



FEDERAL FISCAL YEAR 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

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CHAPTER ONE

Introduction

The FFY 2023-2026 TIP contains seven chapters covering the CIRTPA's guidelines for choosing and funding projects, status reports of the previous FFY projects, a listing of projects in the Federal highway and Federal transit element, a financial plan for all Federal-aid projects, required resolutions and certifications, and a summary of public comments.

Chapter One: General Overview of the TIP

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

Chapter Two: Project Selection Procedures

This chapter provides background into the CIRTPA's project selection procedure, including eligibility requirements, basis of funding projects, and project scoring process.

Chapter Three: Funding Programs

This chapter provides a summary of the various funding programs available for project within the CIRTPA planning area including Federal, State, and local funding sources. The chapter also discusses the intent of each of these programs.

Chapter Four: Federal Fiscal Year 2022 Status Reports

The Federal Fiscal Year 2022 Status Reports chapter is a status listing of all Federal-aid projects programmed to utilize Federal funding in FFY 2021.

Chapter Five: Federal Highway Administration Projects

The Federal Highway Administration Projects chapter provides a listing of all Federal-aid and State SWAP projects programmed to utilize FHWA and Iowa DOT funds during the next four FFYs (FFY 2023-2026).

Chapter Six: Federal Transit Administration Projects

The Federal Transit Administration Projects chapter provides a listing of all Federal-aid projects programmed to utilize FTA funds during the next four FFYs (FFY 2023-2026).

Chapter Seven: Financial Plan

The Financial Plan chapter summarizes the financial availability of the CIRTPA to implement surface transportation improvements. The chapter includes the fiscal constraint of the STBG and TAP funds, listing the forecasted operations and maintenance expenditures, and forecasted non Federal-aid revenues. The chapter also includes a section discussing the transit funding Federal-aid by year.

Chapter Eight: Public Comment

The public comment chapter includes a summary on the disposition of comments made as part of the public review of the TIP on **June 23, 2022**, and any subsequent written comments submitted to the CIRTPA before **July 15, 2022**.

Appendices

Resolutions and Certifications

The resolutions and certifications chapter includes the TIP's resolution of adoption by the CIRTPA, a self-certification of the planning process, and a certification of the financial capacity analysis.

General Overview of the TIP

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

The TIP and Federal Guidance

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

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

their communities.¹

On July 6, 2012, *Moving Ahead for Progress in the 21st Century Act* (MAP-21) was signed into law replacing SAFETEA-LU. MAP-21 provides essential funds for transportation projects ranging from passenger rail, freight transportation, highway and bridge projects, and bicycle and pedestrian projects. MAP-21 took effect on October 1, 2012, and funds surface transportation projects through September 30, 2014. The bill provides \$105 billion in funding per year for Federal Fiscal Year's (FFY) 2013 and 2014. An extension was signed in 2014, which authorizes surface transportation funding through May 31, 2015. Continuing resolutions were signed that then extended funding until December of 2015. MAP-21 includes a number of major changes including the elimination of the Surface Transportation Program Transportation Enhancements Program, expansion of the Transportation Infrastructure Finance Innovation Act (TIFIA), and streamlining of the environmental review process. Federal transit program also change slightly with Job Access and Reverse Commute (JARC) and New Freedom funds being consolidated into the Urbanized Area Formula Grants.²

On December 4, 2015 the *Fixing America's Surface Transportation Act* (FAST) was signed into law replacing MAP-21. The FAST Act authorized \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. MAP-21 included provisions to make the Federal surface transportation more streamlined, performance-based, and multimodal, and to address challenges facing the U.S. transportation system. The FAST Act builds on the changes made by MAP-21. The FAST ACT establishes and funds new programs to support critical transportation projects to ease congestion and facilitate movement. It also builds on the reforms of MAP-21 by incorporating changes aimed at ensuring the timely delivery of transportation projects.

The America's Transportation Infrastructure Act was passed in 2019. It was the largest amount of funding provided for highway reauthorization legislation in history. The bill authorized \$287 billion from the Highway Trust Fund over five years in investments to maintain and repair America's roads and bridges and to keep our economy moving. The legislation included provisions to improve road

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

² <http://www.nlc.org/Documents/Influence%20Federal%20Policy/Advocacy/Legislative/summary-map21-transportation-jul2012.pdf>

safety, accelerate project delivery, improve resiliency to disasters, reduce highway emissions, and grow the economy.

On November 15 the Infrastructure Investment and Jobs Act (IIJA) was signed into law that provided approximately \$1.2 trillion in spending, with \$550 billion being newly authorized on top of what Congress was planning to regularly authorize. The IIJA includes funding for roads and bridges, transit, water and sewer, and broadband infrastructure. The IIJA is the single largest dedicated bridge investment since the Interstate Highway System and includes \$110 billion in new funds for roads, bridges, and major projects.

Federal Transportation Planning Process

Title 23 of the United States Code of Federal Regulations (CFR), Section 450, Subpart C, states that MPOs are to carry out a:

“...continuing, cooperative, and comprehensive multimodal transportation planning process, including the development of a metropolitan transportation plan and a transportation improvement program (TIP), that encourages and promotes the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight (including accessible pedestrian walkways and bicycle transportation facilities) and foster economic growth and development, while minimizing transportation-related fuel consumption and air pollution.”

Section 450.306 identifies ten planning factors to identify the “scope of the metropolitan transportation planning process.” These include:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;

5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

Central Iowa Regional Transportation Planning Alliance

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

Responsibilities

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

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

Membership

Full voting membership to the CIRTPA is open to any county or city government located, wholly or partially, in the designated RPA containing a minimum population of 3,000 persons that adopts the CIRTPA's 28E Agreement (agreement entered into under Chapter 28E, Code of Iowa, establishing the CIRTPA and its responsibilities). Currently, CIRTPA membership includes the following cities, counties, and organizations:

Figure 1.1: CIRTPA Membership

Cities		Counties	Organizations
Adel	Pella	Boone County	HIRTA
Boone	Perry	Dallas County	
Huxley	Story City	Jasper County	
Indianola	Winterset	Madison County	
Knoxville		Marion County	
Nevada		Polk County	
Newton		Story County	
		Warren County	

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

Organization

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

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

The CIRTPA staff supports the TTC and the TPC. The TTC offers technical guidance and

recommendations to the TPC. The TPC takes formal actions on transportation topics after reviewing and considering the TTC's recommendations.

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

Representation

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

Transportation Improvement Program

The CIRTPA's *Federal Fiscal Years 2023-2026 Transportation Improvement Program* (FFY 2023-2026 TIP) serves as a list of Federal-aid eligible surface transportation improvements for the CIRTPA's MPA. The TIP covers a period of no less than four years and is updated annually for compatibility with the Statewide Transportation Improvement Program development and approval process. The TIP identifies all Federal funds programmed during the four-year period (FFY 2023-2026). Additionally, the TIP identifies all projects by Federal funding program and by FFY.

TIP Requirements

Title 23 of the CFR, Section 450.324, indicates the TIP must cover a period of no less than four years, be updated at least every four years, and be approved by the CIRTPA (or in the case of the State of Iowa, the TIP will be approved by the Iowa DOT). Additionally, Section 450.324 states the TIP shall include:

- Capital and non-capital surface transportation projects within the boundaries of the metropolitan planning area proposed for funding;
- Contain all regionally significant projects requiring an action by the FHWA or the FTA whether or not the projects are to be funded;

- All regionally significant projects proposed to be funded with Federal funds other than those administered by FHWA or the FTA, as well as all regionally significant projects to be funded with non-Federal funds;
- A financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs;
- A project, or a phase of a project, only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project; and,
- Sufficient descriptive material, estimated total project cost, amount of Federal funds proposed to be obligated during each program year, and identification of the agencies responsible for each project or phase.

Plan Consistency

Each project or project phase included in the TIP must be consistent with other CIRTPA plans, including the *Horizon Year 2040 Metropolitan Transportation Plan* (HY 2040 MTP). In addition, the CIRTPA requires consistency among the TIP and member governments' and agencies' capital improvement plans. In particular, the CIRTPA requires consistency among proposed short- and long-range projects, strategies, plans, and programs.

