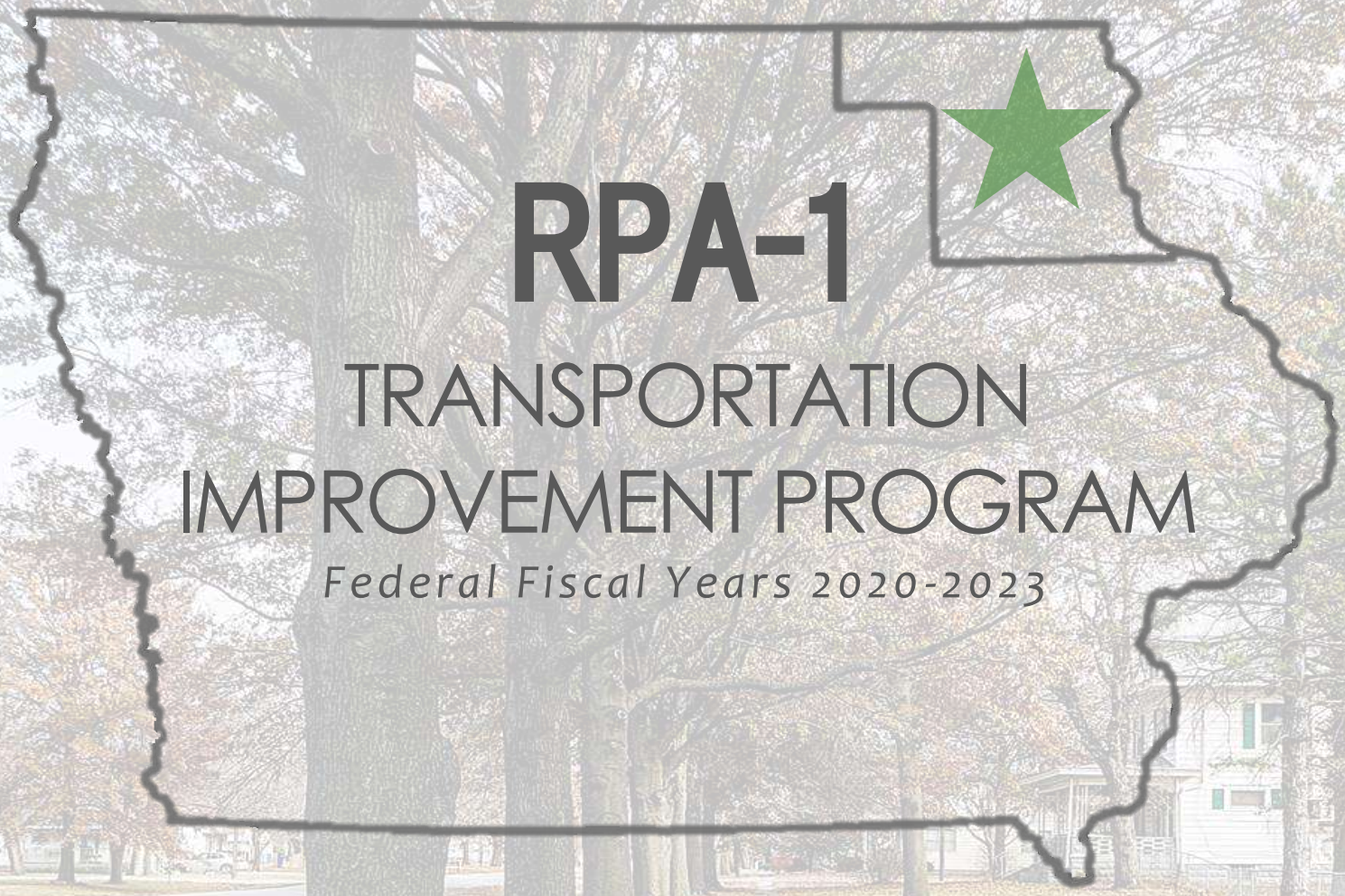

RPA-1

TRANSPORTATION IMPROVEMENT PROGRAM

Federal Fiscal Years 2020-2023

Serving the Northeastern Iowa counties of:
Allamakee, Clayton, Fayette, Howard, and Winneshiek

Prepared by:
Upper Explorerland Regional Planning Commission

For:
Iowa Department of Transportation

July 11, 2019

Upper Explorerland Regional Planning Commission
Region 1 Regional Planning Affiliation
FFY 2020-2023 Transportation Improvement Program

* * * * * * * * * * *

Submitted to the Iowa Department of Transportation
800 Lincoln Way
Ames, Iowa 50010
July 15, 2017

By

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INTRODUCTION TO RPA-1

Upper Explorerland Regional Planning Commission (UERPC) serves as the Regional Planning Affiliation (RPA-1) for the counties of Allamakee, Clayton, Fayette, Howard, and Winneshiek in Northeast Iowa. The Transportation Improvement Program (TIP) provides documentation of the planned federal- and state-aid investments in transportation over the next four federal fiscal years in this region. The RPA-1 Transportation Policy Board serves as the decision-making body for RPA-1 and is committed to distributing transportation funding in a fiscally responsible manner. This document reflects a multimodal transportation system and includes funding for transit, walking, bicycling, and roadway projects.

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. It is a five-year authorization bill that will expire Sept. 30, 2020, which is before the last year of the FFY 2020-2023 TIP. As such, there is some uncertainty regarding federal funding after this date.

The five counties in RPA-1 cover an area of 3,313 square miles, the equivalent of 2,120,320 acres. There are 52 incorporated communities within the region, with only four cities having populations over 2,500 and eight other communities with populations over 1000. The U.S. Census Bureau counts the total 2010 population for the five counties as 83,961 persons, a decrease of 3.05% since the 2000 census. On average, there are just over 25 persons per square mile, which is less than half the statewide average of 54.5. As a result, residents across the region spend a considerable amount of time traveling for employment, healthcare, and shopping. Because of the small and scattered nature of the region's cities and population, a safe and efficient, multi-modal transportation system is essential to the many residents in the RPA-1 region who are dependent on long-distance travel for employment and basic necessities.

POLICY BOARD AND COMMITTEE LISTS

The RPA-1 **Transportation Policy Board** is comprised of representation from each of the five counties and the two cities in the region with populations over 5,000—Decorah and Oelwein. Supporting the Policy Board are committees whose memberships represent expertise and/or interest in the focus of each committee. The **Technical Committee**, which consists of the five county engineers and two additional members that represent the street departments from Decorah and Oelwein, serves as the Policy Board's technical advisory group. The Technical Committee initiates, reviews, and recommends regional transportation programming to the Policy Board. The **Transportation Enhancement Committee** consists of the directors of the five county conservation boards as well as other regional stakeholders with interest in non-motorized transportation. The **Public Transportation Advisory Group (TAG)** works to build and maintain an improved passenger transportation system for the region. This group consists of representatives of local transit, private transportation providers, human service providers, workforce, economic development, and others concerned about transportation for non-drivers.

Transportation Policy Board

NAME	TITLE	COUNTY/CITY/AGENCY
Larry Schellhammer	County Supervisor	Allamakee
Ray Peterson	County Supervisor	Clayton
Janell Bradley*	County Supervisor	Fayette
Jerry Steven	County Supervisor	Howard
Dean Thompson	County Supervisor	Winneshiek
Lorraine Borowski	Mayor	City of Decorah
Peggy Sherrets	Mayor	City of Oelwein
Non-voting and ex-officio members:		
Krista Billhorn	District 2 Planner	Iowa Department of Transportation
Rachelle Howe	Executive Director	UERPC
Michelle Barness	Regional Planner	UERPC
Aaron Detter	Regional Planner	UERPC
Maura Jones	Transportation Director	NEI Community Action - Regional Transit

*Chairperson

Transportation Technical Committee

NAME	TITLE	COUNTY/CITY/AGENCY
Brian Ridenour	County Engineer	Allamakee
Rafe Koopman	County Engineer	Clayton
Joel Fantz	County Engineer	Fayette
Nick Rissman*	County Engineer	Howard
Lee Bjerke	County Engineer	Winneshiek
Jeremy Bril	Engineer	City of Decorah
Victor Kane	Utility Superintendent	City of Oelwein
Non-voting and ex-officio members:		
Krista Billhorn	District 2 Planner	Iowa Department of Transportation
Rachelle Howe	Executive Director	UERPC
Michelle Barness	Regional Planner	UERPC
Aaron Detter	Regional Planner	UERPC

*Chairperson

Transportation Enhancement Committee

NAME	TITLE	COUNTY/CITY/AGENCY
Jim Janett	Director	Allamakee Co. Conservation
Val Reinke	Director	Allamakee Co. Tourism and Ec. Dev.
Andy Kelleher	Director	Lansing Main Street
Jenna Pollock	Director	Clayton Co. Conservation
Russ Loven	Mayor	City of Guttenberg, Clayton County
Darla Kelchen	Director	Clayton Co. Econ. Dev.
Rod Marlatt*	Director	Fayette Co. Conservation
Sheryl Struthers	Resident	Fayette County
Dylan Mulfinger	City Administrator	City of Oelwein
Harold Chapman	Director	Howard Co. Conservation
Craig Fencl	Park Ranger	Howard Co. Conservation
Elaine Govern	Resident	City of Riceville
Darrel Knecht	Director	Howard Co. Emergency Mgmt

Barb Schroeder	Director	Winneshiek Co. Conservation
Harlan Satrom	Resident	City of Decorah
Stephanie Fromm	Director	Winneshiek Co. Development, Inc.
Joshua Johnson	Park Superintendent	City of Oelwein
Non-voting and ex-officio members:		
Krista Billhorn	District 2 Planner	Iowa Department of Transportation
Lora Friest	Director	NEI RC&D
Mallory Hanson	Project Coordinator	NEI RC&D
Jared Nielsen	Marketing & Design Specialist	NEI RC&D
Michelle Barness	Regional Planner	UERPC
Aaron Detter	Regional Planner	UERPC

