikes or pedestrians);

6. Mitigation or National Environmental Policy Act Section 106 documentation of a bridge replacement;
7. Applications without a public sponsor (city, State, or county agency);
8. Historic applications where the facility or structure is not eligible for the National Register of Historic Places (please review with the State Historic Preservation Office);
9. Historic preservation activities that do not demonstrate some significant historic connection with transportation system; and,
10. Normal environmental mitigation work.

The Iowa DOT retains 50 percent of the total state TAP fund allocation and programs those funds for Statewide TE projects. The other 50 percent of the TAP funds goes to MPO's and Regional Planning Affiliations (RPA).

2.3 SURFACE TRANSPORTATION PROGRAM - HIGHWAY BRIDGE PROGRAM

Purpose

The purpose of the Surface Transportation Program - Highway Bridge Program (STP-HBP) process is to fund bridge projects at the cities and counties. The Iowa DOT provides an allocation of STP-HBP funds for each Federal Fiscal Year. CIRTPA member counties must identify bridge projects utilizing STP-HBP funds as part of their County Five-Year Program. Each member county uses a slightly different methodology for selecting bridge project to fund using the STP-HBP. In selecting STP-HBP projects, the primary concern is the limited availability of funding which results in the prioritization of bridge projects based on need. Need is determined by analyzing a variety of factors that include:

- Project cost;
- Traffic volume;
- Roadway classification;
- Data from bridge inspections;
- Bridge age;
- Structural capacity;
- Routes for hauling freight; and,
- Location of existing and proposed residential, commercial, and industrial developments.

Once the needs are determined, counties use the available funds on projects that are determined to meet the most needs. Currently the identified needs are greater than the funds available, therefore counties must consider taking actions such as posting the bridge for reduced loads, limit traffic, or consider closure of a bridge if necessary to assure public safety.

For cities, The Office of Local Systems selects city bridge projects based on priority points ranking from the Candidate List in November of each year for the next federal fiscal year. This selection is fiscally constrained by the Iowa DOT and limited to the 11 percent set-aside for the city bridge program.

3 Federal Fiscal Year 2013 Status Reports

3.1 STATUS REPORTS

The following are status reports of all Federal-aid projects programmed to utilize FHWA or FTA funds in FFY 2013. The status of projects may include a notice of receiving Federal authorization, letting, canceling, rolling over, or scheduled letting before October 1, 2013.

TABLE 3.1 City of Adel

Fund Category	Project Number	Location/Description	TPMS	Status
STP-HBP	BRM-0035(602)--8N-25	N 15th St: Over Butler Creek	21049	Refused funds due to lack of local match

TABLE 3.2 City of Boone

Fund Category	Project Number	Location/Description	TPMS	Status
STP	STP-U-0750(629)--70-08	South Marshall Street: From 1st Street to approx. 305 ft south of Prairie Ave.	21931	Let March 2013
DEMO	HDP-0750(628)--71-08	Phase 1: Industrial Park Rd and Quartz Ave Improvements from 4000 feet W. of Quartz Ave. to Quartz Ave. and Quartz Ave from Mamie Eisenhower to Industrial Park Rd	21376	Let February 2013

TABLE 3.3 Boone County

Fund Category	Project Number	Location/Description	TPMS	Status
STP-BR	BROS-C008(32)--8J-08	140th Street: V Ave 3/4 mi. east	9915	Roll to 2014

STP-BR	BHS-C008(62)--63-08	E18: SQUAW CREEK	22293	July 2013 Letting
STP-BR	BROS-C008(34)--8J-08	W Avenue: W Ave at 160th Street	9918	Roll to 2014

TABLE 3.4 Dallas County

Fund Category	Project Number	Location/Description	TPMS	Status
TAP	STP-ES-C025(90)--8I-25	Complete restoration of the 1868 Dayton House (Stagecoach Inn) Phase 2	20950	October 2013 Letting

TABLE 3.5 Iowa Department of Transportation

Fund Category	Project Number	Location/Description	TPMS	Status
STP	STP-()-2C-61	US 169: S JCT IA 92 TO DALLAS CO	22012	Let May 2013
STP	STP-()-2C-8	IA 210: From Dallas Co to WCL Madrid	22264	Let Spring 2013
STP	STP-()-2C-85	IA 210: In Maxwell - Sidewalk Ramps	22270	Let May 2013
PRF	BRFN-IA210()-39-85	210: UNION PACIFIC RR 2.5 MI E OFI-35	22018	Let May 2013
PRF	BRFN-()-39-25	I80: E AND W OF US 169 (VARIOUS LOCATIONS)	22008	Let Spring 2013
PRF	BRFN-6()-39-50	US 6: 2.2 MI E OF NEWTON	20885	Let Spring 2013
PRF	STPN-30()-2J-85	US 30: GRANT CREEK 2.8 MI E OF I-35(EB)	20887	Let Spring 2013
PRF	BRFN-()-39-50	IA 117: INDIAN CREEK NEAR MINGO	22010	Let April 2013
PRF	BRFN-()-39-50	IA117: I-80 INTERCHANGE AT COLFAX	22011	Let Spring 2013
PRF	BRFN-I-35()-39-91	35: NORTH RIVER 3.8 MI N OF IA 92(SB)	18578	Let Spring 2013
PRF	BRFN-I-35()-39-77	35: POLK-STORY-HAMILTON CO	6634	Let May 2013
NHPP	IM-35()-13-77	I-35: REST AREA RELOCATION APPROX. 3 MI. S OF IA 210 (NB & SB)	16920	Let Spring 2013
NHPP	IM-IA92()-13-91	92: CO RD R57 TO R ST (IN INDIANOLA)	18579	ROW Underway
NHPP	NHS-()-11-85	US 30: 0.9 MI E OF I-35 TO 610TH AVE IN NEVADA (EB)	21920	Let Spring 2013

NHPP	IM--13-85	I35: ANKENY TO AMES (AND VARIOUS LOCATIONS)	22015	Let Spring 2013
NHPP	NHS--19-91	US 65: From Liberty Center to E. Jct Co Rd G58	22272	Let Spring 2013
HSIP	IHSIPX-035-4(192)97--08-77	I-35: From Co. Rd. F22 to 1 Mi. N. of IA 210	23411	Let May 2013
HSIP	HSIP--2H-25	IA 44: DALLAS CENTER TO GRIMES	22007	Let Spring 2013

TABLE 3.6 City of Indianola

Fund Category	Project Number	Location/Description	TPMS	Status
STP	STP-U-3680(614)--70-91	S. J & K ST: From 600' N OF IA 92 to 500' S OF IA 92	9620	Roll to 2014

TABLE 3.7 Jasper County

Fund Category	Project Number	Location/Description	TPMS	Status
TAP	STP-E-C050--8V-50	Monroe-Prairie City Corridor: Following old railroad bed at Monroe St and South St in Monroe to just northwest of S 88th Ave W.	22170	Roll to 2014
STP-BR	BROS-C050(104)--8J-50	Meadow Ave: Over Cherry Creek	10083	Rolled to 2014 with September 2013 Letting
STP-BR	BHS-C050--63-50	Hwy T-12: Over North Skunk River	15529	Roll to 2015
STP-BR	BHS-C050--63-50	F-48: Over Prairie Creek	15531	Roll to 2015
STP-BR	BHS-C050--63-50	F-24: Over Indian Creek	15532	Roll to 2015

TABLE 3.8 City of Knoxville

Fund Category	Project Number	Location/Description	TPMS	Status
TAP	STP-E-4040--8V-63	Competine Trail: From Roche Street to South 5th Street	21010	Summer 2013 Letting

TABLE 3.9 Madison County

Fund Category	Project Number	Location/Description	TPMS	Status
STP-BR	BROS-C061(96)--8J-61	ALL: From VARIOUS to VARIOUS	20604	Roll to 2014
STP-BR	BROS-C061()--8J-61	ALL: From VARIOUS to VARIOUS	20605	Roll to 2015
STP-BR	BROS-C061(97)--5F-61	Timber Ridge Ave: Over BADGER CREEK	16351	September 2013 Letting
STP-BR	BROS-C061()--8J-61	UPLAND TRL: FIRST BRIDGE SOUTH OF 1692 UPLAND TRL	19528	Roll to 2014

TABLE 3.10 Marion County

Fund Category	Project Number	Location/Description	TPMS	Status
TAP	STP-E-C063()--8V-63	Various Locations: Installation of signage at historic locations throughout Marion County	22171	Roll to 2014

TABLE 3.11 City of Melcher-Dallas

Fund Category	Project Number	Location/Description	TPMS	Status
STP-HBP	BRM-4937(601)--8N-63	Main Street East of S-45: Over the Union Pacific Railroad	14625	Roll to 2014

TABLE 3.12 City of Minburn

Fund Category	Project Number	Location/Description	TPMS	Status
TAP	STP-ES-5095(601)--8I-25	Minburn Depot Restoration: Restoration of 1914 Minburn Depot	16299	October 2013 Letting

TABLE 3.13 City of Newton

Fund Category	Project Number	Location/Description	TPMS	Status
STP	STP-U-5482(617)--70-50	E 31st St N: From 1st Ave E to N 19th Ave E	22113	Roll to 2014

TABLE 3.14 City of Pella

Fund Category	Project Number	Location/Description	TPMS	Status
STP	STP-U-5947()--70-63	OSKALOOSA ST: From E 3rd St to SE 16th St	17060	Roll to 2014

TABLE 3.15 City of Perry

Fund Category	Project Number	Location/Description	TPMS	Status
STP	STP-U-5970(613)--70-25	3RD ST: Otley Ave - from 2nd St. to 3rd St. 3rd St. - from Otley Ave to Willis Ave	20506	October 2013 Letting
STP	STP-U-5970()-70-25	18TH ST: From McKinley Street to Park Street	20808	Roll to 2014
STP	STP-U-5970()-70-25	NORTH ST: From 16TH ST to 18TH ST	20809	Roll to 2014

TABLE 3.16 CIRTPA

Fund Category	Project Number	Location/Description	TPMS	Status
STP	PA11()-0	SUDAS: STATEWIDE URBAN DESIGN STANDARDS	22300	Authorized
STP	RGPL-PA11(PMS)--ST-00	CIRTPA : PAVEMENT MANAGEMENT SYSTEM and PLANNING	6824	Authorized

TABLE 3.17 Polk County

Fund Category	Project Number	Location/Description	TPMS	Status
STP	STP-S-C077(196)--5E-77	NE 112 ST: I-80 to SKUNK RIVER AND HWY 65 TO NE 134 AVE	19391	June 2013 Letting
STP-HBP	BROS-C077(193)--8J-77	SE 20 AVE: Over Mud Creek, 0.25 miles west of SE 100th St	19380	June 2013 Letting

TABLE 3.18 Story County

Fund Category	Project Number	Location/Description	TPMS	Status
TAP	STP-E-C085(100)--8V-85	Gilbert to Ames Trail: Trail connection from Gilbert, Iowa to Ames, Iowa	15628	Roll to 2014
TAP	STP-E-C085(117)--8V-85	Country Club Rd: From 260th St. to South G Ave., Nevada	21268	May 2013 Letting
STP-BR	BROS-C085(111)--5F-85	E23: Over Branch of Skunk River	10346	Let December 2012
STP	STP-S-C085(115)--5E-85	E18: From McCallsburg C.L. to 0.25 miles east of US 65	14111	Let March 2013

TABLE 3.19 Warren County

Fund Category	Project Number	Location/Description	TPMS	Status
STP-BR	BROS-C091(89)--8J-91	168TH AVE: Over SOUTH RIVER	21854	September 2013 Letting
STP-BR	BROS-C091(D1990)--8J-91	D-1990: NW Cor. 19-77-25 E 0.8 MI	21851	Completed
STP	STP-S-C091(90)--5E-91	G24: From US Hwy 69 to R-57	23637	August 2013 Letting
HSIP	HRRR-C091(88)--5R-91	G58: From U.S. 65 east to Milo west corp limits	21398	Let April 2013

TABLE 3.19 Heart of Iowa Regional Transit Authority

Fund Category	Project Number/Location/Description	ID	Status
5309	Light Duty Bus (158" wb)	1550	Complete
5309	Light Duty Bus (176" wb)	1551	Complete
5309	Light Duty Bus (158" wb)	1557	Complete
5309	Light Duty Bus (176" wb)	1558	Complete
5309	Light Duty Bus (176" wb)	1559	Complete
5309	Light Duty Bus (138" wb)	1571	Complete
5309	Light Duty Bus (176" wb)	1576	Complete
5309	Light Duty Bus (176" wb)	1579	Complete
5309	Light Duty Bus (158" wb)	2066	Complete
5309	Light Duty Bus (158" wb)	2067	Complete
5309	Light Duty Bus (176" wb)	1584	Complete
5309	Light Duty Bus (176" wb)	2064	Complete
STA, 5311	General Operations/Maintenance/Administration	1541	Complete
5317	Ames to Iowa City New Freedom Project	1542	Complete
STA, 5317	Boone County to Des Moines	1544	Complete
STA	Rural Boone County Coordination project	1546	Complete
STA	Rural Dallas County Coordination Project	2072	Complete

4 Federal Highway Administration Projects

4.1 FEDERAL-AID HIGHWAY FUNDING (TITLE 23)

The first FFY in the FFY 2014-2017 TIP is referred to as the Annual Element. Projects for the entire four years (FFY 2014-2017) are listed together by funding program and in order of FFY. The CIRTPA's program for FFY 2014-2017 contains 109 projects with a total cost of approximately \$204,851,000. Of the 109 projects in the CIRTPA's program, sixty-one projects totaling \$178,367,000 are roadway transportation improvements. Forty-three projects totaling \$23,955,000 are highway bridge improvements. Five projects totaling \$2,529,000 are bicycle and pedestrian improvements.