TIP Adoption

Adoption of the CIRPTA's FFY 2023-2026 TIP is subject to the CIRPTA's review and approval. The review process consists of a public comment period that offers opportunities for review and comment of the draft FFY 2023-2026 TIP. At the conclusion of the public review period, CIRTPA staff reviews and summarizes all submitted comments and presents the findings to the CIRTPA committees for consideration into the final FFY 2023-2026 TIP. The CIRTPA submits the final (approved) FFY 2023-2026 TIP, with a copy of the formal resolution, to the Iowa DOT. The Iowa DOT then reviews the plan to ensure compliance with Federal regulations.

Revising the TIP

Under Federal law, the CIRTPA may revise the TIP at any time under procedures agreed to by the cooperating parties consistent with the procedures established. Revisions are changes that occur

between annual updates.

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

Amendments

An amendment is a major change to a project in the TIP, including the addition or deletion of a project, a major change in project cost or project phase initiation dates, or a major change in the design concept or scope (e.g., changing project termini or the number of through lanes). The Iowa DOT considers amendments to the FFY 2023-2026 TIP any proposed changes that meet any of the following criteria:

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

If the Iowa DOT considers a change to the TIP to be an amendment, the CIRTPA Policy Committee must approve the requested change and must follow the public participation process identified in the CIRTPA's *Public Participation Plan* (PPP). The PPP states the CIRTPA would schedule a public meeting to receive public comments at the Policy Committee meeting prior to the Policy Committee taking action on the proposed amendment. If the Policy Committee approves the amendment, the CIRTPA would notify the Iowa DOT, the FHWA, and the FTA.

Administrative Modifications

An administrative modification is a minor change to a project in the TIP, including minor changes to project phase costs, funding sources or previously included projects, and project or project phase initiation dates. The Iowa DOT considers as administrative modification to the FFY 2023-2026 TIP proposed changes that meet any of the following criteria:

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

If the Iowa DOT considers a change to the TIP to be an administrative modification, the CIRTPA would conduct a thorough review of the proposed administrative modification and would process the revision administratively by notifying the Iowa DOT, FHWA, and FTA.

Redemonstration of Fiscal Constraint

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

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

The requirement to ensure fiscal constraint does not apply to accomplishment year projects that have been already programmed at their full federal aid participation rate (typically 80 percent) and whose programming entry is being adjusted based on an updated cost estimate.



CIRTPA Participation in the SWAP Program

Since the inception of the SWAP program by the Iowa DOT, whereby eligible projects can “SWAP” funding from STBG to PRF, CIRTPA has participated in the program. CIRTPA will continue to participate at the discretion of the Policy Committee. Any references to federal aid made within this TIP may also apply to SWAP projects as well. This is due to the overall distribution of federal funds to CIRTPA and SWAP funding is utilized on a project by project basis.

CHAPTER TWO

Project Selection Procedures

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

Surface Transportation Program Project Selection

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

The method for the distribution of the CIRTPA's STBG funding occurs through a sub-allocation process to all CIRTPA member governments with populations over 5,000 and HIRTA, the regional transit agency. The calculations used in the CIRTPA's STBG sub-allocation process reflect the formulas used by the Iowa DOT in distributing STBG funds to Iowa's regional planning affiliations and HIRTA receives 2.2% of the overall STBG allocation. Each CIRTPA member government eligible to receive STBG funds makes individual decisions on where to request expenditures of those resources within their respective jurisdictions. Many CIRTPA members save their STBG allocation for several years to build more substantial projects. However, jurisdictions can "borrow ahead" up to 4 years' worth of allocation in order to ensure the timely expenditures of CIRTPA funding. This process has allowed CIRTPA to keep an STBG balance at or below one years' worth of allocations.

Before sub-allocation communities and HIRTA can program projects in the TIP, they are required to submit funding requests directly to the CIRTPA Technical and Policy Committees for review and approval. Requests include information such as the amount requested, project location, project

description, how the goals and objectives of the LRTP are being met, and additional information that may be relevant.

Additionally, a portion of CIRTPA's STBG funding is made available to non-sub-allocation entities, communities, and the Iowa DOT. Approximately 4.4% of STBG funding is made available in the accomplishment year for the upcoming TIP. Only road and bridge projects eligible to receive STBG may apply for funding. All eligible projects are considered and are not dependent upon approval by any other jurisdiction. A project application period is held with a formal application process and scoring criteria. Criteria is based upon the goals and objectives of the LRTP, however scoring is not the sole rationale for project selection. The CIRTPA Funding Subcommittee reviews projects and makes a recommendation to the CIRTPA Technical and Policy Committees for a final decision.

Transportation Alternatives Program Project Selection


The CIRTPA follows the FHWA's *Guidance for Transportation Enhancement Activities* in the administration of the TAP project selection, which may be publicly accessed at http://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/.

Starting in FFY 2018, the Iowa DOT is responsible for reviewing TAP funding within the CIRTPA planning area. CIRTPA will still be responsible for collecting and scoring projects using the locally approved scoring process. CIRTPA will also make recommendations to the state as to which projects should be funded.

CIRTPA will continue to use the established scoring process to collect, score, and recommend projects to the Iowa DOT. The scoring process is outlined below:

1. The CIRTPA TTC's TAP Subcommittee evaluates TAP projects using the Iowa DOT's scoring process:

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




recommends for inclusion in the draft CIRTPA TIP. The final projects selected for inclusion in the draft CIRTPA TIP will be determined by the CIRTPA TPC.

2. The CIRTPA and its staff will continue to work with the Iowa DOT and other MPOs and RPAs in the state to refine the TAP application and implementation process.
3. Representation on the TAP Subcommittee will be updated annually prior to the solicitation of the TAP applications. The TAP Subcommittee will have one representative from each county not applying for that year. Additionally, communities outside of the CIRTPA planning area and organizations related to TAP funded projects will have some representation on the subcommittee

The scoring criterion for TAP projects is located in Appendix C.

Highway Bridge Program Project Selection

The primary factor in Highway Bridge Program project selection is condition. Counties annually review the results from the bridge inspections and make funding decisions based on these reports. Other factors that are considered include traffic counts, freight movement, and detour lengths. For example, a bridge posted for weight limits that is on an important freight and farm goods route might be replaced before other bridge that are in worse condition but don't have a significant impact on traffic movements.



CHAPTER THREE

Funding Programs

The following chapter summarized the various funding program available for projects in the CIRPTA's planning area.

Surface Transportation Block Grant Program (STBG)

The purpose of the STBG is to provide flexible funding that may be used by localities for improvements on any Federal-aid highway, bridge projects on any public road, and intracity and intercity bus terminals and facilities. The STBG is also intended to provide funding for transit capital improvements, bicycle and pedestrian facilities, and regional transportation planning activities. The CIRPTA is allocated approximately \$5 million per year in STBG funding.

Transportation Alternatives Program Setaside (TAP)

The purpose of the TAP is to provide funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for the planning, design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

The CIRPTA groups activities into categories as follows:

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

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

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

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

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

The list of activities is intended to be illustrative, not exclusive. Measures in the activities listed, which go beyond what is customarily provided as environmental mitigation, are considered as Transportation Alternatives Programs. TAP projects are non-motorized transportation-related activities.

Transportation Alternative Program projects must have a relationship to surface transportation. Proximity to a roadway or transportation facility alone is not sufficient to establish a relationship to surface transportation. Project sponsors should provide a clear and credible description of this relationship in their project's proposal. The focus is on a clear and credible description of how the proposed TAP project relates to the surface transportation system. Several questions should be asked:

1. In what way(s) is the project related to surface transportation through present or past use as a transportation resource?
2. Is there a direct connection to a person or event nationally significant in the development of surface transportation?

3. What is the extent of the relationship(s) to surface transportation?
4. What groups and individuals are affected by the relationship(s)?
5. When did the relationship(s) start and end or does the relationship(s) continue?
6. Is a relationship substantial enough to justify the investment of transportation funds?

