



DRAFT FEDERAL FISCAL YEAR 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM

A program of surface transportation improvement projects to enhance the movement of goods and people along the transportation system in the greater central Iowa region.

June 2026

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Glossary of Acronyms

ARRA	<i>American Recovery and Reinvestment Act of 2009</i>
CMAQ	Congestion Mitigation Air Quality
DEMO	Demonstration Award
DART	Des Moines Area Metropolitan Transit Authority
DMAMPO	Des Moines Area Metropolitan Planning Organization
DISC	Discretionary Federal Funds
ESP	Economic Stimulus Package
ER	Emergency Relief Program
FM	Farm-to-Market Funds
FL	Federal Lands Highway Program
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FFY	Federal Fiscal Year
HIRTA	Heart of Iowa Regional Transit Authority
HRRR	High Risk Rural Roads
HSIP	Highway Safety Improvement Program
ICAAP	Iowa's Clean Air Attainment Program
Iowa DOT	Iowa Department of Transportation
IM	Interstate Maintenance
ISTEA	<i>Intermodal Surface Transportation Efficiency Act of 1991</i>
MAP-21	<i>Moving Ahead for Progress in the 21st Century</i>
MPO	Metropolitan Planning Organization
NHS	National Highway System
NEPA	National Environmental Policy Act
NHPP	National Highway Performance Program
PL	Planning Funds
PRF	Primary Road Funds
RTP	Recreational Trails Program
RPA	Regional Planning Affiliation
RISE	Revitalize Iowa's Sound Economy Program
SAFETEA-LU	<i>Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users</i>
SRTS	Safe Routes to School
STIP	State Transportation Improvement Program

STBG	Surface Transportation Block Grant Program
STP-HBP	Surface Transportation Program – Highway Bridge Program
SWAP	Iowa DOT Swapped Funding
TAP	Transportation Alternative Program
TEA-21	<i>Transportation Equity Act for the 21st Century</i>
TIP	Transportation Improvement Program
TTC	CIRTPA Transportation Technical Committee

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CIRTPA Transportation Policy Committee

Josh Wuebker, Chair

City of Perry

Representing	Name	Title
City of Adel	Tim Vick	City Administrator
City of Boone	Waylon Andrews	Public Works Director
City of Huxley	Dave Haugland	City Administrator
City of Indianola	Bob Lane	City Councilor
City of Knoxville	Heather Ussery	City Administrator
City of Nevada	Jordan Cook	City Administrator
City of Newton	Joe Grife	Public Works Director
City of Pella	Wilf Nixon	Public Works Director
City of Perry	Josh Wuebker	Deputy Public Works Director
City of Story City	Mark Jackson	City Administrator
City of Winterset	Drew Bardon	City Administrator
Boone County	Scott Longhorn	County Supervisor
Dallas County	Brad Golightly	County Supervisor
Jasper County	Michael Frietsch	County Engineer
Madison County	Mike Hackett	County Engineer
Marion County	Steve McCombs	County Supervisor
Story County	Linda Murken	County Supervisor
Warren County	Travis DeWitt	County Supervisor
HIRTA	Julia Castillo	Executive Director
Ames Area MPO*	Kyle Thompson	Traffic Engineer
DART*	Luis Montoya	Planning Manager
Iowa DOT*	Shelby Ebel	District 1 Planner
FHWA*	Sean Litteral	Planning and Development Team Lead

*Advisory, Non-Voting Member

Transportation Policy Committee Officers

Representing	Name	Title
City of Perry	Josh Wuebker	Chair
City of Adel	Kip Overton	Vice-Chair
City of Indianola	Mellisa Sones	Secretary/Treasurer

CIRTPA Transportation Technical Committee (TTC)

Matt Ferrier, Chair

City of Perry

Representing	Name	Title
City of Adel	Kip Overton	Public Works Director
City of Boone	Waylon Andrews	Public Works Director
City of Huxley	Jeff Peterson	Public Works Director
City of Indianola	Jacob Meshke	City Manager
City of Knoxville	Heather Ussery	City Manager
City of Nevada	Jordan Cook	City Administrator
City of Newton	Joe Grife	Public Works Director
City of Pella	Wilf Nixon	Public Works Director
City of Perry	Josh Wuebker	Deputy Public Works Director
City of Story City	Mark Jackson	City Administrator
City of Winterset	Ryan Flaherty	Street Superintendent
Boone County	Jonathan Bullock	County Engineer
Dallas County	Alan Miller	County Engineer
Jasper County	Michael Frietsch	County Engineer
Madison County	Mike Hackett	County Engineer
Marion County	Tyler Christian	County Engineer
Story County	Darren Moon	County Engineer
Warren County	Tim Hill	County Engineer
HIRTA	Julia Castillo	Executive Director
Ames Area MPO*	Kyle Thompson	Planner
DART*	Luis Montoya	Planning Manager
Iowa DOT*	Shelby Ebel	District 1 Planner
FHWA*	Sean Litteral	Planning and Development Team Lead

*Advisory, Non-Voting Member

Transportation Technical Committee Officers

Representing	Name	Title
City of Perry	Matt Ferrier	Chair
City of Huxley	Jeff Peterson	Vice-Chair

CHAPTER ONE

Introduction

The FFY 2027-2030 TIP contains seven chapters covering 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 CIRTPA's responsibilities, representatives, and committees. The chapter also includes information about 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 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 projects 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 2026 Status Reports

The Federal Fiscal Year 2026 Status Reports chapter is a status listing of all federal aid projects programmed to utilize federal funding in FFY 2026.

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 2027-2030).

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 2027-2030).

Chapter Seven: Financial Plan

The Financial Plan chapter summarizes the financial availability of CIRTPA to implement surface transportation improvements. The chapter includes the fiscal constraint of the STBG and TAP funds, 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 of comments made as part of the public review of the TIP on **July 7, 2026**, and any subsequent written comments submitted to CIRTPA before July 15, 2026.

Appendices

Resolutions and Certifications

The resolutions and certifications chapter includes the TIP resolution of adoption by 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 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. 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

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

On July 6, 2012, *Moving Ahead for Progress in the 21st Century Act* (MAP-21) was signed into law replacing SAFETEA-LU. MAP-21 provided 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 funded surface transportation projects through September 30, 2014. The bill provided \$105 billion in funding per year for FFY 2013 and 2014. An extension was signed in 2014, which authorized surface transportation funding through May 31, 2015. Continuing resolutions were signed that then extended funding until December of 2015. MAP-21 included 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 programs also changed 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 from FFY 2016 through FFY 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 built on the changes made by MAP-21. The FAST Act established and funded new programs to support critical transportation projects to ease congestion and facilitate movement. It also built 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 safety, accelerate project delivery, improve resiliency to disasters, reduce highway emissions, and grow the economy.

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

On November 15, 2021, the Infrastructure Investment and Jobs Act (IIJA) was signed into law. It provided approximately \$1.2 trillion in funding, with \$550 billion newly authorized on top of what Congress was planning to regularly authorize. IIJA includes funding for roads and bridges, transit, water and sewer, and broadband infrastructure. 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. The legislation is set to expire on September 30, 2026.

At the time of this report, Congress was considering the BUILD America 250 Act which would reauthorize surface transportation funding for FFY 2027 through FFY 3031

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. 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

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. 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.

CIRTPA is responsible for these transportation planning activities within the geographic area identified as the Regional Planning Area (RPA). The RPA includes all portions of Boone, Dallas, Jasper, Madison, Marion, 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 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 CIRTPA's 28E Agreement (agreement entered into under Chapter 28E, Code of Iowa, establishing CIRTPA and its responsibilities). Currently, CIRTPA membership includes the following cities, counties, and organizations:

Figure 1.1: CIRTPA Membership

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

Organization

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

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

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, 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 CIRTPA's responsibilities.

Representation

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

Transportation Improvement Program

CIRTPA's *Federal Fiscal Years 2027-2030 Transportation Improvement Program* (FFY 2027-2030 TIP) serves as a list of federal aid eligible surface transportation improvements for CIRTPA's RPA. The TIP covers a period of no less than four years and is updated annually for compatibility with the Statewide Transportation Improvement Program development and approval process. The TIP identifies all federal funds programmed during the four-year period (FFY 2027-2030). Additionally, the TIP identifies all projects by federal funding program and by FFY.

TIP Requirements

Title 23 of the CFR, Section 450.326, indicates the TIP must cover a period of no less than four years, be updated at least every four years, and be approved by 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 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 2050 Long-Range Transportation Plan* (HY 2050 LRTP). In addition, CIRTPA requires consistency among the TIP and member governments' and agencies' capital improvement plans. In particular, CIRTPA requires consistency among proposed short- and long-range projects, strategies, plans, and programs.

TIP Adoption

Adoption of CIRPTA's FFY 2027-2030 TIP is subject to 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 2027-2030 TIP. At the conclusion of the public review period, CIRTPA staff reviews and summarizes all submitted comments and presents the findings to CIRTPA committees for consideration into the final FFY 2027-2030 TIP. CIRTPA submits the final (approved) FFY 2027-2030 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, 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 2027-2030 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, CIRTPA Policy Committee must approve the requested change and must follow the public participation process identified in CIRTPA's *Public Participation Plan* (PPP). The PPP states 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, 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 2027-2030 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, 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. SWAP funding is utilized on a project-by-project basis.

CHAPTER TWO

Project Selection Procedures

CIRTPA, when considering project requests for STBG funds, should place primary emphasis upon region-wide transportation system improvement needs as identified in 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. 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 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 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 expenditure of CIRTPA funding. This process has allowed CIRTPA to keep an STBG balance at or below one year's worth of allocations.

Before sub-allocation communities and HIRTA can program projects in the TIP, they are required to submit funding requests directly to 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 are 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 CIRTPA Technical and Policy Committees for a final decision.

Transportation Alternatives Program Project Selection

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

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

2. 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 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 bridges that are in worse condition but don't have a significant impact on traffic movements.

CHAPTER THREE

Funding Programs

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

Surface Transportation Block Grant Program (STBG)

The purpose of 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. STBG is also intended to provide funding for transit capital improvements, bicycle and pedestrian facilities, and regional transportation planning activities. CIRPTA is allocated approximately \$6 million per year in STBG funding.

Transportation Alternatives Program Set-aside (TAP)

The purpose of 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.

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 invasive species, and provide erosion control.

Safe Routes to Schools: *Infrastructure* related projects including planning, design, and construction 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?

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:

Bridge Formula Program (BFP): BFP provides funding for highway bridge replacement, rehabilitation, preservation, protection, and construction projects on public roads. BFP funds are apportioned to states on a formula basis. A significant portion of Iowa’s BFP funds will be utilized to implement bridge construction projects

in Iowa's cities and counties through the DOT's City Bridge Program and by directly targeting BFP funds to Iowa's 99 counties.

Carbon Reduction Program (CRP): CRP provides funding for projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources. CRP funds are apportioned to states on a formula basis. A portion of this funding is allocated to MPOs.

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.

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 tribal reservations and 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.

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 people.

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.

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 distributes 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 RPAs, at their discretion, to swap targeted federal STBG funding for state Primary Road Fund dollars for cities within the RPA.

Iowa also designates 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 Set-Aside Program (TAP): This program is a set-aside from the STBG program. The TAP program provides funding to expand travel choices and improve the transportation experience. TAP 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 TAP. All projects programmed with TAP funds should be verified to ensure compatibility with TAP eligibility.

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: A portion of STBG funding is dedicated to local 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 (TAP): 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 supporting transportation planning projects in urbanized areas with more than 50,000 people.