*Chairperson

Public Transportation Advisory Group

NAME	TITLE	COUNTY/CITY/AGENCY
Heather Homewood	Director	Allamakee County Veterans Affairs
Deana Hageman		Choice Employment
Jean Gage	CPC Administrator	Clayton County
Emily Yaddof	Director	Elkader Dev Corp & Main Street Elkader
Bethany Ellingson	NE Iowa Program Supervisor	Families First Counseling
Carol Kuene	CPC Administrator	Fayette County
Rachel Jaster	Employment Services QIDP	G & G Living Centers
Stacie Cooper	Housing Coordinator	Helping Services of Northeast Iowa
Kathleen Davis		Helping Services of Northeast Iowa
Spiff Slifka	Development Coordinator	Howard County Business and Tourism
Lori Matter	Director of Facility Support Services	Howard County Residential Care Facility
Lynda Springer	IM Supervisor	Iowa Department of Human Services
Marcia Oltrogge	Director	Northeast Iowa Behavioral Health
Mary Ott	Mary Ott	Iowa Vocational Rehabilitation Services
Ashley Eckenrod		Grandview Healthcare
Lisa Curtin	IowaWORKS Operations Director	IowaWORKS/WIOA
Janna Diehl		Northeast Iowa Area Agency on Aging
Judy Holthaus		NEI Behavioral Health
Maura Jones	Regional Transportation Director	NEI Community Action - Regional Transit
Troy Vande Lune	Assistant Director of Student Life, Diversity and Leadership	Northeast Iowa Community College
Stacie Schroeder	Director	North Fayette Valley Community Coalition
Shanna Hale	Director of Community Based Services	Opportunity Homes
Michelle Barness	Regional Planner	Upper Explorerland RPC
Megan Stammeyer	Director of Student Activities	Upper Iowa University

ABOUT THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The TIP serves as a list of Iowa DOT and locally sponsored federal-aid eligible and State Swap-eligible surface transportation improvements within the RPA-1 region over the next four years. The projects identified within this document may receive state and federal funding from a number of different sources. Federal funds are distributed through a variety of methods, some through formula, others are discretionary (earmarked), and some by a competitive grant process. . Some of the sources of the state and federal funding sources for local streets, roads, bridges, trails, and transit in the RPA-1 region include:

- Demonstration funding (DEMO): Funding from several different programs and sources that the FHWA administers for discretionary programs and special funding categories.
- Highway Safety Improvement Program (HSIP): Provides funding to improve the safety of public roads to significantly reduce fatalities and serious injuries. Portions of these funds are set aside for high risk rural roads and railway-highway crossings.
    - Highway Safety Improvement Program – Secondary (HSIP-Secondary). This program is being funded using a portion of Iowa's Highway Safety Improvement Program and funds safety projects on rural roadways.
- National Highway Performance Program (NHPP): Funds available to the state for use on the National Highway System, including some state and U.S. highways and interstates.
- Surface Transportation Block Grant Program (STBG): A main funding source for the region, these funds may be used for projects on federal-aid eligible routes, bridge projects on any public road, transit capital improvements, TAP-eligible activities on any public right-of-way, and planning.
    - STBG-Swap: STBG-eligible projects may be "swapped" dollar-for-dollar and funded with state funds rather than federal funds through IDOT's Swap program.
    - STBG-TAP-FLEX: An additional small portion of STBG funds that can be used for STBG-eligible and TAP-eligible projects at the discretion of the Policy Board.
- STBG Highway Bridge Program (STBG-HBP): Although the Highway Bridge Program was eliminated by MAP-21 (federal transportation bill that preceded the FAST Act), Iowa continues to provide funding directly to counties for bridges on public roads, both on and off the federal-aid system.
- Iowa's Transportation Alternatives Program (Iowa's TAP): STBG funding for transportation enhancement projects is provided to the RPA as part of Iowa's TAP program. Iowa's TAP funds can be used for projects that improve the cultural, historic, aesthetic, and environmental aspects of transportation infrastructure and can include bicycle and pedestrian facilities, restoration of historic transportation facilities, environmental mitigation activities, overlooks and viewing areas, paved multi-use paths, and Safe Routes to School projects among others.
- Recreational Trails Program (RTP). This program provides federal funding for both motorized and non-motorized recreational trail projects and is funded through a set-aside from Iowa's TAP funding. The decision to participate in this program is made annually by the Iowa Transportation Commission.
- Federal Lands Access Program (FLAP): Funding for projects that improve access within and to federal lands.
- City Bridge Program: A portion of STBG funding that is set aside and dedicated to local bridge projects within cities. The state awards funds to eligible projects based on specific rating criteria and bridges need to be classified as structurally deficient or functionally obsolete.
- Primary Road Funds (PRF): State DOT-controlled funds spent throughout the state.

- Capital Only Program (Bus and Bus Facilities Formula Grants) (Section 5339): Federal transit funding that is limited to capital projects to replace, rehabilitate, and purchase buses and bus-related equipment, and to construct bus-related facilities.
- Non-urbanized Area Formula (Section 5311): Provides capital and operating assistance for rural transit systems, allocated based on performance in the prior year.
- Non-urbanized Area Formula Assistance Program (Section 5311): This program provides federal funding for support of transit activities (operating, capital, planning, and job access and reverse commute assistance) in rural areas
    - Rural Transit Assistance Program (RTAP) (Section 5311[b][3]): This funding is used for statewide training events and to support transit funding fellowships for regional and small urban transit staff or planners
- Bus and Bus Facilities Program (Section 5339): This program provides federal assistance to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities

In addition to federal funding, transit agencies may also receive state funds:

- State Transit Assistance (STA): Funding for public transit systems that can be used for operating, capital or planning expense
    - STA Special Projects: Each year up to $300,000 of the total STA funds are set aside to fund "special projects." These can include grants to individual systems to support transit services that are developed in conjunction with human services agencies
    - STA Coordination Special Projects: These funds provide assistance with the startup of new services that have been identified as needs by health, employment, or human services agencies participating in the passenger transportation planning process.

2019 PROJECT STATUS REPORT

The following table indicates the status of the projects that had funding programmed in FFY 2019 in the previous year's TIP. It serves as a progress report for the RPA-1 transportation program.

Highway Safety Improvement Program (HSIP)		
Sponsor	**Project Location / Description**	**Status**
Iowa DOT	IA 13: 2.2 ml S of Co Rd W7C to IA 56 in Elkader	Authorized/Let
National Highway Freight Program		
Sponsor	**Project Location / Description**	**Status**
Iowa DOT	Construct haul road bridge at Pattison Sand Company	Authorized/Let
National Highway Performance Program		
Sponsor	**Project Location / Description**	**Status**
Iowa DOT	On US63, from Chickasaw Co to IA 9	Authorized/Let
Iowa DOT	US 18: WCL of Clermont to West St in Postville (state share)	Authorized/Let
Surface Transportation Block Grant (STBG)		
Sponsor	**Project Location / Description**	**Status**
Clayton CCB	From IA 13, 1.4 mi SE on Grandview Rd then .7 mi SE on Grandview Ln then .4 mi SE on Grandview Rd then .9 mi E overland	Rolled over to FFY 2020-2023 TIP
STBG Highway Bridge Program		
Sponsor	**Project Location / Description**	**Status**
Arlington	In the City of Arlington, on Diagonal Road, over Brush Creek, to and including the intersection with Dogwood Road	Authorized/Let
Fayette CRD	On 240TH St, over Turner Creek, in NW 1/4 S11 T94 R09	Rolled over to FFY 2020-2023 TIP
Iowa's Transportation Alternatives Program (Iowa's TAP)		
Sponsor	**Project Location / Description**	**Status**
Fayette CRD	Along B64 and crossing the Turkey River on the Turkey River Recreational Trail, S13 T94 R07	Removed from program
Winneshiek CCB	Near US 52, Dry Run Trail ROW Acquisition: W and S of Windridge Imp Dr linking Trout Run Tr and Prairie Farmer Tr	Authorized/Let
Swap Highway Bridge Program		
Sponsor	**Project Location / Description**	**Status**
Fayette CRD	On 280th St over Dry Run Creek, from v68 west 500 Feet along SLINE S17 T95N R10W	Authorized/Let
Howard CRD	On 30th Street, over Nichols Creek (1 of 2)	Removed from program
Howard CRD	On 30th Street, over Nichols Creek (2 of 2)	Removed from program
Decorah	In the City of Decorah, on Oneota Drive, over drainage channel,	Authorized/Let
Winneshiek CRD	On V64, over CREEK, S19 TT96N RR10W	Authorized/Let
Winneshiek CRD	BR#348: over Upper Iowa River	Authorized/Let
Winneshiek CRD	W20: Over UPPER IOWA RIVER	Rolled over to FFY 2020-2023 TIP
Winneshiek CRD	On Chimney Rock Rd, over Upper Iowa River, from int of Bluffton Rd west 0.5 Miles to BR# 347, S5 T99 R09	Rolled over to FFY 2020-2023 TIP
Swap HSIP		
Sponsor	**Project Location / Description**	**Status**
Fayette CRD	W51: from 500ft North of Kornhill Rd to Hwy187	Authorized/Let