Federal Funding Programs

Some FHWA funds are distributed by statutory formulas, while other funds are "discretionary" (congressionally earmarked). The primary sources of FHWA formula funding to Iowa include:

- **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 projects in urbanized areas with more than 50,000 persons.
- **National Highway Performance Program (NHPP):** This program consolidates the National Highway System and the Interstate Maintenance Program into one program. NHPP expands the number of eligible roadway miles and funds may be used to construct or improve NHS roadways, including state highways, U.S. highways, and Interstates.
- **Transportation Alternatives Program (TAP):** The Transportation Alternatives Program replaces the STP Transportation Enhancement Program and Safe Routes to School Program.
- **Surface Transportation Program (STP):** This program is designed to address some specific issues identified by Congress and to continue programs funded under the previous highway bill. STP funding may be spent on:

1. Roadway and bridge projects on Federal-aid routes;

2. Transportation Enhancement (TE) projects;
 3. Transit capital improvements; and,
 4. Planning activities.
- **Highway Bridge Replacement and Rehabilitation Program (HBRRP).** This program provides funding for bridges on public roads. Fifteen percent of the HBRRP funding must be spent on bridges off the Federal-aid system. Eighty-five percent is to be used to fund bridge projects on or off the Federal-aid system.
 - **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.
 - **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, and an appropriation bill is used to provide money to a discretionary program. Other examples can include special congressionally directed appropriations during the reauthorization of the transportation bill or through legislative acts, such as the *American Recovery and Reinvestment Act of 2009* (ARRA).

Iowa Department of Transportation Funding Programs

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

- **Statewide Transportation Alternatives Programs.** Transportation Alternatives Program projects are intended to go beyond the normal mitigation of a transportation improvement project. Statewide Enhancement funds are made available through an application process for projects of statewide significance. Statewide Enhancement projects are categorized by Trail and Bicycle Facility, Historic and Archeological, and Scenic and Environmental projects.
- **National Recreational Trails.** This program provides Federal funding for both motorized and non-motorized trail projects.
- **Safe Routes to School (SRTS).** The SRTS program funds projects that increase safety and promote walking and bicycling to school. Infrastructure and non-infrastructure projects are eligible for funding through a competitive process.
- **Iowa Clean Air Attainment Program (ICAAP).** The ICAAP program funds projects which are intended to maximize emission reductions through traffic flow improvements, reduced vehicle miles of travel, and reduced single occupancy vehicle trips.

- **City Bridges.** A portion of Federal Highway Bridge Program funds are 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 based upon four criteria in the application process.

FHWA Funding Transferred to FTA

STP funds that are designated for transit investments are required to be transferred from FHWA to FTA for administration. These projects must be programmed in the highway (FHWA) and transit (FTA) section of the TIP in the FFY they are to be transferred. The process is initiated with a letter from the RPA/CIRTPA to the Iowa DOT's Office of Program Management and to the Office of Public Transit requesting the transfer of funds. The Office of Program Management will then review the request and submit it to FHWA for processing.

STP funds used for planning efforts require projects to be included in the CIRTPA's *Unified Planning Work Program* and TIP. Funds will be transferred to a Consolidated Planning Grant by request of the Office of Systems Planning.

Finally, transit projects receiving awards through the ICAAP also require a transfer of funds. The process for these types of transfers is the same as transferring STP funds for transit investments, except that no letter from the CIRTPA requesting the transfer is required.

Program Format

The project listing is organized by TIP funding program. The sponsor name, project number, project location, project description, project funding, programmed amounts in \$1,000s by year, and Transportation Program Management System (TPMS) identification number are shown for each project within the different TIP funding categories. The TPMS identification number is a unique number given to each project included in the CIRTPA's TIP.

Projects are listed in alphabetical order by county, then by city. Project funding amounts are listed by year and are listed in \$1,000s. Project Total refers to the total cost of the project. Federal Aid refers to the amount of Federal-aid the project has received. Regional FA (Federal-aid) refers to the amount of Federal-aid received from the CIRTPA (i.e., STP and TAP funds).

Major Work Descriptions

Under each project description and project location are keywords that describe the type of work

anticipated for the project. These keywords are referred to as Major Work Descriptions and include the following:

- Grade & Pave
- Pave
- Pavement Widening
- Pavement Rehabilitation/Widening
- Pavement Rehabilitation
- Patching
- Pavement Planning
- Bridge Approach Repair
- Bridge New
- Bridge Replacement
- Bridge Widening
- Bridge Rehabilitation
- Bridge Deck Overlay
- Bridge Removal
- Bridge Rail Retrofit
- Bridge Painting
- Bridge Washing
- Culvert New
- Culvert Replacement
- Culvert Extension
- Culvert Repair
- Grade
- Ditch Improvement
- Slope Improvement
- Subdrains
- Sanitary Sewer
- Fencing
- Rip Rap
- Shoulder Grading
- Granular Shoulders
- Erosion Control
- Landscaping
- Wetland Mitigation
- Guardrail
- Lighting
- Railroad Signals
- Traffic Signals
- Pavement Markings
- Traffic Signs
- Corridor Preservation
- Right-of-Way
- Buildings
- Rest Area Improvement
- Weigh Scale Improvement
- Salvage & Removal
- Asbestos Removal
- Noise Wall
- Miscellaneous
- Under Development
- Planning Study
- Outside Services Planning
- Outside Services Engineering
- Outside Services ROW
- Outside Services Bridge Inspection
- Outside Services Survey
- Transit Investments
- Transportation Planning
- Transportation Enhancements
 - Archaeological Planning & Research
 - Historic Transportation (Bldg., Struc., or Fac.)
 - Operation
 - Rehabilitation
 - Historic Preservation
 - Scenic/Historic Highway Improvements
 - Acquisition or Easement for Scenic/Historic Site
 - Pedestrian/Bicycle Facilities
 - Development
 - Right of Way
 - Grading
 - Paving
 - Grading & Paving
 - Structure
 - Miscellaneous

RPA-11

2014 - 2017 Transportation Improvement Program

TPMS Sponsor	Project # Location	Length FHWA#	Project Total Federal Aid Regional FA	Pgm'd Amounts in 1000's				PA: CO: SEQ
				FY14	FY15	FY16	FY17	
Appr. Status	Funding Program	Sec:Twnshp:Rng					STIP#	
STP - Surface Transportation Program								
Boone - 08								
9917	STP-S-C008(36)--5E-08 DOT Letting: 12/16/2014	3 MI	Project Total	0	1,200	0	0	11 : 8 : 79
Boone CRD	E-18: From Greene County to Hwy 169	--	Federal Aid	0	960	0	0	
DP Approved	Pavement Rehab	20:85:28	Regional FA	0	960	0	0	--
Dallas - 25								
20506	STP-U-S970(613)--70-25 DOT Letting: 12/17/2013	0.15 MI	Project Total	350	0	0	0	0 : 25 : 110
Perry	3RD ST: Otley Ave - from 2nd St. to 3rd St. 3rd St. - from Otley Ave to Willis Ave	--	Federal Aid	280	0	0	0	
DP Approved	Pave	0:0:0	Regional FA	280	0	0	0	--
20808	STP-U-S970(0)--70-25	0.5 MI	Project Total	1,121	0	0	0	0 : 25 : 112
Perry	18TH ST: From McKinley Street to Park Street	--	Federal Aid	897	0	0	0	
DP Approved	Pave	0:0:0	Regional FA	897	0	0	0	--
PA NOTE: STP=\$896,800 LM=\$224,200								
20809	STP-U-S970(0)--70-25	0.26 MI	Project Total	557	0	0	0	0 : 25 : 113
Perry	NORTH ST: From 16TH ST to 18TH ST	--	Federal Aid	446	0	0	0	
DP Approved	Pave	0:0:0	Regional FA	446	0	0	0	--
PA NOTE: STP=\$445,600 LM=\$111,400								
7139	STP-S-C025(GH-7)--5E-25	12 MI	Project Total	0	5,300	0	0	11 : 25 : 108
Dallas CRD	F-31: From Kimble Place to R-22 & intersection	--	Federal Aid	0	4,240	0	0	
DP Approved	Pavement Rehab	8:80:27	Regional FA	0	4,240	0	0	--
Jasper - 50								
17829	STP-S-C050(99)--5E-50 DOT Letting: 01/22/2014	8 MI	Project Total	3,000	0	0	0	0 : 50 : 0
Jasper CRD	T-38: From I80 South 8 Miles to Lynnville	--	Federal Aid	2,300	0	0	0	
DP Approved	Pavement Rehab	35:80:17	Regional FA	2,300	0	0	0	--
22113	STP-U-5482(617)--70-50 DOT Letting: 01/22/2014	0 MI	Project Total	1,600	0	0	0	0 : 50 : 128
Newton	E 31st St N: From 1st Ave E to N 19th Ave E	--	Federal Aid	1,280	0	0	0	
DP Approved	Grade and Pave	--	Regional FA	1,280	0	0	0	--
Madison - 61								
20593	STP-S-C0610--5E-61	10.9 MI	Project Total	0	1,500	0	0	0 : 61 : 47
Madison CRD	G50: From P71 to CITY OF ST CHARLES	--	Federal Aid	0	1,000	0	0	
DP Approved	Pavement Rehab	9:75:27	Regional FA	0	1,000	0	0	--
Marion - 63								
2115	STP-S-C063(G40 01)--5E-63	3.15 MI	Project Total	2,100	0	0	0	11 : 63 : 84
Marion CRD	G-40: From Fr IA Hwy 14 to 92nd	--	Federal Aid	1,100	0	0	0	
DP Approved	Shoulder Grading	10:76:20	Regional FA	1,100	0	0	0	--

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# Sec:Twncshp:Rng	Pgm'd Amounts in 1000's					PA: CO: SEQ STIP#
			FY14	FY15	FY16	FY17		

Marion - 63 (continued)

17060 Pella DP Approved	STP-U-59470--70-63 OSKALOOSA ST: From E 3rd St to SE 16th St Pavement Rehab	0.87 MI -- 0:0:0	Project Total Federal Aid Regional FA	2,462 1,300 1,300	0 0 0	0 0 0	0 0 0	11 : 63 : 74 -- --
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PA NOTE: STP - \$1,300,000. LM - \$1,161,896. Total project cost - \$2,461,896

18962 Marion CRD DP Approved	STP-S-C063(s45 ol)--5E-63 S45: From MD to Hwy5 Pavement Rehab	8.44 MI -- 15:75:21	Project Total Federal Aid Regional FA	0 0 0	0 0 0	1,500 400 400	0 0 0	0 : 63 : 86 -- --
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Story - 85

12400 Story CRD DP Approved	STP-S-C085(R70)--5E-85 R-70: From Polk Co. Line to Cambridge City Limits Pavement Rehab	2 MI -- 33:82:23	Project Total Federal Aid Regional FA	0 0 0	550 440 440	0 0 0	0 0 0	11 : 85 : 0 -- --
18037 Story CRD DP Approved	STP-S-C085(S27)--5E-85 S27: From Hwy 210 to Polk Co. Line Pavement Rehab	1 MI -- 33:82:22	Project Total Federal Aid Regional FA	0 0 0	350 280 280	0 0 0	0 0 0	0 : 85 : 0 -- --