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 and 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 systems 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:** These 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 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 2026 Status Reports

The following are status reports of all federal aid projects programmed to utilize FHWA or FTA funds in FFY 2026. The status of projects may include a notice of receiving federal authorization, letting, canceling, rolling over, or scheduled letting before October 1, 2026.

TABLE 4.1 City of Adel

Fund Category	Project Number	Location/Description	TPMS	Status
TAP	TAP-U-0035(605)—8I-25	In the city of Adel, along S 14th St trail connecting Evans Park trail north to Raccoon River Valley Trail	52758	Let July 2026

TABLE 4.2 City of Boone

Fund Category	Project Number	Location/Description	TPMS	Status
SWAP-STBG	STBG-SWAP-0750()—SG-08	In the city of Boone, 1st St from Story to Delaware on Cedar St from 1st to SE Linn, and on SE Linn from Cedar to Linden	58088	Roll to FFY 2027

TABLE 4.3 Boone County

Fund Category	Project Number	Location/Description	TPMS	Status
Grant	DGA-C008(78)—XT-08	On J AVE, OVER UP RR, S27 T84 R27	35884	Roll to FFY 2027

TABLE 4.4 Dallas County

Fund Category	Project Number	Location/Description	TPMS	Status
STBG	STP-S-C025(133)--5E-25	On F31 (190th Street), from R22 3.1 miles to east of R30 (W Avenue)	37451	Roll to FFY 2030
HBP	BROS-C025(132)--8J-25	On B Avenue, Over Mosquito Creek, S5 T80 R29, Lincoln Township	32516	Let February 2026

TABLE 4.5 City of Dawson

Fund Category	Project Number	Location/Description	TPMS	Status
SWAP-STBG	STBG-SWAP-1840()--SG-25	In the city of Dawson, from approx. 100 ft N of E Walnut Ave to approx. 400 ft S of E Hoile Avenue	55902	Roll to FFY 2030

TABLE 4.6 City of Hartford

Fund Category	Project Number	Location/Description	TPMS	Status
TAP	TAP-R-3300(101)—8T-91	In the city of Hartford, Sidewalk repair and replacement along N Vine St from E Walnut to approx. 400 ft S of South St	57785	Roll to FFY 2027

TABLE 4.7 City of Huxley

Fund Category	Project Number	Location/Description	TPMS	Status
TAP	TAP-R-3630(608)--8T-85	In the city of Huxley, trail near Intersection of W Centennial Dr/HWY 69 south connecting to existing HWY 69 trail	55899	Let March 2026
SWAP-STBG	STBG-SWAP-3630()--SG-85	In the city of Huxley, On US 69 N approx. 2,000 ft north of State Hwy 210	55904	Removed

TABLE 4.8 Heart of Iowa Regional Transit

Fund Category	Location/Description	TPMS	Status
5339	Light Duty Bus (176" wb)	5988	FTA Approved
5339	Light Duty Bus (176" wb)	5990	FTA Approved
5339	Light Duty Bus (158" wb)	5994	FTA Approved
5339	Light Duty Bus (176" wb) to (158" wb)	8839	FTA Approved
5339	Conversion Van to Ford Transit	8844	FTA Approved
5339	LD 176 to Ford Transit	8849	FTA Approved
5339	Light Duty Bus (176" wb)	8868	FTA Approved
5339	Light Duty Bus (176" wb)	8869	FTA Approved

Fund Category	Location/Description	TPMS	Status
5339	LD 176 to Ford Transit	8870	FTA Approved
5339	LD 176 to Ford Transit	8871	FTA Approved
5339	Light Duty Bus (176" wb)	8872	FTA Approved
5339	Light Duty Bus (176" wb) to (158" wb)	8873	FTA Approved
5339	Light Duty Bus (176" wb)	8874	FTA Approved
5339	Light Duty Bus (176" wb) to (158" wb)	8875	FTA Approved
5339	Light Duty Bus (176" wb)	8876	FTA Approved
5339	Light Duty Bus (176" wb)	8877	FTA Approved
5339	Light Duty Bus (176" wb)	8878	FTA Approved
5339	Light Duty Bus (176" wb)	8879	FTA Approved
5339	Light Duty Bus (176" wb) to (158" wb)	8880	FTA Approved
5339	Light Duty Bus (176" wb) to (158" wb)	8883	FTA Approved
5339	Minivan to Ford Transit	8884	FTA Approved
5339	Light Duty Bus (176" wb) to (158" wb)	8885	FTA Approved
5339	Light Duty Bus (158" wb)	8886	FTA Approved
5339	Minivan to Hybrid Minivan	8887	FTA Approved
5339	Light Duty Bus (176" wb)	8888	FTA Approved
5339	Conversion Van	8890	FTA Approved
5339	Light Duty Bus (176" wb)	8891	FTA Approved
5339	Light Duty Bus (158" wb)	8892	FTA Approved
5339	Light Duty Bus (176" wb)	8893	FTA Approved
5339	Light Duty Bus (176" wb)	8894	FTA Approved

Fund Category	Location/Description	TPMS	Status
5339	Light Duty Bus (176" wb)	8897	FTA Approved
5339	Light Duty Bus (176" wb)	8898	FTA Approved
5339	Minivan to Hybrid Minivan	8899	FTA Approved
5339	Light Duty Bus (158" wb)	8900	FTA Approved
5339	Minivan to Hybrid Minivan	8901	FTA Approved
5339	Light Duty Bus (158" wb)	8902	FTA Approved
5339	Minivan to EV Ford Transit	10272	FTA Approved
5311	FTA 5311 Operating Assistance	11690	FTA Approved
STA	State Operating Assistance	11691	FTA Approved
5339	Ford Transit	11926	FTA Approved
5311	Ford Transit	11927	FTA Approved
5339	Light Duty Bus (138" wb)	11928	FTA Approved
5339	Light Duty Bus (138" wb)	11928	Anticipated TIP Approval 7/16
5339	Minivan to EV Ford Transit	11929	FTA Approved
5339	Ford Transit	11930	FTA Approved
5339	Ford Transit	11942	FTA Approved
STBG	Capital – Mobility Management	12034	FTA Approved
5311	Ford Transit	12085	TIP Approved
5311	Ford Transit	12086	TIP Approved
5311	Ford Transit	12087	TIP Approved
5311	Ford Transit	12088	TIP Approved
5311	Ford Transit	12089	TIP Approved

Fund Category	Location/Description	TPMS	Status
5311	Ford Transit	12090	TIP Approved
5310	Minivan	12091	TIP Approved
5310	Minivan	12092	TIP Approved
5310	Minivan	12093	TIP Approved
5310	Minivan	12094	TIP Approved
5310	Minivan	12095	TIP Approved
5310	Minivan	12096	TIP Approved
5339	Boone Facility	12097	PT Approved
5339	Ford Transit	12099	TIP Approved
5339	Ford Transit	12125	TIP Approved
5339	Ford Transit	12126	TIP Approved
5339	Ford Transit	12128	TIP Approved

TABLE 4.9 Iowa Department of Transportation

Fund Category	Project Number	Location/Description	TPMS	Status
STBG	BRF-014()--38-63	IA 14: Teter Creek 0.2 mi S of Co Rd G40	52680	FHWA Approved
STBG	BRF-014()--38-63	IA 14: White Breast Creek 2.1 mi S of Co Rd G40	52683	FHWA Approved
STBG	BRF-210()—38-08	IA 210: Des Moines River 0.3 mi E of Co Rd E62	37885	FHWA Approved
NHPP	IMX-035()—02-91	I 35: Clarke Co to Clanton Creek Bridge (NB/SB)	55706	FHWA Approved
HSIP	IHSIPX-035()—08-85	I 35: N of IA 210 to Co Rd C47	57826	FHWA Approved
HSIP	HSIPX-006()—3L-25	US 6: Common Place Intersection 0.3 mi S of Adel City Limits	57888	Authorized
NHPP	IM-NHS-035()—03-91	I 35: N of North River to S of Badger Creek	38156	Authorized
PRF	NHSN-005()—2R-91	IA 5: Mitigation - South River Bridge	54585	FHWA Approved

Fund Category	Project Number	Location/Description	TPMS	Status
NHPP	NHSX-014()—3H-50	IA 14: In Newton, N of 4th Ave to N of 23rd Ave	55639	FHWA Approved
STBG	BRF-092()—38-61	IA 92: Middle River 2.0 mi W of Co Rd P53	54712	FHWA Approved

TABLE 4.10 Jasper County

Fund Category	Project Number	Location/Description	TPMS	Status
MISC	FLAP-C050()--6L-50	W 129th St S IA 163 to S 102nd Ave W, S 96th Ave W to Pacific St., S 102nd Ave W to end, S 88th Ave W bridge	52884	Roll to FFY 2027 & 2028
STBG	STP-S-C050(154)--5E-50	On F48 W from Polk County E 5.3 miles to West CL of Colfax	44674	Let April 2026
HBP	BRS-C050(150)--60-50	On F 62, Over ELK CREEK, from Shawnee Ave E 0.2 miles S10 T78 R18	55007	Let November 2025
STBG	STP-S-C050(154)—5E-50	On F48 W from Polk County E 5.3 miles to West CL of Colfax	44674	Let April 2026

TABLE 4.11 Jasper County Conservation

Fund Category	Project Number	Location/Description	TPMS	Status
Earmark, TAP, MISC	EDP-C050(151)--7Y-50	From Commerce Drive in Prairie City to NE 116th Street near Mitchellville	48393	Let May 2026

TABLE 4.12 Madison County

Fund Category	Project Number	Location/Description	TPMS	Status
HBP	HDP-C061(130)—6B-61	On R 35, Over MIDDLE RIVER, S25 T76 R26	37572	Let July 2026
HBP	BRS-C061(131)--60-61	On R 35, Over CLANTON CREEK, S12 T75 R26	45958	Let July 2026

TABLE 4.13 Marion County

Fund Category	Project Number	Location/Description	TPMS	Status
HBP	BROS-C063(151)--8J-63	On 168TH PL, Over North Cedar Creek, SE S27-T74N-R19W	53160	Let November 2025

TABLE 4.14 City of Nevada

Fund Category	Project Number	Location/Description	TPMS	Status
HBP	BROS-5405(613)--8J-85	In the city of Nevada, On 8TH ST, Over W BR INDIAN CREEK, S7 T83 R22	55856	Roll to FFY 2027

TABLE 4.15 City of Pella

Fund Category	Project Number	Location/Description	TPMS	Status
SWAP-STBG	STBG-SWAP-5947(619)--SG-63	In the city of Pella, Oskaloosa St, from SE 16 to 240 St (Eagle Lane) including the intersection approx. 300 ft	36930	Roll to FFY 2027

TABLE 4.16 RPA-11

Fund Category	Project Number	Location/Description	TPMS	Status
STBG	RGPL-PA11(--ST-91	STBG funds for Planning	55907	Ongoing
STBG	RGTR-PA11(--ST-91	Transit Investments for HIRTA - 2 Mobility Manager Positions	58098	Ongoing

TABLE 4.17 City of Story City

Fund Category	Project Number	Location/Description	TPMS	Status
SWAP-STBG	STBG-SWAP-7430(619)--SG-85	In the city of Story City, On Broad Street from Lafayette Ave to Elm Ave	55906	Let February 2026

TABLE 4.18 Story County

Fund Category	Project Number	Location/Description	TPMS	Status
STBG	STP-S-C085(188)--5E-85	On E29, from 0.2 miles west of 570th Ave. E 8.2 miles to 650th Ave.	41362	Let January 2026
HBP	BROS-C085(182)—8J-85	On 220TH ST, Over EAST BR INDIAN CREEK, S2 T83 R22	52930	Let November 2025

TABLE 4.19 U.S. Fish and Wildlife Service

Fund Category	Project Number	Location/Description	TPMS	Status
MISC	MISC-USFWD1R11()—XX-50	Neal Smith NWR: Trail Rehabilitation	54897	FHWA Approved

TABLE 4.20 City of Van Meter

Fund Category	Project Number	Location/Description	TPMS	Status
TAP	TAP-R-7957(606)--8T-25	In the city of Van Meter, Trail along Richland Ave from 360th Street to approx. 1,300 ft north of Richland Circle	55900	Let December 2025

TABLE 4.21 Warren County

Fund Category	Project Number	Location/Description	TPMS	Status
Earmark	HDP-C091(143)--6B-91	On G76, from New Virginia City Limits East approximately 7.0 miles to State Highway 69	54988	Let December 2025

TABLE 4.22 City of Winterset

Fund Category	Project Number	Location/Description	TPMS	Status
TAP	TAP-U-8497(604)--8I-61	In the city of Winterset, a recreation trail within the Winterset City Park	55901	Let December 2025

Federal Highway Administration Projects

The first FFY in the FFY 2027-2030 TIP is referred to as the Annual Element. Projects for the entire four years (FFY 2027-2030) are listed together by funding program and in order of FFY.

