

ADOPTED BY RPA-14/ATURA POLICY BOARD ON JULY 14, 2020



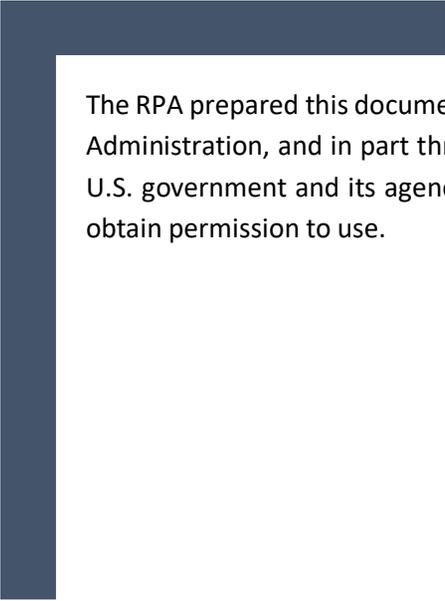
**RPA 14/ATURA**  
Transportation Planning Affiliation

# Transportation Improvement Program

FY 2021-2024

PREPARED BY RPA-14/ATURA STAFF





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# RESOLUTION

## ADOPTION OF THE FISCAL YEAR 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, The RPA-14/ATURA Transportation Planning Affiliation is organized to provide transportation planning recommendations for Region 14, and;

WHEREAS, the RPA-14/ATURA Policy Board has reviewed and approved the Fiscal Year 2021-2024 Transportation Improvement Program, and;

NOW, THEREFORE, BE IT RESOLVED, that the RPA-14/ATURA Policy Board adopts and approves the Fiscal Year 2021-2024 Transportation Improvement Program (TIP)

Adopted by the RPA-14/ATURA Policy Board on July 14, 2020.

Signed: \_\_\_\_\_



Ron Riley, Supervisor, Union County

RPA-14/ATURA Chairperson

Attest: \_\_\_\_\_



John Twombly, Supervisor, Adair County

RPA-14/ATURA Vice-Chair/Secretary

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## INTRODUCTION

This document is the FY 2021-2024 Transportation Improvement Program (TIP) for the Regional Planning Affiliation 14/ATURA. This TIP contains all transportation projects in the RPA-14/ATURA area anticipated to receive federal-aid or swap funds in the next four federal fiscal years. The TIP is a programming document required by federal law, which serves as a transition point for projects consistent with the RPA's Long-Range Transportation Plan (LRTP) to be moved forward into programming and construction. The goals of the RPA's LRTP are as follows:

- Support the economic vitality of the region, state and United States especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety and security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility options available for people and freight;
- Protect and enhance the environment, promote energy conservation, and improve quality of life;
- Enhance the integration and connectivity of the transportation system, across and between modes throughout the region and state, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

The Southern Iowa Council of Governments (SICOG) serves as the administrator of RPA-14/ATURA for the counties of Adair, Adams, Ringgold, Taylor, and Union as well as the City of Creston in Southwest Iowa. The RPA-14/ATURA Policy Board serves as the decision-making body for RPA-14 and is committed to distributing transportation funding in a fiscally responsible manner. The Policy Board is composed of an appointed Supervisor from each of the counties and the Mayor of Creston. The RPA-14/ATURA Transportation Technical Committee (TTC) is staffed by lead technical staff from each of the member entities as well as the Southern Iowa Trolley Transit Director and an ex-officio member from the Iowa DOT. The TTC is directly responsible to the Policy Board for the initiation, review, and recommendations of transportation related activities.

A large portion of funding for highway improvements comes from the federal government. Accurately estimating future federal funding levels is dependent on having a multiyear federal transportation authorization bill. The current authorization, Fixing America's Surface Transportation (FAST) Act, was signed into law Dec. 4, 2015.

## ACKNOWLEDGEMENTS

### RPA-14/ATURA POLICY BOARD

- |                   |  |
|-------------------|--|
| ▪ John Twombly    | Adair County Board of Supervisors Member, Vice-Chair/Secretary |
| ▪ Merlin Dixon    | Adams County Board of Supervisors Member                       |
| ▪ Lyle Minnick    | Ringgold County Board of Supervisors Member                    |
| ▪ Charles Ambrose | Taylor County Board of Supervisors Member                      |
| ▪ Ron Riley       | Union County Board of Supervisors Member, Chair                |
| ▪ Gabe Carroll    | City of Creston Mayor  |

### RPA-14/ATURA TRANSPORTATION TECHNICAL COMMITTEE (TTC)

- |                     |  |
|---------------------|--|
| ▪ Nick Kauffman     | Adair County Engineer, Vice-Chair                |
| ▪ Travis Malone     | Adams County Engineer                            |
| ▪ Jared Johnson     | Ringgold County Engineer                         |
| ▪ Trevor Wolf       | Taylor County Engineer                           |
| ▪ Zachary Gunsolley | Union County Engineer, Chair                     |
| ▪ Kevin Kruse       | City of Creston Public Works Director            |
| ▪ Leesa Lester      | Southern Iowa Trolley, Transit Director          |
| ▪ Scott Suhr        | Iowa DOT Representative (non-voting), Ex-officio |

### RPA-14/ATURA STAFF

- |                    |                                 |
|--------------------|---------------------------------|
| ▪ Timothy Ostroski | Executive Director              |
| ▪ Stu Burzette     | Transportation/Regional Planner |
| ▪ Judy Brimm       | Finance Director                |
| ▪ Jeremy Rounds    | Regional Planner                |
| ▪ Rana Scarlett    | Regional Planner                |
| ▪ Dana Dodge       | Planning Technician             |

## PROJECT SELECTION PROCESS, PUBLIC INPUT, AND FISCAL CONSTRAINT

### GENERAL OVERVIEWS

The RPA 14/ATURA Transportation Technical Committee (TTC) recommends projects consistent with the region's Long-Range Transportation Plan to the Policy Board for inclusion in the TIP. The TIP has been created by incorporating city, county, and state transportation projects of regional significance/priority and considered eligible for federal-aid funding using year of expenditure (YOE) cost estimates. A target of federal STBG funds is made to each county and to the City of Creston to be used in funding eligible roadway and bridge projects. Historically the RPA proportionally has distributed STBG funds to be used on roadway and bridge projects to the five counties and the City of Creston based upon pre-ISTEA funding allocation formulas that consider, among other things, populations and mileage of roadways within the county or City of Creston.

### SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBG)

Surface Transportation Block Grant funds are allocated by the Iowa DOT to the RPA each year. The RPA also receives an allocation of STBG-TAP Flex funds each year. These funds may be used for STBG or TAP projects. Based on a review of future needs, the RPA TTC and Policy Board decided to allocate all of the STBG-TAP Flex funds to STBG projects. Each member entity has been historically assigned a regional STBG target, which is based on a pre-ISTEA formula. STBG Targets are not strict but serve as a “fairness guide” and allow STBG funds to be expended at a higher rate and increase the number of projects the member entities can complete. Over a four to five-year period it is the intention of the RPA that the majority of available Regional STBG funds be as fully programmed as possible while remaining fiscally constrained each year and over the 4-year TIP period. In recent years, the DOT has developed an STBG-swap program where state dollars are swapped with federal-aid funds to help smaller transportation agencies, such as RPA-14/ATURA, avoid the federal fund red tape with which they may not be as fluent compared to the DOT.