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

1. Surfacing or resurfacing of existing roads or construction of new roads;
2. Construction or surfacing of parking lots (unless trailhead parking lot);
3. Construction of low water crossings on roads;
4. Picnic shelters, picnic tables, grills (unless directly related to a trailhead);
5. Construction of new buildings (unless they are rest rooms or trailhead shelters in conjunction with trails that will accommodate bikes or pedestrians);
6. Mitigation or National Environmental Policy Act Section 106 documentation of a bridge replacement;
7. Applications without a public sponsor (city, State, or county agency);
8. Historic applications where the facility or structure is not eligible for the National Register of Historic Places (please review with the State Historic Preservation Office);
9. Historic preservation activities that do not demonstrate some significant historic connection with transportation system; and,
10. Normal environmental mitigation work.

Federal Funding Programs

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

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

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

Highway Safety Improvement Program (HSIP): This is a core federal-aid program that funds projects with the goal of achieving a significant reduction in traffic fatalities and serious injuries on public roads. A portion of this funding is targeted for use on local high-risk rural roads and railway-highway crossings.

Metropolitan Planning Program (PL): FHWA provides funding for this program to the State of Iowa based on urbanized area population. The funds are dedicated to support transportation planning projects in urbanized areas with more than 50,000 persons.

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

State Planning and Research (SPR): SPR funds are available to fund statewide planning and research activities. A portion of SPR funds are provided to RPAs to support transportation planning efforts.

Surface Transportation Block Grant Program (STBG): This program is designed to address specific issues identified by Congress and provides flexible funding for projects to preserve or improve the condition/performance of transportation facilities, including any federal-aid highway or public road bridge. STBG funding may be utilized on:

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

Iowa targets STBG funding to each of its 27 MPOs and RPAs on an annual basis for programming based on regional priorities. Iowa has implemented a Swap program that

allows MPOs and RPAs, at their discretion, to swap targeted federal STBG funding for state Primary Road Fund dollars.

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

Transportation Alternatives Setaside Program (TAP): This program is a setaside from the STBG program. The TAP program provides funding to expand travel choices and improve the transportation experience. Transportation Alternatives Program projects improve the cultural, historic, aesthetic, and environmental aspects of transportation infrastructure. Projects can include creation of bicycle and pedestrian facilities, and the restoration of historic transportation facilities, among others. It is important to note that some types of projects eligible under the SAFETEA-LU program Transportation Enhancements are no longer eligible, or have modified eligibility, under the TAP. All projects programmed with TAP funds should be verified to ensure compatibility with TAP eligibility.

Federal Lands Access Program (FLAP) and Tribal Transportation Program (TTP): The FLAP Program provides funding for projects that improve access within, and to, federal lands. The FLAP funding will be distributed through a grant process where a group of FHWA, Iowa DOT, and local government representatives will solicit, rank, and select projects to receive funding. The TTP provides safe and adequate transportation and public road access to and within Indian reservations and Indian lands. Funds are distributed based on a statutory formula based on tribal population, road mileage, and average tribal shares of the former Tribal Transportation Allocation Methodology.

National Highway Freight Program (NHFP): NHFP funds are distributed to states via a formula process and are targeted towards transportation projects that benefit freight movements. Ten percent of NHFP funds will be targeted towards non DOT sponsored projects.

State Funding Programs

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

City Bridge Program: portion of STBG funding dedicated to local bridge projects is set aside for the funding of bridge projects within cities. Eligible projects need to be classified as structurally deficient or functionally obsolete. Projects are rated and prioritized by the Office of Local Systems with awards based upon criteria identified in the application process. Projects awarded grant funding are subject to a federal-aid obligation limitation of \$1 million.

Iowa has implemented a Swap program that allows cities, at their discretion, to swap federal STBG funding for state Primary Road fund dollars.

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

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

Recreational Trail Program: This program provides federal funding for both motorized and nonmotorized trail projects and is funded through a takedown from Iowa’s TAP funding. The decision to participate in this program is made annually by the Iowa Transportation Commission.

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

Transit Funding Programs

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

Metropolitan Transportation Planning program (Section 5303 and 5305): FTA provides funding for this program to the state based on its urbanized area populations. The funds are dedicated to support transportation planning projects in urbanized areas with more than 50,000 persons.

Statewide Transportation Planning Program (Section 5304 and 5305): These funds come to the state based on population and are used to support transportation planning projects in non-urbanized areas. They are combined with the Section 5311 funds and allocated among Iowa's RPAs.

Urbanized Area Formula Grants program (Section 5307): FTA provides transit operating, planning, and capital assistance funds directly to local recipients in urbanized areas with populations between 50,000 and 200,000. Assistance amounts are based on population and density figures and transit performance factors for larger areas. Local recipients must apply directly to the FTA.

Bus and Bus Facilities Program (Section 5339): This formula program provided federal assistance for major capital needs, such as fleet replacement and construction of transit facilities. All transit systems in the state are eligible for this program.

Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310): Funding is provided through this program to increase the mobility for the elderly and persons with disabilities. Part of the funding is administered along with the Non-Urbanized funding with the remaining funds allocated among urbanized transit systems in areas with a population of less than 200,000. Urbanized areas with more than 200,000 in population receive a direct allocation.

Non-Urbanized Area Formula Program (Section 5311): This program provides capital and operating assistance for rural and small urban transit systems. Fifteen percent of these funds are allocated to Intercity Bus projects. A portion of the funding is also allocated to support rural transit planning. The remaining funds are combined with

the rural portion (30 percent) of Section 5310 funds and allocated among regional and small urban transit systems based on their relative performance in the prior years.

Rural Transit Assistance Program (RTAP - Section 5311(b)(3)): This funding is also used for statewide training events and to support transit funding fellowships for regional and small urban transit staff or planners.

TAP Flexible Funds: Certain Title 23 funds may be used for transit purposes. Transit capital assistance is an eligible use of STBG funds. Transit capital and start-up operating assistance is an eligible use of ICAAP funds. When ICAAP and STBG funds are programmed for transit projects, they are transferred to the FTA. The ICAAP funds are applied for and administered by the Office of Public Transit. STBG funds for small urban and regional transit systems are also administered by the Office of Public Transit.

State Transit Assistance (STA): All public transit systems are eligible for funding. These funds can be used by the public transit system for operating, capital, or planning expenses related to the provision of open-to-the-public passenger transportation. The majority of the funds received in a fiscal year are distributed to individual transit systems are the basis of a formula using performance statistics from the most recent available year.

- **STA Special Projects:** Each year up to \$300,000 of the total STA funds are set aside to fund “special projects.” These can include grants to individual systems to support transit services that are developed in conjunction with human services agencies. Grants can also be awarded to statewide projects that improve public transit in Iowa through such means as technical training for transit system or planning agency personnel, statewide marketing campaigns, etc. This funding is also used to mirror the RTAP to support individual transit training fellowships for large urban transit staff or planners.
 - **STA Coordination Special Projects:** Funds provide assistance with startup of new services that have been identified as needs by health, employment, or human services agencies participating in the passenger transportation planning process.

Public Transit Infrastructure Grant Fund: This is a state program that can fund transit facility projects that involve new construction, reconstruction, or remodeling. To qualify, projects must include a vertical component.

FHWA Funding Transferred to FTA

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

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

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

CHAPTER FOUR

Federal Fiscal Year 2022 Status Reports

The following are status reports of all Federal-aid projects programmed to utilize FHWA or FTA funds in FFY 2022. The status of projects may include a notice of receiving Federal authorization, letting, canceling, rolling over, or scheduled letting before October 1, 2022.