Warren - 91

9620 Indiana DP Approved	STP-U-3680(614)--70-91 DOT Letting: 03/18/2014 S J & K ST: From 600' N OF IA 92 to 500' S OF IA 92 Grade and Pave, Traffic Signals, Right of Way	0.2 MI -- --	Project Total Federal Aid Regional FA	765 500 500	0 0 0	0 0 0	0 0 0	11 : 91 : 82 -- --
21858 Warren CRD DP Approved	STP-S-C091(G76el)--5E-91 G-76: From 2 mi W of Lacona to Hwy S31 Pavement Rehab	4.5 MI -- --	Project Total Federal Aid Regional FA	0 0 0	0 0 0	1,600 800 800	0 0 0	0 : 91 : 0 -- --
20773 Warren CRD DP Approved	STP-S-C091(G76)--5E-91 G76: From HWY 69 to HWY G72 Pavement Rehab/Widen	9.5 MI -- 27:74:23	Project Total Federal Aid Regional FA	0 0 0	0 0 0	0 0 0	2,000 500 500	0 : 91 : 0 -- --
21860 Warren CRD DP Approved	STP-S-C091(G58 S23)--5E-91 G58: From Hwy 65 to Quebec Street Pavement Rehab	6.3 MI -- --	Project Total Federal Aid Regional FA	0 0 0	0 0 0	0 0 0	1,260 700 700	0 : 91 : 0 -- --

STP-HBP - Surface Transportation Program - Bridge Program

Boone - 08

9918 Boone CRD DP Approved	BROS-C008(34)--8J-08 DOT Letting: 09/16/2014 W Avenue: W Ave at 160th Street Bridge Replacement	0 MI 078260 34:85:25	Project Total Federal Aid Regional FA	400 320 0	0 0 0	0 0 0	0 0 0	11 : 8 : 61 -- --
23638 Boone CRD DP Approved	BROS-C008(63)--8J-08 DOT Letting: 09/16/2014 Montana Road: From 1 mile S. of 224th Lane to 1.25 miles S. of 224th Lane Bridge Replacement	0 MI 077350 7:83:26	Project Total Federal Aid Regional FA	400 320 0	0 0 0	0 0 0	0 0 0	0 : 8 : 0 -- --

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# Sec:Twncshp:Rng	Pgm'd Amounts in 1000's					PA: CO: SEQ STIP#
			FY14	FY15	FY16	FY17		
Boone - 08 (continued)								
9915 Boone CRD DP Approved	BROS-C008(32)--8J-08 DOT Letting: 09/15/2015 140th Street: V Ave 3/4 mi. east Bridge Replacement	0 MI 078200 27:85:25	Project Total Federal Aid Regional FA	0 0 0	450 360 0	0 0 0	0 0 0	11 : 8 : 52 --
9916 Boone CRD DP Approved	BROS-C008(33)--8J-08 DOT Letting: 09/15/2015 200th Street: 1/4 mi. east of C Ave. Bridge Replacement	0 MI 078050 28:84:28	Project Total Federal Aid Regional FA	0 0 0	400 320 0	0 0 0	0 0 0	11 : 8 : 55 --
12129 Boone CRD DP Approved	BROS-C008(41)--8J-08 DOT Letting: 09/20/2016 180th Street: Hwy 169 Bridge Replacement	0 MI 077940 16:84:28	Project Total Federal Aid Regional FA	0 0 0	0 0 0	400 320 0	0 0 0	11 : 8 : 63 --
13719 Boone CRD DP Approved	BROS-C008(48)--5F-08 DOT Letting: 09/18/2018 190th Street: Over BEAVER CREEK Bridge Replacement	0 MI 077990 21:84:28	Project Total Federal Aid Regional FA	0 0 0	0 0 0	0 0 0	400 320 0	11 : 8 : 75 --
3002 Boone CRD DP Approved	BROS-C008(16)--5F-8 DOT Letting: 02/21/2017 200th St.: From DES MOINES RIVER to SEC 27-84-27 Bridge Replacement	0 MI 077850 27:84:27	Project Total Federal Aid Regional FA	0 0 0	0 0 0	0 0 0	3,800 2,000 0	11 : 8 : 37 --
Dallas - 25								
15354 Dallas CRD DP Approved	BROS-C025(K-49)--8J-25 Sportsmans Club Road: Over local creek Bridge Replacement	0 MI 131650 18:79:27	Project Total Federal Aid Regional FA	0 0 0	200 160 0	0 0 0	0 0 0	11 : 25 : 101 --
Jasper - 50								
6104 Jasper CRD DP Approved	BROS-C050(93)--8J-50 DOT Letting: 11/19/2013 S 126th Ave E: Over South Skunk River Bridge Replacement	0.25 MI 195530 32:78:18	Project Total Federal Aid Regional FA	1,800 1,440 0	0 0 0	0 0 0	0 0 0	11 : 50 : 48 --
10083 Jasper CRD DP Approved	BROS-C050(104)--8J-50 DOT Letting: 09/17/2013 Meadow Ave: Over Cherry Creek Bridge Replacement	0.1 MI 196860 7:79:19	Project Total Federal Aid Regional FA	360 288 0	0 0 0	0 0 0	0 0 0	11 : 50 : 78 --
25368 Newton DP Approved	BROS-5482(616)--8J-50 S 12th Avenue: bridge replacement project Bridge Replacement	0 -- --	Project Total Federal Aid Regional FA	200 160 0	0 0 0	0 0 0	0 0 0	0 : -- : 0 --
15529 Jasper CRD DP Approved	BRS-C0500--60-50 Hwy T-12: Over North Skunk River Bridge Rehabilitation	0.04 MI 197720 6:80:18	Project Total Federal Aid Regional FA	0 0 0	150 120 0	0 0 0	0 0 0	11 : 50 : 102 --
15531 Jasper CRD DP Approved	BHS-C0500--63-50 F-48: Over Prairie Creek Bridge Rehabilitation	0.02 MI 030430 34:80:20	Project Total Federal Aid Regional FA	0 0 0	150 120 0	0 0 0	0 0 0	11 : 50 : 103 --
15532 Jasper CRD DP Approved	BHS-C0500--63-50 F-24: Over Indian Creek Bridge Rehabilitation	0.04 MI 198460 3:80:21	Project Total Federal Aid Regional FA	0 0 0	150 120 0	0 0 0	0 0 0	11 : 50 : 104 --
Madison - 61								
20604 Madison CRD DP Approved	BROS-C061(96)--8J-61 DOT Letting: 01/22/2014 ALL: From VARIOUS to VARIOUS Outside Services Bridge Inspection	0 MI -- --	Project Total Federal Aid Regional FA	90 72 0	0 0 0	0 0 0	0 0 0	0 : 61 : 48 --

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# Sec:Townshp.:Rng	Pgm'd Amounts in 1000's					PA: CO: SEQ STIP#
			FY14	FY15	FY16	FY17		
Madison - 61 (continued)								
16295 Madison CRD DP Approved	BROS-C061(99)--8J-61 DOT Letting: 08/19/2014 Larkspur Ave.: Over S FORK CLANTON CREEK Bridge Replacement, Grading, Right of Way	0.1 MI 232430 36:74:28	900 720 0	0 0 0	0 0 0	0 0 0	0 0 0	11 : 61 : 38 -- --
19528 Madison CRD DP Approved	BROS-C061(0)--8J-61 UPLAND TRL: FIRST BRIDGE SOUTH OF 1692 UPLAND TRL Bridge Replacement	0 MI 233590 4:76:26	400 320 0	0 0 0	0 0 0	0 0 0	0 0 0	0 : 61 : 46 -- --
20605 Madison CRD DP Approved	BROS-C061(0)--8J-61 ALL: From VARIOUS to VARIOUS Outside Services Bridge Inspection	0 MI -- --	0 0 0	90 72 0	0 0 0	0 0 0	0 0 0	0 : 61 : 49 -- --
25107 Madison CRD DP Approved	BROS-C061(0)--8J-61 ALL: From VARIOUS to VARIOUS Outside Services Bridge Inspection	0 MI -- --	0 0 0	0 0 0	90 72 0	0 0 0	0 0 0	0 : 61 : 0 -- --
14749 Madison CRD DP Approved	BRS-C061(0)--60-61 Clark Tower Rd.: Over Clanton Creek Bridge Replacement	0 MI 034730 12:74:28	0 0 0	0 0 0	750 600 0	0 0 0	0 0 0	11 : 61 : 37 -- --
25111 Madison CRD DP Approved	BROS-C061(0)--8J-61 ALL: From VARIOUS to VARIOUS Outside Services Bridge Inspection	0 MI -- --	0 0 0	0 0 0	0 0 0	0 0 0	90 72 0	0 : 61 : 0 -- --
21561 Madison CRD DP Approved	BROS-C061(0)--8J-61 NORTH RIVER TRL: Over DRAINAGE Bridge Replacement	0.1 MI 234850 32:77:27	0 0 0	0 0 0	0 0 0	500 400 0	0 0 0	0 : 61 : 0 -- --
Marion - 63								
14625 Melcher-Dallas DP Approved	BRM-4937(601)--8N-63 DOT Letting: 07/15/2014 Main Street East of S-45: Over the Union Pacific Railroad Bridge Replacement	0.1 MI 002855 2:74:21	860 688 0	0 0 0	0 0 0	0 0 0	0 0 0	11 : 63 : 61 -- --
21340 Marion CRD DP Approved	BROS-C063(6117650)--8J-63 Hayes Dr: From Pville to 20th Bridge Replacement	1 MI 240670 17:76:21	0 0 0	100 75 0	0 0 0	0 0 0	0 0 0	0 : 63 : 0 -- --
8331 Marion CRD DP Approved	BROS-C063(4016670)--8J-63 Story Dr.: From G-76 to 94th Bridge Replacement	0.01 MI 239100 16:74:20	0 0 0	450 360 0	0 0 0	0 0 0	0 0 0	11 : 63 : 52 -- --
17435 Marion CRD DP Approved	BROS-C063(7102003)--8J-63 50th: From adkins to Jasper Co line Bridge Replacement	0 MI 241390 2:77:21	0 0 0	0 0 0	250 200 0	0 0 0	0 0 0	0 : 63 : 85 -- --
21339 Marion CRD DP Approved	BROS-C063(5026000)--8J-63 108th: From Perry to Pierce Bridge Replacement	1 MI 240100 26:75:20	0 0 0	0 0 0	0 0 0	250 200 0	0 0 0	0 : 63 : 0 -- --
2778 Story CRD DP Approved	BROS-C085(68)--5F-85 DOT Letting: 11/19/2013 295th St.: Near N 1/4 Cor. Sec. 9-82 Bridge Replacement	0 MI 313690 09:82:22	550 440 0	0 0 0	0 0 0	0 0 0	0 0 0	11 : 85 : 188 -- --