### IOWA’S TRANSPORTATION ALTERNATIVES PROGRAM (IOWA TAP)

Iowa’s Transportation Alternatives funds are allocated by the Iowa DOT to the RPA each year. Each member entity has been historically assigned a regional TAP target equivalent to its STBG target, which is based on a pre-ISTEA formula. TAP Targets are not strict but serve as a “fairness guide” and allow TAP funds to be expended at a higher rate and increase the number of projects the member entities can complete. Over a four to five-year period it is the intention of the RPA that the majority of available Regional TAP funds be as fully programmed as possible while remaining fiscally constrained over the 4-year TIP period. Additionally, the Iowa DOT has begun barring RPA’s from accumulating more TAP funds than would

be available in a four-year TIP. This sets RPA-14/ATURA at a ~\$200,000 maximum fund accumulation. If the RPA accumulates more than \$200,000, funds will be required to be returned to the DOT.

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#### BRIDGE PROJECTS

Most bridge projects will be programmed directly by the counties with SWAP-Highway Bridge Program (SWAP-HBP) funds based on their inclusion in the county's five-year plan and meeting fiscal constraint requirements. These bridge projects are based on their priority within the county and available funds. Bridge projects are recommended for inclusion in the TIP and advancement is made within the TIP by the counties according to a process that considers bridge sufficiency rating, average annual daily traffic count, coordination with other projects, and other local traffic considerations and conditions. The Structure Inventory and Inspection Management System (SIIMS) is utilized in this process. Priority roadway and bridge projects are recommended by the County Engineers with approval of their County Board of Supervisors. Year of expenditure costs are determined by the County Engineers and generally based upon a 3-4% annual increase in costs.

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#### TRANSIT PROJECTS

Transit Project are programmed based on the Passenger Transportation Plan adopted by the RPA in 2020 through consultation with health and human service agencies and area stakeholders. The Southern Iowa Trolley is responsible for programming with assistance from RPA staff when needed.

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#### IOWA DOT PROJECTS

DOT sponsored projects are prioritized and recommended for inclusion in the TIP following DOT ranking procedures and doing so while being fiscally constrained.

## APPLICATIONS FOR SURFACE TRANSPORTATION BLOCK GRANT (STBG)/STBG-SWAP FUNDING

Each year, all eligible entities are invited to submit eligible projects for consideration for Surface Transportation Block Grant (STBG) funding in the following fiscal year or beyond. The annual due date is November 30<sup>th</sup>. Invitations are made primarily through direct communication with parties that have shown previous interest, all possibly interested parties, and through SICOG-operated media channels (monthly newsletter, Facebook page, etc.). Applications and project eligibility information are available on the RPA-14/ATURA website as well as from the office of the Southern Iowa Council of Governments upon request. The Transportation Technical Committee (TTC) reviews all applications for STBG funds and utilizes a standardized scoring process that takes into consideration the following items if more than one application is received:

- The degree to which the proposed project fulfills the intent of the Fixing America's Surface Transportation (FAST) Act and the goals and priorities of RPA 14/ATURA and its most recent Long-Range Transportation Plan.
- Projects that encourage economic vitality - jobs created through construction or ongoing use of project, promotes tourism, enhances freight movement, enhances movement of workers or consumers, or improves business opportunities.
- Projects that enhance inter-connectivity through pedestrian/bicycle/sidewalk facilities, transit connections, or improve connectivity to a road classified as arterial or higher, improve freight connectivity or access to multiple modes of transportation.
- Projects that demonstrate environmental justice (to what extent does the project serve minority, disabled or low-income persons or improve access to essential services for the population in general).
- Projects that demonstrate significant system use and scale (# of persons/vehicles impacted by project, contribution to regional transportation system, impact of project on quality of life).
- Projects with an assured local match (non-federal funds) of more than the minimum 20 percent or that leverage additional funding sources.

Also taken into consideration may be the applicant's history, geographic location of funding, and application's completeness or quality. Criteria and ranking information related to STBG applications are available on the RPA 14/ATURA website.

Once scoring/ranking is completed, scores are forwarded from the Transportation Technical Committee to the Policy Board for a fiscally constrained funding decision.

In May of 2020, the Policy Board adopted a new STBG scoring system to be used beginning with the FY 2022-2025 TIP cycle. This new scoring system is shown in the appendix.

## APPLICATIONS FOR IOWA'S TRANSPORTATION ALTERNATIVES PROGRAM (IOWA-TAP) FUNDING

Bi-annually, all eligible entities are invited to submit eligible projects for consideration for Iowa's Transportation Alternatives Program (TAP) funding in the following fiscal year or beyond. The bi-annual due dates are February 15<sup>th</sup> and August 15<sup>th</sup>. Invitations are made primarily through direct communication with parties that have shown previous interest, all possibly interested parties, and through SICOG-operated media channels (monthly newsletter, Facebook page, etc.). Applications and project eligibility information are available on the RPA-14/ATURA website as well as from the office of the Southern Iowa Council of Governments upon request. The Transportation Technical Committee (TTC) reviews all applications for TAP funds and utilizes a scoring process that takes into consideration the following items if more than one application is received:

- The degree to which the proposed project fulfills the intent of the Fixing America's Surface Transportation (FAST) Act and/or the goals and priorities of RPA-14/ATURA and its most recent Long-Range Transportation Plan.
- Description of any components that have already been funded and/or implemented from other funding sources; or how the proposed funded element would complete a larger project, concept, or plan.
- Documented financial support from entities other than just the applicant or demonstrated collaboration with community partners.
- Project that will have more than a local impact or benefit.
- Project development already accomplished at the time of this application.

Also taken into consideration may be the applicant's history, geographic location of funding, and application's completeness or quality. Criteria and ranking information related to STBG applications are available on the RPA 14/ATURA website.

Once scoring/ranking is completed, scores are forwarded from the Transportation Technical Committee to the Policy Board for a fiscally constrained funding decision.

## PUBLIC INPUT

The following is the public input process that will be followed by the RPA regarding the TIP. All comments from the general public, if any, can be found in the appendix of the Final TIP.

### DRAFT TIP

The draft TIP will be developed with input from the Transportation Committee regarding project selection for regional STBG and TAP funding and completed annually in June.

### PUBLIC COMMENT PERIOD AND PUBLIC HEARINGS

The following rules apply to the TIP regarding public hearings and the preceding public comment period.

- The general public shall be given the opportunity to provide comments on the draft TIP and revisions to the TIP.
- Following development of the draft TIP or to revisions of the TIP, a public notice will be advertised through appropriate media sources with a minimum of a 15-day comment period to submit comments via letter, phone, email, or in person.
- Copies of the draft TIP will be available at the RPA-14/ATURA offices, on the RPA website, and upon request.
- The Policy Board will hold a public hearing during a regularly scheduled RPA-14/ATURA meeting prior to adoption of the final TIP. All meetings will be held in accessible locations whenever possible. Reasonable accommodations will be made if needed. A notice of the public hearing will be published no more than twenty days and no less than four days before the date of the hearing.
- Application forms for STBG and TAP funding shall be available online on the RPA website, in the RPA office, or upon request at all times.

### FINAL TIP

The following process is applied to the Final TIP.

- Following the public hearing, the RPA-14/ATURA Policy Board will adopt a final version of the TIP, including a summary of comments and responses.
- The final TIP will be submitted to the Iowa DOT, the FHWA, and the FTA by July 15th.

- The final version of the TIP will be available at the RPA offices, RPA website, and upon request.
- The public participation process associated with the TIP will be evaluated and updated as needed.

## REVISIONS

The following rules apply to revisions to the TIP.