TABLE 4.1 City of Boone

Fund Category	Project Number	Location/Description	TPMS	Status
SWAP-STBG	STBG-SWAP-0750()-SG-08	In the city of Boone, On W Park Ave approx. 750 ft W of Westwood Blvd to S Marion St approx. 1,000 ft S of Madison St	48675	Rolled to FFY 2023

TABLE 4.2 Boone County

Fund Category	Project Number	Location/Description	TPMS	Status
SWAP-STBG	STBG-SWAP-C008(88)--FG-08	On E26, approximately .58 miles west and .50 miles east of the Des Moines River	35889	Let May 2022
SWAP-HBP	BROS-SWAP-C008(78)--FE-08	On J Ave, Over UP RR, S27 T84 R27	35884	Letting October 2022
SWAP-STBG	STBG-SWAP-C008(87)--SK-08	On X AVE, Over ONION CREEK, S25 T84 R25	45720	Letting September 2022
SWAP-CMAQ	ICAAP-SWAP-C008()-FH-08	On R AVE, S23 T84 R26	45465	Let June 2022
STBG-TAP	TAP-R-C008(086)--8T-08	High Trestle to City of Boone Trail - Phase 1	39404	Let January 2022

TABLE 4.3 Dallas County

Fund Category	Project Number	Location/Description	TPMS	Status
SWAP-HBP	BROS-SWAP-C025(119)--SE-25	On 270th Street, Over Panther Creek, on the south line of S15, T79N, R28W, Colfax Township	36286	Let April 2022
SWAP-HSIP	HSIP-SWAP-C025(126)--FJ-25	On P-46, from Highway 141 N 2.0 miles to Greene Co., Dallas Township	8948	Rolled to FFY 2023

Fund Category	Project Number	Location/Description	TPMS	Status
STBG-HBP	BROS-C025(113)--8J-25	On 170th St, Over Slough Creek, S27 T81 R27	32547	Let February 2022
RTP	NRT-C025(125)--9G-25	Raccoon River Valley Trail south loop Bridge/Trail: Redfield to Linden	49772	Rolled to FFY 2023

TABLE 4.4 Heart of Iowa Regional Transit

Fund Category	Location/Description	TPMS	Status
5339	Light Duty Bus (176" wb)	4452	Rolled to FFY 2023
5339	Light Duty Bus (176" wb)	4460	Completed February 2022
5339	Light Duty Bus (176" wb)	4463	Rolled to FFY 2023
STP	Conversion Van	5157	Removed
5339	Minivan	5977	Completed February 2022
5339	Conversion Van	5992	Removed
5339	Light Duty Bus (176" wb)	6209	Rolled to FFY 2023
5311, STA	Day to Day Operations/Adm	6210	Ongoing
5339	Light Duty Bus (176" wb)	6212	Rolled to FFY 2023
5339	Light Duty Bus (158" wb)	6213	Completed February 2022
5339	Light Duty Bus (138" wb)	6214	Rolled to FFY 2023
5339	Minivan	6215	Rolled to FFY 2023
PTIG	Boone Bus Parking	6541	Rolled to FFY 2023
STP	Conversion Van	6542	Removed
5339	HIRTA Admin / Bus Facility	6543	Rolled to FFY 2023
5339	Light Duty Bus (176" wb)	6568	Rolled to FFY 2023

Fund Category	Location/Description	TPMS	Status
5339	Light Duty Bus (176" wb	6569	Rolled to FFY 2023
5339	Light Duty Bus (176" wb	6570	Rolled to FFY 2023
5339	Light Duty Bus (176" wb	6571	Rolled to FFY 2023
5339	Light Duty Bus (176" wb	6573	Rolled to FFY 2023
5339	Electric Charging Station Infrastructure	6574	Rolled to FFY 2023

TABLE 4.5 City of Indianola

Fund Category	Project Number	Location/Description	TPMS	Status
SWAP-STBG	STBG-SWAP-3680(621)--SG-91	In the city of Indianola, East Hillcrest Avenue from North Jefferson Way to North 14th Street	45451	Rolled to FFY 2023

TABLE 4.6 Iowa Department of Transportation

Fund Category	Project Number	Location/Description	TPMS	Status
NHPP	IM-80(--13-25	I-80: US 6/169 IN DE SOTO TO CO RD R16	38066	Let July 2021
PRF	BRFN-6(--39-50	US6: DITCH 0.2 MI E OF CO RD T12	37955	Let November 2021
PRF	NHSN-6(--2R-25	US6: S OF 302ND PL TO GREENWOOD HILLS DR IN ADEL (STATE SHARE)	38185	Rolled to FFY 2023
PRF	IMN-35(--0E-91	I-35: CO RD G64 INTERCHANGE	38141	Let October 2021
PRF	IMN-35(--0E-91	I-35: CO RD G50 INTERCHANGE 4.7 MI S OF IA 92	38142	Letting October 2022
PRF	BRFN-65(--39-77	US65: SKUNK RIVER 7.6 MI N OF I-80 (NB)	38006	Let October 2021
NHPP	IMX-80(--02-50	I-80: 2.6 MI E OF CO RD S27 TO 0.8 MI E OF IA 14 (EB)	45390	Let February 2022
NHPP	IMX-80(--02-50	I-80: 2.6 MI E OF CO RD S27 TO 1.3 MI E OF CO RD T14 (WB)	45388	Let February 2022
STBG	STP-117(--2C-50	IA117: N OF E 2ND ST IN PRAIRIE CITY TO CO RD F48 IN COLFAX	48479	Let December 2021
PRF	IMN-80(--0E-50	I-80: CO RD T14 AND IA 224 INTERCHANGE RAMPS	45392	Let December 2021

Fund Category	Project Number	Location/Description	TPMS	Status
NHPP	NHSX-30()--3H-85	US30: CO RD S14 IN NEVADA	39357	Rolled to FFY 2023
PRF	NHSN-6()--2R-50	NHSN-6()--2R-50	48542	Let July 2021
PRF	STPN-6()--2J-50	US6: 0.6 MI W OF POWESHIEK CO	48544	Let July 2021
PRF	STPN-6()--2J-50	US6: 0.7 MI W OF IA 224	48545	Let July 2021
HSIP	HSIPX-69()--3L-85	US69: CO RD E57 INTERSECTION	48551	Let January 2021
PRF	NHSN-163()--2R-63	IA163: 198TH AVE INTERSECTION	48558	Let August 2021
PRF	STPN-117()--2J-50	IA117: SOUTH SKUNK RIVER NORTH 1000 FT	48560	Let June 2022
NHPP	BRF-210()--38-8	IA210: DES MOINES RIVER 0.3 MI E OF CO RD E62	37885	Let March 2022
PRF	BRFN-169()--39-61	US169: NORTH RIVER 3.5 MI N OF N JCT IA 92	37975	Let October 2021
PRF	BRFN-117()--39-50	IA117: SQUAW CREEK 1.7 MI N OF CO RD S6G	37957	Let December 2021
NHPP	NHSX-169()--3H-25	US169: S OF N RACCOON RIVER OVERFLOW TO IA 44	48620	Let June 2022
NHPP	NHSX-30()--3H-8	US30: 0.5 MI E OF IA 17 TO 230TH ST AND IA 17 .3 MI S OF US 30 TO 0.5 MI N OF US 30	48501	Let January 2022
NHPP	IM-NHS-80()--03-50	I-80: E OF IA 224 TO NORTH SKUNK RIVER 2.1 MI E OF IA 224	38150	Let December 2021
STBG	STP-17()--2C-8	IA17: 0.5 MI N OF US 30 TO 3.0 MI N (STATE SHARE)	38272	Rolled to FFY 2023
NHPP	NHSX-030-5(290)--3H-85	US 30: E of Co Rd S27 to 0.4 miles W of US 65 (EB)	50928	Let June 2022
HSIP	IHSIPX-035-2(486)52--08-91	I-35: Co Rd G-50/St Charles interchange to Clanton Creek	50938	Let June 2022
NHPP	IM-NHS-35()--03-91	I-35: N OF IA 92 TO S OF NORTH RIVER (SB)	39367	Let May 2022

TABLE 4.7 Jasper County

Fund Category	Project Number	Location/Description	TPMS	Status
SWAP-STBG	STBG-SWAP-C050(125)--FG-50	On F62, from State Highway 163 East 4.3 Miles to State Highway 14	36033	Letting August 2022

Fund Category	Project Number	Location/Description	TPMS	Status
CHBP	BRS-CHBP-C050(129)--GB-50	On F-24, Over Clear Creek, S2 T80 R21	15532	Letting September 2022
CHBP	BRS-CHBP-C050(128)--GB-50	On T38, Over SUGAR CREEK, S13 T80 R17	37403	Letting September 2022
MISC	FLAP-C050()--7L-50	From Commerce Drive in Prairie City to NE 116th Street near Mitchellville	48393	Rolled to FFY 2023