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# Sec:Twncshp:Rng	Pgm'd Amounts in 1000's				PA: CO: SEQ STIP#
			FY14	FY15	FY16	FY17	
			Project Total Federal Aid Regional FA				
Story - 85							
24810 Story CRD DP Approved	BROS-C085(119)--5F-85 DOT Letting: 11/18/2014 640th Ave.: Over East Indian Creek Bridge Replacement	0.01 MI 316030 28:85:22	0 0 0	200 160 0	0 0 0	0 0 0	0 : 85 : 0 --
20536 Story CRD DP Approved	BROS-C085(118)--8J-85 DOT Letting: 11/18/2014 280TH ST: Over West Indian Creek Bridge Replacement	0 MI 313650 6:82:22	0 0 0	375 300 0	0 0 0	0 0 0	0 : 85 : 0 --
Warren - 91							
16485 Warren CRD DP Approved	BROS-C091(03347)--5F-91 FORD ST: Over BR NORTH RIVER Bridge Replacement	0 MI 335510 33:77:25	450 360 0	0 0 0	0 0 0	0 0 0	11 : 91 : 132 --
24854 Warren CRD DP Approved	BROS-C091(0890)--5F-91 G48: 210th Ave W 0.1 MI Bridge New	0.1 MI 333520 8:75:22	0 0 0	350 280 0	0 0 0	0 0 0	0 : 91 : 0 --
24887 Warren CRD DP Approved	BROS-C091(92)--5F-91 DOT Letting: 06/17/2014 R-63: Over MIDDLE RIVER Bridge Replacement	0.1 MI 334480 4:76:24	0 0 0	1,200 960 0	0 0 0	0 0 0	0 : 91 : 0 --
12579 Warren CRD DP Approved	BROS-C091(63)--8J-91 DOT Letting: 04/19/2016 Hoover Street: From 110th Ave. to Indianola Bridge Replacement	0.1 MI 334560 14:76:24	0 0 0	0 0 0	550 440 0	0 0 0	11 : 91 : 85 --
24858 Warren CRD DP Approved	BROS-C091(BrS1100)--5F-91 G62: 230th Ave W 0.1 MI Bridge Replacement	0.2 MI 332660 11:74:22	0 0 0	0 0 0	550 440 0	0 0 0	0 : 91 : 0 --
16484 Warren CRD DP Approved	BROS-C091(03330)--5F-91 33rd Ave.: From Dubuque St. to Ford St. Bridge Replacement	0.2 MI 335520 33:77:25	0 0 0	0 0 0	0 0 0	990 792 0	11 : 91 : 120 --
15419 Warren CRD DP Approved	BROS-C091(C3559)--5F-91 115th Ave.: G24 Hwy S 0.95 MI Bridge Replacement	0.2 MI 335350 35:77:24	0 0 0	0 0 0	0 0 0	1,200 960 0	11 : 91 : 110 --
24855 Warren CRD DP Approved	BROS-C091(G1309)--5F-91 180TH AVE: From Illinois St N 0.1 MI Bridge Replacement	0.1 MI 334360 13:76:23	0 0 0	0 0 0	0 0 0	100 80 0	0 : 91 : 0 --
NHPP - National Highway Performance Program							
Boone - 08							
20880 DOT-D01-RPA11 DP Approved	NHSN-0300--2R-8 US30: MIDDLE BEAVER CREEK 0.4 MI WOF US 169 Bridge Replacement, Right of Way, Wetland Mitigation	0 15160 --	15 0 0	970 776 0	0 0 0	0 0 0	11 : 8 : 84 --
Dallas - 25							
20881 DOT-D04-RPA11 DP Approved	STPN-0060--2J-25 US6: SOUTH RACCOON RIVER 1.1 MI NOF I-80 Bridge Replacement, Right of Way	0 MI 21880 --	15 0 0	3,500 2,800 0	0 0 0	0 0 0	11 : 25 : 106 --

TPMS Sponsor	Project # Location	Length FHWA#	PA: CO: SEQ	Pgm'd Amounts in 1000's			
				FY14	FY15	FY16	FY17
Appr. Status	Funding Program	Sec:Twncshp:Rng					
Jasper - 50							
13870	IM-0800--13-50	0	Project Total	0	4,354	0	11 : 50 : 68
DOT-D01-RPA11	I-80: REST AREA E OF CO RD T38 (WB)	--	Federal Aid	0	3,919	0	
DP Approved	Rest Area Improvement	--	Regional FA	0	0	0	--
Story - 85							
20888	IM-0350--13-85	0 MI	Project Total	15	0	10,807	11 : 85 : 170
DOT-D01-RPA11	I-35: SOUTH SKUNK RIVER 2.6 MI S OF US 30 (SB)	49190	Federal Aid	0	0	9,726	
DP Approved	Grade and Pave,Bridge Replacement,Right of Way	--	Regional FA	0	0	0	--
22016	IM-0350--13-85	0 MI	Project Total	0	100	0	11 : 85 : 183
DOT-D01-RPA11	I-35: US 30 INTERCHANGE IN AMES	--	Federal Aid	0	0	8,550	
DP Approved	Bridge New,Grading,Right of Way	--	Regional FA	0	0	0	--
22014	IM-0350--13-85	0 MI	Project Total	0	0	8,590	11 : 85 : 180
DOT-D01-RPA11	I-35: SOUTH SKUNK RIVER 2.6 MI S OF US 30 (NB)	49180	Federal Aid	0	0	7,731	
DP Approved	Grade and Pave,Bridge Replacement	--	Regional FA	0	0	0	--
Warren - 91							
18577	BRF-0--IMX-14-91	0	Project Total	3,116	0	0	11 : 91 : 117
DOT-D05-RPA11	I-35: MIDDLE RIVER 0.4 MI S OF IA 92 (NB)	51340	Federal Aid	2,804	0	0	
DP Approved	Bridge Replacement	--	Regional FA	0	0	0	--
13886	IM-0350--13-91	0	Project Total	888	0	0	11 : 91 : 74
DOT-D05-RPA11	I-35: MIDDLE RIVER 0.4 MI S OF IA 92 (SB)	51350	Federal Aid	0	0	4,382	
DP Approved	Bridge Replacement,Wetland Mitigation	--	Regional FA	0	0	3,944	--
DOT NOTE: ADVANCE CONSTRUCTION							
16923	IM-0350--13-91	0	Project Total	30	1,533	4,555	11 : 91 : 107
DOT-D05-RPA11	I-35: IA 92 (EB) OVER I-35	51070	Federal Aid	0	1,380	4,100	
DP Approved	Grade and Pave,Bridge Replacement,Right of Way	--	Regional FA	0	0	0	--
18579	NHSX-0920--3H-91	2.1	Project Total	12,158	0	0	11 : 91 : 119
DOT-D05-RPA11	IA92: CO RD R57 TO R ST (IN INDIANOLA)	--	Federal Aid	10,942	0	0	
DP Approved	Grade and Pave,Traffic Signs,Right of Way	--	Regional FA	0	0	0	--
DOT NOTE: Project will use IA169 and IA246 Demo Funds							
20893	IM-0350--13-91	2.6 MI	Project Total	3,506	0	12,244	11 : 91 : 135
DOT-D05-RPA11	I-35: CLANTON CREEK TO N OF IA 92 (NB)	--	Federal Aid	3,155	0	11,020	
DP Approved	Grade and Pave,Grading,Right of Way	--	Regional FA	0	0	0	--
20892	IM-0350--13-91	0 MI	Project Total	0	4,203	0	11 : 91 : 136
DOT-D01-MPO26	I-35: BADGER CREEK 3.8 MI S OF POLKCO (NB)	51440	Federal Aid	0	3,783	0	
Final TIP Approved	Grade and Pave,Bridge Replacement	--	Regional FA	0	0	0	--
22020	BRF-0650--38-91	0	Project Total	0	15	2,542	11 : 91 : 148
DOT-D05-RPA11	US65: SOUTH RIVER 2.0 MI S OF IA 92	50890	Federal Aid	0	0	2,034	
DP Approved	Bridge Replacement,Right of Way,Wetland Mitigation	--	Regional FA	0	0	0	--
18576	IM-0350--13-91	0 MI	Project Total	0	1,533	0	11 : 91 : 116
DOT-D05-RPA11	I-35: IA 92 (WB) OVER I-35	51080	Federal Aid	0	1,380	0	
DP Approved	Bridge Replacement	--	Regional FA	0	0	0	--

TPMS Sponsor	Project # Location	Length FHWA#	Pgm'd Amounts in 1000's				PA: CO: SEQ
			Appr. Status Funding Program				
			FY14	FY15	FY16	FY17	

Warren - 91 (continued)							
13887	IM-0350--13-91 I-35: NORTH RIVER 3.8 MI N OF IA 92(NB) Grade and Pave,Bridge Replacement	0 MI 51390	0	4,502	0	0	11 : 91 : 75
DP Approved		--	0	4,052	0	0	--
25344	NHSX-0650--3H-91 US65: MIDDLE RIVER 0.4 MI S OF CO RD G24 (NB) Bridge Replacement, Right of Way, Wetland Mitigation	0 50910	0	15	0	3,060	0 : 91 : 0
DP Approved		--	0	0	0	2,754	--
25340	IM-0350--13-91 I-35: CO RD G76 OVER I-35 Bridge Replacement, Traffic Signs, Right of Way	0 51180	0	0	200	8,498	0 : 91 : 0
DOT-D05-RPA11		--	0	0	0	7,648	--
Final TIP Approved		--	0	0	0	0	--
25341	IM-0350--13-91 I-35: CLANTON CREEK TO N OF IA 92 (SB) Grade and Pave, Lighting, Traffic Signs	0 MI	0	0	0	12,726	0 : 91 : 0
DOT-D05-RPA11		--	0	0	0	11,453	--
Final TIP Approved		--	0	0	0	0	--

TAP - Transportation Alternatives

Jasper - 50							
22170	STP-E-C0500--8V-50 Monroe-Prairie City Corridor: Following old railroad bed at Monroe St and South St in Monroe to just northwest of S 88th Ave W.	0 MI	172	0	0	0	0 : 50 : 130
Jasper CCB		--	138	0	0	0	--
Final TIP Approved		--	138	0	0	0	--
PA NOTE: Awarded \$137,769 in FFY 2013 TAP funds. Rolled to FFY 2014.							
25495	STP-E-54820--8V-50 North Newton Hike and Bike Trail: 1.1 mile of 8 ft wide trail from Woodland Park to E 12 St N	0	317	0	0	0	0 : -- : 0
Newton		--	254	0	0	0	--
Final TIP Approved		--	254	0	0	0	--
PA NOTE: TAP SRTS Funds: \$185543.33 STP Funds: \$68327.87							

Madison - 61							
25496	SRTS-84970--2U-61 1st Street: Replace traffic signals at intersection with Washington Street. Make curb and sidewalk modifications to meet ADA requirements.	0	205	0	0	0	0 : -- : 0
Winterset		--	164	0	0	0	--
Final TIP Approved		--	164	0	0	0	--
PA NOTE: TAP SRTS Funds: \$92771.67 STP Funds: \$71228.33							

TPMS Sponsor	Project # Location	Length FHWA#	Pgm'd Amounts in 1000's	PA: CO: SEQ			
					Funding Program		
Appr. Status		Sec:Twncshp:Rng	FY14	FY15	FY16	FY17	STIP#
Marion - 63							
22171	STP-E-C0630--8V-63	0 MI	Project Total	3	0	0	0 : 63 : 87
Marion CRD	Various Locations: Installation of signage at historic locations throughout Marion County	--	Federal Aid	2	0	0	
Final TIP Approved	Historic Preservation	--	Regional FA	2	0	0	--
Story - 85							
15628	STP-E-C085(100)--8V-85 Local Letting: 12/21/2021	2.5 MI	Project Total	983	0	0	11 : 85 : 141
Story CCB	Gilbert to Ames Trail: Trail connection from Gilbert, Iowa to Ames, Iowa	--	Federal Aid	62	0	0	
Final TIP Approved	Ped/Bike ROW	--	Regional FA	62	0	0	--
PA NOTE: STP = \$61,579							
Warren - 91							
23690	STP-E-3680(615)--8V-91 DOT Letting: 05/19/2015	0	Project Total	140	0	0	0 : -- : 0
Indianola	Jerry Kelley Trail: Iowa Avenue from Memorial Park westerly to the intersection of Iowa Avenue and Kenwood Boulevard	--	Federal Aid	85	0	0	
Final TIP Approved	Ped/Bike Grade & Pave	--	Regional FA	85	0	0	--
PA NOTE: Letting Date is incorrect. Should be in September of 2014. Project is tied to STP-E-3680(613)--8V-91							
RTP - Recreational Trails Program							
Dallas - 25							
25425	NRT-C025(95)--9G-25 Local Letting: 12/21/2021	0	Project Total	290	0	0	0 : -- : 0
Dallas CCB	Hiawatha Trail: Raccoon River Valley Trail to High Trestle Trail Connection	--	Federal Aid	139	0	0	
Final TIP Approved	Ped/Bike Miscellaneous	--	Regional FA	0	0	0	--
PA NOTE: Received \$139,103 in FFY 2014 Federal Recreational Trail Funds							
PL - Metropolitan Planning							
Region Wide - 00							
25192	RGPL-PA110--PL-	0	Project Total	82	85	89	0 : -- : 0
RPA-11	VARIOUS: Planning Funds	--	Federal Aid	65	68	71	
Final TIP Approved	Miscellaneous	--	Regional FA	0	0	0	--

TPMS Sponsor	Project # Location	Length FHWA#	Pgm'd Amounts in 1000's					PA: CO: SEQ
			Sec:Twncshp:Rng					
			FY14	FY15	FY16	FY17	STIP#	

DEMO - Federal Demonstration (earmarked) Funds

Boone - 08

16857	HDP-0750(622)--71-08 DOT Letting: 01/15/2020	0 MI	Project Total	11,000	0	0	0	11 : 8 : 76
Boone	Roger Snedden Drive: Phase 1 - Ind. Park Rd. - Boone Corp Limits east approx. 2200 ft	--	Federal Aid	1,095	0	0	0	
Final TIP Approved	Grade and Pave,Bridge New,Outside Services Engineering	--	Regional FA	0	0	0	0	--