Swap STBG		
Sponsor	**Project Location / Description**	**Status**
Clayton CRD	On Littleport Rd, from Hwy 3 North 10.4 Miles to Grandview Rd	Authorized/Let
Primary Road Fund		
Sponsor	**Project Location / Description**	**Status**
DOT-D02-RPA01	IA 9: S jct IA 76 to NCL of Waukon (state share)	Authorized/Let
DOT-D02-RPA01	IA 76: 0.15 ml N of Co Rd A26	Authorized/Let
DOT-D02-RPA01	IA 24: 0.65 ml N of NCL of Fort Atkinson	Authorized/Let
DOT-D02-RPA01	IA 9: Mississippi River in Lansing (state share)	Authorized/Let
DOT-D02-RPA01	IA 51: Yellow River 4.0 ml N of US 18	Authorized/Let
DOT-D02-RPA01	US 18: Mississippi River in Marquette (state share)	Authorized/Let
DOT-D02-RPA01	US 52: Little Turkey River 0.3 ml S of Co Rd C9Y	Authorized/Let
Federal Discretionary Grant		
Sponsor	**Project Location / Description**	**Status**
Winneshiek CRD	On 240TH ST, over creek, from int of 307th Ave west 3000 Feet to BR# 305, S27 T98 R10	Authorized/Let
Federal Transit Administration 5311		
Sponsor	**Project Location / Description**	**Status**
NEICAC-Transit	General Operations/Maintenance/Administration	Authorized/Let
Federal Transit Administration 5316		
Sponsor	**Project Location / Description**	**Status**
NEICAC-Transit	Mobility Manager	Authorized/Let
Federal Transit Administration 5339		
Sponsor	**Project Location / Description**	**Status**
NEICAC-Transit	Unit#: 09187 Replacement - Light Duty Bus (176" wb)	Authorized/Let
NEICAC-Transit	Unit#: 11033 Replacement - Conversion Van	Authorized/Let
NEICAC-Transit	Unit#: 06161 Replacement - Light Duty Bus (176" wb)	Authorized/Let
NEICAC-Transit	Unit#: 06162 Replacement - Light Duty Bus (176" wb)	Authorized/Let
NEICAC-Transit	Unit#: 11051 Replacement - Minivan	Authorized/Let
NEICAC-Transit	Unit#: 09182 Replacement - Light Duty Bus (176" wb)	Authorized/Let
NEICAC-Transit	Unit#: 06163 Replacement - Light Duty Bus (176" wb)	Authorized/Let
NEICAC-Transit	Unit#: 06164 Replacement - Light Duty Bus (176" wb)	Authorized/Let
NEICAC-Transit	Unit#: 09058 Replacement - Conversion Van	Authorized/Let
NEICAC-Transit	Unit#: 09059 Replacement - Minivan	Authorized/Let
NEICAC-Transit	Unit#: 09183 Replacement - Conversion Van	Authorized/Let
NEICAC-Transit	Unit#: 10183 Replacement - Light Duty Bus (176" wb)	Authorized/Let

PROJECT SELECTION PROCEDURES

Surface Transportation Block Grant Program (STBG) and STBG-Swap

All public agencies and local governments with jurisdiction over public rights-of-way for transportation (including walking and bicycling facilities), public transit responsibilities, or transportation planning responsibilities within the RPA-1/UERPC boundaries are eligible to apply for STBG funds. Projects must meet the following eligibility requirements:

1) Must be located within or along the boundaries of RPA-1/UERPC.
2) Project Location
   I. Road projects must be located on a federal-aid route (roads with a federal functional classification of minor collector or higher in rural areas; any farm-to-market route; or on roads or streets with a federal functional classification of collector or higher in urban areas). Federal functional classification maps can be accessed at: https://iowadot.gov/maps/digital-maps/city-and-county-maps
   II. Bridge projects may be located on any public road.
   III. Infrastructure projects for pedestrians and bicyclists (sidewalks, crosswalk enhancements, bicycle lanes, paved multi-use trails), including modifications to comply with accessibility requirements of the Americans with Disabilities Act, may be located on any public road, street, or right-of-way, including those functionally classified as local roads.
   IV. Highway and transit safety infrastructure projects, including railway-road grade crossings, may be located on any public road.
   V. Transit projects and transportation planning projects must serve communities or areas in the RPA-1/UERPC region.
3) Applicants must share the project with the Board of Supervisors of the County in which the project is located for a review and recommendation. Approval of the Board of Supervisors is not required, but a letter or other documentation verifying review and making a recommendation on the project shall be included with the RPA-1 funding application.
4) Per IDOT's swap policy, matching funds are no longer required for swapped projects and IDOT will reimburse swapped projects at 100 percent, up to the programmed amount. The RPA-1 Policy Board may still elect to require matching funds on swapped projects at its discretion. Non-highway/-bridge projects may not be eligible to be swapped, which IDOT will determine on a case by case basis. If a project is not eligible to be swapped, the project will remain federally funded and a 20% local match will be required. In-kind and soft money are not acceptable forms of matching funds.
   For road and bridge projects, regional priority is to use the funds toward construction and final design, not feasibility studies, concept development, or preliminary estimating.

Typically, applications are due in February and selected projects are programmed four years out. UERPC transportation planners coordinate with IDOT to ensure project applications are eligible. The Transportation Technical Committee reviews projects to ensure consistency with RPA-1's Long-Range Transportation Plan (LRTP). Applicants are invited to speak on behalf of their projects in open meetings of the Technical Committee and Policy Board. After open discussion regarding applications, available funding, and LRTP consistency, the Technical Committee makes a funding recommendation to the Policy Board. The Policy Board reviews all applications, considers the Technical Committee's recommendation, and makes final decisions for project funding and inclusion in the Transportation Improvement Program (TIP).

The RPA-1 Transportation Policy Board has decided that all federal-aid projects in the RPA-1 region that are eligible to be "swapped" for state funding will be swapped through IDOT's Swap program.

Iowa's Transportation Alternatives Program (Iowa's TAP)

Iowa's TAP funding is from a separate federally designated portion of STBG dollars, with an opportunity to utilize a region's STBG-TAP-Flex funds as well. All public agencies and local governments with jurisdiction over public rights-of-way for transportation (including walking and bicycling facilities), public transit responsibilities, or transportation planning responsibilities within the RPA-1/UERPC boundaries are eligible to apply for Iowa's TAP funding. Projects must meet the following eligibility requirements:

1) Must be located within or along the boundaries of RPA-1/UERPC
2) Meet at least one of the eligible activities under Iowa's TAP as prescribed by the FAST Act and the Federal Highway Administration (FHWA)
3) Infrastructure projects for pedestrians and bicyclists (sidewalks, crosswalk enhancements, bicycle lanes, paved multi-use trails, etc.), including modifications to comply with accessibility requirements of the Americans with Disabilities Act, may be located on any public road, street, or right-of-way, including those functionally classified as local roads.
4) Have a minimum 20% matching funds. No in-kind or soft match. The matching funds must come from a non-federal funding source (i.e. local, state, or private)

Typically, the call for projects is announced in January and applications are sent to each city and county government, county conservation board, previous applicants, transit, and other eligible applicants in the region. In addition, announcements are made electronically through UERPC's website, social media outlets and e-newsletter. Applications are typically due at the end of February. Applications are scored and ranked on the following criteria:

1) Project Description (clearly articulated project purpose, need, merit, and readiness)
2) Matching Funds
3) Financial feasibility and ability to meet programming timelines
4) Project significance (local, regional, or statewide)
5) Consistency with the RPA-1 Long-Range Transportation Plan (LRTP), and other applicable plans as developed in the region
6) Economic or quality of life benefit (local, regional, or statewide)
7) Level of enhancement to the existing transportation system
8) Visitor points of interest
9) Benefit to select populations (children, elderly, low income, disabled)

UERPC transportation planners coordinate with IDOT to ensure project applications are eligible. The Transportation Enhancement Committee members ensure projects' consistency with RPA-1's Long-Range Transportation Plan (LRTP), then review and score all applications. Applicants are invited to speak on behalf of their projects in open meetings of the Enhancement Committee and Policy Board. After open discussion regarding applications, available funding, and LRTP consistency, the Enhancement Committee makes a funding recommendation to the Policy Board. The Policy Board reviews all applications, considers the Enhancement Committee's recommendation, and makes final decisions for project funding and inclusion in the Transportation Improvement Program (TIP).

RPA-1 provides project sponsors with an award letter and simple agreement following the award of STBG or Iowa's TAP funds. These agreements serve to provide documentation that the project has been programmed and to verify the project details. The award letters provide sponsors with information on whom they will need to work with at the IDOT district or central office; provide a brief overview of federal-aid regulations; and remind awardees that the project cannot proceed until FHWA authorization has been obtained.

Highway Bridge Program (STBG-HBP and SWAP-HBP)

Bridge projects are selected on a county-level basis and while slight variations exist from county to county, all bridge projects are ranked based on the following input:

1) Bridge inspection reports
2) Traffic data
3) Classification of type and level of service
4) Proximity to proposed construction projects
5) New or relocating business needs (economic development)
6) Public input

County engineers weigh this input to develop a five-year plan that is presented to each county Board of Supervisors at a public meeting. Bridge projects are also publicly reviewed as part of the Transportation Improvement Program (TIP) and approved by the Transportation Policy Board. Each county is provided with Highway Bridge Program (HBP) funding targets by the Iowa DOT to ensure fiscally constrained project planning.

When programming local bridge projects in the RPA-1 TIP, county engineers are required to provide a minimum amount of descriptive language so that the project location can be identified on a map. Along with the route on which the bridge is located, local bridge project descriptions shall include the proper name of the waterway being crossed, a distance from an identifiable location such as an intersection, or the section township range, and identification of the FHWA structure number.

FEDERAL-AID AND STBG-SWAP PROJECT LIST

The following pages indicate all of the projects programmed for federal-aid or STBG-Swap funding in federal fiscal years (FFY) 2020-2023 for the RPA-1 region. Projects are arranged by funding type and by their Program Year (FFY). Projects with funding in multiple years appear as a separate line-item for each year. Projects that have more than one funding type in a single Program Year feature a superscript reference number next to the Program Funding amount. The superscript reference number will correspond with any other funding sources on the same project in that Program Year, and Total Cost includes all funding sources for a given project in that Program Year.