TABLE 4.8 Madison County

Fund Category	Project Number	Location/Description	TPMS	Status
SWAP-STBG	STBG-SWAP-C061()--FG-61	On G61 (MACKSBURG RD), from ADAIR/MADISON COUNTY LINE EAST 6 Miles to FIELDSTONE AVE.	10913	Rolled to FFY 2023
SWAP-HBP	BROS-SWAP-C061()--FE-61	On R21, Over BRANCH TO CLANTON CREEK, at S1 T74 R27	32498	Rolled to FFY 2023
SWAP-HBP	BRS-SWAP-C061(115)--FF-61	On R35 (BEV. PARK RD.), Over CLANTON CREEK, S12 T75 R26	37567	Letting August 2022
SWAP-HBP	BRS-SWAP-2215(601)--FF-61	On R21 (PERU RD), Over CLANTON CREEK, S12 T74 R27	37566	Letting October 2022

TABLE 4.9 Marion County

Fund Category	Project Number	Location/Description	TPMS	Status
SWAP-STBG	STBG-SWAP-C063(141)--FG-63	On G 76, from IA 5 to Van Buren Dr. S11 T74 R19	44729	Let January 2022
SWAP-HBP	BROS-SWAP-C063(138)--SE-63	On STORY DR, Over ENGLISH CREEK, from 103rd to 94th S16 T74 R20	44730	Let October 2021

TABLE 4.10 City of Newton

Fund Category	Project Number	Location/Description	TPMS	Status
SWAP-STBG	STBG-SWAP-5482(622)--SG-50	In the city of Newton, Union Drive Reconstruction, from aprox 520ft S of N 4th Avenue to aprox 80ft N of N 19th Avenue	29505	Rolled to FFY 2023

TABLE 4.11 RPA-11

Fund Category	Project Number	Location/Description	TPMS	Status
STBG	RGPL-PA11()-ST-00	HIRTA: Vehicle Purchase	36937	FHWA Authorized

TABLE 4.12 Story County

Fund Category	Project Number	Location/Description	TPMS	Status
SWAP-STBG	STBG-SWAP-C085(164)--FG-85	On R38, from Slater City Limits north 8.0 Miles	36012	Let January 2022

CHAPTER FIVE

Federal Highway Administration Projects

The first FFY in the FFY 2023-2026 TIP is referred to as the Annual Element. Projects for the entire four years (FFY 2023-2026) are listed together by funding program and in order of FFY. The CIRTPA's program for FFY 2023-2026 contains 101 projects with a total cost of approximately \$260,376,251. Of the 101 projects in the CIRTPA's program, 90 projects totaling \$247,092,120 are roadway transportation improvements. Eleven projects totaling \$13,284,131 are bicycle and pedestrian improvements.

Program Format

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

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

CHAPTER SIX

Federal Transit Administrations Projects

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

Program Format

The project listing is organized by TIP funding program. The sponsor name, project number, project location, project description, project funding, programmed amounts by year, and Transit Number are shown for each project within the different TIP funding categories. The Transit Number is a unique number given to each project included in the CIRTPA's Transit Program.

Project Total refers to the total cost of the project. Federal-Aid refers to the amount of Federal-Aid (FA) the project has received. State-Aid (SA) refers to the amount of funding the transit provider has received from the State.

CHAPTER SEVEN

Financial Plan

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

Federal Highway Administration Projects

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

The FFY 2023-2026 TIP is fiscally constrained by funding sources. Funding sources include Federal, State, and local financial resources. The CIRTPA recognizes that in the event of Federal, State, and local funding changes, amendments, or revisions, it will need to reflect the change in project funds within the FFY 2023-2026 TIP.

CIRTPA Federal-aid Funding Sources

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

Table 7.1 displays a listing of all Federal-Aid funding sources in the TIP and the amount of Federal funds committed by source and the total project cost of all projects utilizing Federal fund by funding

source for FFYs 2023-2026. **Table 7.2** displays a listing of all SWAP funding sources in the TIP and the amount of SWAP funds committed by source and the total project cost of all projects utilizing SWAP fund by funding source for FFYs 2023-2026. **Tables 7.3** and **7.4** displays the financial constraint of the STBG and TAP funding sources for Federal Fiscal Years 2023-2026, breaking down all revenues, expenditures, programmed funds, adjustments, and returns.

TABLE 7.1 CIRTPA Federal-Aid Funding Sources

Federal-Aid Funding Sources	2023		2024		2025		2026	
	Total Cost	Federal Aid	Total Cost	Federal Aid	Total Cost	Federal Aid	Total Cost	Federal Aid
DEMO	\$1,800,000	\$550,000	\$0	\$0	\$0	\$0	\$0	\$0
HBP	\$12,280,000	\$9,064,000	\$5,009,000	\$3,807,200	\$27,783,000	\$22,992,400	\$7,640,000	\$6,232,000
HSIP	\$660,000	\$594,000	\$0	\$0	\$0	\$0	\$0	\$0
NHPP	\$43,040,000	\$36,066,550	\$30,493,000	\$28,818,450	\$9,986,000	\$8,000,750	\$47,772,000	\$42,346,450
PRF	\$5,042,000	\$0	\$4,083,000	\$0	\$3,186,000	\$0	\$0	\$0
STBG	\$5,200,000	\$4,160,000	\$6,217,451	\$3,277,333	\$7,400,000	\$2,740,000	\$5,000,000	\$4,000,000
STBG-HBP	\$0	\$0	\$1,400,000	\$1,200,000	\$900,000	\$600,000	\$0	\$0
STBG-TAP	\$2,232,000	\$1,135,000	\$320,000	\$150,000	\$674,000	\$250,000	\$2,276,700	\$817,700
Totals	\$70,254,000	\$51,569,550	\$47,522,451	\$37,252,983	\$49,929,000	\$34,583,150	\$62,688,700	\$53,396,150

TABLE 7.2 CIRTPA SWAP Funding Sources

SWAP Funding Sources	2023		2024		2025		2026	
	Total Cost	SWAP	Total Cost	SWAP	Total Cost	SWAP	Total Cost	SWAP
SWAP-HBP	\$3,350,000	\$2,590,000	\$0	\$0	\$0	\$0	\$1,250,000	\$1,250,000
SWAP-HSIP	\$5,500,000	\$1,376,000	\$0	\$0	\$0	\$0	\$0	\$0
SWAP-STBG	\$13,038,100	\$9,984,000	\$2,160,000	\$2,160,000	\$2,109,000	\$2,109,000	\$2,575,000	\$2,575,000
Totals	\$21,888,100	\$13,950,000	\$2,160,000	\$2,160,000	\$2,109,000	\$2,109,000	\$3,825,000	\$3,825,000

TABLE 7.3 CIRTPA Surface Transportation Program Financial Constraint

	2023	2024	2025	2026
Unobligated Balance (Carryover)	\$10,870,066	\$2,052,613	\$4,160,400	\$4,078,372
STBG Target	\$5,906,57	\$6,020,000	\$6,137,700	\$6,255,000
Subtotal	\$16,776,613	\$8,072,613	\$10,297,400	\$10,333,372
Transfer Out	\$0	\$0	\$0	\$0
Programmed STBG Funds	\$14,724,000	\$3,912,213	\$6,219,028	\$275,220
Balance	\$2,052,613	\$4,160,400	\$4,078,372	\$10,058,152

Based on Iowa Department of Transportation's Fiscal Year 2021 2nd Quarter Status Report.

TABLE 7.4 CIRTPA Transportation Alternatives Program Financial Constraint

	2023	2024	2025	2026
Unobligated Balance (Carryover)	\$394,781	\$-71,298	\$359,702	\$703,702
TAP Target	\$568,921	\$581,000	\$250,000	\$607,000
Subtotal	\$963,702	\$509,702	\$953,702	\$1,310,702
Transfer Out	\$0	\$0	\$0	\$0
Programmed TAP Funds	\$1,035,000	\$150,000	\$250,000	\$817,700
Balance	\$-71,298	\$359,702	\$703,702	\$493,002

Based on Iowa Department of Transportation's Fiscal Year 2021 2nd Quarter Status Report.

Operations and Maintenance Costs and Projections

The following tables demonstrate the costs of operations and maintenance to the Federal-aid System.

Table 7.5 contains the operation and maintenance costs on Federal-aid city streets within each city in the CIRTPA. **Tables 7.6** and **7.7** contain the projected operation and maintenance costs on Federal-aid city streets within each city in the CIRTPA based on data in **Table 7.5**.