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 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 CIRTPA (i.e., STBG and TAP funds). SWAP refers to the amount of swapped federal aid funding received by project.

2027 Statewide Transportation Improvement Program

RPA 11

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

CHBP

57271	BROSCHBP-C061(138)--GA-61	Draft TIP Approved	Total	\$1,650,000				\$1,650,000
Madison County	On PRAIRIEVIEW AVE, Over BADGER CREEK, S15 T77N R27W	9/21/2027	Federal Aid	\$1,320,000				\$1,320,000
	Bridge Replacement		FM	\$330,000				\$330,000
57272	BROSCHBP-C061(139)--GA-61	Draft TIP Approved	Total	\$797,500				\$797,500
Madison County	On P 69, Over DRAINAGE, S22 T75N R28W	9/21/2027	Federal Aid	\$638,000				\$638,000
	Bridge Replacement		FM	\$159,500				\$159,500
38675	BROSCHBP-C085(189)--GA-85	Draft TIP Approved	Total	\$770,000				\$770,000
Story County	On 115th St., Over Bear Creek, S11 T85 R23	11/17/2026	Federal Aid	\$616,000				\$616,000
	Bridge Replacement		FM	\$154,000				\$154,000
52967	BROSCHBP-C091(147)--NC-91	Draft TIP Approved	Total	\$945,000				\$945,000
Warren County	On 140TH AVE, Over BRANCH OTTER CREEK, S8 T75 R23	11/17/2026	Federal Aid	\$616,000				\$616,000
	Bridge Replacement-CCS		Local	\$329,000				\$329,000
57273	BRS-CHBP-C061(140)--GB-61	Draft TIP Approved	Total	\$1,210,000				\$1,210,000
Madison County	On P 53, Over WEST BRANCH, S33 T74N R29W	9/21/2027	Federal Aid	\$968,000				\$968,000
	Bridge Replacement		FM	\$242,000				\$242,000
52966	BRS-CHBP-C091(146)--GB-91	Draft TIP Approved	Total	\$1,510,000				\$1,510,000
Warren County	On S 23, Over STONY CREEK, S34 T74 R22	11/17/2026	Federal Aid	\$1,144,000				\$1,144,000
	Bridge Replacement-CCS		FM	\$366,000				\$366,000
57674	BRS-CHBP-C063(154)--GB-63	Draft TIP Approved	Total		\$1,381,000			\$1,381,000
Marion County	On S 45, Over LONG BRANCH CREEK, S26 T74N R21W	11/16/2027	Federal Aid		\$1,104,800			\$1,104,800
	Bridge Replacement		FM		\$216,016			\$216,016
			Swap		\$60,184			\$60,184

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

CMAQ

59106	STP-A-PA11()--86-85	Draft TIP Approved	Total	\$146,000				\$146,000
RPA 11	HIRTA Enterprise Commute Vanpool		Federal Aid	\$116,800				\$116,800
			Local	\$29,200				\$29,200

Grant Application

59113	DGA-0035()--XT-25	Draft TIP Approved	Total	\$7,938,000				\$7,938,000
Adel	In the city of Adel, On BAILEYS GROVE DR		Federal Aid					
	PCC Pavement - Miscellaneous		Local	\$1,587,600				\$1,587,600
			Grant App	\$6,350,400				\$6,350,400
59114	DGA-5405()--XT-85	Draft TIP Approved	Total	\$3,300,000				\$3,300,000
Nevada	In the city of Nevada, On 600TH AVE		Federal Aid					
	PCC Pavement - Miscellaneous		Local	\$660,000				\$660,000
			Grant App	\$2,640,000				\$2,640,000
59115	DGA-5482()--XT-50	Draft TIP Approved	Total	\$4,904,500				\$4,904,500
Newton	In the city of Newton, On S 13TH AVE E		Federal Aid					
	PCC Pavement - Miscellaneous		Local	\$980,900				\$980,900
			Grant App	\$3,923,600				\$3,923,600
59116	DGA-5947()--XT-63	Draft TIP Approved	Total	\$3,857,000				\$3,857,000
Pella	In the city of Pella, On BROADWAY ST		Federal Aid					
	PCC Pavement - Miscellaneous		Local	\$771,400				\$771,400
			Grant App	\$3,085,600				\$3,085,600
57552	DGA-C008()--XT-08	Draft TIP Approved	Total		\$3,233,009			\$3,233,009
Boone County	On R 23, from Ledges State Park N 3.4 miles to City of Boone Corp Limits		Federal Aid					
			FM		\$561,039			\$561,039
			Grant App		\$2,671,970			\$2,671,970

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

Grant Application

35884	DGA-C008(78)--XT-08	Draft TIP Approved	Total		\$3,410,000			\$3,410,000
Boone County	On J AVE, Over UP RR in S27 T84 R27	1/20/2027	Federal Aid					
	Bridge Replacement		FM		\$378,942			\$378,942
			Other		\$170,500			\$170,500
			Grant App		\$2,860,558			\$2,860,558
58439	DGA-C063(FLAP)--XT-63	Draft TIP Approved	Total		\$1,190,000			\$1,190,000
Marion County	On FILLMORE DR, from G28 to 3000' north, including 600' in Roberts Creek Co. Park		Federal Aid					
			Grant App		\$1,190,000			\$1,190,000
37423	DGA-C063(T15)--XT-63	Draft TIP Approved	Total		\$14,786,408			\$14,786,408
Marion County	On T15, from 5th St. in Knoxville to G28 at Pella		Federal Aid					
	HMA Resurfacing with Milling		FM		\$1,246,039			\$1,246,039
			Other		\$1,000,000			\$1,000,000
			Grant App		\$12,540,369			\$12,540,369
58427	DGA-C063(T17 Shldr)--XT-63	Draft TIP Approved	Total			\$2,400,000		\$2,400,000
Marion County	On T17, from Hwy 92 to 228th Ave.		Federal Aid					
	HMA Paved Shoulder - New		Grant App			\$2,400,000		\$2,400,000
58433	DGA-C063(G76 CPF)--XT-63	Draft TIP Approved	Total				\$4,000,000	\$4,000,000
Marion County	On G76, from Hwy 14 to Attica		Federal Aid					
	HMA Resurfacing with Milling		FM				\$1,000,000	\$1,000,000
			Grant App				\$3,000,000	\$3,000,000

HBP

55856	BROS-5405(613)--8J-85	Draft TIP Approved	Total	\$1,500,000				\$1,500,000
Nevada	In the city of Nevada, On 8TH ST, Over W BR INDIAN CREEK, S7 T83 R22		Federal Aid	\$1,500,000				\$1,500,000
	Bridge Replacement							

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

HBP

45780	BROS-C085(190)--8J-85	Draft TIP Approved	Total	\$600,000				\$600,000
Story County	On 710TH AVE, Over MIDDLE MINERVA CREEK, S22 T85 R21	1/20/2027	Federal Aid	\$600,000				\$600,000
	Bridge Replacement-CCS							
32791	BROS-C091(144)--8J-91	Draft TIP Approved	Total	\$1,000,000				\$1,000,000
Warren County	On 20TH AVE, Over PAINTER CREEK, S20 T75 R25	11/17/2026	Federal Aid	\$1,000,000				\$1,000,000
	Bridge Replacement-PPCB							
47114	BHS-C025(133)--63-25	Draft TIP Approved	Total		\$1,210,000			\$1,210,000
Dallas County	On F60, Over Panther Creek, S5 T78 R28, Adams Township	12/21/2027	Federal Aid		\$968,000			\$968,000
	Bridge Rehabilitation		Swap		\$242,000			\$242,000
57566	BROS-C077()-8J-77	Draft TIP Approved	Total		\$250,000			\$250,000
Boone County	On NW 166TH AVE, Over LITTLE CREEK, S32 T82N R25W		Federal Aid		\$250,000			\$250,000
	Bridge Replacement							
53270	BROS-C077(BR 39)--8J-77	Draft TIP Approved	Total		\$500,000			\$500,000
Polk County	On NW 166th Ave, over Little Creek, W of NW 114th St		Federal Aid		\$500,000			\$500,000
	Bridge Replacement							
58200	BROS-C085(193)--8J-85	Draft TIP Approved	Total		\$600,000			\$600,000
Story County	On 650TH AVE, Over Indian Creek, S27, T85, R22	1/19/2028	Federal Aid		\$600,000			\$600,000
	Bridge Replacement-CCS							
52965	BROS-C091()-5F-91	Draft TIP Approved	Total		\$900,000			\$900,000
Warren County	On G 48, Over BRANCH COAL CREEK, S8 T75 R22		Federal Aid		\$900,000			\$900,000
	Bridge Replacement-CCS							
52969	BROS-C091()-8J-91	Draft TIP Approved	Total		\$750,000			\$750,000
Warren County	On GRIMES ST, Over CAVITT CREEK, S11 T76 R24		Federal Aid		\$750,000			\$750,000
	Bridge Replacement-CCS							
56043	BRS-C050(160)--60-50	Draft TIP Approved	Total		\$2,000,000			\$2,000,000
Jasper County	On N 23RD AVE W, Over CHERRY CREEK, from W 28th St N E 0.1 miles S20 T80N R19W	11/16/2027	Federal Aid		\$1,600,000			\$1,600,000
	Bridge Replacement-PPCB		Swap		\$400,000			\$400,000