Highway Safety Improvement Program (HSIP)						
Project Sponsor	**Project Number**	**Project Location**	**Work Type**	**Program Year**	**Program Funding**	**Total Cost**
IDOT D-2	39167	IA 9: WAUKON TO LANSING	Pavement Rehab	FFY 2020	$7,117,000	$8,796,000
IDOT D-2	38057	IA 13: 2.2 MI S OF CO RD W7C TO IA 56 IN ELKADER	Pavement Widening	FFY 2020	$2,149,000	$2,387,000
National Highway Freight Program						
Project Sponsor	**Project Number**	**Project Location**	**Work Type**	**Program Year**	**Program Funding**	**Total Cost**
IDOT D-2	38425	Construct haul road bridge at Pattison Sand Company	Bridge New	FFY 2020	$513,000	$1,028,000
National Highway Performance Program						
Project Sponsor	**Project Number**	**Project Location**	**Work Type**	**Program Year**	**Program Funding**	**Total Cost**
IDOT D-2	39254	US 63: CHICKASAW CO TO IA 9	Pavement Rehab	FFY 2020	$6,423,000	$8,028,000
Surface Transportation Block Grant (STBG)						
Project Sponsor	**Project Number**	**Project Location**	**Work Type**	**Program Year**	**Program Funding**	**Total Cost**
RPA-01	20	UERPC: UERPC 1 TRANS PLANNING	Trans Planning	FFY 2020	$30,000	$38,000
RPA-01	20	UERPC: UERPC 1 TRANS PLANNING	Trans Planning	FFY 2021	$30,000	$38,000
Decorah	32592	In the city of Decorah, On Locust Road, from College Drive .24 Miles to Shady Lane Drive	Pavement Rehab	FFY 2021	$1,000,000	$1,340,000
RPA-01	20	UERPC: UERPC 1 TRANS PLANNING	Trans Planning	FFY 2022	$30,000	$38,000
RPA-01	20	UERPC: UERPC 1 TRANS PLANNING	Trans Planning	FFY 2023	$30,000	$38,000

STBG Highway Bridge Program						
Project Sponsor	**Project Number**	**Project Location**	**Work Type**	**Program Year**	**Program Funding**	**Total Cost**
Fayette CRD	38698	On Q Ave, 900ft North and South of Bridge 151540 Over UNNAMED CREEK, S28 TT93N RR09W	Bridge Replacement	FFY 2020	$240,000	$310,000
Howard CRD	29473	On V10, Over Staff Creek	Bridge Replacement	FFY 2020	$375,000[1]	$500,000
Allamakee CRD	35080	On B25, Over Cota Creek, Bridge #23F1, S23 T97N R03W	Bridge Replacement	FFY 2021	$465,000[2]	$620,000
Winneshiek CRD	32136	On W46, Over YELLOW RIVER, from BR#5, S9 T96 R07	Bridge Replacement	FFY 2021	$400,000	$500,000
Iowa's Transportation Alternatives Program (Iowa's TAP)						
Project Sponsor	**Project Number**	**Project Location**	**Work Type**	**Program Year**	**Program Funding**	**Total Cost**
Clayton CCB	37164	On IOWA 13, from Pony Hollow Trl south 2 Miles to Grandview Rd	Outside Services Engineering, Ped/Bike ROW	FFY 2020	$120,000	$150,000
Howard CCB	35640	On Conceptual trail development planning, from Prairie Farmer Trail to Root River /Harmony/Preston Trail	Planning Study, Ped/Bike Miscellaneous	FFY 2020	$60,000	$75,000
Clayton CCB	35738	From IA 13, 1.4 mi SE on Grandview Rd then .7 mi SE on Grandview Ln then .4 mi SE on Grandview Rd then .9 mi E overland	Outside Services Engineering, Ped/Bike ROW, Ped/Bike Grade & amp; Pave	FFY 2020	$463,000	$683,000
Elkader	35639	On Turkey River Recreational Corridor, from Elgin to Elkader. Trail development/planning study.	Planning Study, Ped/Bike Miscellaneous	FFY 2020	$52,000	$65,000
Winneshiek CCB	22090	On Dry Run Trail, Over Dry Run Creek, 1/4 Mile west of Iowa-9/US-52 intersection	Ped/Bike Structures	FFY 2021	$423,000	$800,000
Winneshiek CCB	32585	Trail Bridge, Over Dry Run Creek	Ped/Bike Structures	FFY 2022	$116,000	$320,000
Winneshiek CCB	38348	Trail Bridge (Phase VII) On Dry Run Trail, Over Dry Run Creek	Ped/Bike Structures	FFY 2022	$274,000	$665,000
Fayette CCB	39141	Backbone Trail extension, from Nims Bridge (current trail) along Great River Road (south side) to Juniper Road	Scenic or Historic Hwy., Ped/Bike Paving, Ped/Bike Miscellaneous	FFY 2023	$171,000	$1,735,000

Swap Highway Bridge Program						
Project Sponsor	**Project Number**	**Project Location**	**Work Type**	**Program Year**	**Program Funding**	**Total Cost**
Howard CRD	29473	On V10, Over Staff Creek	Bridge Replacement	FFY 2020	$125,000[1]	$500,000
Clayton CRD	29333	On DOGWOOD AVE, Over STREAM, on WLINE S6 T95 R05	Bridge Replacement	FFY 2020	$270,000	$360,000
Allamakee CRD	32839	On Livingood Springs Road, Over YELLOW RIVER, S3 T96N R06W	Bridge Replacement	FFY 2020	$600,000	$610,000
Winneshiek CRD	35999	On CHIMNEY ROCK RD, Over UPPER IOWA RIVER, from Int of Bluffton Rd west 0.5 Miles to BR# 347, S5 T99 R09	Bridge Replacement	FFY 2020	$1,000,000	$1,000,000
Fayette CRD	18433	On L AVE, Over VOLGA RIVER, on WLINE S29 T92 R08	Bridge Replacement	FFY 2020	$300,000	$360,000
Howard CRD	19386	On 40th Street, Over Beaver Creek	Bridge Replacement	FFY 2020	$500,000	$500,000
Winneshiek CRD	23616	W20: Over UPPER IOWA RIVER	Grade and Pave, Bridge Replacement	FFY 2020	$472,000	$1,300,000
Howard CRD	25052	On 40th Street, Over Beaver Creek	Bridge Replacement	FFY 2020	$500,000	$500,000
Clayton CRD	29317	On AZTEC RD, Over STREAM, in Ctr S19 T93 R06	Bridge Replacement	FFY 2020	$500,000	$600,000
Decorah	38486	In the city of Decorah, On Pole Line Road, Over drainage	Bridge Replacement	FFY 2020	$1,000,000	$1,000,000
Elkader	38489	In the city of Elkader, On Bridge Street, Over Turkey River	Bridge Rehabilitation	FFY 2020	$1,000,000	$1,000,000
Allamakee CRD	35080	On B25, Over Cota Creek, Bridge #23F1, S23 T97N R03W	Bridge Replacement	FFY 2021	$155,000[2]	$620,000
Clayton CRD	32108	On ACORN RD, Over SMALL, in SE S29 T91 R06	Culvert Replacement	FFY 2021	$500,000	$500,000
Winneshiek CRD	34726	On SCENIC RIVER RD, Over UPPER IOWA RIVER, from intersection of Bluffton Rd east 4800 Feet, S25 T99 R09	Bridge Replacement, Grading	FFY 2021	$800,000	$800,000
Allamakee CRD	35077	On Smithfield Drive, Over YELLOW RIVER, S9 T96N R05W	Bridge Replacement	FFY 2021	$700,000	710,000
Howard CRD	37527	On A46, Over Crane Creek	Bridge Rehabilitation	FFY 2021	$250,000	$250,000

Howard CRD	38644	On Vale Ave, Over Nichols Creek	Bridge Replacement	FFY 2021	$250,000	$250,000
Fayette CRD	38820	On W55, Over BEAVER CREEK extending 1,000ft North and South of the Bridge, S24 TT94N RR07W	Bridge Replacement	FFY 2021	$320,000	$380,000
Fayette CRD	38821	On 120th St, Over UNNAMED CREEK Extending 1,000ft East and West of the Bridge, S7 TT92N RR10W	Bridge Replacement	FFY 2021	$320,000	$380,000
Fayette CRD	38664	On W14 (R Ave.), Over Volga River, from Hwy 93 South 1200 Feet, along WLINE S29 T93 R8	Bridge Replacement	FFY 2021	$450,000	$510,000
Howard CRD	38649	On 25th St, Over Staff Creek	Bridge Replacement	FFY 2022	$400,000	$400,000
Howard CRD	38650	On V58, Over Bohemian Creek	Bridge Replacement	FFY 2022	$550,000	$550,000
Allamakee CRD	36406	On Ellingson Bridge Drive, Over PATTERSON CREEK, Bridge #29R1, S29 T99N R06W	Bridge Replacement	FFY 2022	$500,000	$510,000
Clayton CRD	29321	On 250TH ST, Over DRY MILL CREEK, in N1/4 S20 T93 R04	Bridge Replacement	FFY 2022	$700,000	$700,000
Winneshiek CRD	18343	BR#320: Over Canoe Creek	Bridge Replacement	FFY 2022	$750,000	$750,000
Howard CRD	38651	On 135th St, Over South Branch Turkey River	Bridge Replacement	FFY 2023	$425,000	$425,000
Allamakee CRD	37763	On Suttle Creek Road, Over YELLOW RIVER, Bridge #18B1, S18 T96N R04W	Bridge Replacement	FFY 2023	$950,000	$960,000
Allamakee CRD	37764	On Picnic Woods Drive, Over TEEPLE CREEK, Bridge #14I1, S14 T97N R06W	Bridge Replacement	FFY 2023	$350,000	$360,000
Clayton CRD	16792	On MESQUITE RD, Over PECK CREEK, from Marengo Rd west 50 Feet to bridge, at Ctr S1 T91 R03	Culvert Replacement	FFY 2023	$600,000	$600,000
Winneshiek CRD	20251	360TH ST: Over Upper Iowa River	Bridge Replacement	FFY 2023	$700,000	$700,000