DOT NOTE: DEMO ID IA 241, IA 223

14334	HDP-C0080--6B-08	0 MI	Project Total	1,000	0	0	0	11 : 8 : 64
Boone CCB	200th St.: From Des Moines River to Sec. 27-84-27	077850	Federal Aid	725	0	0	0	
Final TIP Approved	Bridge Rehabilitation	--	Regional FA	0	0	0	0	--

PA NOTE: DEMO ID - IA 170 = \$724,911 Total Cost = \$925,000

DOT NOTE: DEMO ID - IA 170

PRF - Primary Road Funds

Dallas - 25

20882	BRFN-1690--39-25	0 MI	Project Total	15	623	0	0	11 : 25 : 107
DOT-D01-RPA11	US169: STREAM 2.9 MI S OF IA 141	609670	Federal Aid	0	0	0	0	
Final TIP Approved	Culvert Replacement,Right of Way	--	Regional FA	0	0	0	0	--
25302	BRFN-1410--39-25	0 MI	Project Total	0	0	0	525	0 : 25 : 0
DOT-D04-RPA11	IA141: NORTH RACCOON RIVER 1.5 MI WOF IA 144	22111	Federal Aid	0	0	0	0	
Final TIP Approved	Bridge Deck Overlay	--	Regional FA	0	0	0	0	--

Jasper - 50

25322	BRFN-0140--39-50	0 MI	Project Total	150	0	0	0	0 : 50 : 0
DOT-D01-RPA11	IA14: 2 MI E OF CO RD F17	--	Federal Aid	0	0	0	0	
Final TIP Approved	Slope Improvement	--	Regional FA	0	0	0	0	--
22009	IMN-0800--0E-50	0 MI	Project Total	0	0	294	0	11 : 50 : 125
DOT-D01-RPA11	I-80: CO RD F48 OVER I-80	30410	Federal Aid	0	0	0	0	
Final TIP Approved	Bridge Deck Overlay	--	Regional FA	0	0	0	0	--
25294	IMN-0800--0E-50	0 MI	Project Total	0	0	0	263	0 : 50 : 0
DOT-D01-RPA11	I-80: E 5TH ST OVER I-80 1.5 MI E OF IA 14 IN NEWTON	31120	Federal Aid	0	0	0	0	
Final TIP Approved	Bridge Deck Overlay	--	Regional FA	0	0	0	0	--
25349	BRFN-0140--39-50	0 MI	Project Total	0	0	0	1,150	0 : 50 : 0
DOT-D01-RPA11	IA14: STREAM 0.2 MI S OF IA 224	30700	Federal Aid	0	0	0	0	
Final TIP Approved	Bridge Replacement	--	Regional FA	0	0	0	0	--

Marion - 63

25323	BRFN-0140--39-63	0 MI	Project Total	200	0	0	0	0 : 63 : 0
DOT-D05-RPA11	IA14: DES MOINES RIVER 1.2 MI N OFCO RD G40	35200	Federal Aid	0	0	0	0	
Final TIP Approved	Bridge Rehabilitation	--	Regional FA	0	0	0	0	--

TPMS Sponsor	Project # Location	Length FHWA#	PA: CO: SEQ	Pgm'd Amounts in 1000's						
				FY14	FY15	FY16	FY17			
								STIP#		
Appr. Status	Funding Program	Sec:Twncshp:Rng	Project Total	Federal Aid	Regional FA	FY14	FY15	FY16	FY17	
Polk - 77										
18570	BRFN-3160--39-77	0 MI	11 : 77 : 491	Project Total		3,622	0	0	0	
DOT-D01-RPA11	IA316: DES MOINES RIVER 3.9 MI N OF IA 5	280555		Federal Aid		0	0	0	0	
Final TIP Approved	Bridge Widening,Revetment	--	--	Regional FA		0	0	0	0	--
6634	IMN-035(88)--0E-77	3 MI	11 : 77 : 21	Project Total		800	800	800	800	
DOT-D05-RPA11	I-35: POLK-STORY-HAMILTON CO	--		Federal Aid		0	0	0	0	
Final TIP Approved	Patching	--	--	Regional FA		0	0	0	0	--
Story - 85										
19786	IMN-0350--0E-85	0 MI	11 : 85 : 159	Project Total		438	0	0	0	
DOT-D01-RPA11	I-35: CO RD E18 NEAR ROLAND	49090		Federal Aid		0	0	0	0	
Final TIP Approved	Bridge Deck Overlay	--	--	Regional FA		0	0	0	0	--
20890	BRFN-0650--39-85	0 MI	11 : 85 : 172	Project Total		2,167	0	0	0	
DOT-D01-RPA11	US65: ABANDONED RR/BIKE PATH IN COLLINS	48860		Federal Aid		0	0	0	0	
Final TIP Approved	Bridge Replacement, Right of Way	--	--	Regional FA		0	0	0	0	--
22018	STPN-2100--2J-85	0 MI	11 : 85 : 187	Project Total		175	0	0	0	
DOT-D01-RPA11	IA210: UNION PACIFIC RR 2.5 MI E OF I-35	--		Federal Aid		0	0	0	0	
Final TIP Approved	Slope Improvement	--	--	Regional FA		0	0	0	0	--
22017	BRFN-0690--39-85	0 MI	11 : 85 : 185	Project Total		0	0	1,085	0	
DOT-D01-RPA11	US69: KEIGLEY BRANCH 1.1 MI S OF CORDE18	48990		Federal Aid		0	0	0	0	
Final TIP Approved	Bridge Replacement, Right of Way	--	--	Regional FA		0	0	0	0	--
25308	BRFN-2100--39-85	0 MI	0 : 85 : 0	Project Total		0	0	0	480	
DOT-D01-RPA11	IA210: I-35	49010		Federal Aid		0	0	0	0	
Final TIP Approved	Bridge Deck Overlay	--	--	Regional FA		0	0	0	0	--
25355	BRFN-0300--39-85	0 MI	0 : 85 : 0	Project Total		0	0	0	367	
DOT-D01-RPA11	US30: WEST BRANCH INDIAN CREEK 0.7MI E OF CO RD S14 (EB)	48810		Federal Aid		0	0	0	0	
Final TIP Approved	Bridge Deck Overlay	--	--	Regional FA		0	0	0	0	--
Warren - 91										
25224	NHSN-0650--2R-91	0 MI	0 : 91 : 0	Project Total		100	0	0	0	
DOT-D05-RPA11	US65: 0.3 MI N OF INDIANOLA	--		Federal Aid		0	0	0	0	
Final TIP Approved	Slope Improvement	--	--	Regional FA		0	0	0	0	--
22021	BRFN-0650--39-91	0 MI	11 : 91 : 149	Project Total		0	206	0	0	
DOT-D05-RPA11	US65: STREAM 0.2 MI N OF CO RD G24(SB)	50940		Federal Aid		0	0	0	0	
Final TIP Approved	Bridge Deck Overlay	--	--	Regional FA		0	0	0	0	--
FL - Federal Lands Highway Program										
Jasper - 50										
21122	PLH-USFWDIRI10--18-50	0 MI	0 : 77 : 597	Project Total		1,950	0	0	0	
USFW-D01-RPA11	Neal Smith: Entrance Road Rehabilitation	--		Federal Aid		1,950	0	0	0	
Final TIP Approved	Pavement Rehab	--	--	Regional FA		0	0	0	0	--

5 Federal Transit Administration Projects

5.1 FEDERAL TRANSIT ASSISTANCE (TITLE 49)

A portion of Federal fuel tax revenue is placed in the Mass Transit Account of the Federal Highway Trust Fund. These funds, along with General Fund appropriations, are reserved for transit purposes and are administered by the FTA.

Federal and State Funding Programs

Similar to the FHWA programs, the transit funding authorized by SAFETEA-LU is managed in several ways. The largest amount is distributed to the states or to large metropolitan areas by formula. Other program funds are discretionary and some are earmarked for specific projects. Program funds include the following:

- **Metropolitan Planning Program (Section 5303).** FTA provides funding for this program to the State based on its urbanized area populations. The funds are dedicated to support transportation planning projects in urbanized areas with more than 50,000 population.
- **Urbanized Area Formula Program (Section 5307).** FTA provides transit operating, planning, and capital assistance funds directly to local recipients in urbanized areas with populations between 50,000 and 200,000, based on population and density figures, plus transit performance factors for larger areas. Local recipients, for whom projects are programmed by the Des Moines Area MPO, must apply directly to the FTA.
- **Capital Investment Program (Section 5309).** The transit discretionary program provides Federal assistance for major capital needs, such as fleet replacement and construction of transit facilities. All transit systems in the state are eligible for this program. In recent years, Congress has earmarked all of these funds for specific projects or geographic regions.

- **Special Needs Program (Section 5310).** Funding is provided through this program to increase the mobility for the elderly and persons with disabilities. Part of the funding is administered along with the Non-Urbanized funding; another part is allocated among urbanized transit systems.
- **Non-Urbanized Area Formula Program (Section 5311).** This program provides capital and operating assistance for rural and small urban transit systems. Fifteen percent of these funds are allocated to Intercity Bus projects. A portion of the funding is also allocated to support rural transit planning.
- **Rural Transit Assistance Program (RTAP - Section 5311(h)).** This funding is also used for statewide training events and to support transit funding fellowships for regional and small urban transit staff or planners.
- **Statewide Transportation Planning Program (Section 5304).** These funds come to the state based on population and are used to support transportation planning projects in non-urbanized areas.
- **Flexible Funds.** Certain Title 23 funds may be used for transit purposes. Transit capital assistance is an eligible use of STP funds. Transit capital and start-up operating assistance is an eligible use of ICAAP funds. When ICAAP and STP funds are programmed for transit projects, they are transferred to the FTA. The ICAAP funds are applied for and administered by the Office of Public Transit.
- **State Transit Assistance (STA).** All public transit systems are eligible for funding. These funds can be used by the public transit system for operating, capital, or planning expenses related to the provision of open-to-the-public passenger transportation.

Description of Transit Investments

Vehicles

One 158 LD ADA Gasoline Bus w/ Cameras – Expansion vehicle is needed in Dallas County for General Public riders to get to medical appointments during peak operating hours. Vehicle would allow us to serve an unmet need in the Perry area.

One 158 LD ADA Gasoline Bus w/ Cameras – Expansion vehicle is needed Warren County. This vehicle would enable Warren County contractor to provide services to Genesis Development, which have been requested for the past several years.

Two 176 LD ADA Diesel Bus w/ Cameras – Expansion vehicles are needed in Story County to handle the daily demands of increased ridership and services. We are at a point in this county where we are having to look at denying some services in order to provide service to the most needy.