TABLE 7.5 2021 CIRTPA City Street Operations and Maintenance Expenditures on Federal-Aid Routes

City/County Name	On-System Miles	Total Miles	Percentage Federal-Aid Routes	Total Roadway Maintenance	Total Operations	Maintenance on Federal-Aid Routes	Operations on Federal-Aid Routes
Boone County	2.24	36.70	0.06	\$565,830	\$334,137	\$59,091	\$31,885
Boone	28.33	96.87	0.29	\$116,418	\$1,547,846	\$34,051	\$452,740
Dallas County	12.70	76.50	0.17	\$589,504	\$1,013,768	\$82,293	\$129,187
Adel	2.61	31.85	0.08	\$185,094	\$516,866	\$15,151	\$42,309
Perry	11.79	45.24	0.26	\$43,911	\$1,341,212	\$11,833	\$361,455
Jasper County	6.51	73.48	0.09	\$439,297	\$846,658	\$33,304	\$75,071
Newton	24.76	91.79	0.27	\$127,331	\$1,813,402	\$34,301	\$488,510
Madison County	3.83	37.74	0.10	\$656,521	\$156,553	\$48,436	\$11,714
Winterset	6.66	38.03	0.18	\$33,941	\$549,881	\$5,944	\$96,302
Marion County	6.97	39.12	0.18	\$406,362	\$330,602	\$71,955	\$78,735
Knoxville	11.18	43.84	0.26	\$63,460	\$676,862	\$16,182	\$172,604
Pella	15.89	61.30	0.26	\$229,449	\$908,705	\$59,496	\$235,630
Polk County	2.32	15.30	0.15	\$213,543	\$176,650	\$16,887	\$285,330
Story County	7.86	63.26	0.12	\$1,371,266	\$864,521	\$234,688	\$87,066
Huxley	1.85	19.76	0.09	\$12,963	\$361,849	\$1,213	\$33,874
Nevada	14.91	45.42	0.33	\$53,971	\$885,804	\$17,710	\$290,678
Story City	3.14	22.49	0.14	\$327,574	\$669,762	\$45,793	\$93,629
Warren County	1.04	26.64	0.04	\$286,197	\$283,870	\$9,835	\$16,125
Indianola	15.34	71.93	0.21	\$198,878	\$2,244,933	\$42,418	\$478,823
Totals	223.09	1,280.64	0.17	\$9,353,489	\$20,483,772	\$1,355,330	\$3,694,092

Source: 2021 City Street Finance Reports

TABLE 7.6 CIRTPA Forecasted City Street Maintenance Expenditures on Federal-Aid Routes

City/County Name	2022	2023	2024	2025	2026	2027
Boone County	\$61,455	\$63,913	\$66,469	\$69,128	\$71,893	\$74,769
Boone	\$35,413	\$36,830	\$38,303	\$39,835	\$41,428	\$43,085
Dallas County	\$85,585	\$89,008	\$92,568	\$96,271	\$100,122	\$104,127
Adel	\$15,757	\$16,387	\$17,043	\$17,725	\$18,434	\$19,171
Perry	\$12,306	\$12,799	\$13,311	\$13,843	\$14,397	\$14,973
Jasper County	\$34,636	\$36,022	\$37,462	\$38,961	\$40,519	\$42,140
Newton	\$35,673	\$37,100	\$38,584	\$40,127	\$41,732	\$43,402
Madison County	\$50,373	\$52,388	\$54,484	\$56,663	\$58,930	\$61,287
Winterset	\$6,182	\$6,429	\$6,686	\$6,954	\$7,232	\$7,521
Marion County	\$74,833	\$77,827	\$80,940	\$84,177	\$87,544	\$91,046
Knoxville	\$16,829	\$17,502	\$18,203	\$18,931	\$19,688	\$20,475
Pella	\$61,876	\$64,351	\$66,925	\$69,602	\$72,386	\$75,281
Polk County	\$17,562	\$18,265	\$18,996	\$19,755	\$20,546	\$21,367
Story County	\$244,076	\$253,839	\$263,992	\$274,552	\$285,534	\$296,955
Huxley	\$1,262	\$1,312	\$1,364	\$1,419	\$1,476	\$1,535
Nevada	\$18,418	\$19,155	\$19,921	\$20,718	\$21,547	\$22,409
Story City	\$47,625	\$49,530	\$51,511	\$53,571	\$55,714	\$57,943
Warren County	\$10,228	\$10,638	\$11,063	\$11,506	\$11,966	\$12,444
Indianola	\$44,115	\$45,879	\$47,714	\$49,623	\$51,608	\$53,672
Totals	\$1,409,544	\$1,465,925	\$1,524,562	\$1,585,545	\$1,648,967	\$1,714,925

Source: 2021 City Street Finance Reports

TABLE 7.7 CIRTPA Forecasted City Street Operation Expenditures on Federal-Aid Routes

City/County Name	2022	2023	2024	2025	2026	2027
Boone County	\$33,160	\$34,487	\$35,866	\$37,301	\$38,793	\$40,345
Boone	\$470,850	\$489,684	\$509,271	\$529,642	\$550,827	\$572,861
Dallas County	\$134,354	\$139,729	\$145,318	\$151,131	\$157,176	\$163,463
Adel	\$44,001	\$45,761	\$47,592	\$49,496	\$51,475	\$53,534
Perry	\$375,913	\$390,950	\$406,588	\$422,851	\$439,765	\$457,356
Jasper County	\$78,074	\$81,197	\$84,445	\$87,822	\$91,335	\$94,989
Newton	\$508,050	\$528,372	\$549,507	\$571,488	\$594,347	\$618,121
Madison County	\$12,183	\$12,670	\$13,177	\$13,704	\$14,252	\$14,822
Winterset	\$100,154	\$104,160	\$108,327	\$112,660	\$117,166	\$121,853
Marion County	\$81,884	\$85,160	\$88,566	\$92,109	\$95,793	\$99,625
Knoxville	\$179,508	\$186,688	\$194,156	\$201,922	\$209,999	\$218,399
Pella	\$245,055	\$254,857	\$265,052	\$275,654	\$286,680	\$298,147
Polk County	\$296,743	\$308,613	\$320,957	\$333,796	\$347,148	\$361,033
Story County	\$90,549	\$94,171	\$97,937	\$101,855	\$105,929	\$110,166
Huxley	\$35,229	\$36,638	\$38,104	\$39,628	\$41,213	\$42,861
Nevada	\$302,305	\$314,397	\$326,973	\$340,052	\$353,654	\$367,800
Story City	\$97,374	\$101,269	\$105,320	\$109,533	\$113,914	\$118,471
Warren County	\$16,770	\$17,441	\$18,138	\$18,864	\$19,619	\$20,403
Indianola	\$497,976	\$517,895	\$538,611	\$560,155	\$582,561	\$605,864
Totals	\$3,841,856	\$3,995,530	\$4,155,351	\$4,321,565	\$4,494,428	\$4,674,205

Source: 2021 City Street Finance Reports

Table 7.8 contains the operation and maintenance costs on Federal-aid county roads within each county in the CIRTPA. **Tables 7.9 and 7.10** contain the projected maintenance and operation costs on Federal-aid county roads within each county in the CIRTPA based on data in **Table 7.8**.