Swap STBG						
Project Sponsor	**Project Number**	**Project Location**	**Work Type**	**Program Year**	**Program Funding**	**Total Cost**
Allamakee CRD	29492	On A26, from X20 Intersection easterly 6.31 Miles to IA 26, S20 T100N R04W	Pavement Rehab	FFY 2020	$2,800,000	$4,100,000
Winneshiek CRD	20122	W20: From Co. Rd A34 to 244th Ave.	Pavement Rehab	FFY 2021	$1,488,000	$3,488,000
Fayette CRD	35133	On W14 from 150th St to 60th St	Pavement Rehab	FFY 2022	$2,100,000	$2,450,000
Howard CRD	37450	On V10, from Hwy 9 North 9.5 Miles to MN Boarder	Pave	FFY 2023	$2,519,000	$3,325,000
Guttenberg	39140	In the city of Guttenberg, On 5th Street, from Haydn Street north .44 Miles to Kosciusko Street	Pave	FFY 2023	$344,000	$431,000
Primary Road Fund						
Project Sponsor	**Project Number**	**Project Location**	**Work Type**	**Program Year**	**Program Funding**	**Total Cost**
IDOT D-2	39203	US 52: 0.7 MI S OF CO RD C9Y	Culvert Repair,Right of Way	FFY 2020	$102,000	$102,000
IDOT D-2	37876	IA 9: MISSISSIPPI RIVER IN LANSING (STATE SHARE)	Bridge Rehabilitation	FFY 2020	$20,000	$20,000
IDOT D-2	37912	US 18: MISSISSIPPI RIVER IN MARQUETTE (STATE SHARE)	Bridge Painting	FFY 2020	$20,000	$20,000
IDOT D-2	37876	IA 9: MISSISSIPPI RIVER IN LANSING (STATE SHARE)	Bridge Rehabilitation	FFY 2021	$20,000	$20,000
IDOT D-2	37912	US 18: MISSISSIPPI RIVER IN MARQUETTE (STATE SHARE)	Bridge Painting	FFY 2021	$20,000	$20,000
IDOT D-2	37934	IA 3: OTTER CREEK 2.4 MI W OF W JCT IA 150	Bridge Deck Overlay	FFY 2021	$132,000	$132,000
IDOT D-2	38044	US 52: STREAM AND TWIN SPRINGS RD 0.6 MI N OF IA 9	Bridge Deck Overlay	FFY 2021	$427,000	$427,000
IDOT D-2	37878	IA 76: MINERAL CREEK 1.6 MI S OF CO RD A26	Bridge Deck Overlay	FFY 2021	$200,000	$200,000
IDOT D-2	37876	IA 9: MISSISSIPPI RIVER IN LANSING (STATE SHARE)	Bridge Rehabilitation	FFY 2022	$20,000	$20,000
IDOT D-2	37912	US 18: MISSISSIPPI RIVER IN MARQUETTE (STATE SHARE)	Bridge Painting	FFY 2022	$20,000	$20,000
IDOT D-2	38045	US 52: UPPER IOWA RIVER 1.8 MI N OF IA 9	Bridge Deck Overlay	FFY 2022	$375,000	$375,000
IDOT D-2	37876	IA 9: MISSISSIPPI RIVER IN LANSING (STATE SHARE)	Bridge Rehabilitation	FFY 2023	$20,000	$20,000

IDOT D-2	37912	US 18: MISSISSIPPI RIVER IN MARQUETTE (STATE SHARE)	Bridge Painting	FFY 2023	$20,000	$20,000
IDOT D-2	39255	IA 9: LITTLE WAPSIPINICON RIVER 0.1 MI W OF CO RD V10	Bridge Deck Overlay	FFY 2023	$228,000	$228,000
IDOT D-2	39256	IA 9: CRANE CREEK 1.4 MI W OF CO RD V26	Bridge Deck Overlay	FFY 2023	$287,000	$287,000
IDOT D-2	39257	IA 9: NORTH BRANCH TURKEY RIVER 4.3 MI E OF US 63	Bridge Replacement	FFY 2023	$805,000	$805,000
IDOT D-2	39202	US 18: STREAM 0.6 MI W OF E JCT US 52	Bridge Replacement	FFY 2023	$2,290,000	$2,290,000
Federal Transit Administration 5311						
Project Sponsor	**Project Number**	**Project Description**	**Work Type**	**Program Year**	**Program Funding**	**Total Cost**
NEICAC-Transit	4179	General Operations/Maintenance/ Administration	Other	FFY 2020	$678,576	$1,105,583
NEICAC-Transit	4179	General Operations/Maintenance/ Administration	Other	FFY 2021	$680,000	$1,128,350
NEICAC-Transit	4179	General Operations/Maintenance/ Administration	Other	FFY 2022	$690,000	$1,140,000
NEICAC-Transit	4647	Mobility Manager	Other	FFY 2022	$61,000	$76,250
NEICAC-Transit	4179	General Operations/Maintenance/ Administration	Other	FFY 2023	$700,000	$1,151,000
NEICAC-Transit	4647	Mobility Manager	Other	FFY 2023	$61,200	$76,500
Federal Transit Administration 5339						
Project Sponsor	**Project Number**	**Project Description**	**Work Type**	**Program Year**	**Program Funding**	**Total Cost**
NEICAC-Transit	4182	Light Duty Bus (176" wb)	Vehicle Replacement	FFY 2020	$79,645	$93,700
NEICAC-Transit	4634	Light Duty Bus (176" wb)	Vehicle Replacement	FFY 2020	$79,645	$93,700
NEICAC-Transit	4635	Light Duty Bus (176" wb)	Vehicle Replacement	FFY 2020	$79,645	$93,700
NEICAC-Transit	5576	Minivan	Vehicle Replacement	FFY 2020	$46,000	$55,000
NEICAC-Transit	4637	Light Duty Bus (176" wb)	Vehicle Replacement	FFY 2021	$79,645	$93,700
NEICAC-Transit	4638	Minivan	Vehicle Replacement	FFY 2021	$45,475	$53,500
NEICAC-Transit	4648	Light Duty Bus (176" wb)	Vehicle Replacement	FFY 2021	$79,645	$93,700
NEICAC-Transit	4643	Light Duty Bus (176" wb)	Vehicle Replacement	FFY 2021	$79,645	$93,700

NEICAC-Transit	4644	Light Duty Bus (176" wb)	Vehicle Replacement	FFY 2022	$79,645	$93,700
NEICAC-Transit	4645	Minivan	Vehicle Replacement	FFY 2022	$45,475	$53,500
NEICAC-Transit	4646	Minivan	Vehicle Replacement	FFY 2022	$45,475	$53,500
NEICAC-Transit	4649	Light Duty Bus (176" wb)	Vehicle Replacement	FFY 2022	$79,645	$93,700
NEICAC-Transit	4639	Minivan	Vehicle Replacement	FFY 2022	$46,750	$55,000
NEICAC-Transit	4642	Light Duty Bus (176" wb)	Vehicle Replacement	FFY 2022	$79,645	$93,700
NEICAC-Transit	4651	Light Duty Bus (176" wb)	Vehicle Replacement	FFY 2023	$79,645	$93,700
NEICAC-Transit	4652	Light Duty Bus (176" wb)	Vehicle Replacement	FFY 2023	$79,645	$93,700
NEICAC-Transit	4653	Minivan	Vehicle Replacement	FFY 2023	$45,475	$53,500
NEICAC-Transit	4654	Minivan	Vehicle Replacement	FFY 2023	$45,475	$53,500
Iowa Public Transit Infrastructure Grant (PTIG)						
Project Sponsor	**Project Number**	**Project Description**	**Work Type**	**Program Year**	**Program Funding**	**Total Cost**
NEICAC-Transit	1220	Maintenance Facility HVAC Upgrade	Rehabilitation	FFY 2021	$80,000	$100,000