RPA-11 (34 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info	FY14	FY15	FY16	FY17
5339	HIRTA	1560 Capital Replacement	Light Duty Bus (138" wb) Unit #: 5516		73,000 62,050		
5339	HIRTA	1561 Capital Replacement	Minivan VSS Unit #: 8724		48,646 40,360		
5339	HIRTA	1562 Capital Replacement	Light Duty Bus (138" wb) VSS Unit #: 5515	79,000 67,150			
5339	HIRTA	1563 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: 1139			93,975 78,000	
5339	HIRTA	1564 Capital Replacement	Light Duty Bus (158" wb) VSS Unit #: 7639	81,000 68,850			
5339	HIRTA	1565 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: 1136			91,237 75,727	
5339	HIRTA	1569 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: 3321		86,000 73,100		
5339	HIRTA	1573 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: 6524		86,000 73,100		
5339	HIRTA	1574 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: 6525		86,000 73,100		
5339	HIRTA	1577 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: 1138	86,000 73,100			
5339	HIRTA	1580 Capital Replacement	Minivan VSS Unit #: 4418		48,500 41,225		
5339	HIRTA	1582 Capital Replacement	Light Duty Bus (138" wb) VSS Unit #: 4417	79,000 67,150			
5339	HIRTA	2065 Capital Replacement	Minivan VSS Unit #: 7638	48,500 41,225			
5339	HIRTA	2381 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: 2225				81,000 67,230
5339	HIRTA	2382 Capital Replacement	Light Duty Bus (158" wb) VSS Unit #: 3323		81,000 68,850		

RPA-11 (34 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info	FY14	FY15	FY16	FY17
5339	HIRTA	2383 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: 3325				81,000 67,230
5339	HIRTA	2386 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: 3326			81,000 67,230	
5339	HIRTA	2387 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: 3327				81,000 67,230
5339	HIRTA	2388 Capital Replacement	Minivan VSS Unit #: 2227			48,500 41,225	
5339	HIRTA	2389 Capital Replacement	Minivan VSS Unit #: 4419		46,500 38,595		
5339	HIRTA	2390 Capital Replacement	Light Duty Bus (138" wb) VSS Unit #: 5517			74,000 61,420	
5339	HIRTA	2391 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: 1142			81,000 67,230	
5339	HIRTA	2392 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: 7641		86,000 73,100		
5339	HIRTA	2874 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: 1141		86,000 73,100		
5339	HIRTA	2875 Capital Replacement	Minivan VSS Unit #: 1143			48,500 41,225	
5339	HIRTA	2876 Capital Replacement	Minivan VSS Unit #: 5519				46,000 39,100
5339	HIRTA	2877 Capital Replacement	Light Duty Bus (158" wb) VSS Unit #: 3323			81,000 68,850	
5339	HIRTA	2878 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: 3325			86,000 73,100	
5339	HIRTA	2879 Capital Replacement	Light Duty Bus (158" wb) VSS Unit #: 8722				81,000 68,850
5339	HIRTA	2880 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: 7641				86,000 73,100

RPA-11 (34 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info	FY14	FY15	FY16	FY17
5339	HIRTA	2881 Capital Expansion	Light Duty Bus (176" wb) VSS	Total	85,100		
				FA	73,100		
5339	HIRTA	2882 Capital Expansion	Light Duty Bus (176" wb) VSS	Total	86,000		
				FA	73,100		
5339	HIRTA	2883 Capital Expansion	Light Duty Bus (158" wb) VSS	Total	81,000		
				FA	68,850		
5316	HIRTA	2920 Operations Misc	Rural Mobility Coordinator	Total	44,948		
				FA	35,958		
				SA			

6 Financial Plan

6.1 FEDERAL HIGHWAY ADMINISTRATION PROJECTS

SAFETEA-LU states that the TIP shall include a financial plan that demonstrates how the approved TIP can be implemented, identification of public and private resources that are reasonably expected to be made available to carry out the TIP, and recommend any additional financing strategies for needed projects and programs.

For purposes of transportation operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53). In addition, revenue and cost estimates for the TIP must use an inflation rate(s) to reflect “year of expenditure dollars,” based on reasonable financial principles and information, developed cooperatively by the CIRTPA, State(s), and public transportation operator(s). The CIRTPA staff utilized an inflation rate of 4% to determine “year of expenditure dollars.”

The FFY 2014-2017 TIP is fiscally constrained by funding sources. Funding sources include Federal, State, and local financial resources. The CIRTPA recognizes that in the event of Federal, State, and local funding changes, amendments, or revisions, it will need to reflect the change in project funds within the FFY 2014-2017 TIP.

CIRTPA Federal-aid Funding Sources

The total Federal share of projects included in the first year (annual element) of the TIP shall not exceed levels of funding committed to the CIRTPA. Additionally, the total Federal share of projects included in the second, third, fourth, and/or subsequent years of the TIP may not exceed levels of funding committed, or reasonably expected to be available, to the CIRTPA.

Table 6.1 displays a listing of all Federal-Aid funding sources in the TIP and the amount of Federal funds committed by source for FFYs 2014-2017. Table 6.2 displays a listing of all total project cost of all project utilizing Federal fund by funding source for FFYs 2014-2017. Table 6.3 and 6.4 display the financial constraint of the STP and TAP funding sources for FFYs 2014-2017, breaking down all revenues, expenditures, programmed funds, adjustments, and returns.

TABLE 6.1 CIRTPA Federal-Aid Funding Sources

Federal-Aid Funding Sources	2014	2015	2016	2017	Total
Demonstration (discretionary)	\$1,820,000	\$0	\$0	\$0	\$1,820,000
Federal Lands Highway Program	\$1,950,000	\$0	\$0	\$0	\$1,950,000
High Risk Rural Roads	\$0	\$0	\$0	\$0	\$0
Highway Safety Improvement Program	\$585,000	\$0	\$0	\$0	\$585,000
Interstate Maintenance	\$0	\$0	\$0	\$0	\$0
Iowa Clean Air Attainment Program	\$0	\$0	\$0	\$0	\$0
National Environmental Policy Act	\$0	\$0	\$0	\$0	\$0
National Highway Performance Program	\$16,901,000	\$14,307,000	\$26,880,000	\$42,080,000	\$100,168,000
Planning	\$65,000	\$68,000	\$71,000	\$74,000	\$278,000
Primary Road Funds	\$0	\$0	\$0	\$0	\$0
Recreational Trails Program	\$139,000	\$0	\$0	\$0	\$139,000
Surface Transportation Program (STP)	\$8,103,000	\$6,920,000	\$1,200,000	\$1,200,000	\$17,423,000
STP - Highway Bridge Program	\$5,408,000	\$3,407,000	\$2,072,000	\$4,824,000	\$15,711,000
Transportation Alternatives Program (TAP)	\$565,000	\$0	\$0	\$0	\$287,000
Totals	\$35,823,000	\$24,702,000	\$30,223,000	\$48,178,000	\$138,361,000

TABLE 6.2 CIRTPA Total Project Costs

Federal-Aid Funding Sources	2014	2015	2016	2017	Total
Demonstration (discretionary)	\$12,000,000	\$0	\$0	\$0	\$12,000,000
Federal Lands Highway Program	\$1,950,000	\$0	\$0	\$0	\$1,950,000
High Risk Rural Roads	\$0	\$0	\$0	\$0	\$0
Highway Safety Improvement Program	\$650,000	\$0	\$0	\$0	\$650,000
Interstate Maintenance	\$0	\$0	\$0	\$0	\$0
Iowa Clean Air Attainment Program	\$0	\$0	\$0	\$0	\$0
National Environmental Policy Act	\$0	\$0	\$0	\$0	\$0
National Highway Performance Program	\$19,743,000	\$16,522,000	\$30,348,000	\$46,756,000	\$113,369,000
Planning	\$82,000	\$85,000	\$89,000	\$93,000	\$349,000
Primary Road Funds	\$7,667,000	\$1,629,000	\$2,179,000	\$3,585,000	\$15,060,000
Recreational Trails Program	\$290,000	\$0	\$0	\$0	\$290,000
Surface Transportation Program (STP)	\$11,955,000	\$8,900,000	\$3,100,000	\$3,260,000	\$27,215,000
STP - Highway Bridge Program	\$6,760,000	\$4,265,000	\$2,590,000	\$7,330,000	\$20,945,000
Transportation Alternatives Program (TAP)	\$1,298,000	\$0	\$0	\$0	\$1,298,000
Totals	\$62,917,000	\$31,401,000	\$38,306,000	\$61,024,000	\$193,126,000

TABLE 6.3 CIRTPA Surface Transportation Program Financial Constraint

Federal Fiscal Year	2013	2014	2015	2016	2017
	Annual Element	Projected	Projected	Projected	Projected
Actual Cash Balance, October 1 (DOT)	\$13,479,349	\$16,031,285	\$21,071,765	\$26,137,765	\$31,203,765
Ending Encumbered Cash Balance, October 1	\$11,135,041	\$12,030,376	\$8,967,856	\$7,113,856	\$10,979,856
Revenues					
Federal STP Program Award	\$4,867,849	\$4,828,523	\$4,850,000	\$4,850,000	\$4,850,000
TAP Flex	\$0	\$211,957	\$216,000	\$216,000	\$216,000
Other Revenues	\$0	\$0	\$0	\$0	\$0
Transfer In	\$0	\$0	\$0	\$0	\$0
Total Revenues	\$4,867,849	\$5,040,480	\$5,066,000	\$5,066,000	\$5,066,000
Expenditures					
Other Expenditures	(\$31,494)	\$0	\$0	\$0	\$0
Transfer Out	\$0	\$0	\$0	\$0	\$0
Total Expenditures	(\$31,494)	\$0	\$0	\$0	\$0
STP Project Funds					
Programmed STP Project Funds	\$1,656,600	\$8,103,000	\$6,920,000	\$1,200,000	\$1,200,000
Expended STP Project Funds	\$2,352,400	\$0	\$0	\$0	\$0
Fund Adjustments/Returns	(\$67,980)	\$0	\$0	\$0	\$0
Total Non-Spent STP Funds	\$13,618,996	\$17,070,856	\$14,033,856	\$12,179,856	\$16,045,856
Ending Encumbered Cash Balance, Sept 30	\$16,031,285	\$21,071,765	\$26,137,765	\$31,203,765	\$36,269,765
Ending Actual Cash Balance, Sept 30 (DOT)	\$12,030,376	\$8,967,856	\$7,113,856	\$10,979,856	\$14,845,856

Based on Iowa Department of Transportation's Fiscal Year 2013 3rd Quarter Status Report.

TABLE 6.4 CIRTPA Transportation Alternatives Program Financial Constraint

Federal Fiscal Year	2013	2014	2015	2016	2017
	Annual Element	Projected	Projected	Projected	Projected
Actual Cash Balance, October 1 (DOT)	\$861,428	\$829,860	\$1,108,175	\$1,391,175	\$1,674,175
Ending Encumbered Cash Balance, October 1	\$861,428	\$298,699	\$12,351	\$295,351	\$578,351
Revenues					
Federal TAP Program Award	\$378,333	\$278,315	\$283,000	\$283,000	\$283,000
Other Revenues	\$0	\$0	\$0	\$0	\$0
Transfer In	\$0	\$0	\$0	\$0	\$0
Total Revenues	\$378,333	\$278,315	\$283,000	\$283,000	\$283,000
Expenditures					
Other Expenditures	\$0	\$0	\$0	\$0	\$0
Transfer Out	\$0	\$0	\$0	\$0	\$0
Total Expenditures	\$0	\$0	\$0	\$0	\$0
TAP Project Funds					
Programmed TAP Project Funds	\$531,161	\$564,663	\$0	\$0	\$0
Expended TAP Project Funds	\$501,533	\$0	\$0	\$0	\$0
Fund Adjustments/Returns	(\$91,632)	\$0	\$0	\$0	\$0
Ending Encumbered Cash Balance, Sept 30	\$829,860	\$1,108,175	\$1,391,175	\$1,674,175	\$1,957,175
Ending Actual Cash Balance, Sept 30 (DOT)	\$298,699	\$12,351	\$295,351	\$578,351	\$861,351

Based on Iowa Department of Transportation's Fiscal Year 2013 3rd Quarter Status Report.

Operations and Maintenance Costs and Projections

The following tables demonstrate the costs of operations and maintenance to the Federal-aid System. Table 6.5 contains the operation and maintenance costs on Federal-aid city streets within each city in the CIRTPA. Table 6.6 and Table 6.7 contain the projected operation and maintenance costs on Federal-aid city streets within each city in the CIRTPA based on data in Table 6.5.