- Revisions to the TIP will be made as needed and will require a minimum 15-day comment period.
- Revisions will be made in one of two ways: an **amendment** or an **administrative modification** (see table below)
- All **amendments** will require a public hearing to be held at a regularly scheduled RPA-14/ATURA Policy Board meeting. All meetings will be held in accessible locations whenever possible. Reasonable accommodations will be made if needed. A notice of the public hearing will be published no more than 20 days and no less than four days before the date of the hearing.
- The Iowa DOT will be consulted during the entire process to ensure cohesion between State plans and Region plans.

	<i>An amendment is required if...</i>	<i>An administrative modification is acceptable if...</i>
<b>Project Cost</b>	Federal aid changed by more than 30 percent or more than \$2.0 million	Federal aid is changed by less than 30 percent or less than \$2.0 million
<b>Schedule Changes</b>	Federal aid projects are added to or deleted from the 4-year TIP/STIP	Projects schedules are only adjusted, not added or deleted, within the 4-year TIP/STIP
<b>Funding Sources</b>	Additional federal funding sources are utilized	Existing funding sources are only adjusted
<b>Scope Changes</b>	There is a major change in the scope of work (i.e. project termini, number of lanes, etc.)	-

## PUBLIC INPUT SUMMARY TABLE

<i>Update Schedule</i>	<i>Draft Development</i>	<i>Draft Comment Period</i>	<i>Adoption</i>	<i>Revision Comment Period</i>
Annually (May-June-July)	RPA Staff with input from TTC and other interested parties	At least <b>15 days</b> and/or an online public meeting	Public hearing and resolution at Policy Board meeting	At least <b>15 days</b> and an online public meeting

## FISCAL CONSTRAINT

Under the FAST Act, RPA's are required to fiscally constrain their Transportation Improvement Program. Each engineer is responsible for estimating the year of expenditure (YOE) costs for roadway and bridge projects using anticipated funds available. This is accomplished using a variety of methods. However, each engineer must strongly rely upon professional skills, experience, and knowledge to estimate anticipated inflation in costs during the period covered by the TIP and in a manner that plans for a fiscally constrained program. STBG funds are required to be fiscally constrained yearly while TAP funds are only required to be fiscally constrained through the four years of the TIP.

The transit portion of the TIP program does not attempt to be fiscally constrained by adjusting the region's program to match estimated targets of available federal funds over the next four years. Southern Iowa Trolley (SIT) is responsible for estimating the year of expenditure costs for transit projects and using available funds. SIT is responsible to project vehicle program costs. Projects included in the transit element of the TIP are generally for infrastructure, planning, new projects, needed maintenance equipment, or replacement of rolling stock that are beyond their useful life expectancy, have high mileage, and have reached a point where continued maintenance is no longer cost effective or for the purchase of expansion vehicles.

The figures on the next page document the fiscal constraint of RPA-14/ATURA STBG and Iowa TAP funds.

REGIONAL SURFACE TRANSPORTATION BLOCK GRANT (STBG)/STBG-SWAP FUNDS

	FY 2021	FY 2022	FY 2023	FY 2024
<b>STBG/SWAP Balance (Carryover from previous year)</b>	\$ 1,846,399	\$ 1,854,307	\$ 165,307	\$ 1,296,307
<b>STBG/SWAP Target</b>	\$ 1,173,251	\$ 1,146,000	\$ 1,146,000	\$ 1,146,000
<b>STBG-TAP Flex Target</b>	\$ 37,657	\$ 38,000	\$ 38,000	\$ 38,000
<b>Available for Programming</b>	\$ 3,057,307	\$ 1,209,307	\$ 362,307	\$ 1,505,307
<b>Total Regional STBG/SWAP Programmed</b>	\$ 1,183,516	\$ 2,853,516	\$ 33,516	\$ 33,516
<b>Balance of STBG/SWAP Funds</b>	<b>\$ 1,873,791</b>	<b>\$ 204,275</b>	<b>\$ 1,354,759</b>	<b>\$ 2,505,243</b>

During the four-year period shown in this TIP, it is anticipated that a total of \$4,611,251 in regional Surface Transportation Block Grant (STBG/STBG-SWAP) funds and \$151,657 in STBG/TAP Flex funds will be made available for programming. Currently, \$4,182,000 in regional STBG/STBG-SWAP funds (including STBG/TAP Flex funds) are programmed for projects throughout the region. This leaves \$2,427,307 in regional STBG/STBG-SWAP funds (including STBG/TAP Flex funds) to be programmed. However, only \$165,307 can be programmed prior to FY 2023 due to fiscal constraint requirements.

REGIONAL IOWA’S TRANSPORTATION ALTERNATIVES PROGRAM (IOWA TAP) FUNDS

	FY 2021	FY 2022	FY 2023	FY 2024
<b>Iowa TAP Balance (Carryover from previous year)</b>	\$ 227,170	\$ 156,543	\$ 205,543	\$ 254,543
<b>Iowa TAP Target</b>	\$ 49,373	\$ 49,000	\$ 49,000	\$ 49,000
<b>Available for Programming</b>	\$ 276,543	\$ 205,543	\$ 254,543	\$ 303,543
<b>Total Regional Iowa TAP Programmed</b>	\$ 120,000	\$ -	\$ -	\$ -
<b>Balance of Iowa TAP Funds</b>	<b>\$ 156,543</b>	<b>\$ 205,543</b>	<b>\$ 254,543</b>	<b>\$ 303,543</b>

During the four-year period shown in this TIP, it is anticipated that a total of \$196,373 in Iowa’s Transportation Alternatives Program (Iowa TAP) funds will be made available for programming. Currently, \$120,000 in Iowa TAP funds are programmed for projects throughout the region. This leaves \$303,543 in Iowa TAP funds (due to a regional build-up of unused funds from previous years) available for programming. The full \$303,543 is available for programming as fiscal constraint for Iowa TAP is only required for the four-year TIP period. However, the region will need to program enough funds by FY 2022 in order to remain below its four-year build-up threshold of ~\$200,000.

## SUMMARY OF FEDERAL AID (FA) PROJECTS PRIMARY ROAD FUNDS (PRF) PROJECTS

The figure below provides a summary of all federal funding and primary road funds allocated for each program by year. For the STBG, STBG-HBP, and HSIP programs, projects utilizing swap funds are included in a separate category. Various other funds utilized for the projects in this TIP are included in a separate category as well. For more details, see the FY 2021-2024 TIP Approved Projects section.