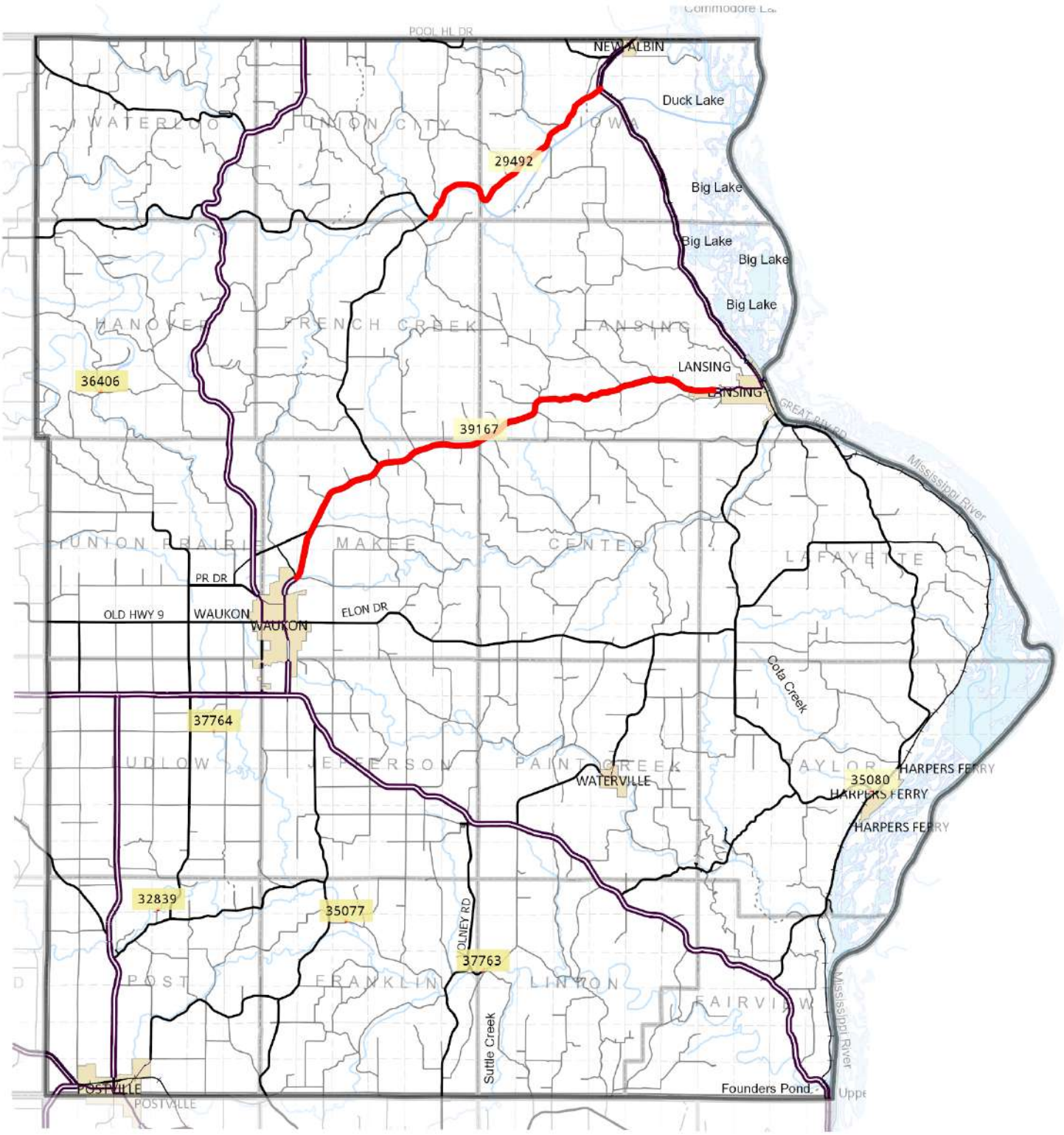
SUMMARY OF TOTAL PROJECT COSTS

Program:	FFY 2020			FFY 2021		
	Total Cost	Federal-Aid	State-Aid	Total Cost	Federal-Aid	State-Aid
Surface Transportation Block Grant (STBG)	$38,000	$30,000	$0	$1,378,000	$1,030,000	$0
STBG-Highway Bridge Program (HBP)	$810,000	$615,000	$0	$1,120,000	$865,000	$0
STBG-Swap	$4,100,000	$0	$2,800,000	$3,488,000	$0	$1,488,000
STBG-HBP-Swap	$7,230,000	$0	$6,417,000	$3,780,000	$0	$3,745,000
Iowa's Transportation Alternatives Program (Iowa's TAP)	$973,000	$695,000	$0	$800,000	$423,000	$0
Primary Road Funds (PRF)	$142,000	$0	$142,000	$799,000	$0	$799,000
Highway Safety Improvement Program (HSIP)	$11,183,000	$9,326,000	$0	$0	$0	$0
National Highway Performance Program (NHPP	$8,028,000	$6,423,000	$0	$0	$0	$0
National Highway Freight Program (NHFP)	$1,028,000	$513,000	$0	$0	$0	$0
NON-TRANSIT PROGRAM SUBTOTAL:	**$33,532,000**	**$17,602,000**	**$9,359,000**	**$11,365,000**	**$2,318,000**	**$6,032,000**
	Total Cost	**Federal-Aid**	**State-Aid**	**Total Cost**	**Federal-Aid**	**State-Aid**
Federal Transit Admin 5311	$1,105,583	$678,576		$1,128,350	$680,000	
Federal Transit Admin 5339	$336,100	$284,935		$334,600	$284,410	
Public Transit Infrastructure Grant (PTIG)				$100,000		$80,000
TRANSIT PROGRAM SUBTOTAL:	**$1,441,683**	**$963,511**	**$0**	**$1,562,950**	**$964,410**	**$80,000**

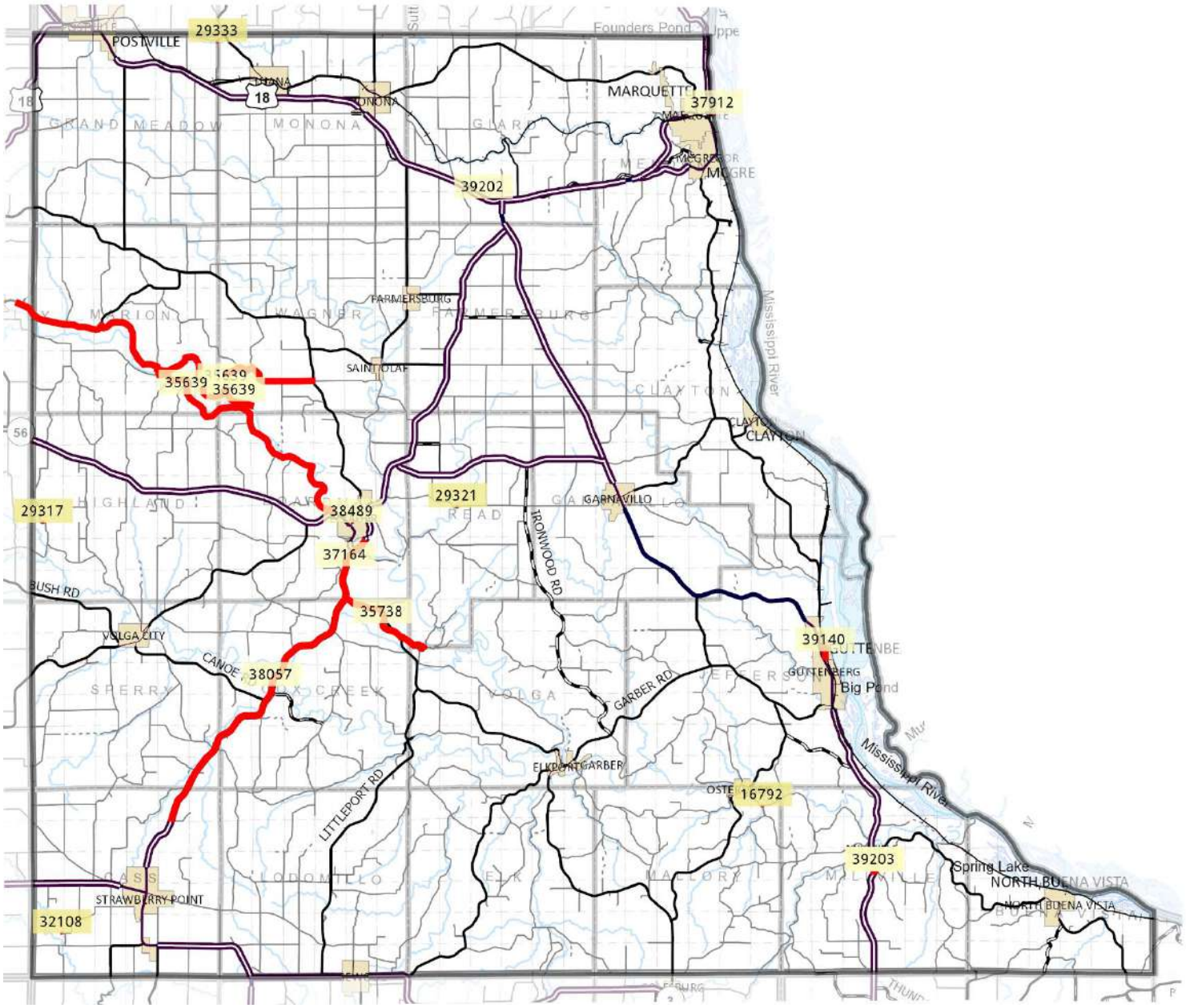
Program:	FFY 2022			FFY 2023		
	Total Cost	Federal-Aid	State-Aid	Total Cost	Federal-Aid	State-Aid
Surface Transportation Block Grant (STBG)	$38,000	$30,000	$0	$38,000	$30,000	$0
STBG-Highway Bridge Program (HBP)	$0	$0	$0	$0	$0	$0
STBG-Swap	$2,450,000	$0	$2,100,000	$3,756,000	$0	$2,863,000
STBG-HBP-Swap	$2,910,000	$0	$2,900,000	$3,045,000	$0	$3,025,000
Iowa's Transportation Alternatives Program (Iowa's TAP)	$985,000	$390,000	$0	$1,735,000	$171,000	$0
Primary Road Funds (PRF)	$415,000	$0	$415,000	$3,650,000	$0	$3,650,000
Highway Safety Improvement Program (HSIP)	$0	$0	$0	$0	$0	$0
National Highway Performance Program (NHPP	$0	$0	$0	$0	$0	$0
National Highway Freight Program (NHFP)	$0	$0	$0	$0	$0	$0
NON-TRANSIT PROGRAM SUBTOTAL:	**$6,798,000**	**$420,000**	**$5,415,000**	**$12,224,000**	**$201,000**	**$9,538,000**
	Total Cost	**Federal-Aid**	**State-Aid**	**Total Cost**	**Federal-Aid**	**State-Aid**
Federal Transit Admin 5311	$1,216,250	$751,000		$1,227,500	$761,200	
Federal Transit Admin 5339	$443,100	$376,635		$294,400	$250,240	
Public Transit Infrastructure Grant (PTIG)						
TRANSIT PROGRAM SUBTOTAL:	**$1,659,350**	**$1,127,635**	**$0**	**$1,521,900**	**$1,011,440**	**$0**

PROJECT LOCATION MAPS

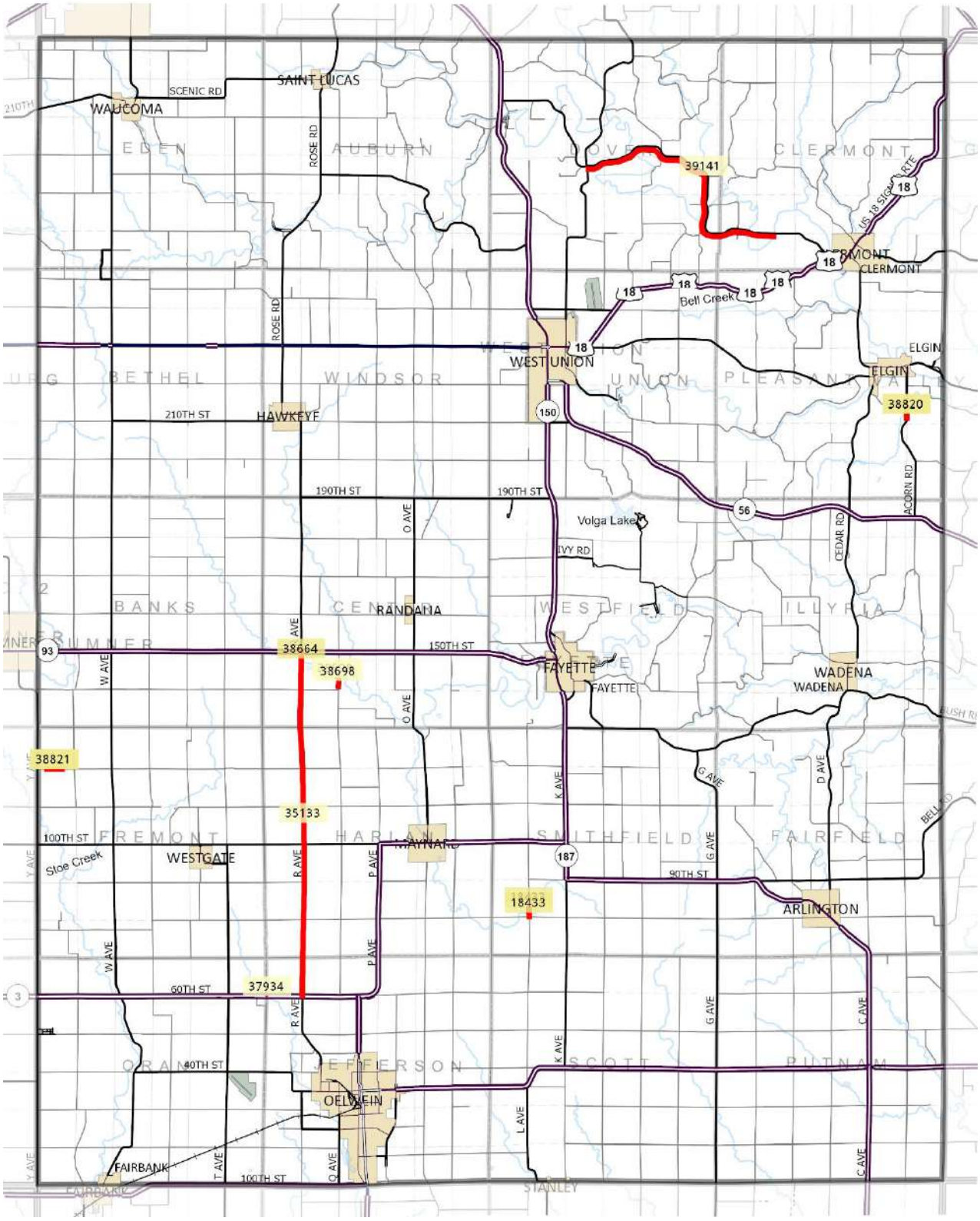
Allamakee County TIP Projects
FFY 2020-2023