TABLE 6.5 2012 CIRTPA City Street Operations and Maintenance Expenditures on Federal-Aid Routes

City/County Name	On-System Miles	Total Miles	Percentage Federal-Aid Routes	Total Roadway Maintenance	Total Operations	Operations on Federal-Aid Routes	Maintenance on Federal-Aid Routes
Boone County	2.245	45.624	0.119	\$356,385	\$85,110	\$8,934	\$7,919
Boone	27.377	96.439	0.2839	\$898,891	\$508,980	\$144,499	\$255,195
Dallas County	10.974	72.825	1.2092	\$578,061	\$141,067	\$23,203	\$82,494
Adel	2.317	19.94	0.1162	\$195,502	\$97,678	\$11,350	\$22,717
Perry	10.778	43.318	0.2488	\$631,988	\$278,522	\$69,296	\$157,239
Jasper County	6.433	74.435	0.6	\$396,322	\$298,835	\$25,082	\$32,353
Newton	24.476	89.547	0.2733	\$852,520	\$239,462	\$65,445	\$232,994
Madison County	3.824	29.026	0.4884	\$228,515	\$32,860	\$6,245	\$31,995
Winterset	3.927	35.542	0.1105	\$488,827	\$161,356	\$17,830	\$54,015
Marion County	7.075	40.216	0.6835	\$1,030,022	\$86,120	\$19,843	\$185,744
Knoxville	11.272	42.402	0.2658	\$699,347	\$248,036	\$65,928	\$185,886
Pella	15.458	59.578	0.2595	\$859,111	\$78,585	\$20,393	\$222,939
Polk County	0	7.474	0	\$172,222	\$6,278	\$0	\$0
Story County	9.005	78.118	1.0425	\$1,090,482	\$171,272	\$28,545	\$157,752
Nevada	14.705	44.177	0.3329	\$582,709	\$51,027	\$16,987	\$193,984
Story City	2.998	22.154	0.1353	\$239,033	\$131,582	\$17,803	\$32,341
Warren County	2.538	27.277	0.3937	\$186,365	\$64,858	\$8,841	\$15,617
Indianola	15.227	61.896	0.246	\$917,101	\$454,238	\$111,742	\$225,607
Totals	170.629	889.988	6.8085	\$10,403,403	\$3,135,866	\$661,966	\$2,096,791

Source: 2012 City Street Finance Reports

TABLE 6.6 CIRTPA Forecasted City Street Maintenance Expenditures on Federal-Aid Routes

City/County Name	2012	2013	2014	2015	2016	2017
Boone County	\$7,919	\$8,236	\$8,565	\$8,908	\$9,264	\$9,635
Boone	\$255,195	\$265,403	\$276,019	\$287,060	\$298,542	\$310,484
Dallas County	\$82,494	\$85,794	\$89,226	\$92,795	\$96,506	\$100,367
Adel	\$22,717	\$23,626	\$24,571	\$25,554	\$26,576	\$27,639
Perry	\$157,239	\$163,529	\$170,070	\$176,872	\$183,947	\$191,305
Jasper County	\$32,353	\$33,647	\$34,993	\$36,393	\$37,848	\$39,362
Newton	\$232,994	\$242,314	\$252,006	\$262,087	\$272,570	\$283,473
Madison County	\$31,995	\$33,275	\$34,606	\$35,990	\$37,430	\$38,927
Winterset	\$54,015	\$56,176	\$58,423	\$60,760	\$63,190	\$65,718
Marion County	\$185,744	\$193,174	\$200,901	\$208,937	\$217,294	\$225,986
Knoxville	\$185,886	\$193,321	\$201,054	\$209,096	\$217,460	\$226,159
Pella	\$222,939	\$231,857	\$241,131	\$250,776	\$260,807	\$271,239

Polk County	\$0	\$0	\$0	\$0	\$0	\$0
Story County	\$157,752	\$164,062	\$170,625	\$177,450	\$184,548	\$191,929
Nevada	\$193,984	\$201,743	\$209,813	\$218,206	\$226,934	\$236,011
Story City	\$32,341	\$33,635	\$34,980	\$36,379	\$37,834	\$39,348
Warren County	\$15,617	\$16,242	\$16,891	\$17,567	\$18,270	\$19,000
Indianola	\$225,607	\$234,631	\$244,017	\$253,777	\$263,928	\$274,485
Totals	\$2,096,791	\$2,180,663	\$2,267,889	\$2,358,605	\$2,452,949	\$2,551,067

Source: 2012 City Street Finance Reports

TABLE 6.7 CIRTPA Forecasted City Street Operation Expenditures on Federal-Aid Routes

City/County Name	2012	2013	2014	2015	2016	2017
Boone County	\$8,934	\$9,291	\$9,663	\$10,050	\$10,452	\$10,870
Boone	\$144,499	\$150,279	\$156,290	\$162,542	\$169,043	\$175,805
Dallas County	\$23,203	\$24,131	\$25,096	\$26,100	\$27,144	\$28,230
Adel	\$11,350	\$11,804	\$12,276	\$12,767	\$13,278	\$13,809
Perry	\$69,296	\$72,068	\$74,951	\$77,949	\$81,067	\$84,309
Jasper County	\$25,082	\$26,085	\$27,129	\$28,214	\$29,342	\$30,516
Newton	\$65,445	\$68,063	\$70,785	\$73,617	\$76,561	\$79,624
Madison County	\$6,245	\$6,495	\$6,755	\$7,025	\$7,306	\$7,598
Winterset	\$17,830	\$18,543	\$19,285	\$20,056	\$20,859	\$21,693
Marion County	\$19,843	\$20,637	\$21,462	\$22,321	\$23,214	\$24,142
Knoxville	\$65,928	\$68,565	\$71,308	\$74,160	\$77,126	\$80,211
Pella	\$20,393	\$21,209	\$22,057	\$22,939	\$23,857	\$24,811
Polk County	\$0	\$0	\$0	\$0	\$0	\$0
Story County	\$28,545	\$29,687	\$30,874	\$32,109	\$33,394	\$34,729
Nevada	\$16,987	\$17,666	\$18,373	\$19,108	\$19,872	\$20,667
Story City	\$17,803	\$18,515	\$19,256	\$20,026	\$20,827	\$21,660
Warren County	\$8,841	\$9,195	\$9,562	\$9,945	\$10,343	\$10,756
Indianola	\$111,742	\$116,212	\$120,860	\$125,695	\$130,722	\$135,951
Totals	\$661,966	\$688,445	\$715,982	\$744,622	\$774,407	\$805,383

Source: 2012 City Street Finance Reports

Table 6.8 contains the operation and maintenance costs on Federal-aid county roads within each county in the CIRTPA. Table 6.9 and Table 6.10 contain the projected operation and maintenance costs on Federal-aid county roads within each county in the CIRTPA based on data in Table 6.8.

TABLE 6.8 2012 CIRTPA County Road Operations and Maintenance Costs on Federal-Aid Routes

County Name	On-System Miles	Total Miles	Percentage Federal-Aid Routes	Total Operations Cost	Total Maintenance Cost	Operations Cost on Federal-Aid Routes	Maintenance Cost on Federal-Aid Routes
Boone County	300.79	970.792	0.31	\$1,781,293	\$3,270,767	\$551,915	\$1,013,414
Dallas County	291.493	870.72	0.33	\$2,394,574	\$4,202,043	\$801,637	\$1,406,728
Jasper County	410.719	1,232.20	0.33	\$2,209,443	\$4,254,215	\$736,458	\$1,418,027
Madison County	314.884	857.191	0.37	\$1,540,437	\$3,017,123	\$564,829	\$1,106,282
Marion County	332.431	906.627	0.37	\$1,362,479	\$3,646,591	\$500,498	\$1,339,554
Polk County	263.211	564.584	0.47	\$2,682,604	\$5,249,946	\$1,250,639	\$2,447,543
Story County	364.694	926.921	0.39	\$1,648,036	\$3,477,942	\$648,414	\$1,368,385
Warren County	318.056	848.508	0.37	\$1,589,766	\$3,459,596	\$595,910	\$1,296,800
Totals	2,596.28	7,177.54	0.36	\$15,208,632	\$30,578,223	\$5,650,301	\$11,396,732

Source: 2012 County Engineers Annual Report

TABLE 6.9 CIRTPA Forecasted County Road Operations Costs on Federal-Aid Routes

County Name	2012	2013	2014	2015	2016	2017
Boone County	\$551,915	\$573,992	\$596,952	\$620,830	\$645,663	\$671,490
Dallas County	\$801,637	\$833,703	\$867,051	\$901,733	\$937,802	\$975,314
Jasper County	\$736,458	\$765,916	\$796,553	\$828,415	\$861,551	\$896,013
Madison County	\$564,829	\$587,422	\$610,919	\$635,355	\$660,770	\$687,200
Marion County	\$500,498	\$520,518	\$541,339	\$562,993	\$585,512	\$608,933
Polk County	\$1,250,639	\$1,300,665	\$1,352,691	\$1,406,799	\$1,463,071	\$1,521,594
Story County	\$648,414	\$674,351	\$701,325	\$729,378	\$758,553	\$788,895
Warren County	\$595,910	\$619,747	\$644,537	\$670,318	\$697,131	\$725,016
Totals	\$5,650,301	\$5,876,313	\$6,111,366	\$6,355,821	\$6,610,053	\$6,874,455

Source: 2012 County Engineers Annual Report

TABLE 6.10 CIRTPA Forecasted County Road Maintenance Costs on Federal-Aid Routes

County Name	2012	2013	2014	2015	2016	2017
Boone County	\$1,013,414	\$1,053,950	\$1,096,108	\$1,139,953	\$1,185,551	\$1,232,973
Dallas County	\$1,406,728	\$1,462,997	\$1,521,517	\$1,582,377	\$1,645,672	\$1,711,499
Jasper County	\$1,418,027	\$1,474,748	\$1,533,738	\$1,595,087	\$1,658,891	\$1,725,246
Madison County	\$1,106,282	\$1,150,533	\$1,196,555	\$1,244,417	\$1,294,194	\$1,345,961
Marion County	\$1,339,554	\$1,393,136	\$1,448,861	\$1,506,816	\$1,567,088	\$1,629,772
Polk County	\$2,447,543	\$2,545,444	\$2,647,262	\$2,753,153	\$2,863,279	\$2,977,810
Story County	\$1,368,385	\$1,423,120	\$1,480,045	\$1,539,247	\$1,600,816	\$1,664,849
Warren County	\$1,296,800	\$1,348,672	\$1,402,619	\$1,458,724	\$1,517,073	\$1,577,756
Totals	\$11,396,732	\$11,852,601	\$12,326,705	\$12,819,773	\$13,332,564	\$13,865,867

Source: 2012 County Engineers Annual Report

Non-Federal-aid Revenue Sources and Projections

In addition to operations and maintenance costs are non Federal-aid revenue sources. Non Federal-aid revenue sources and projections are included to demonstrate the revenue sources and amounts available for operation and maintenance of the system in the CIRTPA planning area.

Table 6.11 contains the receipts for the Road Use Tax Fund and other road monies on Federal-aid routes within each city in the CIRTPA. Table 6.12 contains the projected revenues on Federal-aid routes within each city in the CIRTPA based on data in Table 6.11.

Table 6.13 contains the receipts for Farm-to-Market Federal-aid routes within each county in the CIRTPA. Table 6.14 contains the projected revenues for Farm-to-Market Federal-aid routes within each county in the CIRTPA based on data in Table 6.13.

Table 6.15 contains the receipts for the Secondary Road Fund Federal-aid routes within each county in the CIRTPA. Table 6.16 contains the projected revenues for the Secondary Road Fund Federal-aid routes within each county in the CIRTPA based on data in Table 6.15.

TABLE 6.11 2012 CIRTPA City Street Fund Receipts

City/County Name	Road Use Tax Fund	Federal-Aid Receipts	Miscellaneous Receipts	Total Receipts
Boone County	\$480,463	\$244,087	\$614,102	\$1,338,652
Boone	\$1,200,910	\$360,106	\$826,269	\$2,387,285
Dallas County	\$771,667	\$207,506	\$457,101	\$1,436,274
Adel	\$356,950	\$150,837	\$4,531,061	\$5,038,848
Perry	\$730,543	\$859,794	\$467,860	\$2,058,197
Jasper County	\$868,895	\$70,720	\$50,094	\$989,709
Newton	\$1,446,859	\$0	0	\$1,446,859
Madison County	\$256,420	\$127,322	\$226,309	\$610,051
Winterset	\$492,277	\$640,317	\$3,962,517	\$5,095,111
Marion County	\$355,499	\$835,249	\$275,000	\$1,465,748
Knoxville	\$693,646	\$710,189	\$569,893	\$1,973,728
Pella	\$981,899	\$597,331	0	\$1,579,230
Polk County	\$123,394	\$115,794	\$37,659	\$276,847
Story County	\$1,068,680	\$2,123,417	\$69,534	\$3,261,631
Nevada	\$659,459	\$402,278	\$158,536	\$1,220,273
Story City	\$325,434	\$62,147	\$342,797	\$730,378
Warren County	\$281,521	\$86,377	\$9,908	\$377,806
Indianola	\$1,402,089	\$4,699,854	\$1,911,106	\$8,013,049
Totals	\$12,496,605	\$12,293,325	\$14,509,746	\$39,299,676