	<i>Program</i>	<i>STBG</i>	<i>SWAP-HBP</i>	<i>SWAP-STBG</i>	<i>STBG-TAP</i>	<i>PRF</i>	<i>NHPP</i>	<i>HSIP</i>
<b><i>FY 2021</i></b>	Federal Aid	\$ 73,516	\$ -	\$ -	\$ 120,000	\$ -	\$ 1,240,800	\$ 338,400
	SWAP	\$ -	\$ 4,182,000	\$ 1,110,000	\$ -	\$ -	\$ -	\$ -
	Other	\$ 63,189	\$ -	\$ 200,000	\$ -	\$ 2,062,000	\$ 310,200	\$ 37,600
<b><i>FY 2022</i></b>	Federal Aid	\$ 33,516	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	SWAP	\$ -	\$ 1,275,000	\$ 2,820,000	\$ -	\$ -	\$ -	\$ -
	Other	\$ 63,189	\$ -	\$ 2,120,000	\$ -	\$ 3,199,000	\$ -	\$ -
<b><i>FY 2023</i></b>	Federal Aid	\$ 33,516	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	SWAP	\$ -	\$ 1,958,000	\$ -	\$ -	\$ -	\$ -	\$ -
	Other	\$ 63,189	\$ -	\$ -	\$ -	\$ 1,920,000	\$ -	\$ -
<b><i>FY 2024</i></b>	Federal Aid	\$ 33,516	\$ -	\$ -	\$ -	\$ -	\$ 1,440,000	\$ -
	SWAP	\$ -	\$ 1,765,000	\$ -	\$ -	\$ -	\$ -	\$ -
	Other	\$ 63,189	\$ -	\$ -	\$ -	\$ 900,000	\$ 360,000	\$ -
<b><i>Four-Year Totals</i></b>	<b><i>Federal Aid</i></b>	<b><i>\$ 174,064</i></b>	<b><i>\$ -</i></b>	<b><i>\$ -</i></b>	<b><i>\$ 120,000</i></b>	<b><i>\$ -</i></b>	<b><i>\$ 2,680,800</i></b>	<b><i>\$ 338,400</i></b>
	<b><i>SWAP</i></b>	<b><i>\$ -</i></b>	<b><i>\$ 9,180,000</i></b>	<b><i>\$ 3,930,000</i></b>	<b><i>\$ -</i></b>	<b><i>\$ -</i></b>	<b><i>\$ -</i></b>	<b><i>\$ -</i></b>
	<b><i>Other</i></b>	<b><i>\$ 252,756</i></b>	<b><i>\$ -</i></b>	<b><i>\$ 2,320,000</i></b>	<b><i>\$ -</i></b>	<b><i>\$ 8,081,000</i></b>	<b><i>\$ 670,200</i></b>	<b><i>\$ 37,600</i></b>

## FORECASTED EXPENDITURES AND REVENUES

The figures below document the forecasted expenditures and revenue for the RPA.

### FEDERAL-AID COSTS

	2021		2022		2023		2024	
	Operations	Maintenance	Operations	Maintenance	Operations	Maintenance	Operations	Maintenance
<b>Adair</b>	\$ 479,209	\$ 992,967	\$ 498,378	\$ 1,032,686	\$ 518,313	\$ 1,073,993	\$ 539,045	\$ 1,116,953
<b>Adams</b>	\$ 355,868	\$ 692,884	\$ 370,102	\$ 720,600	\$ 384,906	\$ 749,424	\$ 400,303	\$ 779,401
<b>Ringgold</b>	\$ 524,848	\$ 948,648	\$ 545,841	\$ 986,594	\$ 567,675	\$ 1,026,058	\$ 590,382	\$ 1,067,100
<b>Taylor</b>	\$ 450,717	\$ 809,022	\$ 468,745	\$ 841,383	\$ 487,495	\$ 875,038	\$ 506,995	\$ 910,040
<b>Union</b>	\$ 497,309	\$ 1,064,205	\$ 517,202	\$ 1,106,773	\$ 537,890	\$ 1,151,044	\$ 559,405	\$ 1,197,086
<b>Creston</b>	\$ 35,626	\$ 265,050	\$ 37,051	\$ 275,652	\$ 38,533	\$ 286,679	\$ 40,074	\$ 298,146
<b>Cities with populations &lt; 5,000</b>	\$ 63,462	\$ 221,146	\$ 66,000	\$ 229,992	\$ 68,640	\$ 239,192	\$ 71,386	\$ 248,759
<b>Regional Total</b>	<b>\$2,407,038</b>	<b>\$ 4,993,924</b>	<b>\$2,503,319</b>	<b>\$ 5,193,680</b>	<b>\$2,603,452</b>	<b>\$ 5,401,428</b>	<b>\$2,707,590</b>	<b>\$ 5,617,485</b>

### NON-FEDERAL-AID COSTS

	2021		2022		2023		2024	
	Operations	Maintenance	Operations	Maintenance	Operations	Maintenance	Operations	Maintenance
<b>Adair</b>	\$ 1,273,766	\$ 2,639,365	\$1,324,717	\$ 2,744,940	\$1,377,706	\$ 2,854,737	\$1,432,814	\$ 2,968,927
<b>Adams</b>	\$ 931,227	\$ 1,813,126	\$ 968,477	\$ 1,885,651	\$1,007,216	\$ 1,961,077	\$1,047,504	\$ 2,039,521
<b>Ringgold</b>	\$ 1,046,172	\$ 1,890,929	\$1,088,019	\$ 1,966,567	\$1,131,540	\$ 2,045,229	\$1,176,802	\$ 2,127,038
<b>Taylor</b>	\$ 1,060,512	\$ 1,903,585	\$1,102,932	\$ 1,979,729	\$1,147,049	\$ 2,058,918	\$1,192,931	\$ 2,141,274
<b>Union</b>	\$ 899,660	\$ 1,925,206	\$ 935,647	\$ 2,002,214	\$ 973,073	\$ 2,082,303	\$1,011,996	\$ 2,165,595
<b>Creston</b>	\$ 105,719	\$ 786,520	\$ 109,948	\$ 817,981	\$ 114,345	\$ 850,700	\$ 118,919	\$ 884,728
<b>Cities with Populations &lt; 5,000</b>	\$ 511,020	\$ 1,567,709	\$ 531,461	\$ 1,630,418	\$ 552,719	\$ 1,695,635	\$ 574,828	\$ 1,763,460
<b>Regional Total</b>	<b>\$ 5,828,077</b>	<b>\$ 12,526,441</b>	<b>\$6,061,200</b>	<b>\$ 13,027,499</b>	<b>\$6,303,648</b>	<b>\$ 13,548,599</b>	<b>\$6,555,794</b>	<b>\$ 14,090,543</b>

NON-FEDERAL-AID REVENUES

FARM-TO-MARKET FUND

	2021	2022	2023	2024
<b>Adair County</b>	\$ 910,807	\$ 947,239	\$ 985,129	\$ 1,024,534
<b>Adams County</b>	\$ 700,823	\$ 728,856	\$ 758,010	\$ 788,330
<b>Ringgold County</b>	\$ 916,235	\$ 952,885	\$ 991,000	\$ 1,030,640
<b>Taylor County</b>	\$ 948,937	\$ 986,895	\$ 1,026,371	\$ 1,067,426
<b>Union County</b>	\$ 781,511	\$ 812,772	\$ 845,282	\$ 879,094
<b>Regional Total</b>	<b>\$ 4,258,313</b>	<b>\$ 4,428,646</b>	<b>\$ 4,605,792</b>	<b>\$ 4,790,023</b>

SECONDARY ROADS FUND

	2021	2022	2023	2024
<b>Adair County</b>	\$ 5,421,609	\$ 5,638,473	\$ 5,864,012	\$ 6,098,573
<b>Adams County</b>	\$ 4,051,698	\$ 4,213,766	\$ 4,382,317	\$ 4,557,609
<b>Ringgold County</b>	\$ 4,747,357	\$ 4,937,251	\$ 5,134,741	\$ 5,340,131
<b>Taylor County</b>	\$ 5,319,619	\$ 5,532,404	\$ 5,753,700	\$ 5,983,848
<b>Union County</b>	\$ 4,299,048	\$ 4,471,010	\$ 4,649,851	\$ 4,835,845
<b>Regional Total</b>	<b>\$ 23,839,331</b>	<b>\$ 24,792,905</b>	<b>\$ 25,784,621</b>	<b>\$ 26,816,006</b>

CITY STREET FUND

	2021	2022	2023	2024
<b>Creston</b>	\$ 2,319,962	\$ 2,412,760	\$ 2,509,271	\$ 2,609,641
<b>Cities with Populations &lt; 5,000</b>	\$ 4,949,719	\$ 5,147,707	\$ 5,353,616	\$ 5,567,760
<b>Regional Total</b>	<b>\$ 7,269,680</b>	<b>\$ 7,560,467</b>	<b>\$ 7,862,886</b>	<b>\$ 8,177,402</b>