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

HBP

58136	BHOS-C050()--5N-50	Draft TIP Approved	Total			\$900,000		\$900,000
Jasper County	On N 19TH AVE W, Over Indian Creek, from W 92nd St N E 0.3 miles		Federal Aid			\$900,000		\$900,000
	Reconstruction - Bridge Deck Replacement							
58205	BHOS-C050()--89-50	Draft TIP Approved	Total			\$250,000		\$250,000
Jasper County	On W 28TH ST N, from N 19th Ave W S 0.8 miles		Federal Aid			\$250,000		\$250,000
	Bridge Approach Repair							
57507	BROS-C091()--8J-91	Draft TIP Approved	Total			\$900,000		\$900,000
Warren County	On 20TH AVE, Over BROADHORN CREEK, S6 T74N R25W		Federal Aid			\$900,000		\$900,000
	Bridge Replacement-PPCB							
57280	BRS-C050()--60-50	Draft TIP Approved	Total			\$2,500,000		\$2,500,000
Jasper County	On F 70, Over CAMP CREEK, from W 137th St S W 0.3 miles S31 T78N R21W		Federal Aid			\$2,000,000		\$2,000,000
	Bridge and Approaches-PPCB		Swap			\$500,000		\$500,000
49760	BRS-C085(E15)--60-85	Draft TIP Approved	Total			\$800,000		\$800,000
Story County	On E 15, Over LONG DICK CREEK, S9 T85 R23		Federal Aid			\$640,000		\$640,000
	Bridge Replacement-CCS		Swap			\$160,000		\$160,000
53154	BROS-C061()--8J-61	Draft TIP Approved	Total				\$2,200,000	\$2,200,000
Madison County	On BITTERSWEET AVE, Over BUSH BRANCH, S7 T75 R29		Federal Aid				\$2,200,000	\$2,200,000
	Bridge Replacement							
57479	BROS-C077(BR-9171)--8J-77	Draft TIP Approved	Total				\$1,000,000	\$1,000,000
Polk County	On SE Miller Dr, Over Camp Creek, E of SE Camp Dr		Federal Aid				\$1,000,000	\$1,000,000
	Bridge Replacement							
58201	BROS-C085(N27)--5F-85	Draft TIP Approved	Total				\$1,200,000	\$1,200,000
Story County	On 260TH ST, Over East Indian Creek, S27, T83, R22		Federal Aid				\$1,200,000	\$1,200,000
	Bridge Replacement-CCS							

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

HBP

58524	BRS-5922(601)--60-61	Draft TIP Approved	Total				\$2,700,000	\$2,700,000
Madison County	On 4TH STREET, PATTERSON, IOWA (Madison Co G6R), Over MIDDLE RIVER, S29, T76, R26		Federal Aid				\$2,160,000	\$2,160,000
	Bridge Replacement		Swap				\$540,000	\$540,000
57282	BRS-C050()--60-50	Draft TIP Approved	Total				\$1,500,000	\$1,500,000
Jasper County	On F 36, Over PRAIRIE CREEK, from W 64th St N W 0.2 miles S14 T80N R20W		Federal Aid				\$1,200,000	\$1,200,000
	Bridge and Approaches-CCS		Swap				\$300,000	\$300,000
57508	BRS-C091()--60-91	Draft TIP Approved	Total				\$1,600,000	\$1,600,000
Warren County	On S 23, Over SHORT CREEK, S18 T76 R22		Federal Aid				\$1,280,000	\$1,280,000
	Bridge Replacement-PPCB		Swap				\$320,000	\$320,000
58533	BRS-C091()--60-91	Draft TIP Approved	Total				\$2,500,000	\$2,500,000
Warren County	On G 58, Over OTTER CREEK, S22 T75 R23		Federal Aid				\$2,000,000	\$2,000,000
	Bridge Replacement-PPCB		Swap				\$500,000	\$500,000

HSIP

58852	HSIPX-030()--3L-08	Draft TIP Approved	Total	\$3,095,000				\$3,095,000
Iowa Department of Transportation	US 30: Linn St and SE Marshall St Intersections in Boone		Federal Aid	\$2,605,500				\$2,605,500
	Grade and Pave, Lighting, Right of Way		DOT	\$489,500				\$489,500

DOT Note: CRP eligible

ILL

58541	ILL-1467()--93-50	Draft TIP Approved	Total	\$450,000				\$450,000
Colfax	In the city of Colfax, On W FRONT ST		Federal Aid					
			Other	\$450,000				\$450,000

MISC

52884	FLAP-C050()--6L-50	Draft TIP Approved	Total	\$500,000	\$500,000			\$1,000,000
Jasper County	W 129th St S IA 163 to S 102nd Ave W, S 96th Ave W to Pacific St., S 102nd Ave W to end, S 88th Ave W bridge		Federal Aid	\$225,000	\$300,000			\$525,000
	Bridge Replacement - Other, Seal Coat		Local	\$50,000	\$200,000			\$250,000
			FM	\$225,000				\$225,000

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

MISC

52891	FLAP-C050(134)--7L-50	Draft TIP Approved	Total	\$1				\$1
Jasper County	On S 102ND AVE W, from W 129th St S E .5 miles to End of Road	4/20/2027	Federal Aid	\$1				\$1
	Seal Coat							
52890	FLAP-C050(141)--6L-50	Draft TIP Approved	Total	\$2				\$2
Jasper County	On W 129TH ST S, from S 96th Ave W S 1.0 miles to S 102nd Ave W	4/20/2027	Federal Aid	\$1				\$1
	Seal Coat		Local	\$1				\$1
49840	FLAP-C050(135)--7L-50	Draft TIP Approved	Total		\$1			\$1
Jasper County	On S 88TH AVE W, Over WALNUT CREEK, from W 117th St S W 0.2 miles S9 T78 R21	12/21/2027	Federal Aid		\$1			\$1
	Bridge Replacement							

NHPP

55707	IMX-080()--02-25	Draft TIP Approved	Total	\$14,142,000	\$135,000	\$1,026,000	\$14,738,000	\$30,041,000
Iowa Department of Transportation	I 80: W of US 6/169 to E of US 6/169 Interchange		Federal Aid	\$12,034,800		\$822,600	\$13,264,200	\$26,121,600
	Bridge Replacement, Grade and Pave, Grading		DOT	\$2,107,200	\$135,000	\$203,400	\$1,473,800	\$3,919,400
55734	IMX-080()--02-25	Draft TIP Approved	Total	\$813,000				\$813,000
Iowa Department of Transportation	I 80: Co Rd R16 3.1 mi E of US 169		Federal Aid	\$731,700				\$731,700
	Bridge Deck Overlay		DOT	\$81,300				\$81,300
55639	NHSX-014()--3H-50	Draft TIP Approved	Total	\$5,263,000				\$5,263,000
Iowa Department of Transportation	IA 14: In Newton, N of 4th Ave to N of 23rd Ave		Federal Aid	\$4,210,400				\$4,210,400
	Grade and Pave		DOT	\$1,052,600				\$1,052,600
55638	NHSX-014()--3H-63	Draft TIP Approved	Total	\$8,646,000				\$8,646,000
Iowa Department of Transportation	IA 14: N of Kermit Dr in Knoxville to Hayes Dr		Federal Aid	\$6,916,800				\$6,916,800
	Grade and Pave		DOT	\$1,729,200				\$1,729,200

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
NHPP								
57887	NHSX-030()--3H-08	Draft TIP Approved	Total	\$3,109,000				\$3,109,000
Iowa Department of Transportation	US 30: Co Rd R27/Corporal Roger Snedden Dr Intersection in Boone		Federal Aid	\$2,479,200				\$2,479,200
	Grade and Pave, Lighting, Traffic Signs		DOT	\$629,800				\$629,800
52514	NHSX-030()--3H-85	Draft TIP Approved	Total	\$10,250,000	\$300,000	\$10,634,000	\$10,852,000	\$32,036,000
Iowa Department of Transportation	US 30: 610th Ave Interchange at Nevada		Federal Aid			\$8,407,200	\$8,381,600	\$16,788,800
	Grading, Pave, Right of Way		DOT	\$10,250,000	\$300,000	\$2,226,800	\$2,470,400	\$15,247,200
58942	NHSX-044()--3H-25	Draft TIP Approved	Total	\$3,263,000				\$3,263,000
Iowa Department of Transportation	IA 44: Dallas Center to Grimes		Federal Aid	\$2,610,400				\$2,610,400
	Pavement Rehab		DOT	\$652,600				\$652,600
58941	NHSX-141()--3H-25	Draft TIP Approved	Total	\$7,700,000				\$7,700,000
Iowa Department of Transportation	IA 141: US 169 to 0.4 mi N of 150th St		Federal Aid	\$6,160,000				\$6,160,000
	Pavement Rehab		DOT	\$1,540,000				\$1,540,000
39367	IM-NHS-035()--03-91	Draft TIP Approved	Total		\$11,379,000			\$11,379,000
Iowa Department of Transportation	I 35: N of IA 92 to S of North River		Federal Aid		\$9,673,950			\$9,673,950
	Grade and Pave, Traffic Signs		DOT		\$1,705,050			\$1,705,050
57825	IMX-080()--02-50	Draft TIP Approved	Total		\$6,562,000			\$6,562,000
Iowa Department of Transportation	I 80: IAIS RR 0.4 mi W of IA 14 (EB/WB)		Federal Aid		\$5,896,800			\$5,896,800
	Bridge New, Right of Way		DOT		\$665,200			\$665,200
58849	IMX-080()--02-50	Draft TIP Approved	Total		\$4,924,000			\$4,924,000
Iowa Department of Transportation	I 80: Cherry Creek 1.2 mi W of IA 14 (EB/WB)		Federal Aid		\$4,422,600			\$4,422,600
	Bridge New, Right of Way		DOT		\$501,400			\$501,400
55698	NHSX-014()--3H-50	Draft TIP Approved	Total			\$9,794,000		\$9,794,000
Iowa Department of Transportation	IA 14: In Newton, I-80 to 0.25 mi N of 4th Ave		Federal Aid			\$7,835,200		\$7,835,200
	Grade and Pave		DOT			\$1,958,800		\$1,958,800
55642	NHSX-014()--3H-63	Draft TIP Approved	Total			\$9,928,000		\$9,928,000
Iowa Department of Transportation	IA 14: Hayes Dr to N of Co Rd G28		Federal Aid			\$7,942,400		\$7,942,400
	Grade and Pave		DOT			\$1,985,600		\$1,985,600

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

NHPP

58846	IMX-080()-02-25	Draft TIP Approved	Total				\$2,069,000	\$2,069,000
Iowa Department of Transportation	I 80: Madison Co to 0.7 mi E of Co Rd P53/Co Rd F60 (WB)		Federal Aid				\$1,862,100	\$1,862,100
	Pavement Rehab		DOT				\$206,900	\$206,900
58847	IMX-080()-02-25	Draft TIP Approved	Total				\$6,163,000	\$6,163,000
Iowa Department of Transportation	I 80: Madison Co to 1.8 mi E of Co Rd P57 (EB)		Federal Aid				\$5,546,700	\$5,546,700
	Pavement Rehab		DOT				\$616,300	\$616,300
58848	IMX-080()-02-25	Draft TIP Approved	Total				\$4,303,000	\$4,303,000
Iowa Department of Transportation	I 80: E of Co Rd P58 to 0.5 mi E of US 169 (WB)		Federal Aid				\$3,872,700	\$3,872,700
	Pavement Rehab		DOT				\$430,300	\$430,300
55704	IMX-080()-02-61	Draft TIP Approved	Total				\$3,200,000	\$3,200,000
Iowa Department of Transportation	I 80: At the Co Rd P48 Interchange		Federal Aid				\$2,880,000	\$2,880,000
	Bridge New		DOT				\$320,000	\$320,000
58850	IMX-080()-02-61	Draft TIP Approved	Total				\$2,431,000	\$2,431,000
Iowa Department of Transportation	I 80: Co Rd P48 to Dallas Co (EB)		Federal Aid				\$2,187,900	\$2,187,900
	Pavement Rehab		DOT				\$243,100	\$243,100