TABLE 7.8 2021 CIRTPA County Road Operations and Maintenance Costs on Federal-Aid Routes

County Name	On-System Miles	Total Miles	Percentage Federal-Aid Routes	Total Maintenance Cost	Total Operations Cost	Maintenance Cost on Federal-Aid Routes	Operations Cost on Federal-Aid Routes
Boone County	300.715	969.840	0.31	4,506,925	2,848,668	1,397,447	883,277
Dallas County	282.044	850.984	0.33	6,201,676	3,535,857	2,055,439	1,171,899
Jasper County	410.076	1212.531	0.34	5,263,059	2,351,439	1,779,958	795,253
Madison County	335.006	906.581	0.37	3,712,978	1,601,807	1,372,045	591,911
Marion County	315.010	850.443	0.37	4,668,785	2,098,521	1,729,350	777,307
Polk County	322.582	721.268	0.45	6,196,132	3,429,863	2,771,176	1,533,982
Story County	364.112	925.371	0.39	4,329,913	2,395,387	1,703,720	942,529
Warren County	323.596	860.574	0.38	4,882,680	2,297,342	1,836,002	863,855
Totals	2,653.141	7297.592	0.36	39,762,148	20,558,884	14,645,137	7,560,012

Source: 2021 County Engineers Annual Report

TABLE 7.9 CIRTPA Forecasted County Road Maintenance Costs on Federal-Aid Routes

County Name	2022	2023	2024	2025	2026	2027
Boone County	\$1,453,345	\$1,511,479	\$1,571,938	\$1,634,815	\$1,700,208	\$1,768,216
Dallas County	\$2,137,657	\$2,223,163	\$2,312,089	\$2,404,573	\$2,500,756	\$2,600,786
Jasper County	\$1,851,156	\$1,925,203	\$2,002,211	\$2,082,299	\$2,165,591	\$2,252,215
Madison County	\$1,426,927	\$1,484,004	\$1,543,364	\$1,605,099	\$1,669,303	\$1,736,075
Marion County	\$1,798,524	\$1,870,465	\$1,945,284	\$2,023,095	\$2,104,019	\$2,188,179
Polk County	\$2,882,023	\$2,997,304	\$3,117,196	\$3,241,884	\$3,371,559	\$3,506,422
Story County	\$1,771,869	\$1,842,744	\$1,916,453	\$1,993,111	\$2,072,836	\$2,155,749
Warren County	\$1,909,442	\$1,985,820	\$2,065,253	\$2,147,863	\$2,233,777	\$2,323,128
Totals	\$15,230,942	\$15,840,180	\$16,473,787	\$17,132,739	\$17,818,048	\$18,530,770

Source: 2021 County Engineers Annual Report

TABLE 7.10 CIRTPA Forecasted County Road Operations Costs on Federal-Aid Routes

County Name	2022	2023	2024	2025	2026	2027
Boone County	\$918,608	\$955,352	\$993,566	\$1,033,309	\$1,074,642	\$1,117,627
Dallas County	\$1,218,775	\$1,267,526	\$1,318,227	\$1,370,956	\$1,425,794	\$1,482,826
Jasper County	\$827,063	\$860,146	\$894,551	\$930,334	\$967,547	\$1,006,249
Madison County	\$615,587	\$640,211	\$665,819	\$692,452	\$720,150	\$748,956
Marion County	\$808,399	\$840,735	\$874,365	\$909,339	\$945,713	\$983,541
Polk County	\$1,595,341	\$1,659,155	\$1,725,521	\$1,794,542	\$1,866,324	\$1,940,977
Story County	\$980,230	\$1,019,439	\$1,060,217	\$1,102,626	\$1,146,731	\$1,192,600
Warren County	\$898,409	\$934,346	\$971,719	\$1,010,588	\$1,051,012	\$1,093,052
Totals	\$7,862,412	\$8,176,909	\$8,503,985	\$8,844,145	\$9,197,911	\$9,565,827

Source: 2021 County Engineers Annual Report

Non-Federal-aid Revenue Sources and Projections

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

Table 7.11 contains the receipts for the Road Use Tax Fund and other road monies on Federal-aid routes within each city in the CIRTPA. **Table 7.12** contains the projected revenues on Federal-aid routes within each city in the CIRTPA based on data in **Table 7.11**.

Table 7.13 contains the receipts for Farm-to-Market Federal-aid routes within each county in the CIRTPA. **Table 7.14** contains the projected revenues for Farm-to-Market Federal-aid routes within each county in the CIRTPA based on data in **Table 7.13**.

Table 7.15 contains the receipts for the Secondary Road Fund Federal-aid routes within each county in the CIRTPA. **Table 7.16** contains the projected revenues for the Secondary Road Fund Federal-aid routes within each county in the CIRTPA based on data in **Table 7.15**.

TABLE 7.11 2021 CIRTPA City Street Fund Receipts

City/County Name	Total Road Use Tax Fund Receipts	Total Other Road Monies Receipts	Total Service Debt Receipts	Total Non-Federal Road Fund Receipts
Boone County	\$440,200	\$728,832	\$109,800	\$1,278,832
Boone	\$1,894,874	\$1,339,187	\$175,511	\$3,409,572
Dallas County	\$1,249,642	\$1,271,825	\$439,841	\$2,689,233
Adel	\$557,624	\$533,490	\$109,800	\$1,485,368
Perry	\$1,152,6998	\$3,365,377	\$619,610	\$5,137,686
Jasper County	\$1,321,173	\$1,584,940	\$253,363	\$3,159,475
Newton	\$4,336,461	\$256,824	\$1,602,609	\$6,195,894
Madison County	\$791,610	\$1,081,671	\$438,542	\$2,311,823
Winterset	\$776,747	\$113,610	\$775,503	\$1,665,860
Marion County	\$1,066,258	\$220,897	\$356,762	\$1,643,917
Knoxville	\$1,094,603	\$319,839	\$0	\$1,414,442
Pella	\$1,560,955	\$2,180,811	\$0	\$3,741,766
Polk County	\$284,576	\$95,122	\$0	\$379,698
Story County	\$1,118,410	\$546,128	\$824,957	\$2,489,495
Huxley	\$507,510	\$4,901	\$335,568	\$847,979
Nevada	\$1,017,404	\$536,956	\$1,345,317	\$2,899,677
Story City	\$513,491	\$1,075,309	\$459,533	\$2,048,333
Warren County	\$420,276	\$217,315	\$26	\$637,617
Indianola	\$2,215,427	\$6,850,774	\$1,620,000	\$10,686,201
Totals	\$22,657,279	\$18,892,877	\$9,751,196	\$54,460,208

Source: 2021 City Street Finance Reports

TABLE 7.12 CIRTPA Forecasted City Street Fund Revenue

City/County Name	2022	2023	2024	2025	2026	2027
Boone County	\$1,329,985	\$1,383,185	\$1,438,512	\$1,496,053	\$1,555,895	\$1,618,130
Boone	\$3,545,955	\$3,687,793	\$3,835,305	\$3,988,717	\$4,148,266	\$4,314,196
Dallas County	\$2,796,802	\$2,908,674	\$3,025,021	\$3,146,022	\$3,271,863	\$3,402,738
Adel	\$1,544,783	\$1,606,574	\$1,670,837	\$1,737,670	\$1,807,177	\$1,879,464
Perry	\$5,343,193	\$5,556,921	\$5,779,198	\$6,010,366	\$6,250,781	\$6,500,812
Jasper County	\$3,285,854	\$3,417,288	\$3,553,980	\$3,696,139	\$3,843,984	\$3,997,744
Newton	\$6,443,730	\$6,701,479	\$6,969,538	\$7,248,320	\$7,538,252	\$7,839,783
Madison County	\$2,404,296	\$2,500,468	\$2,600,486	\$2,704,506	\$2,812,686	\$2,925,194
Winterset	\$1,732,494	\$1,801,794	\$1,873,866	\$1,948,821	\$2,026,773	\$2,107,844
Marion County	\$1,709,674	\$1,778,061	\$1,849,183	\$1,923,150	\$2,000,076	\$2,080,079
Knoxville	\$1,471,020	\$1,529,860	\$1,591,055	\$1,654,697	\$1,720,885	\$1,789,720
Pella	\$3,891,437	\$4,047,094	\$4,208,978	\$4,377,337	\$4,552,430	\$4,734,528
Polk County	\$394,886	\$410,681	\$427,109	\$444,193	\$461,961	\$480,439
Story County	\$2,589,075	\$2,692,638	\$2,800,343	\$2,912,357	\$3,028,851	\$3,150,005
Huxley	\$881,898	\$917,174	\$953,861	\$992,015	\$1,031,696	\$1,072,964
Nevada	\$3,015,664	\$3,136,291	\$3,261,742	\$3,392,212	\$3,527,900	\$3,669,016
Story City	\$2,130,266	\$2,215,477	\$2,304,096	\$2,396,260	\$2,492,110	\$2,591,795
Warren County	\$663,122	\$689,647	\$717,232	\$745,922	\$775,759	\$806,789
Indianola	\$11,113,649	\$11,558,195	\$12,020,523	\$12,501,344	\$13,001,397	\$13,521,453
Totals	\$56,638,616	\$58,904,161	\$61,260,327	\$63,710,741	\$66,259,170	\$68,909,537