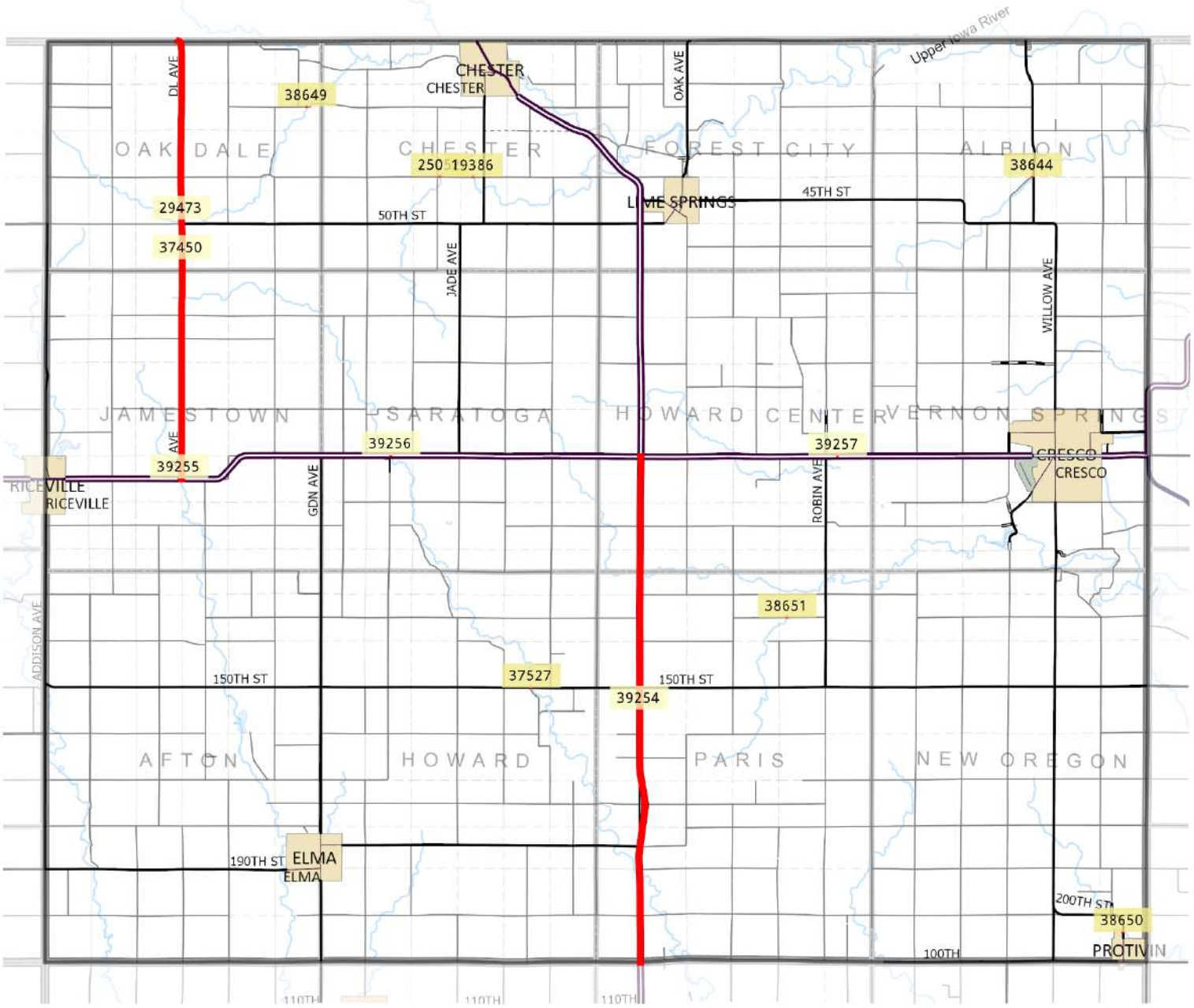
Clayton County TIP Projects
FFY 2020-2023



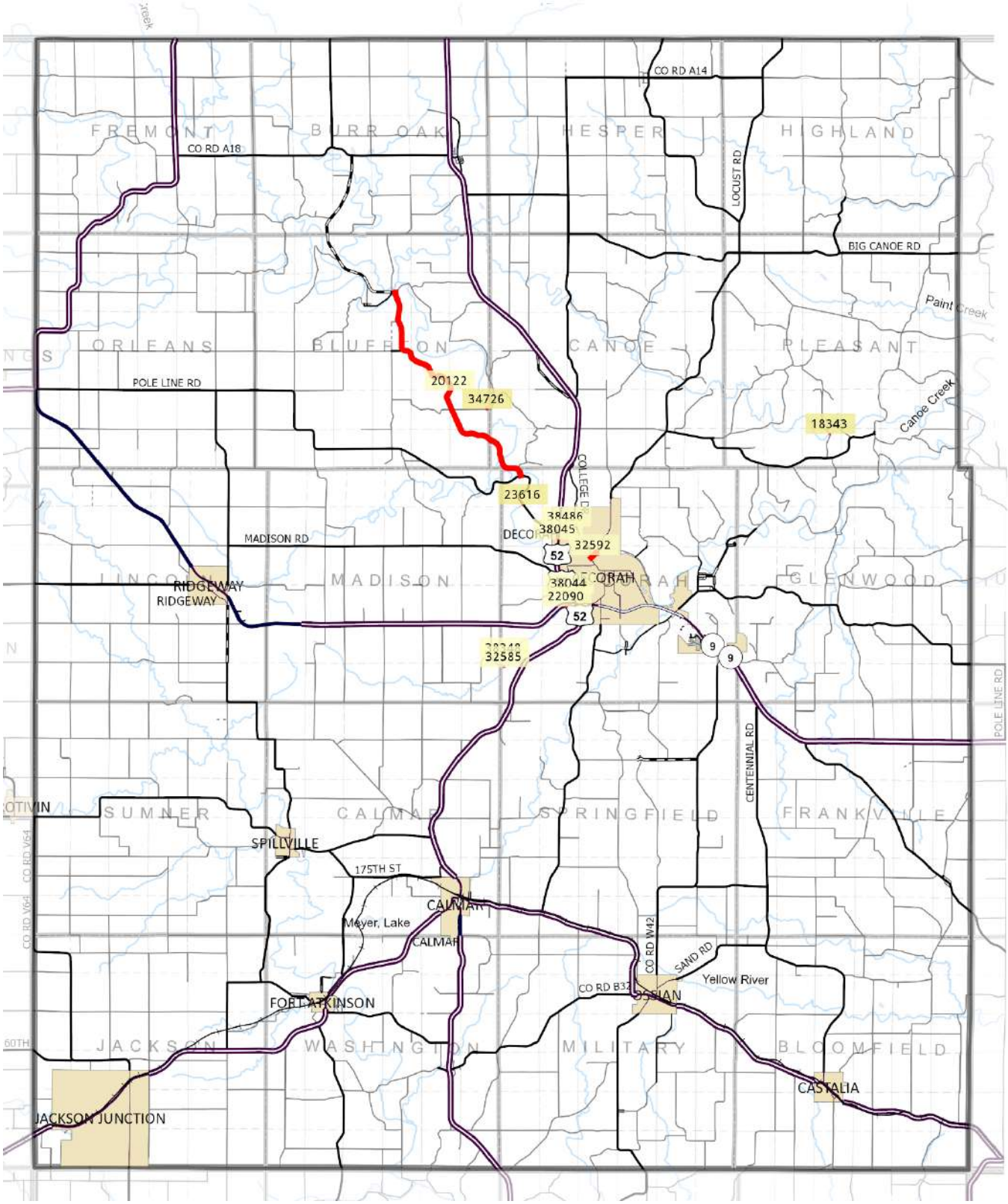
Fayette County TIP Projects
FFY 2020-2023



Howard County TIP Projects
FFY 2020-2023



Winneshiek County TIP Projects
FFY 2020-2023



FISCAL CONSTRAINT

The RPA-1 region receives funding targets from the Iowa DOT that are used to plan the region's projects in a financially feasible and fiscally constrained manner. RPA-1 uses the DOT projections for the amount of state and federal aid and allocates the funding to projects without exceeding that total. Each year, projects that were previously in the TIP but delayed are reevaluated to ensure the estimated cost is still accurate and adjusted if necessary. For projects in future fiscal years, local sponsors are responsible for accounting for "Year of Expenditure" (YOE) dollars. On average local sponsors use a 4% per year inflation rate. Fiscal constraint in RPA-1 for STBG/Swap and Iowa's TAP funding for the region is demonstrated in the following two tables that compare unobligated balances, the Iowa DOT-provided funding targets, and the programmed projects for the next four years. Fiscal constraint for the other programs—Highway Bridge Program (HBP), Highway Safety Improvement Program (HSIP), etc.—is reviewed by Iowa DOT on a statewide basis, so no tables are provided in this document.