PRF

58854	STPN-224()-2J-50	Draft TIP Approved	Total	\$534,000				\$534,000
Iowa Department of Transportation	IA 224: 0.1 mi S of N 75th Ave		Federal Aid					
	Culvert Replacement, Right of Way		DOT	\$534,000				\$534,000
58939	BRFN-169()-39-25	Draft TIP Approved	Total				\$1,303,000	\$1,303,000
Iowa Department of Transportation	US 169: N Raccoon River Overflow 0.5 mi N of US 6		Federal Aid					
	Bridge Deck Overlay		DOT				\$1,303,000	\$1,303,000
58940	IMN-080()-0E-50	Draft TIP Approved	Total				\$1,371,000	\$1,371,000
Iowa Department of Transportation	I 80: IA 14 Interchange - Ramps		Federal Aid					
	Pavement Rehab		DOT				\$1,371,000	\$1,371,000

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

PROTECT

57822	STP-065()--2C-85	Draft TIP Approved	Total	\$441,000				\$441,000
Iowa Department of Transportation	US 65: 0.2 mi S of 310th St in Collins		Federal Aid	\$348,800				\$348,800
	Culvert New, Right of Way		DOT	\$92,200				\$92,200
DOT Note: PROTECT eligible								
57827	STP-065()--2C-85	Draft TIP Approved	Total	\$75,000				\$75,000
Iowa Department of Transportation	US 65: 0.2 mi S of Co Rd E41 in Colo		Federal Aid	\$60,000				\$60,000
	Culvert New		DOT	\$15,000				\$15,000
DOT Note: PROTECT eligible								
57821	STP-006()--2C-50	Draft TIP Approved	Total		\$547,000			\$547,000
Iowa Department of Transportation	US 6: 0.25 mi E of E 60th St		Federal Aid		\$433,600			\$433,600
	Culvert New, Right of Way		DOT		\$113,400			\$113,400
DOT Note: PROTECT eligible								

STBG

55778	BRF-005()--38-63	Draft TIP Approved	Total	\$872,000				\$872,000
Iowa Department of Transportation	IA 5: English Creek 1.3 mi S of S Jct IA 92		Federal Aid	\$697,600				\$697,600
	Bridge Deck Overlay		DOT	\$174,400				\$174,400
55731	BRF-006()--38-50	Draft TIP Approved	Total	\$6,393,000				\$6,393,000
Iowa Department of Transportation	US 6: North Skunk River 1.3 mi E of IA 224		Federal Aid	\$5,066,400				\$5,066,400
	Bridge Replacement, Right of Way		DOT	\$1,326,600				\$1,326,600
57820	BRF-030()--38-85	Draft TIP Approved	Total	\$898,000				\$898,000
Iowa Department of Transportation	US 30: W Branch Indian Creek 0.5 mi E of Co Rd S14 (WB)		Federal Aid	\$718,400				\$718,400
	Bridge Deck Overlay		DOT	\$179,600				\$179,600
55787	BRF-065()--38-50	Draft TIP Approved	Total	\$910,000				\$910,000
Iowa Department of Transportation	US 65: Indian Creek 0.2 mi S of IA 117 (NB)		Federal Aid	\$728,000				\$728,000
	Bridge Deck Overlay		DOT	\$182,000				\$182,000

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
STBG								
54547	BRF-065()--38-91	Draft TIP Approved	Total	\$1,961,000				\$1,961,000
Iowa Department of Transportation	US 65: Stream 0.2 mi N of Co Rd G24 (NB)		Federal Aid	\$1,564,800				\$1,564,800
	Bridge Replacement, Right of Way		DOT	\$396,200				\$396,200
54712	BRF-092()--38-61	Draft TIP Approved	Total	\$992,000				\$992,000
Iowa Department of Transportation	IA 92: Middle River 2.0 mi W of Co Rd P53		Federal Aid	\$793,600				\$793,600
	Bridge Rehabilitation		DOT	\$198,400				\$198,400
54714	BRF-141()--38-25	Draft TIP Approved	Total	\$2,031,000				\$2,031,000
Iowa Department of Transportation	IA 141: At the US 169 Interchange (EB/WB)		Federal Aid	\$1,624,800				\$1,624,800
	Bridge Deck Overlay		DOT	\$406,200				\$406,200
54529	BRF-169()--38-08	Draft TIP Approved	Total	\$623,000				\$623,000
Iowa Department of Transportation	US 169: US 30 Interchange		Federal Aid	\$498,400				\$498,400
	Bridge Deck Overlay		DOT	\$124,600				\$124,600
55907	RGPL-PA11()--ST-91	Draft TIP Approved	Total	\$69,728				\$69,728
RPA 11	STBG funds for Planning		Federal Aid	\$55,782				\$55,782
	Trans Planning		Local	\$13,946				\$13,946
			Regional	\$55,782				\$55,782
58098	RGTR-PA11()--ST-91	Draft TIP Approved	Total	\$250,000				\$250,000
RPA 11	Transit Investments for HIRTA - 2 Mobility Manager Positions		Federal Aid	\$200,000				\$200,000
	Transit Investments		Local	\$50,000				\$50,000
			Regional	\$200,000				\$200,000
51032	STP-S-C091(141)--5E-91	Draft TIP Approved	Total	\$3,560,000				\$3,560,000
Warren County	On G16, from STATE HIGHWAY 65/69 TO CARLISLE CITY LIMITS	11/17/2026	Federal Aid	\$2,560,000				\$2,560,000
	HMA Resurfacing		FM	\$1,000,000				\$1,000,000
			Regional	\$2,560,000				\$2,560,000
55775	BRF-092()--38-91	Draft TIP Approved	Total		\$950,000			\$950,000
Iowa Department of Transportation	IA 92: Stream 1.9 mi E of IA 28		Federal Aid		\$752,000			\$752,000
	Culvert Replacement, Right of Way		DOT		\$198,000			\$198,000

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
STBG								
54530	STP-117(--2C-50	Draft TIP Approved	Total		\$534,000			\$534,000
Iowa Department of Transportation	IA 117: At the I-80 Interchange		Federal Aid		\$427,200			\$427,200
	Bridge Deck Overlay		DOT		\$106,800			\$106,800
40160	STP-S-C008(94)--7M-08	Draft TIP Approved	Total		\$500,000			\$500,000
Boone County	On L RD, Over TRIB. OF DES MOINES RIVER, S14 T85 R27	12/21/2027	Federal Aid		\$400,000			\$400,000
	Bridge Replacement		Local		\$100,000			\$100,000
			Regional		\$400,000			\$400,000
53263	STP-S-C025(J-43)--5E-25	Draft TIP Approved	Total		\$6,100,000			\$6,100,000
Dallas County	On P58, from F60 north 6.1 miles to Highway 44, Colfax Township		Federal Aid		\$4,500,000			\$4,500,000
	HMA Pavement - Miscellaneous		FM		\$1,600,000			\$1,600,000
			Regional		\$4,500,000			\$4,500,000
52711	STP-S-C050(152)--5E-50	Draft TIP Approved	Total		\$1,200,000			\$1,200,000
Jasper County	On T-38 N, from I 80 W N 1.7 miles to US 6 E	12/21/2027	Federal Aid		\$500,000			\$500,000
	HMA Pavement Widening/HMA Resurfacing		FM		\$700,000			\$700,000
			Regional		\$500,000			\$500,000
57393	STP-S-C061(--5E-61	Draft TIP Approved	Total		\$650,000			\$650,000
Madison County	On G 53, Over Rocky Branch Creek, S3 T74N R29W		Federal Aid		\$520,000			\$520,000
	Bridge New-CCS		FM		\$130,000			\$130,000
			Regional		\$520,000			\$520,000
57819	BRF-005(--38-63	Draft TIP Approved	Total			\$1,820,000		\$1,820,000
Iowa Department of Transportation	IA 5: At IA 14 Interchange in Knoxville (NB/SB)		Federal Aid			\$1,456,000		\$1,456,000
	Bridge Deck Overlay		DOT			\$364,000		\$364,000
57824	BRF-141(--38-25	Draft TIP Approved	Total			\$1,070,000		\$1,070,000
Iowa Department of Transportation	IA 141: Frog Creek 0.1 mi W of IA 144 (EB/WB)		Federal Aid			\$856,000		\$856,000
	Bridge Deck Overlay		DOT			\$214,000		\$214,000
57823	BRF-169(--38-25	Draft TIP Approved	Total			\$5,091,000		\$5,091,000
Iowa Department of Transportation	US 169: North Raccoon River 1.4 mi N of US 6		Federal Aid			\$4,072,800		\$4,072,800
	Bridge Rehabilitation		DOT			\$1,018,200		\$1,018,200

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

STBG

45724	STP-S-C008()--5E-08	Draft TIP Approved	Total			\$2,600,000		\$2,600,000
Boone County	On R 27 (P Ave), from 130th St N. 3.0 miles to 100th St		Federal Aid			\$2,080,000		\$2,080,000
	PCC Overlay - Unbonded		Local			\$520,000		\$520,000
			Regional			\$2,080,000		\$2,080,000
55373	STP-S-C063(S71)--5E-63	Draft TIP Approved	Total			\$1,400,000		\$1,400,000
Marion County	On S71, from T15 to End		Federal Aid			\$1,120,000		\$1,120,000
	HMA Resurfacing with Milling		FM			\$280,000		\$280,000
			Regional			\$1,120,000		\$1,120,000
54950	STP-S-C085()--5E-85	Draft TIP Approved	Total			\$1,500,000		\$1,500,000
Story County	On E 18, from Roland E 5.5 miles to S27		Federal Aid			\$1,200,000		\$1,200,000
	HMA Resurfacing		FM			\$300,000		\$300,000
			Regional			\$1,200,000		\$1,200,000
58851	BRF-006()--38-50	Draft TIP Approved	Total				\$4,303,000	\$4,303,000
Iowa Department of Transportation	US 6: IAIS RR 1.5 mi E of IA 224		Federal Aid				\$3,438,400	\$3,438,400
	Bridge New, Right of Way		DOT				\$864,600	\$864,600
58853	BRF-044()--38-25	Draft TIP Approved	Total				\$13,023,000	\$13,023,000
Iowa Department of Transportation	IA 44: North Raccoon River 0.7 mi W of US 169		Federal Aid				\$10,418,400	\$10,418,400
	Bridge Rehabilitation		DOT				\$2,604,600	\$2,604,600
57284	STP-S-C050()--5E-50	Draft TIP Approved	Total				\$4,500,000	\$4,500,000
Jasper County	On HWY S-52 N, from HWY F-48 W N 3.5 miles to HWY F-36 W		Federal Aid				\$1,000,000	\$1,000,000
	HMA Pavement - Full Depth Reclamation, HMA Pavement - Grade and Replace		FM				\$3,500,000	\$3,500,000
			Regional				\$1,000,000	\$1,000,000
57405	STP-S-C061()--5E-61	Draft TIP Approved	Total				\$5,000,000	\$5,000,000
Madison County	On P 57, From HYW 92 N. Approximately 11.1 Miles		Federal Aid				\$3,500,000	\$3,500,000
	HMA Resurfacing		FM				\$1,500,000	\$1,500,000
			Regional				\$3,500,000	\$3,500,000

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

STBG

57257	STP-S-C085(S27N)--5E-85	Draft TIP Approved	Total				\$2,100,000	\$2,100,000
Story County	On S 27, from E29 N 9 miles to the Hardin County Line		Federal Aid				\$1,000,000	\$1,000,000
	HMA Resurfacing		FM				\$1,100,000	\$1,100,000
			Regional				\$1,000,000	\$1,000,000