FY 2021-2024 TIP APPROVED PROJECTS

SWAPPED HIGHWAY-BRIDGE PROGRAM (SWAP-HBP) PROJECTS

Project ID	Project Number	Approval Level		2021	2022	2023	2024	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
39120	BROS-SWAP-C080(77)--FE-80	TIP Approved	<b>Total</b>	<b>\$1,000,000</b>				<b>\$1,000,000</b>
Ringgold County	On 200th Street, Over unknown stream, from Hwy P33 0.5 miles to Washington 20 bridge S29 T69 R30	11/17/2020	<b>Federal Aid</b>					
	320 - Bridges, 2021 - Bridge Replacement		<b>Regional</b>					
			<b>Swap</b>	\$1,000,000				<b>\$1,000,000</b>
38468	BROS-SWAP-C087(62)--SE-87	TIP Approved	<b>Total</b>	<b>\$650,000</b>				<b>\$650,000</b>
Taylor County	On 240th St, Over MIDDLE 102 RIVER, in NE S17 T68N R34W	12/15/2020	<b>Federal Aid</b>					
	320 - Bridges, 2021 - Bridge Replacement		<b>Regional</b>					
			<b>Swap</b>	\$650,000				<b>\$650,000</b>
36063	BROS-SWAP-C001()--SE-01	TIP Approved	<b>Total</b>	<b>\$675,000</b>				<b>\$675,000</b>
Adair County	On 330th St, Over Shanghar Creek, on NLINE S34 T74 R32		<b>Federal Aid</b>					
	2021 - Bridge Replacement		<b>Regional</b>					
			<b>Swap</b>	\$675,000				<b>\$675,000</b>
38948	BRS-SWAP-C002()--FF-02	TIP Approved	<b>Total</b>	<b>\$1,000,000</b>				<b>\$1,000,000</b>
Adams County	On H 33, Over MT. ZION BRANCH, from W approach East and West Bound 500 Feet to E approach, on NLINE S13 T72N R33W	12/15/2020	<b>Federal Aid</b>					
	2021 - Bridge Replacement		<b>Regional</b>					
			<b>Swap</b>	\$1,000,000				<b>\$1,000,000</b>
37356	BROS-SWAP-C088()--FE-88	TIP Approved	<b>Total</b>	<b>\$307,000</b>				<b>\$307,000</b>
Union County	On H45, Over SMALL STREAM, from P17 west 0.32 Miles, on NLINE S18 T71 R31		<b>Federal Aid</b>					
	3021 - Culvert Replacement		<b>Regional</b>					
			<b>Swap</b>	\$307,000				<b>\$307,000</b>
41342	BRS-SWAP-1590(603)--FF-02	TIP Approved	<b>Total</b>	<b>\$550,000</b>				<b>\$550,000</b>
Adams County	On HULL ST, Over STREAM, S34 T72 R34	12/15/2020	<b>Federal Aid</b>					
	320 - Bridges		<b>Regional</b>					
			<b>Swap</b>	\$550,000				<b>\$550,000</b>

Project ID	Project Number	Approval Level		2021	2022	2023	2024	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
37320	BROS-SWAP-C087(63)--SE-87	TIP Approved	<b>Total</b>		<b>\$1,000,000</b>			<b>\$1,000,000</b>
Taylor County	On 255th St., Over West 102 River, in S22 T68N R35W	12/21/2021	<b>Federal Aid</b>					
	320 - Bridges, 2021 - Bridge Replacement		<b>Regional Swap</b>		\$1,000,000			<b>\$1,000,000</b>
44924	BHS-SWAP-C080()-FC-80	TIP Approved	<b>Total</b>		<b>\$275,000</b>			<b>\$275,000</b>
Ringgold County	On J 23, Over PLATTE RIVER, S34 T70 R31		<b>Federal Aid</b>					
	320 - Bridges		<b>Regional Swap</b>		\$275,000			<b>\$275,000</b>
37160	BROS-SWAP-C001()-SE-01	TIP Approved	<b>Total</b>			<b>\$1,000,000</b>		<b>\$1,000,000</b>
Adair County	On 300th St, Over West Fork of Nodaway River, on NLINE S16 T74 R33		<b>Federal Aid</b>					
	2021 - Bridge Replacement		<b>Regional Swap</b>			\$1,000,000		<b>\$1,000,000</b>
23439	BRS-SWAP-C080()-FF-80	TIP Approved	<b>Total</b>			<b>\$430,000</b>		<b>\$430,000</b>
Ringgold County	On P27, Over Old Railroad ROW, from Hwy 2 S 1.3 miles to Benton 11 bridge S14 T68 R31		<b>Federal Aid</b>					
	320 - Bridges		<b>Regional Swap</b>			\$430,000		<b>\$430,000</b>
45074	BROS-SWAP-C088()-SE-88	TIP Approved	<b>Total</b>			<b>\$528,000</b>		<b>\$528,000</b>
Union County	On JOSHUA AVE, Over THREE MILE CREEK, from H17 N 1.4 miles S10 T73 R30		<b>Federal Aid</b>					
	320 - Bridges, 2021 - Bridge Replacement, 2531 - Bridge Removal		<b>Regional Swap</b>			\$528,000		<b>\$528,000</b>
34578	BHS-SWAP-C080()-FC-80	TIP Approved	<b>Total</b>				<b>\$325,000</b>	<b>\$325,000</b>
Ringgold County	On COUNTY HIGHWAY J55, Over W FORK GRAND RIVER, from US HIGHWAY 169 W 1.3 miles S15 T67 R31		<b>Federal Aid</b>					
	320 - Bridges		<b>Regional Swap</b>				\$325,000	<b>\$325,000</b>

Project ID	Project Number	Approval Level		2021	2022	2023	2024	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
39121	BRS-SWAP-C080()--FF-80	TIP Approved	<b>Total</b>				<b>\$440,000</b>	<b>\$440,000</b>
Ringgold County	On P14, Over unknown stream, from 255th Street S 1.4 miles to Benton 12 bridge S30 T68 R31		<b>Federal Aid</b>					
	320 - Bridges		<b>Regional</b>				\$440,000	<b>\$440,000</b>
			<b>Swap</b>					
34368	BRS-SWAP-C002()--FF-02	TIP Approved	<b>Total</b>				<b>\$1,000,000</b>	<b>\$1,000,000</b>
Adams County	On 150th St., Over East Nodaway River, S28 T72N R33W		<b>Federal Aid</b>					
	320 - Bridges, 2021 - Bridge Replacement		<b>Regional</b>				\$1,000,000	<b>\$1,000,000</b>
			<b>Swap</b>					

SURFACE TRANSPORTATION BLOCK GRANT (STBG) PROJECTS

Project ID	Project Number	Approval Level		2021	2022	2023	2024	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
19871	RGPL-PA14(FY15)--ST-0	TIP Approved	<b>Total</b>	<b>\$96,705</b>	<b>\$96,705</b>	<b>\$96,705</b>	<b>\$96,705</b>	<b>\$386,820</b>
RPA 14	RPA 14: Transportation Planning		<b>Federal Aid</b>	\$33,516	\$33,516	\$33,516	\$33,516	<b>\$134,064</b>
	ATURA RPA 14		<b>Regional</b>	\$33,516	\$33,516	\$33,516	\$33,516	<b>\$134,064</b>
	9514 - Trans Planning		<b>Swap</b>					