Regional STBG and STBG-Swap Fiscal Constraint Table

Year:	**FFY 2020**	**FFY 2021**	**FFY 2022**	**FFY 2023**
Unobligated Balance	$1,188,203	757,157	$ 507,357	$645,557
RPA-1 STBG Target	$2,327,455	$2,197,000	$2,197,000	$2,197,000
RPA-1 STBG-TAP-Flex Target (STBG)	$71,499	$71,200	$71,200	$71,200
Subtotal	**$3,587,157**	**$3,025,357**	**$2,775,557**	**$2,913,757**
Programmed STBG Fed-Aid & STBG-Swap	$2,830,000	$2,518,000	$2,130,000	$2,893,000
Balance	**$757,157**	**$507,357**	**$645,557**	**$20,757**

Regional Iowa's TAP Fiscal Constraint Table

Year:	**FFY 2020**	**FFY 2021**	**FFY 2022**	**FFY 2023**
Unobligated Balance	$621,172	$643,981	$355,781	$100,581
RPA-1 TAP Target	$116,935	$117,000	$117,000	$117,000
RPA-1 STBG-TAP-Flex Target (TAP)	$17,874	$17,800	$17,800	$17,800
Subtotal	**$755,981**	**$778,781**	**$490,581**	**$235,381**
Programmed Iowa's TAP Federal-Aid	$112,000	$423,000	$390,000	$171,000
Balance	**$643,981**	**$355,781**	**$100,581**	**$64,381**

In addition to project funding, cities, and counties within the RPA-1 region must demonstrate the existence of reasonably expected funds that will be available to implement the TIP and adequately operate and maintain federal-aid highways. The following tables demonstrate the projected operations and maintenance costs for the federal-aid system and the non-federal-aid revenue available to support those functions.

O&M Costs and Non-Federal Revenue Forecast Tables

Forecasted Operations and Maintenance Costs - Federal-Aid System				
Operations:	**SFY 2020**	**SFY 2021**	**SFY 2022**	**SFY 2023**
Cities	$374,701	$389,689	$405,276	$421,487
Allamakee County	$648,084	$674,008	$700,968	$729,007
Clayton County	$1,212,412	$1,260,909	$1,311,345	$1,363,799
Fayette County	$852,922	$887,039	$922,520	$959,421
Howard County	$623,123	$648,048	$673,970	$700,929
Winneshiek County	$939,797	$977,389	$1,016,484	$1,057,144
Total Operations:	**$4,651,039**	**$4,837,081**	**$5,030,564**	**$5,231,787**
Maintenance:	**SFY 2020**	**SFY 2021**	**SFY 2022**	**SFY 2023**
Cities	$1,244,732	$1,294,522	$1,346,302	$1,400,155
Allamakee County	$1,447,325	$1,505,218	$1,565,427	$1,628,044
Clayton County	$1,653,272	$1,719,403	$1,788,179	$1,859,707
Fayette County	$1,257,309	$1,307,601	$1,359,906	$1,414,302
Howard County	$1,059,028	$1,101,389	$1,145,445	$1,191,263
Winneshiek County	$1,466,030	$1,524,672	$1,585,659	$1,649,085
Total Maintenance:	**$8,127,698**	**$8,452,806**	**$8,790,918**	**$9,142,554**
Total O & M:	**$12,778,737**	**$13,289,887**	**$13,821,482**	**$14,374,341**
Forecasted Non-Federal-Aid Revenues				
	SFY 2020	**SFY 2021**	**SFY 2022**	**SFY 2023**
Farm to Market	$5,909,758	$6,027,953	$6,148,512	$6,271,482
Secondary Road Fund	$37,638,436	$38,391,205	$39,159,029	$39,942,209
City Street Fund	$19,706,350	$20,100,477	$20,502,486	$20,912,536
Total Revenues:	**$63,254,543**	**$64,519,634**	**$65,810,027**	**$67,126,227**

Forecasts were projected using a 4% inflation rate for expenses and a 2% inflation rate for revenues. Rates are based on a five-year historical trend for the region. Baseline data for the projections was compiled by the Iowa DOT from the following reports:

1) 2018 County Secondary Road O&M Data
2) 2018 County Secondary Road Fund Receipts
3) 2018 County Farm to Market Receipts
4) 2018 City Street Finance Report O&M Costs
5) 2018 City Street Finance Report Receipts

PUBLIC PARTICIPATION PROCESS

RPA-1 seeks to engage the public in all transportation planning efforts. All meetings of the Transportation Policy Board and its advisory committees are open to the public and agendas are generally posted one week (and no later than 24 hours for special circumstances) in advance of the scheduled meeting dates. Agendas are posted at both offices of UERPC (Postville and Decorah), on the UERPC website (www.uerpc.org) and are announced through social media as well. UERPC utilizes both Facebook and Twitter for social media messaging. When Transportation Policy Board meetings include a public hearing, notice of the public hearing is posted at both offices of UERPC, on the website, on social media sites and in a newspaper of general circulation. Public comments are accepted via email, verbally, in writing or by submitting a comment through the "Items for Public Comment" section on the website. UERPC also distributes a monthly newsletter through which some notices are provided if the timing of its release is appropriate for the announcement. Minutes from all board and committee meetings are posted on the website and are available by request from UERPC offices.

Public participation for the development of the Transportation Improvement Program occurs at several stages, beginning with the project application process. The public is invited to attend and participate in the meetings at which the proposed projects are discussed and selected. For enhancement projects, a few members of the general public are also asked to score the applications within each county. Once the draft TIP has been created, the document is placed on the UERPC website for additional public review and comment. A final public hearing is held by the Policy Board before approval and submission of the final TIP.

TIP REVISION PROCEDURES

From time to time, the Transportation Improvement Program may require revisions between annual updates. There are two types of revisions: amendments (major revisions) and administrative modifications (minor revisions). All TIP projects, including Swap and federal-aid projects, will undergo the same revision process until and unless the RPA-1 Transportation Policy Board develops and adopts separate procedures specifically for revisions to Swap projects. RPA-1 utilizes the following definitions and thresholds to determine whether a change is considered an amendment or an administrative modification:

1) An **amendment** is a revision to the TIP that involves a major change to any project within the TIP. This includes an addition or deletion of a project, a major change in project cost, additional federal funding for a project (or a change from state to federal funding), or a major change in design concept or scope (e.g. changing project termini or the number of through lanes). If the change to the TIP is an amendment, there are two primary procedural requirements: that the amendment follow the agency's public participation process, and that it be approved by the Transportation Policy Board. In addition, when the TIP is amended, the RPA is required to re-demonstrate fiscal constraint of the TIP/STIP. Changes to projects that are included for illustrative purposes only do not require an amendment.

2) An **administrative modification** is a revision to the TIP that involves minor changes such as project phase costs that do not constitute a "major" change, scheduling changes to projects within the four years of the TIP and minor changes to the project scope. An administrative modification is a revision that does not require public review and comment.

The parameters for determining whether a revision constitutes an amendment or an administrative modification are as follows:

1) **Project costs** - Determination will be made based on the percentage change or dollar amount of change in federal-aid. Projects in which the federal-aid has been changed by more than 30% or total federal-aid increases by $2.0 million or more will require an amendment. Anything less can be processed with an administrative modification. When funding changes from state to federal (i.e. the project is "federalized"), an amendment is required.

2) **Schedule changes** - Changes in schedules to projects which are included in the first four years of the TIP/STIP will be considered administrative modifications. Projects which are added or deleted from the TIP/STIP will be processed as amendments.

3) **Funding sources** - Additional federal funding sources to a project will require an amendment. Changes to funding from one source to another will require an administrative modification (unless the change is from state to federal, as per number 1 above).

4) **Scope changes** - Changing project termini or changing the amount of through traffic lanes will be processed as an amendment. Other examples of changes that require amendment are changing the type of work from an overlay to reconstruction or changing a project to include widening of the roadway.

RPA-1 processes amendments through a documented public hearing and subsequent Policy Board approval (see public participation process for public hearing). Administrative modifications requested by the project sponsor are processed by UERPC transportation planning staff by seeking the approval of a review committee consisting of both the Chair of the Technical Committee and the Chair of the Policy Board. The Policy Board is updated and informed of any administrative modifications at each meeting of the board. Upon approval for either amendments or administrative modifications, UERPC transportation planning staff update the project in IDOT's online project programming database.

APPROVAL RESOLUTION

UPPER EXPLORERLAND TRANSPORTATION POLICY BOARD
REGIONAL PLANNING AFFILIATION 1 (RPA-1)
RESOLUTION 2019 - 02

RESOLUTION TO APPROVE
THE RPA-1 TRANSPORTATION IMPROVEMENT PROGRAM (TIP), FEDERAL FISCAL YEARS 2020-2023

WHEREAS, the Iowa Department of Transportation requires RPA-1 to develop annually a four-year Transportation Improvement Program (TIP) that serves as a list of Iowa DOT and locally sponsored federal-aid eligible and State Swap-eligible surface transportation improvements within the RPA-1 region over the next four years; and

WHEREAS, the Upper Explorerland Transportation Policy Board members have had a chance to review the draft RPA-1 TIP for federal fiscal years (FFY) 2020-2023;

BE IT THEREFORE RESOLVED that the Upper Explorerland Transportation Policy Board hereby approves the RPA-1 TIP for FFY 2020-2023 for the five-county region.

Passed and adopted this 11th day of July, 2019

Signed: _____
Janell Bradley, Chair
Upper Explorerland RPA 1 Transportation Policy Board

Attest: _____
Aaron Detter, Transportation Planning Administrator
Upper Explorerland Regional Planning Commission