SWAP-STBG

58088	STBG-SWAP-0750()-SG-08	Draft TIP Approved	Total	\$1,200,000				\$1,200,000
Boone	In the city of Boone, 1st St from Story to Delaware on Cedar St from 1st to SE Linn, and on SE Linn from Cedar to Linden		Federal Aid					
	HMA Resurfacing with Milling		Swap	\$1,200,000				\$1,200,000
			Regional	\$1,200,000				\$1,200,000
59104	STBG-SWAP-3630()-SG-85	Draft TIP Approved	Total	\$1,350,675				\$1,350,675
Huxley	In the city of Huxley, On 560TH AVE at intersection with HWY 210		Federal Aid					
			Local	\$475,337				\$475,337
			Other	\$675,338				\$675,338
			Swap	\$200,000				\$200,000
			Regional	\$200,000				\$200,000
59091	STBG-SWAP-4040()-SG-63	Draft TIP Approved	Total	\$1,325,231				\$1,325,231
Knoxville	In the city of Knoxville, On GRANT ST from PLEASANT to LONG LANE; On LONG LANE DR from GRANT to HWY 14		Federal Aid					
			Swap	\$1,325,231				\$1,325,231
			Regional	\$1,325,231				\$1,325,231
59095	STBG-SWAP-5405()-SG-85	Draft TIP Approved	Total	\$1,400,000				\$1,400,000
Nevada	In the city of Nevada, On E AVE from 8TH ST to 11TH ST & on 11TH ST from E AVE to F AVE		Federal Aid					
			Local	\$420,000				\$420,000
			Swap	\$980,000				\$980,000
			Regional	\$980,000				\$980,000

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

SWAP-STBG

59096	STBG-SWAP-5405(--SG-85	Draft TIP Approved	Total	\$2,100,000				\$2,100,000
Nevada	In the city of Nevada, On LINCOLN HWY from 15TH ST to 19TH ST		Federal Aid					
			Local	\$450,000				\$450,000
			Swap	\$1,650,000				\$1,650,000
			Regional	\$1,650,000				\$1,650,000
36930	STBG-SWAP-5947(619)--SG-63	Draft TIP Approved	Total	\$1,850,000				\$1,850,000
Pella	In the city of Pella, Oskaloosa St, from SE 16 to 240 St (Eagle Lane) including the intersection approx. 300 ft	11/17/2026	Federal Aid					
	Pavement Rehab		Swap	\$1,850,000				\$1,850,000
			Regional	\$1,850,000				\$1,850,000
59105	STBG-SWAP-7430(--SG-85	Draft TIP Approved	Total	\$969,589				\$969,589
Story City	In the city of Story City, On BROAD ST from ELM AVE to PENNSYLVANIA AVE		Federal Aid					
			Local	\$819,589				\$819,589
			Swap	\$150,000				\$150,000
			Regional	\$150,000				\$150,000
59094	STBG-SWAP-0035(--SG-25	Draft TIP Approved	Total		\$1,200,000			\$1,200,000
Adel	In the city of Adel, On GREENE ST from US 169 to VISIONS PKWY		Federal Aid					
			Swap		\$1,200,000			\$1,200,000
			Regional		\$1,200,000			\$1,200,000
59090	STBG-SWAP-0750(--SG-08	Draft TIP Approved	Total			\$900,000		\$900,000
Boone	In the city of Boone, On N LINN ST from 11TH ST to 22ND ST		Federal Aid					
			Swap			\$900,000		\$900,000
			Regional			\$900,000		\$900,000
59103	STBG-SWAP-3680(--SG-91	Draft TIP Approved	Total			\$8,000,000		\$8,000,000
Indianola	In the city of Indianola, On US 65 N from GIRARD AVE to IA 92		Federal Aid					
			Local			\$6,250,000		\$6,250,000
			Swap			\$1,750,000		\$1,750,000
			Regional			\$1,750,000		\$1,750,000

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

SWAP-STBG

59093	STBG-SWAP-5482()-SG-50	Draft TIP Approved	Total			\$950,000		\$950,000
Newton	In the city of Newton, On S 12TH AVE W from HWY 14 to W 18TH ST S		Federal Aid					
			Swap			\$950,000		\$950,000
			Regional			\$950,000		\$950,000
55902	STBG-SWAP-1840()-SG-25	Draft TIP Approved	Total				\$1,500,000	\$1,500,000
Dawson	In the city of Dawson, from approx. 100 ft N of E Walnut Ave to approx. 400 ft S of E Hoile Avenue		Federal Aid					
	Pavement Rehab/Widen		Local				\$1,300,000	\$1,300,000
			Swap				\$200,000	\$200,000
			Regional				\$200,000	\$200,000

TAP

57785	TAP-R-3300(101)--8T-91	Draft TIP Approved	Total	\$916,533				\$916,533
Hartford	In the city of Hartford, Sidewalk repair and replacement along N Vine St from E Walnut to approx. 400 ft S of South St	3/16/2027	Federal Aid	\$733,226				\$733,226
	PCC Sidewalk/Trail		Local	\$183,307				\$183,307
58100	TAP-U-5970()-8I-25	Draft TIP Approved	Total	\$345,450				\$345,450
Perry	In the city of Perry, Iowa Street & 18th Street Trail Project		Federal Aid	\$276,360				\$276,360
	Ped/Bike Grade & Pave		Local	\$69,090				\$69,090
			Regional	\$276,360				\$276,360
58099	TAP-U-C025(139)--8I-25	Draft TIP Approved	Total	\$630,000				\$630,000
Dallas County Conservation Board	RRVT Trail Improvements in the City of Adel	12/15/2026	Federal Aid	\$504,000				\$504,000
	Ped/Bike Grade & Pave		Local	\$126,000				\$126,000
			Regional	\$504,000				\$504,000

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 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.

2027 Transit Projects

RPA 11

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2027	2028	2029	2030	Totals
8871 Heart of Iowa Regional Transit Agency	5339 In Prep	Capital	Ford Transit VSS Unit # 7652	Total	\$141,400				\$141,400
				FTA	\$120,190				\$120,190
				Local	\$21,210				\$21,210
8873 Heart of Iowa Regional Transit Agency	5339 In Prep	Capital	Ford Transit VSS Unit # 1153	Total	\$141,400				\$141,400
				FTA	\$120,190				\$120,190
				Local	\$21,210				\$21,210
8874 Heart of Iowa Regional Transit Agency	5339 In Prep	Capital	Ford Transit VSS Unit # 1155	Total	\$141,400				\$141,400
				FTA	\$120,190				\$120,190
				Local	\$21,210				\$21,210
11690 Heart of Iowa Regional Transit Agency	5311 In Prep	Operations	FTA 5311 Operating Assistance	Total	\$1,375,782				\$1,375,782
				FTA	\$687,891				\$687,891
				Local	\$687,891				\$687,891
11691 Heart of Iowa Regional Transit Agency	STA In Prep	Operations	State Operating Assistance	Total	\$511,589				\$511,589
				FTA					
				DOT	\$511,589				\$511,589
11926 Heart of Iowa Regional Transit Agency	5339 In Prep	Capital	Ford Transit VSS Unit # 2234	Total	\$141,400				\$141,400
				FTA	\$120,190				\$120,190
				Local	\$21,210				\$21,210
12122 Heart of Iowa Regional Transit Agency	5339 In Prep	Capital	Ford Transit VSS Unit # 4420	Total	\$141,400				\$141,400
				FTA	\$120,190				\$120,190
				Local	\$21,210				\$21,210
12129 Heart of Iowa Regional Transit Agency	5339 In Prep	Capital	Ford Transit VSS Unit # 3328	Total	\$141,400				\$141,400
				FTA	\$120,190				\$120,190
				Local	\$21,210				\$21,210
12130 Heart of Iowa Regional Transit Agency	5339 In Prep	Capital	Ford Transit VSS Unit # 8727	Total	\$141,400				\$141,400
				FTA	\$120,190				\$120,190
				Local	\$21,210				\$21,210

RPA 11 (Cont.)

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2027	2028	2029	2030	Totals
12131 Heart of Iowa Regional Transit Agency	5339 In Prep	Capital	Ford Transit VSS Unit # 5521	Total	\$141,400				\$141,400
				FTA	\$120,190				\$120,190
				Local	\$21,210				\$21,210
12220 Heart of Iowa Regional Transit Agency	5339 In Prep	Capital	Waukee Admin and Maintenance Facility Land Acq	Total	\$1,340,000				\$1,340,000
				FTA	\$1,072,000				\$1,072,000
				Local	\$268,000				\$268,000
12221 Heart of Iowa Regional Transit Agency	5339 In Prep	Capital	Waukee Admin and Maintenance Facility Construction	Total	\$9,102,890				\$9,102,890
				FTA	\$7,282,312				\$7,282,312
				Local	\$1,820,578				\$1,820,578
12222 Heart of Iowa Regional Transit Agency	5339 In Prep	Capital	Waukee Admin and Maintenance Facility Engineering and Design	Total	\$2,617,146				\$2,617,146
				FTA	\$2,093,717				\$2,093,717
				Local	\$523,429				\$523,429
12233 Heart of Iowa Regional Transit Agency	5339 In Prep	Capital	Boone Facility	Total	\$7,684,703				\$7,684,703
				FTA	\$6,147,762				\$6,147,762
				Local	\$1,536,941				\$1,536,941
12235 Heart of Iowa Regional Transit Agency	CMAQ In Prep	Operations	Enterprise Commute Vanpool	Total	\$146,000				\$146,000
				FTA					
				FHWA	\$116,800				\$116,800
				Local	\$29,200				\$29,200
5990 Heart of Iowa Regional Transit Agency	5339 In Prep	Capital	Light Duty Bus (176" wb) VSS Unit # 5523	Total		\$207,800			\$207,800
				FTA		\$176,630			\$176,630
				Local		\$31,170			\$31,170
5994 Heart of Iowa Regional Transit Agency	5339 In Prep	Capital	Light Duty Bus (158" wb) VSS Unit # 8728	Total		\$209,500			\$209,500
				FTA		\$178,075			\$178,075
				Local		\$31,425			\$31,425
8868 Heart of Iowa Regional Transit Agency	5339 In Prep	Capital	Light Duty Bus (176" wb) Unit # 1151	Total		\$207,800			\$207,800
				FTA		\$176,630			\$176,630
				Local		\$31,170			\$31,170

RPA 11 (Cont.)