Source: 2019 City Street Finance Reports

TABLE 7.13 State Fiscal Year 2021 CIRTPA Farm-to-Market Receipts

County Name	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Total
Boone County	\$367,985	\$340,157	\$249,709	\$257,545	\$1,215,396
Dallas County	\$405,505	\$374,840	\$275,169	\$283,804	\$1,339,317
Jasper County	\$497,834	\$460,187	\$337,822	\$348,423	\$1,644,266
Madison County	\$350,319	\$323,827	\$237,720	\$245,180	\$1,157,046
Marion County	\$417,578	\$386,000	\$283,361	\$292,254	\$1,379,192
Polk County	\$664,897	\$614,616	\$451,188	\$465,346	\$2,196,046
Story County	\$408,079	\$377,219	\$276,915	\$285,605	\$1,347,818
Warren County	\$451,193	\$417,073	\$306,172	\$315,780	\$1,490,217
Totals	\$3,563,389	\$3,293,917	\$2,418,056	\$2,493,937	\$11,769,299

Source: Iowa Department of Transportation

TABLE 7.14 CIRTPA Forecasted Farm-to-Market Revenue

County Name	2022	2023	2024	2025	2026	2027
Boone County	\$1,264,012	\$1,314,573	\$1,367,155	\$1,421,842	\$1,478,715	\$1,537,864
Dallas County	\$1,392,890	\$1,448,605	\$1,506,549	\$1,566,811	\$1,629,484	\$1,694,663
Jasper County	\$1,710,036	\$1,778,438	\$1,849,575	\$1,923,558	\$2,000,501	\$2,080,521
Madison County	\$1,203,328	\$1,251,461	\$1,301,520	\$1,353,581	\$1,407,724	\$1,464,033
Marion County	\$1,434,360	\$1,491,734	\$1,551,404	\$1,613,460	\$1,677,998	\$1,745,118
Polk County	\$2,283,888	\$2,375,244	\$2,470,254	\$2,569,064	\$2,671,826	\$2,778,699
Story County	\$1,401,731	\$1,457,800	\$1,516,112	\$1,576,756	\$1,639,827	\$1,705,420
Warren County	\$1,549,826	\$1,611,819	\$1,676,291	\$1,743,343	\$1,813,077	\$1,885,600
Totals	\$12,240,071	\$12,729,674	\$13,238,861	\$13,768,415	\$14,319,152	\$14,891,918

Source: Iowa Department of Transportation

TABLE 7.15 Fiscal Year 2021 CIRTPA Secondary Road Fund Receipts

County Name	Property Tax	L.O.S.T.	Road Use Tax Fund	Farm-to-Market Extension Revenue	Time-21	RISE Funds	Bridge Funds	Transfer Credits	Misc Receipts	Total Receipts
Boone County	\$2,485,133	\$339,021	\$4,158,972	\$31,646	\$593,745	\$74,753	\$0	\$958,838	\$6,749	\$8,648,857
Dallas County	\$3,655,843	\$1,355,493	\$4,380,548	\$42,938	\$627,800	\$0	\$0	\$0	\$7,474	\$10,070,095
Jasper County	\$3,477,143	\$0	\$5,669,653	\$42,289	\$809,525	\$0	\$13,628	\$0	\$0	\$10,012,239
Madison County	\$2,164,668	\$0	\$3,963,650	\$46,962	\$569,209	\$0	\$13,297	\$690,693	\$0	\$7,448,479
Marion County	\$2,472,977	\$0	\$4,484,464	\$27,317	\$682,677	\$0	\$0	\$0	\$16,724	\$7,684,159
Polk County	\$7,496,087	\$0	\$7,056,222	\$0	\$1,002,176	\$0	\$0	\$1,751	\$7,025	\$15,563,260
Story County	\$2,965,000	\$0	\$4,476,335	\$41,546	\$640,723	\$0	\$0	\$791,934	\$25,739	\$8,941,277
Warren County	\$3,473,566	\$0	\$4,347,363	\$57,080	\$689,967	\$0	\$605,470	\$0	\$0	\$9,173,446
Totals	\$28,190,416	\$1,694,514	\$38,537,206	\$289,779	\$5,615,821	\$74,753	\$632,396	\$2,443,216	\$63,712	\$77,541,813

Source: Iowa Department of Transportation

TABLE 7.16 CIRTPA Forecasted Secondary Road Fund Revenue

County Name	2022	2023	2024	2025	2026	2027
Boone County	\$8,994,811	\$9,354,604	\$9,728,788	\$10,117,939	\$10,522,657	\$10,943,563
Dallas County	\$10,472,899	\$10,891,815	\$11,327,487	\$11,780,587	\$12,251,810	\$12,741,883
Jasper County	\$10,412,729	\$10,829,238	\$11,262,407	\$11,712,903	\$12,181,420	\$12,668,676
Madison County	\$7,746,418	\$8,056,275	\$8,378,526	\$8,713,667	\$9,062,214	\$9,424,702
Marion County	\$7,991,525	\$8,311,186	\$8,643,634	\$8,989,379	\$9,348,954	\$9,722,913
Polk County	\$16,185,790	\$16,833,222	\$17,506,551	\$18,206,813	\$18,935,085	\$19,692,489
Story County	\$9,298,928	\$9,670,885	\$10,057,721	\$10,460,029	\$10,878,431	\$11,313,568
Warren County	\$9,540,384	\$9,921,999	\$10,318,879	\$10,731,634	\$11,160,900	\$11,607,336
Totals	\$80,643,486	\$83,869,225	\$87,223,994	\$90,712,954	\$94,341,472	\$98,115,131

Source: Iowa Department of Transportation

CHAPTER EIGHT

Public Participation


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

The CIRTPA holds a standard of a minimum public comment period of 30 calendar days and a minimum 4-week advance public notice before an initial, amended, or revised TIP is adopted by the CIRTPA. This standard also applies when holding public meetings for any TIP amendments. The CIRTPA will approve the TIP, and/or amendments to the TIP, following the completion of the public comment period. The CIRTPA works to hold public meetings at convenient and accessible locations and times. If a person is not able to attend a public meeting, information regarding the TIP and/or amendments to the TIP is available on the CIRTPA's website. In addition, all meetings of the CIRTPA committees are open to the public. Members of the public may request time on the CIRTPA's agendas to comment on specific subjects of interest to the representatives.

Legal notices and meeting announcements regarding the adoption of the TIP and/or amendments to the TIP are published in *The Des Moines Register* and sent to the various news agencies within central Iowa a week before the scheduled public meeting.

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


The CIRTPA accepts input and comments from the public through a variety of means. Members of the public may express their views, share their opinions, and ask questions regarding proposed amendments in three ways: 1) orally at a meeting; 2) in writing via forms available at a meeting; or, 3) by submitting written comments to the CIRTPA prior to the close of the given comment period.



The CIRTPA will make a summary, analysis, or report on the disposition of comments made as part of the review of the TIP and/or amendments to the TIP and will notify the CIRTPA TTC and TPC representatives of all TIP comments as part of the approved TIP. Immediately following is a summary of the comments made June 23, 2022 and any subsequent written comments submitted to the CIRTPA before July 15, 2022. No comments were received by staff at either the public input meeting or by the input deadline.

Public Comment Summary

The CIRTPA staff held a public meeting on June 23, 2022, to receive comments and questions on the TIP draft. If there would have been participants, they would have been given a copy of the TIP (also, available on the CIRTPA website) and staff would have guided the participants through the document, chapter by chapter, explaining in detail each chapter's significance within the TIP. Once staff would have finished explaining the information in the TIP, the meeting would have been open for discussion. The participants did not have any comments about the TIP draft or any particular surface transportation improvements listed.



Appendix A

Federal regulations require documentation in addition to the project list prior to approval of the Central Iowa Regional Transportation Planning Alliance's *Federal Fiscal Years 2018-2021 Transportation Improvement Program*. All regional planning affiliation transportation improvement programs must be accompanied by:

1. A resolution of adoption by the planning organization.

This resolution can be found on the following page.



RESOLUTION PLACEHOLDER





Appendix B



Appendix C