SWAPPED SURFACE TRANSPORTATION BLOCK GRANT (SWAP-STBG) PROJECTS

Project ID	Project Number	Approval Level		2021	2022	2023	2024	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
40141	STBG-SWAP-0487(604)-SG-87	TIP Approved	<b>Total</b>	<b>\$110,000</b>				<b>\$110,000</b>
Bedford	On State St, from Bedford Corporate Limits N .32 miles to Main St S26 T68 R34	2/16/2021	<b>Federal Aid</b>					
	366 - HMA Paving, 367 - PCC Paving		<b>Regional</b>	\$110,000				<b>\$110,000</b>
			<b>Swap</b>	\$110,000				<b>\$110,000</b>
37776	STBG-SWAP-C087(60)-FG-87	TIP Approved	<b>Total</b>	<b>\$1,200,000</b>				<b>\$1,200,000</b>
Taylor County	On J35, Over WEST 102 RIVER, on NLINE S36 T69 R35		<b>Federal Aid</b>					
	320 - Bridges, 2021 - Bridge Replacement		<b>Regional</b>	\$1,000,000				<b>\$1,000,000</b>
			<b>Swap</b>	\$1,000,000				<b>\$1,000,000</b>
39079	STBG-SWAP-C088()-FG-88	TIP Approved	<b>Total</b>		<b>\$4,240,000</b>			<b>\$4,240,000</b>
Union County	On P27, from Ringgold-Union Street N 5.3 Miles		<b>Federal Aid</b>					
	1509 - Pavement Rehab		<b>Regional</b>		\$2,120,000			<b>\$2,120,000</b>
			<b>Swap</b>		\$2,120,000			<b>\$2,120,000</b>
37223	STBG-SWAP-C088()-FG-88	TIP Approved	<b>Total</b>		<b>\$700,000</b>			<b>\$700,000</b>
Union County	On OSAGE ST, from US Highway 34 north 0.5 Miles to Adams Street		<b>Federal Aid</b>					
	1509 - Pavement Rehab		<b>Regional</b>		\$700,000			<b>\$700,000</b>
			<b>Swap</b>		\$700,000			<b>\$700,000</b>

SURFACE TRANSPORTATION BLOCK GRANT-TRANSPORTATION ALTERNATIVES PROGRAM (STBG-TAP) PROJECTS

Project ID	Project Number	Approval Level		2021	2022	2023	2024	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
45231	TAP-R-1590)-8T-02	TIP Approved	<b>Total</b>	<b>\$200,000</b>				<b>\$200,000</b>
Coming	On Hull Street, from Hull Street Bridge Replacement NW 0.32 miles to School Sports Complex S34 T72 R34		<b>Federal Aid</b>	\$160,000				<b>\$160,000</b>
	367 - PCC Paving		<b>Regional Swap</b>	\$160,000				<b>\$160,000</b>
PA Note: Project received Regional STBG funding AND Regional TAP Funding. Actual Regional STBG Funding: \$40,000; Actual Regional TAP Funding: \$120,000.								

PRIMARY ROAD FUND (PRF) PROJECTS

Project ID	Project Number	Approval Level		2021	2022	2023	2024	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
37874	BRFN-148)--39-2	TIP Approved	<b>Total</b>	<b>\$712,000</b>				<b>\$712,000</b>
Iowa Department of Transportation	IA148: MIDDLE NODAWAY RIVER 1.8 MI S OF S JCT CO RD H20		<b>Federal Aid</b>					
	2522 - Bridge Deck Overlay		<b>Regional</b>					
			<b>Swap</b>					
45402	STPN-25)--2J-1	TIP Approved	<b>Total</b>	<b>\$1,350,000</b>				<b>\$1,350,000</b>
Iowa Department of Transportation	IA25: GREENFIELD TO I-80		<b>Federal Aid</b>					
	1509 - Pavement Rehab		<b>Regional</b>					
			<b>Swap</b>					
37872	BRFN-25)--39-1	TIP Approved	<b>Total</b>		<b>\$333,000</b>			<b>\$333,000</b>
Iowa Department of Transportation	IA25: I-80 INTERCHANGE		<b>Federal Aid</b>					
	2522 - Bridge Deck Overlay		<b>Regional</b>					
			<b>Swap</b>					
38074	IMN-80)--0E-1	TIP Approved	<b>Total</b>		<b>\$2,866,000</b>			<b>\$2,866,000</b>
Iowa Department of Transportation	I-80: IA 25 TO MADISON CO (EB)		<b>Federal Aid</b>					
	1509 - Pavement Rehab		<b>Regional</b>					
			<b>Swap</b>					
39362	BRFN-169)--39-88	TIP Approved	<b>Total</b>			<b>\$1,000,000</b>		<b>\$1,000,000</b>
Iowa Department of Transportation	US169: ABANDONED RR 2.8 MI N OF N JCT US 34 (REMOVE BRIDGE)		<b>Federal Aid</b>					
	1001 - Grade and Pave		<b>Regional</b>					
			<b>Swap</b>					
39345	BRFN-169)--39-80	TIP Approved	<b>Total</b>			<b>\$920,000</b>		<b>\$920,000</b>
Iowa Department of Transportation	US169: STREAM 0.1 MI N OF MISSOURI		<b>Federal Aid</b>					
	2021 - Bridge Replacement		<b>Regional</b>					
			<b>Swap</b>					
45325	BRFN-148)--39-87	TIP Approved	<b>Total</b>				<b>\$300,000</b>	<b>\$300,000</b>
Iowa Department of Transportation	IA148: MIDDLE BRANCH 102 RIVER 2.8 MI S OF CO RD J20		<b>Federal Aid</b>					
	2522 - Bridge Deck Overlay		<b>Regional</b>					
			<b>Swap</b>					

Project ID	Project Number	Approval Level		2021	2022	2023	2024	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
45331	BRFN-34()-39-88	TIP Approved	<b>Total</b>				<b>\$600,000</b>	<b>\$600,000</b>
Iowa Department of Transportation	US34: FOUR MILE CREEK 2.0 MI E OF E JCT US 169		<b>Federal Aid</b>					
	2522 - Bridge Deck Overlay		<b>Regional</b>					
			<b>Swap</b>					