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2027	2028	2029	2030	Totals
8869 Heart of Iowa Regional Transit Agency	5339 In Prep	Capital	Light Duty Bus (176" wb) VSS Unit # 1152	Total		\$207,800			\$207,800
				FTA		\$176,630			\$176,630
				Local		\$31,170			\$31,170
8870 Heart of Iowa Regional Transit Agency	5339 In Prep	Capital	LD 176 to Ford Transit VSS Unit # 7651	Total		\$141,400			\$141,400
				FTA		\$120,190			\$120,190
				Local		\$21,210			\$21,210
8872 Heart of Iowa Regional Transit Agency	5339 In Prep	Capital	Light Duty Bus (176" wb) VSS Unit # 7653	Total		\$207,800			\$207,800
				FTA		\$176,630			\$176,630
				Local		\$31,170			\$31,170
8875 Heart of Iowa Regional Transit Agency	5339 In Prep	Capital	Ford Transit VSS Unit # 1154	Total		\$141,400			\$141,400
				FTA		\$120,190			\$120,190
				Local		\$21,210			\$21,210
8883 Heart of Iowa Regional Transit Agency	5339 In Prep	Capital	Light Duty Bus (176" wb) to (158"wb) VSS Unit # 4423	Total		\$209,500			\$209,500
				FTA		\$178,075			\$178,075
				Local		\$31,425			\$31,425
8885 Heart of Iowa Regional Transit Agency	5339 In Prep	Capital	Light Duty Bus (176" wb) to (158"wb) VSS Unit # 5525	Total		\$209,500			\$209,500
				FTA		\$178,075			\$178,075
				Local		\$31,425			\$31,425
8886 Heart of Iowa Regional Transit Agency	5339 In Prep	Capital	Light Duty Bus (158" wb) VSS Unit # 5526	Total		\$209,500			\$209,500
				FTA		\$178,075			\$178,075
				Local		\$31,425			\$31,425
8900 Heart of Iowa Regional Transit Agency	5339 In Prep	Capital	Light Duty Bus (158" wb) VSS Unit # 8730	Total		\$209,500			\$209,500
				FTA		\$178,075			\$178,075
				Local		\$31,425			\$31,425
8902 Heart of Iowa Regional Transit Agency	5339 In Prep	Capital	Ford Transit VSS Unit # 2235	Total		\$141,400			\$141,400
				FTA		\$120,190			\$120,190
				Local		\$21,210			\$21,210

RPA 11 (Cont.)

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2027	2028	2029	2030	Totals
10272 Heart of Iowa Regional Transit Agency	5339 In Prep	Capital	Mini-Van VSS Unit # 7648	Total		\$131,700			\$131,700
				FTA		\$111,945			\$111,945
				Local		\$19,755			\$19,755
11942 Heart of Iowa Regional Transit Agency	5339 In Prep	Capital	Ford Transit VSS Unit # 3329	Total		\$141,400			\$141,400
				FTA		\$120,190			\$120,190
				Local		\$21,210			\$21,210
5988 Heart of Iowa Regional Transit Agency	5339 In Prep	Capital	Light Duty Bus (176" wb) VSS Unit # 4422	Total			\$207,800		\$207,800
				FTA			\$176,630		\$176,630
				Local			\$31,170		\$31,170
8839 Heart of Iowa Regional Transit Agency	5339 In Prep	Capital	Light Duty Bus (176" wb) to (158"wb) VSS Unit # 2237	Total			\$207,800		\$207,800
				FTA			\$176,630		\$176,630
				Local			\$31,170		\$31,170
8849 Heart of Iowa Regional Transit Agency	5339 In Prep	Capital	LD 176 to Ford Transit VSS Unit # 6528	Total			\$134,400		\$134,400
				FTA			\$114,240		\$114,240
				Local			\$20,160		\$20,160
8876 Heart of Iowa Regional Transit Agency	5339 In Prep	Capital	Light Duty Bus (176" wb) VSS Unit # 2236	Total			\$207,800		\$207,800
				FTA			\$176,630		\$176,630
				Local			\$31,170		\$31,170
8877 Heart of Iowa Regional Transit Agency	5339 In Prep	Capital	Light Duty Bus (176" wb) VSS Unit # 3331	Total			\$207,800		\$207,800
				FTA			\$176,630		\$176,630
				Local			\$31,170		\$31,170
8878 Heart of Iowa Regional Transit Agency	5339 In Prep	Capital	Light Duty Bus (176" wb) VSS Unit # 3332	Total			\$207,800		\$207,800
				FTA			\$176,630		\$176,630
				Local			\$31,170		\$31,170
8879 Heart of Iowa Regional Transit Agency	5339 In Prep	Capital	Light Duty Bus (176" wb) VSS Unit # 3333	Total			\$207,800		\$207,800
				FTA			\$176,630		\$176,630
				Local			\$31,170		\$31,170

RPA 11 (Cont.)

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2027	2028	2029	2030	Totals
8880 Heart of Iowa Regional Transit Agency	5339 In Prep	Capital	Light Duty Bus (176" wb) to (158"wb) VSS Unit # 3334	Total			\$207,800		\$207,800
				FTA			\$176,630		\$176,630
				Local			\$31,170		\$31,170
8884 Heart of Iowa Regional Transit Agency	5339 In Prep	Capital	Minivan VSS Unit # 4424	Total			\$131,700		\$131,700
				FTA			\$111,945		\$111,945
				Local			\$19,755		\$19,755
8887 Heart of Iowa Regional Transit Agency	5339 In Prep	Capital	Minivan VSS Unit # 5527	Total			\$131,700		\$131,700
				FTA			\$111,945		\$111,945
				Local			\$19,755		\$19,755
8890 Heart of Iowa Regional Transit Agency	5339 In Prep	Capital	Conversion Van VSS Unit # 7656	Total			\$141,400		\$141,400
				FTA			\$120,190		\$120,190
				Local			\$21,210		\$21,210
8891 Heart of Iowa Regional Transit Agency	5339 In Prep	Capital	Light Duty Bus (176" wb) Unit # 7657	Total			\$207,800		\$207,800
				FTA			\$176,630		\$176,630
				Local			\$31,170		\$31,170
8892 Heart of Iowa Regional Transit Agency	5339 In Prep	Capital	Light Duty Bus (158" wb) VSS Unit # 7658	Total			\$209,500		\$209,500
				FTA			\$178,075		\$178,075
				Local			\$31,425		\$31,425
8893 Heart of Iowa Regional Transit Agency	5339 In Prep	Capital	Light Duty Bus (176" wb) VSS Unit # 7659	Total			\$207,800		\$207,800
				FTA			\$176,630		\$176,630
				Local			\$31,170		\$31,170
8898 Heart of Iowa Regional Transit Agency	5339 In Prep	Capital	Light Duty Bus (176" wb) VSS Unit # 7662	Total			\$207,800		\$207,800
				FTA			\$176,630		\$176,630
				Local			\$31,170		\$31,170
8899 Heart of Iowa Regional Transit Agency	5339 In Prep	Capital	Mini-Van VSS Unit # 5524	Total			\$131,700		\$131,700
				FTA			\$111,945		\$111,945
				Local			\$19,755		\$19,755

RPA 11 (Cont.)

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2027	2028	2029	2030	Totals
8901 Heart of Iowa Regional Transit Agency	5339 In Prep	Capital	Mini-Van VSS Unit # 3330	Total			\$131,700		\$131,700
				FTA			\$111,945		\$111,945
				Local			\$19,755		\$19,755
11927 Heart of Iowa Regional Transit Agency	5311 In Prep	Capital	Ford Transit VSS Unit # 5522	Total			\$141,400		\$141,400
				FTA			\$120,190		\$120,190
				Local			\$21,210		\$21,210
11930 Heart of Iowa Regional Transit Agency	5339 In Prep	Capital	Ford Transit VSS,Electric Unit # 6529	Total			\$141,400		\$141,400
				FTA			\$120,190		\$120,190
				Local			\$21,210		\$21,210
8888 Heart of Iowa Regional Transit Agency	5339 In Prep	Capital	Light Duty Bus (176" wb) VSS Unit # 6530	Total				\$207,800	\$207,800
				FTA				\$176,630	\$176,630
				Local				\$31,170	\$31,170
8894 Heart of Iowa Regional Transit Agency	5339 In Prep	Capital	Light Duty Bus (176" wb) VSS Unit # 7660	Total				\$207,800	\$207,800
				FTA				\$176,630	\$176,630
				Local				\$31,170	\$31,170
8897 Heart of Iowa Regional Transit Agency	5339 In Prep	Capital	Light Duty Bus (176" wb) Unit # 7661	Total				\$207,800	\$207,800
				FTA				\$176,630	\$176,630
				Local				\$31,170	\$31,170
11929 Heart of Iowa Regional Transit Agency	5339 In Prep	Capital	Light Duty Bus (158" wb) VSS Unit # 8729	Total				\$209,500	\$209,500
				FTA				\$178,075	\$178,075
				Local				\$31,425	\$31,425

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 CIRTPA, state(s), and public transportation operator(s). CIRTPA staff utilized an inflation rate of 4% to determine “year of expenditure dollars.”

The FFY 2027-2030 TIP is fiscally constrained by funding sources. Funding sources include federal, state, and local financial resources. 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 2027-2030 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 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 CIRTPA.

Table 7.1 displays a listing of all federal aid funding sources in the TIP, the amount of federal funds committed by source, and the total project cost of all projects utilizing federal funds by funding source for FFYs 2027-2030. **Table 7.2** displays a listing of all SWAP funding sources in the TIP, the amount of SWAP funds committed by source, and the total project cost of all projects utilizing SWAP funds by funding source for FFYs 2027-2030. **Tables 7.3** and **7.4** displays the financial constraint of the STBG and TAP funding sources for Federal Fiscal Years 2027-2030, breaking down all revenues, expenditures, programmed funds, adjustments, and returns.

TABLE 7.1 CIRTPA Federal Aid Funding Sources

Federal Aid Funding Sources	2027		2028		2029		2030	
	Total Cost	Federal Aid	Total Cost	Federal Aid	Total Cost	Federal Aid	Total Cost	Federal Aid
CHBP	\$6,882,500	\$5,302,000	\$1,381,000	\$864,063	\$0	\$0	\$0	\$0
Earmark	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grant Application	\$19,999,500	\$15,999,600	\$22,619,417	\$19,262,897	\$2,400,000	\$2,400,000	\$4,000,000	\$3,000,000
HBP	\$3,100,000	\$3,100,000	\$7,591,000	\$5,808,737	\$5,350,000	\$4,690,000	\$12,700,000	\$11,040,000
HSIP	\$3,095,000	\$2,605,500	\$0	\$0	\$0	\$0	\$0	\$0
MISC	\$1,000,003	\$225,002	\$1,000,001	\$300,001	\$1	\$1	\$0	\$0
NHPP	\$90,871,000	\$43,550,500	\$84,942,000	\$29,197,550	\$49,763,000	\$29,041,800	\$18,166,000	\$16,349,400
PRF	\$109,696,000	\$14,138,200	\$86,973,000	\$5,963,650	\$89,780,000	\$17,264,400	\$100,243,000	\$8,394,800
PROTECT	\$516,000	\$408,800	\$547,000	\$433,600	\$0	\$0	\$0	\$0
Special	\$1,946,675	\$1,242,138	\$14,786,408	\$1,000,000	\$0	\$0	\$0	\$0
STBG	\$18,559,728	\$14,507,728	\$9,934,000	\$7,099,200	\$13,481,000	\$10,784,800	\$28,926,000	\$19,356,800
TAP	\$1,891,983	\$1,513,586	\$0	\$0	\$0	\$0	\$0	\$0
Totals	\$257,558,389	\$102,593,054	\$229,773,826	\$69,929,698	\$160,774,000	\$64,181,000	\$164,035,000	\$58,141,000

TABLE 7.2 CIRTPA SWAP Funding Sources

SWAP Funding Sources	2027		2028		2029		2030	
	Total Cost	SWAP	Total Cost	SWAP	Total Cost	SWAP	Total Cost	SWAP
SWAP-STBG	\$10,195,495	\$7,355,231	\$1,200,000	\$1,200,000	\$9,850,000	\$3,600,000	\$1,500,000	\$200,000
SWAP-HBP	\$0	\$0	\$4,591,000	\$702,184	\$3,300,000	\$660,000	\$8,300,000	\$1,660,000
Totals	\$10,195,495	\$7,355,231	\$5,791,000	\$1,902,184	\$13,150,000	\$4,260,000	\$9,800,000	\$1,860,000

TABLE 7.3 CIRTPA Surface Transportation Program Financial Constraint

	2027	2028	2029	2030
Unobligated Balance (Carryover)	\$10,662,765	\$6,810,816	\$5,754,057	\$3,817,298
STBG Target	\$6,334,041	\$6,334,000	\$6,334,000	\$6,334,000
Subtotal	\$16,996,806	\$13,144,816	\$12,088,057	\$10,151,298
Transfer Out	\$0	\$0	\$0	\$0
Programmed STBG Funds	\$10,185,990	\$7,390,759	\$8,270,759	\$5,970,759
Balance	\$6,810,816	\$5,754,057	\$3,817,298	\$4,180,539

Based on Iowa Department of Transportation's Fiscal Year 2026 2nd Quarter Status Report.