Source: 2012 City Street Finance Reports

TABLE 6.12 CIRTPA Forecasted City Street Fund Revenue

City/County Name	2012	2013	2014	2015	2016	2017
Boone County	\$1,338,652	\$1,392,198	\$1,447,886	\$1,505,801	\$1,566,034	\$1,628,675
Boone	\$2,387,285	\$2,482,776	\$2,582,087	\$2,685,371	\$2,792,786	\$2,904,497
Dallas County	\$1,436,274	\$1,493,725	\$1,553,474	\$1,615,613	\$1,680,237	\$1,747,447
Adel	\$5,038,848	\$5,240,402	\$5,450,018	\$5,668,019	\$5,894,739	\$6,130,529
Perry	\$2,058,197	\$2,140,525	\$2,226,146	\$2,315,192	\$2,407,799	\$2,504,111
Jasper County	\$989,709	\$1,029,297	\$1,070,469	\$1,113,288	\$1,157,820	\$1,204,132
Newton	\$1,446,859	\$1,504,733	\$1,564,923	\$1,627,520	\$1,692,620	\$1,760,325
Madison County	\$610,051	\$634,453	\$659,831	\$686,224	\$713,673	\$742,220
Winterset	\$5,095,111	\$5,298,915	\$5,510,872	\$5,731,307	\$5,960,559	\$6,198,982
Marion County	\$1,465,748	\$1,524,378	\$1,585,353	\$1,648,767	\$1,714,718	\$1,783,307
Knoxville	\$1,973,728	\$2,052,677	\$2,134,784	\$2,220,176	\$2,308,983	\$2,401,342
Pella	\$1,579,230	\$1,642,399	\$1,708,095	\$1,776,419	\$1,847,476	\$1,921,375
Polk County	\$276,847	\$287,921	\$299,438	\$311,415	\$323,872	\$336,827
Story County	\$3,261,631	\$3,392,096	\$3,527,780	\$3,668,891	\$3,815,647	\$3,968,273
Nevada	\$1,220,273	\$1,269,084	\$1,319,847	\$1,372,641	\$1,427,547	\$1,484,649
Story City	\$730,378	\$759,593	\$789,977	\$821,576	\$854,439	\$888,617
Warren County	\$377,806	\$392,918	\$408,635	\$424,980	\$441,980	\$459,659
Indianola	\$8,013,049	\$8,333,571	\$8,666,914	\$9,013,590	\$9,374,134	\$9,749,099
Totals	\$39,299,676	\$40,871,663	\$42,506,530	\$44,206,791	\$45,975,062	\$47,814,065

Source: 2012 City Street Finance Reports

TABLE 6.13 State Fiscal Year 2012 CIRTPA Farm-to-Market Receipts

County Name	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Total
Boone County	\$205,015	\$232,198	\$256,176	\$199,046	\$892,435
Dallas County	\$222,248	\$251,716	\$277,709	\$215,777	\$967,449
Jasper County	\$274,112	\$310,457	\$342,516	\$266,131	\$1,193,217
Madison County	\$193,272	\$218,898	\$241,502	\$187,645	\$841,317
Marion County	\$230,427	\$260,980	\$287,929	\$223,718	\$1,003,055
Polk County	\$365,300	\$413,736	\$456,459	\$354,664	\$1,590,158
Story County	\$228,352	\$258,630	\$285,336	\$221,703	\$994,022
Warren County	\$248,768	\$281,753	\$310,847	\$241,525	\$1,082,894
Totals	\$1,967,495	\$2,228,369	\$2,458,473	\$1,910,209	\$8,564,547

Source: Iowa Department of Transportation

TABLE 6.14 CIRTPA Forecasted Farm-to-Market Revenue

County Name	2012	2013	2014	2015	2016	2017
Boone County	\$892,435	\$928,132	\$965,258	\$1,003,868	\$1,044,023	\$1,085,784
Dallas County	\$967,449	\$1,006,147	\$1,046,393	\$1,088,249	\$1,131,779	\$1,177,050
Jasper County	\$1,193,217	\$1,240,946	\$1,290,583	\$1,342,207	\$1,395,895	\$1,451,731
Madison County	\$841,317	\$874,969	\$909,968	\$946,367	\$984,222	\$1,023,590
Marion County	\$1,003,055	\$1,043,177	\$1,084,904	\$1,128,301	\$1,173,433	\$1,220,370
Polk County	\$1,590,158	\$1,653,764	\$1,719,915	\$1,788,712	\$1,860,260	\$1,934,671
Story County	\$994,022	\$1,033,783	\$1,075,134	\$1,118,139	\$1,162,865	\$1,209,380
Warren County	\$1,082,894	\$1,126,210	\$1,171,258	\$1,218,108	\$1,266,833	\$1,317,506
Totals	\$8,564,547	\$8,907,128	\$9,263,414	\$9,633,950	\$10,019,308	\$10,420,080

Source: Iowa Department of Transportation

TABLE 6.15 Fiscal Year 2012 CIRTPA Secondary Road Fund Receipts

County Name	Property Tax	L.O.S.T.	Road Use Tax Fund	Transfer of Jurisdiction Revenue	Farm-to-Market Extension Revenue	Time-21	RISE Funds	Bridge Funds	Misc Receipts	Total Receipts
Boone County	\$1,813,033	\$205,480	\$2,854,362	\$0	\$20,056	\$218,072	\$0	\$0	\$371,737	\$5,482,740
Dallas County	\$3,331,881	\$0	\$2,996,628	\$143,418	\$27,213	\$230,796	\$0	\$0	\$474,930	\$7,204,866
Jasper County	\$1,752,520	\$0	\$3,850,323	\$48,214	\$19,177	\$300,846	\$0	\$0	\$63,511	\$6,034,591
Madison County	\$1,445,766	\$0	\$2,710,169	\$16,742	\$29,763	\$208,373	\$0	\$144,296	\$113,086	\$4,668,195
Marion County	\$1,634,391	\$0	\$3,293,843	\$140,034	\$17,255	\$236,573	\$0	\$0	\$1,192,496	\$6,514,592
Polk County	\$7,561,069	\$0	\$4,649,007	\$12,043	\$51,495	\$358,265	\$0	\$1,005,541	\$55,620	\$13,693,040
Story County	\$2,055,000	\$0	\$3,057,918	\$27,727	\$26,331	\$231,947	\$0	\$0	\$315,053	\$5,713,976
Warren County	\$2,178,238	\$0	\$3,248,247	\$120,004	\$32,469	\$248,487	\$0	\$0	\$339,563	\$6,167,008
Totals	\$21,771,898	\$205,480	\$26,660,497	\$508,182	\$223,759	\$2,033,359	\$0	\$1,149,837	\$2,925,996	\$55,479,008

Source: Iowa Department of Transportation

TABLE 6.16 CIRTPA Forecasted Secondary Road Fund Revenue

County Name	2012	2013	2014	2015	2016	2017
Boone County	\$5,482,740	\$5,702,050	\$5,930,132	\$6,167,337	\$6,414,030	\$6,670,592
Dallas County	\$7,204,866	\$7,493,061	\$7,792,783	\$8,104,494	\$8,428,674	\$8,765,821
Jasper County	\$6,034,591	\$6,275,975	\$6,527,014	\$6,788,094	\$7,059,618	\$7,342,003
Madison County	\$4,668,195	\$4,854,923	\$5,049,120	\$5,251,085	\$5,461,128	\$5,679,573
Marion County	\$6,514,592	\$6,775,176	\$7,046,183	\$7,328,030	\$7,621,151	\$7,925,997
Polk County	\$13,693,040	\$14,240,762	\$14,810,392	\$15,402,808	\$16,018,920	\$16,659,677
Story County	\$5,713,976	\$5,942,535	\$6,180,236	\$6,427,446	\$6,684,544	\$6,951,925
Warren County	\$6,167,008	\$6,413,688	\$6,670,236	\$6,937,045	\$7,214,527	\$7,503,108
Totals	\$55,479,008	\$57,698,168	\$60,006,095	\$62,406,339	\$64,902,592	\$67,498,696

Source: Iowa Department of Transportation

7 Resolution

Federal regulations require documentation in addition to the project list prior to approval of the Central Iowa Regional Transportation Planning Alliance's *Federal Fiscal Years 2014-2017 Transportation Improvement Program*. All regional planning affiliation transportation improvement programs must be accompanied by:

1. A resolution of adoption by the planning organization.

This resolution can be found on the following page.

RESOLUTION FY 2014-5

WHEREAS, the Central Iowa Regional Transportation Planning Alliance is established under Chapter 28E of the Code of Iowa;

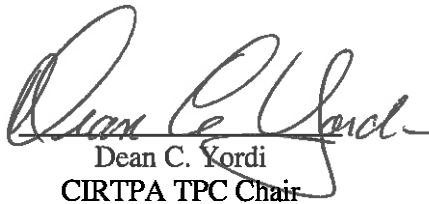
WHEREAS, the Central Iowa Regional Transportation Planning Alliance is a voluntary organization for certain city and county governments in Boone, Jasper, Marion, and Story Counties and portions of Dallas, Madison, Polk, and Warren Counties;

WHEREAS, the Central Iowa Regional Transportation Planning Alliance is the designated regional transportation planning agency for the Iowa Department of Transportation's Region 11; and

NOW, THEREFORE, BE IT RESOLVED by the Central Iowa Regional Transportation Planning Alliance that:

The Central Iowa Regional Transportation Planning Alliance Transportation Policy Committee to approve the final Federal Fiscal Years 2014-2017 Transportation Improvement Program

Done the 18th day of July 2013.


Dean C. Yordi
CIRTPA TPC Chair

8 Public Comment

Public Participation

The CIRTPA's *Public Participation Plan* outlines the CIRTPA's public outreach requirements and efforts through three primary components: public meetings, publications, and maintenance of the CIRTPA's website, www.dmampo.org/cirtpa.html.

The CIRTPA holds a standard of a minimum public comment period of 45 calendar days and a minimum 4-week advance public notice before an initial, amended, or revised TIP is adopted by the CIRTPA. This standard also applies when holding public meetings for any TIP amendments. The CIRTPA will approve the TIP, and/or amendments to the TIP, following the completion of the public comment period. The CIRTPA works to hold public meetings at convenient and accessible locations and times. If a person is not able to attend a public meeting, information regarding the TIP and/or amendments to the TIP is available on the CIRTPA's website. In addition, all meetings of the CIRTPA committees are open to the public. Members of the public may request time on the CIRTPA's agendas to comment on specific subjects of interest to the representatives.

The Reporter is the CIRTPA's newsletter, providing information on plans and programs, public discussions, whom to contact at the CIRTPA, and meeting schedules. In addition to these regularly scheduled newsletter mailings, the CIRTPA may publish special editions of *The Reporter* throughout the year to notify the citizens of public meetings and other events, and to provide informational summaries of current CIRTPA activities. Legal notices and meeting announcements regarding the adoption of the TIP and/or amendments to the TIP are published in *The Des Moines Register* and sent to the various news agencies within central Iowa a week before the scheduled public meeting.

The CIRTPA website contains CIRTPA news and information about upcoming events, CIRTPA members, staff, the organization of the CIRTPA, and employment opportunities. Meeting agendas and minutes are available, as is a listing of committee representatives. The website features a library containing documents, maps, newsletters, and press releases. Additionally, educational opportunities related to CIRTPA activities are listed on the website. CIRTPA staff regularly updates the website in order to engage citizens.

In conjunction with the MPO, the CIRTPA staff also maintains a blog, *MPO on the Go*, located at www.dmampo.wordpress.com. The blog is an effort to educate our constituency and to improve upon our public participation strategies. The blog features links that may pertain to specific projects in the Des Moines metropolitan area and central Iowa area, to state-level transportation matters, or to national

transportation topics. CIRTPA staff also educates the public about general planning-related issues occurring in the metropolitan area. Periodically, CIRTPA staff requests thoughts and opinions regarding these posted news items to understand the public perspective. Likewise, when preparing new projects or plans, staff requests input from the public via the CIRTPA blog.

The CIRTPA accepts input and comments from the public through a variety of means. Members of the public may express their views, share their opinions, and ask questions regarding proposed amendments in three ways: 1) orally at a meeting; 2) in writing via forms available at a meeting; or, 3) by submitting written comments to the CIRTPA prior to the close of the given comment period. The CIRTPA will make a summary, analysis, or report on the disposition of comments made as part of the review of the TIP and/or amendments to the TIP and will notify the CIRTPA TTC and TPC representatives of all TIP comments as part of the approved TIP. Immediately following is a summary of the comments made June 9, 2011 and any subsequent written comments submitted to the CIRTPA before June 20, 2011.

Public Comment Summary

The CIRTPA staff held a public meeting on July 11, 2013, to receive comments and questions on the TIP draft. The participants were given a copy of the TIP (also, available on the CIRTPA website) and staff guided the participants through the document, chapter by chapter, explaining in detail each chapter's significance within the TIP. Once staff finished explaining the information in the TIP, the meeting was open for discussion. The participants did not have any comments about the TIP draft or any particular surface transportation improvements listed.

The comment period for the TIP draft ended on July 15, 2013. The CIRTPA Staff did not receive any additional comments, related to the TIP or specific projects within the TIP, before the end of the comment period.