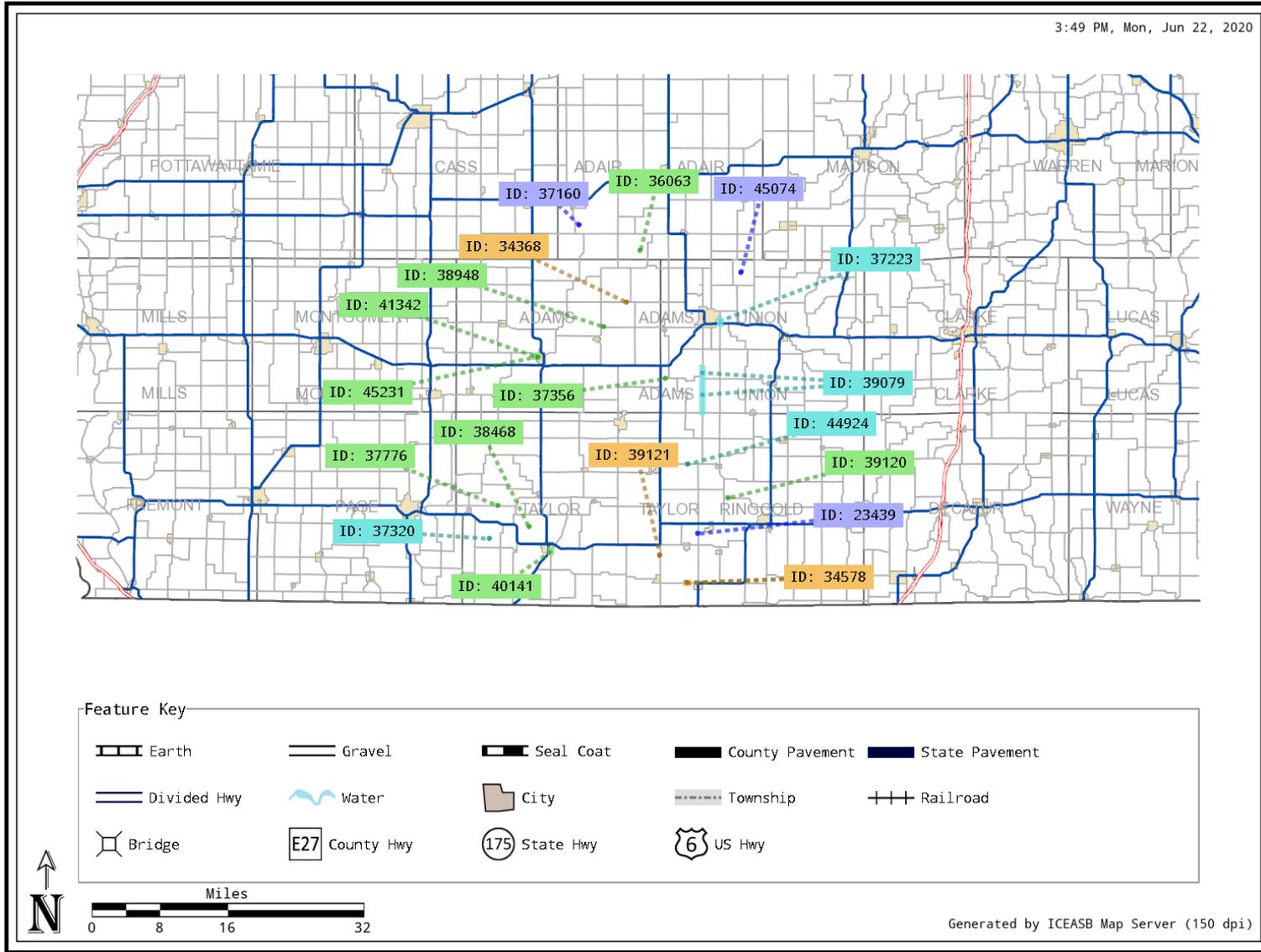
HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECTS

Project ID	Project Number	Approval Level		2021	2022	2023	2024	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
45274	HSIPX-34()-3L-88	TIP Approved	<b>Total</b>	<b>\$376,000</b>				<b>\$376,000</b>
Iowa Department of Transportation	US34: W JCT US 169 IN AFTON 1001 - Grade and Pave		<b>Federal Aid</b>	\$338,400				<b>\$338,400</b>
			<b>Regional</b>					
			<b>Swap</b>					

NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP) PROJECTS

Project ID	Project Number	Approval Level		2021	2022	2023	2024	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
38018	BRF-169()-38-80	TIP Approved	<b>Total</b>	<b>\$1,551,000</b>				<b>\$1,551,000</b>
Iowa Department of Transportation	US169: MIDDLE FORK GRAND RIVER 5.3 MI S OF IA 2		<b>Federal Aid</b>	\$1,240,800				<b>\$1,240,800</b>
	2021 - Bridge Replacement		<b>Regional Swap</b>					
45362	BRF-92()-38-1	TIP Approved	<b>Total</b>				<b>\$1,800,000</b>	<b>\$1,800,000</b>
Iowa Department of Transportation	IA92: W FORK NODAWAY RIVER 1.6 MI E OF CO RD N51		<b>Federal Aid</b>				\$1,440,000	<b>\$1,440,000</b>
	2021 - Bridge Replacement		<b>Regional Swap</b>					

# PROJECT LOCATIONS MAP



TRANSIT ELEMENT – SOUTHERN IOWA TROLLEY

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY21	FY22	FY23	FY24
5339	Region 14 / SIT	2326 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: 94	<b>Total</b>	98,120			
				<b>FA</b>	83,402			
				<b>SA</b>				
5339	Region 14 / SIT	2745 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: S-14	<b>Total</b>	98,120			
				<b>FA</b>	83,402			
				<b>SA</b>				
5339	Region 14 / SIT	2747 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: S-15	<b>Total</b>	98,120			
				<b>FA</b>	83,402			
				<b>SA</b>				
5339	Region 14 / SIT	2749 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: S-17	<b>Total</b>	98,120			
				<b>FA</b>	83,402			
				<b>SA</b>				
STA, 5311	Region 14 / SIT	5625 Operations Other	General Operations-Southern Iowa Trolley	<b>Total</b>	762,882			
				<b>FA</b>	411,572			
				<b>SA</b>	351,310			
5339	Region 14 / SIT	5713 Capital Replacement	Minivan VSS Unit #: 93-B	<b>Total</b>	55,000			
				<b>FA</b>	46,750			
				<b>SA</b>				
5339	Region 14 / SIT	5933 Capital Replacement	Minivan VSS Unit #: S-13	<b>Total</b>	55,000			
				<b>FA</b>	46,750			
				<b>SA</b>				
5339	Region 14 / SIT	5718 Capital Replacement	New Project VSS Unit #: S-16	<b>Total</b>		100,926		
				<b>FA</b>		85,787		
				<b>SA</b>				
5339	Region 14 / SIT	3248 Capital Replacement	Minivan VSS Unit #: 24-S	<b>Total</b>		58,727		
				<b>FA</b>		49,918		
				<b>SA</b>				
5339	Region 14 / SIT	2750 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: S-18	<b>Total</b>		100,926		
				<b>FA</b>		85,787		
				<b>SA</b>				
5339	Region 14 / SIT	2751 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: S-19	<b>Total</b>		100,926		
				<b>FA</b>		85,787		
				<b>SA</b>				
5339	Region 14 / SIT	2752 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: S-20	<b>Total</b>		100,926		
				<b>FA</b>		85,787		
				<b>SA</b>				
5339	Region 14 / SIT	3245 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: 22-S	<b>Total</b>			104,803	
				<b>FA</b>			89,083	
				<b>SA</b>				
5339	Region 14 / SIT	3246 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: 23-S	<b>Total</b>			104,803	
				<b>FA</b>			89,083	
				<b>SA</b>				
5339	Region 14 / SIT	2746 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: 21-S	<b>Total</b>			104,803	
				<b>FA</b>			89,083	
				<b>SA</b>				

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY21	FY22	FY23	FY24
5339	Region 14 / SIT	4139 Capital Replacement	Conversion Van VSS Unit #: 29S	<b>Total</b>			63,316	
				<b>FA</b>			53,819	
				<b>SA</b>				
5339	Region 14 / SIT	3249 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: S-26	<b>Total</b>			104,803	
				<b>FA</b>			89,083	
				<b>SA</b>				
5339	Region 14 / SIT	3771 Capital Replacement	Minivan VSS Unit #: 28-S	<b>Total</b>			61,555	
				<b>FA</b>			52,322	
				<b>SA</b>				
5339	Region 14 / SIT	4138 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: 101	<b>Total</b>				108,835
				<b>FA</b>				92,510
				<b>SA</b>				
5339	Region 14 / SIT	3250 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: S-27	<b>Total</b>				108,835
				<b>FA</b>				92,510
				<b>SA</b>				
	Region 14 / SIT	5716 Capital Replacement	New Project VSS Unit #: 108	<b>Total</b>				108,835
				<b>FA</b>				92,510
				<b>SA</b>				
5339	Region 14 / SIT	4629 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: 102	<b>Total</b>				108,835
				<b>FA</b>				92,510
				<b>SA</b>				
5339	Region 14 / SIT	4630 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: 103	<b>Total</b>				108,835
				<b>FA</b>				92,510
				<b>SA</b>				
5339	Region 14 / SIT	4631 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: 104	<b>Total</b>				108,835
				<b>FA</b>				92,510
				<b>SA</b>				
5339	Region 14 / SIT	5332 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: 107	<b>Total</b>				108,835
				<b>FA</b>				92,510
				<b>SA</b>				
5339	Region 14 / SIT	5333 Capital Replacement	New Project VSS Unit #: 105	<b>Total</b>				108,835
				<b>FA</b>				92,510
				<b>SA</b>				
5339	Region 14 / SIT	5334 Capital Replacement	New Project VSS Unit #: 106	<b>Total</b>				108,835
				<b>FA</b>				92,510
				<b>SA</b>				
5339	Region 14 / SIT	5335 Capital Replacement	New Project VSS Unit #: 30-S	<b>Total</b>				63,315
				<b>FA</b>				53,818
				<b>SA</b>				
5339	Region 14 / SIT	5336 Capital Replacement	New Project VSS Unit #: 31-S	<b>Total</b>				63,315
				<b>FA</b>				53,818
				<b>SA</b>				
5339	Region 14 / SIT	5337 Capital Replacement	New Project VSS Unit #: 32-S	<b>Total</b>				63,315
				<b>FA</b>				53,818
				<b>SA</b>				

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY21	FY22	FY23	FY24
5339	Region 14 / SIT	5338 Capital Replacement	New Project VSS Unit #: 33-S	<b>Total</b>				63,315
				<b>FA</b>				53,818
				<b>SA</b>				
PTIG	Region 14 / SIT	2330 Capital Other	Transit Facility	<b>Total</b>				1,500,000
				<b>FA</b>				
				<b>SA</b>				600,000

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY21	FY22	FY23	FY24
5311	RPA-17	1702 Planning Misc	RPA Transportation Planning	<b>Total</b>	37,500	37,500	37,500	
				<b>FA</b>	37,500	37,500	37,500	
				<b>SA</b>				

PREVIOUS YEAR STATUS REPORT

The following table shows a status report for FY 2020 projects from the FY 2020-2023 TIP.

<i>ID</i>	<i>Name</i>	<i>Project Number</i>	<i>Sponsor</i>	<i>Location</i>	<i>Approval Level</i>	<i>Funding Program</i>	<i>FA*</i>	<i>SWAP*</i>	<i>Local*</i>	<i>Total*</i>	<i>Status</i>
38453	Sycamore Street over Hurley Creek	BRM-SWAP-1710(611)--SD-88	Creston	In the city of Creston, On Sycamore Street, Over Hurley Creek	DOT Approved	SWAP-HBP	\$0	\$600	\$150	\$750	Scheduled to be Let
37873		BRF--92()--38-1	Iowa DOT	IA 92: MARVEL CREEK 0.3 MI W OF CO RD P33	Authorized	NHPP	\$964	\$0	\$241	\$1,205	Let; In progress
38018		BRF--169()--38-80	Iowa DOT	US 169: MIDDLE FORK GRAND RIVER 5.3 MI S OF IA 2	FHWA Approved	NHPP	\$1,196	\$0	\$307	\$1,503	Scheduled to be Let
38073		IMN--80()--OE-1	Iowa DOT	I-80: 0.6 MI E OF CO RD P28 TO DALLAS CO (WB)	FHWA Approved	PRF	\$0	\$0	\$292	\$292	Let
35829	ROUTH CULVERT	BROS-SWAP-C080(73)--FE-80	Ringgold County	On J20, Over STREAM, from County Highway P27 West 0.6 Miles, in NW S23 T70 R31	Submitted	SWAP-HBP	\$0	\$390	\$0	\$390	Let
19871	Transportation Planning ATURA-RPA 14	RGPL-PA14(FY15)--ST-0	RPA 14	RPA 14: Transportation Planning ATURA RPA 14	Authorized	STBG	\$104	\$0	\$244	\$348	Completed
38656	SIT	RGTR-PA14()--ST-00	RPA 14	On SIT Routing Software & Hardware	FHWA Approved	STBG	\$33	\$0	\$8	\$41	Completed

<i>ID</i>	<i>Name</i>	<i>Project Number</i>	<i>Sponsor</i>	<i>Location</i>	<i>Approval Level</i>	<i>Funding Program</i>	<i>FA*</i>	<i>SWAP*</i>	<i>Local*</i>	<i>Total*</i>	<i>Status</i>
35756	Winn Bridge	BROS-SWAP-C088(61)--FE-88	Union County	On 170TH ST, Over SMALL STREAM, from Quail Ave. E 0.25 miles S11 T72 R29	DOT Approved	SWAP-HBP	\$0	\$600	\$0	\$600	Scheduled to be Let
39067	Waigand Bridge	BROS-SWAP-C088()-SE-88	Union County	On Rose Drive, Over Three Mile Creek, from Redwood Ave southwest 0.4 Miles, in SE S11 T72N R29W	-	SWAP-HBP	\$0	\$520	\$0	\$0	Removed from Programming

\*: Dollar Amounts in Thousands (000's)

## APPENDIX

### NEW STBG SCORING CRITERION (EFFECTIVE FY 2022)

The following is the new STBG scoring criterion adopted by the RPA-14/ATURA Policy Board in May 2020.

The degree to which the proposed project...

- Supports the economic vitality of the region, state and United States especially by enabling global competitiveness, productivity, and efficiency. **[10 points maximum]**
- Increases the safety and security of the transportation system for motorized and non-motorized users. **[10 points maximum]**
- Increases the accessibility and mobility options available for people and freight. **[10 points maximum]**
- Protects and enhances the environment, promote energy conservation, and improve quality of life. **[10 points maximum]**
- Enhances the integration and connectivity of the transportation system, across and between modes throughout the region and state, for people and freight. **[10 points maximum]**
- Promotes efficient system management and operation. **[10 points maximum]**
- Emphasizes the preservation of the existing transportation system. **[10 points maximum]**

Other Considerations:

- Projects with an assured local match (non-federal funds) of more than the minimum (0 percent for swap-eligible projects and 20 percent for non-swap-eligible projects) or that leverage additional funding sources. **[30 points maximum, 1 point for every percent above the minimum]**
- Projects whose applicant has positive target balance, 10 points for every year of positive annual target balance. **[40 points maximum]** Example: \$450,000 positive balance/ \$150,000 annual target = 3 years of funding. 3 years x 10 points per year = 30 points.

## CURRENT IOWA-TAP SCORING CRITERION

The following is the Regional TAP criterion adopted by the RPA-14/ATURA Policy Board.

- The degree to which the proposed project fulfills the intent of the Fixing America's Surface Transportation (FAST) Act. **(5 points)**
- Projects with components that have already been funded and/or implemented from other funding sources; or projects that the proposed funded element would complete a larger project, concept, or plan. **(5 points)**
- Projects that document financial support from entities other than just the applicant or that demonstrate collaboration with community partners (5 points)
- Projects that demonstrate more than a local impact or benefit. **(5 points)**
- Project development status at time of application, regarding federal and other processing requirements appropriate to the proposed project **(5 points)**
- Projects with an assured local match (non-federal funds) of 20 percent. **(5 points)**