TABLE 7.4 CIRTPA Transportation Alternatives Program Financial Constraint

	2027	2028	2029	2030
Unobligated Balance (Carryover)	\$182,984	\$53,263	\$704,263	\$1,355,263
TAP Target	\$650,639	\$651,000	\$651,000	\$651,000
Subtotal	\$833,623	\$704,263	\$1,355,263	\$2,006,263
Transfer Out	\$0	\$0	\$0	\$0
Programmed TAP Funds	\$780,360	\$0	\$0	\$0
Balance	\$53,263	\$704,263	\$1,355,263	\$2,006,263

Based on Iowa Department of Transportation's Fiscal Year 2026 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 CIRTPA. **Tables 7.6** and **7.7** contain the projected operation and maintenance costs on federal aid city streets within each city in CIRTPA based on data in **Table 7.5**.

TABLE 7.5 2025 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	50.09	4%	\$191,510	\$336,259	\$2,234	\$34,466
Boone	29.25	98.29	30%	\$768,910	\$1,979,684	\$228,818.98	\$589,131.72
Dallas County	14.78	81.86	18%	\$909,086	\$1,163,157	\$200,649	\$205,788
Adel	2.61	35.01	7%	\$1,361,028.00	\$839,532.00	\$101,464.81	\$62,587.22
Perry	13.16	47.24	28%	\$440,458.00	\$1,992,685.00	\$122,701.68	\$555,117.16
Jasper County	6.51	76.37	9%	\$780,960	\$944,687	\$67,399	\$85,056
Newton	25.06	92.75	27%	\$40,757.00	\$1,611,941.00	\$11,012.08	\$435,528.21
Madison County	3.83	28.09	14%	\$160,484	\$220,583	\$40,488	\$35,049
Winterset	6.83	38.88	18%	\$57,032.00	\$572,794.00	\$10,018.74	\$100,621.99
Marion County	7.09	40.31	18%	\$97,565	\$272,579	\$15,545	\$70,743
Knoxville	11.18	43.84	26%	\$309,983.00	\$985,086.00	\$79,051.32	\$251,214.91
Pella	15.20	64.01	24%	\$147,692.00	\$1,617,149.00	\$35,071.37	\$384,012.89
Story County	6.25	58.14	11%	\$376,335	\$2,246,623	\$51,997	\$228,288
Huxley	1.85	21.35	9%	\$36,979.00	\$507,068.00	\$3,204.27	\$43,937.98
Nevada	15.57	46.92	33%	\$15,340.00	\$919,578.00	\$5,090.45	\$305,154.08
Story City	3.06	22.76	13%	\$483,145.00	\$910,616.00	\$64,957.10	\$122,429.04
Warren County	2.54	28.83	9%	\$207,213	\$482,255	\$26,457	\$25,556
Indianola	15.39	71.80	21%	\$110,095.00	\$2,512,691.00	\$23,598.36	\$538,583.77
Totals	182.4	946.54	19%	\$6,494,572	\$20,114,967	\$1,089,757	\$4,073,266

Source: 2025 City Street Finance Reports

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

City/County Name	2026	2027	2028	2029	2030	2031
Boone County	\$2,323	\$2,416	\$2,512	\$2,613	\$2,717	\$2,826
Boone	\$237,972	\$247,491	\$257,390	\$267,686	\$278,393	\$289,529
Dallas County	\$208,675	\$217,022	\$225,703	\$234,731	\$244,121	\$253,885
Adel	\$105,523	\$109,744	\$114,134	\$118,699	\$123,447	\$128,385
Perry	\$127,610	\$132,714	\$138,023	\$143,544	\$149,285	\$155,257
Jasper County	\$70,095	\$72,898	\$75,814	\$78,847	\$82,001	\$85,281
Newton	\$11,453	\$11,911	\$12,387	\$12,883	\$13,398	\$13,934
Madison County	\$42,107	\$43,792	\$45,543	\$47,365	\$49,260	\$51,230
Winterset	\$10,419	\$10,836	\$11,270	\$11,721	\$12,189	\$12,677
Marion County	\$16,167	\$16,813	\$17,486	\$18,185	\$18,913	\$19,669
Knoxville	\$82,213	\$85,502	\$88,922	\$92,479	\$96,178	\$100,025
Pella	\$36,474	\$37,933	\$39,451	\$41,029	\$42,670	\$44,376
Story County	\$54,077	\$56,240	\$58,490	\$60,830	\$63,263	\$65,793
Huxley	\$3,332	\$3,466	\$3,604	\$3,749	\$3,898	\$4,054
Nevada	\$5,294	\$5,506	\$5,726	\$5,955	\$6,193	\$6,441
Story City	\$67,555	\$70,258	\$73,068	\$75,991	\$79,030	\$82,191
Warren County	\$27,515	\$28,616	\$29,760	\$30,951	\$32,189	\$33,476
Indianola	\$24,542	\$25,524	\$26,545	\$27,607	\$28,711	\$29,859
Totals	\$1,133,348	\$1,178,682	\$1,225,829	\$1,274,862	\$1,325,857	\$1,378,891

Source: 2025 City Street Finance Reports

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

City/County Name	2026	2027	2028	2029	2030	2031
Boone County	\$35,845	\$37,279	\$38,770	\$40,321	\$41,933	\$43,611
Boone	\$612,697	\$637,205	\$662,693	\$689,201	\$716,769	\$745,440
Dallas County	\$214,020	\$222,581	\$231,484	\$240,743	\$250,373	\$260,388
Adel	\$65,091	\$67,694	\$70,402	\$73,218	\$76,147	\$79,193
Perry	\$577,322	\$600,415	\$624,431	\$649,409	\$675,385	\$702,400
Jasper County	\$88,459	\$91,997	\$95,677	\$99,504	\$103,484	\$107,623
Newton	\$452,949	\$471,067	\$489,910	\$509,506	\$529,887	\$551,082
Madison County	\$36,451	\$37,909	\$39,426	\$41,003	\$42,643	\$44,348
Winterset	\$104,647	\$108,833	\$113,186	\$117,713	\$122,422	\$127,319
Marion County	\$73,573	\$76,515	\$79,576	\$82,759	\$86,069	\$89,512
Knoxville	\$261,264	\$271,714	\$282,583	\$293,886	\$305,641	\$317,867
Pella	\$399,373	\$415,348	\$431,962	\$449,241	\$467,210	\$485,899
Story County	\$237,419	\$246,916	\$256,793	\$267,064	\$277,747	\$288,857
Huxley	\$45,695	\$47,523	\$49,424	\$51,401	\$53,457	\$55,596
Nevada	\$317,360	\$330,055	\$343,257	\$356,987	\$371,267	\$386,117
Story City	\$127,326	\$132,419	\$137,716	\$143,225	\$148,954	\$154,912
Warren County	\$26,578	\$27,641	\$28,747	\$29,896	\$31,092	\$32,336
Indianola	\$560,127	\$582,532	\$605,833	\$630,067	\$655,270	\$681,480
Totals	\$4,236,196	\$4,405,644	\$4,581,870	\$4,765,145	\$4,955,750	\$5,153,980

Source: 2025 City Street Finance Reports

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

TABLE 7.8 2025 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	302.73	969.74	31%	\$5,601,748	\$3,414,020	\$1,748,698	\$1,065,755
Dallas County	278.41	846.21	33%	\$6,209,804	\$4,388,538	\$2,043,098	\$1,443,880
Jasper County	410.05	1,203.87	34%	\$10,226,572	\$3,237,785	\$3,483,291	\$1,102,828
Madison County	334.09	905.43	37%	\$4,970,354	\$2,329,306	\$1,833,984	\$859,478
Marion County	315.00	850.04	37%	\$5,964,119	\$2,616,047	\$2,210,102	\$969,419
Story County	367.84	1,152.57	32%	\$4,707,944	\$2,522,491	\$1,502,545	\$805,056
Warren County	316.89	902.13	35%	\$5,849,066	\$2,599,600	\$2,054,600	\$913,161
Totals	2,022.28	6,829.99	30%	\$43,529,607	\$21,107,787	\$14,876,318	\$7,159,577

Source: 2025 County Engineers Annual Report

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

County Name	2026	2027	2028	2029	2030	2031
Boone County	\$1,818,646	\$1,891,392	\$1,967,047	\$2,045,729	\$2,127,558	\$2,212,661
Dallas County	\$2,124,822	\$2,209,815	\$2,298,207	\$2,390,136	\$2,485,741	\$2,585,171
Jasper County	\$3,622,623	\$3,767,528	\$3,918,229	\$4,074,958	\$4,237,956	\$4,407,474
Madison County	\$1,907,343	\$1,983,637	\$2,062,983	\$2,145,502	\$2,231,322	\$2,320,575
Marion County	\$2,298,506	\$2,390,446	\$2,486,064	\$2,585,507	\$2,688,927	\$2,796,484
Story County	\$1,562,647	\$1,625,153	\$1,690,159	\$1,757,765	\$1,828,076	\$1,901,199
Warren County	\$2,136,784	\$2,222,255	\$2,311,146	\$2,403,591	\$2,499,735	\$2,599,724
Totals	\$15,471,371	\$16,090,226	\$16,733,835	\$17,403,188	\$18,099,315	\$18,823,288

Source: 2025 County Engineers Annual Report

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

County Name	2026	2027	2028	2029	2030	2031
Boone County	\$1,108,385	\$1,152,721	\$1,198,829	\$1,246,783	\$1,296,654	\$1,348,520
Dallas County	\$1,501,635	\$1,561,701	\$1,624,169	\$1,689,135	\$1,756,701	\$1,826,969
Jasper County	\$1,146,941	\$1,192,819	\$1,240,532	\$1,290,153	\$1,341,759	\$1,395,429
Madison County	\$893,857	\$929,611	\$966,796	\$1,005,468	\$1,045,686	\$1,087,514
Marion County	\$1,008,196	\$1,048,524	\$1,090,465	\$1,134,083	\$1,179,446	\$1,226,624
Story County	\$837,258	\$870,749	\$905,579	\$941,802	\$979,474	\$1,018,653
Warren County	\$949,687	\$987,675	\$1,027,182	\$1,068,269	\$1,111,000	\$1,155,440
Totals	\$7,445,960	\$7,743,798	\$8,053,550	\$8,375,692	\$8,710,720	\$9,059,149

Source: 2025 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 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 CIRTPA. **Table 7.12** contains the projected revenues on federal aid routes within each city in 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 CIRTPA. **Table 7.14** contains the projected revenues for Farm-to-Market federal aid routes within each county in 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 CIRTPA. **Table 7.16** contains the projected revenues for the Secondary Road Fund federal aid routes within each county in CIRTPA based on data in **Table 7.15**.

TABLE 7.11 2025 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	\$850,717	\$294,390	\$332,264	\$1,757,587
Boone	\$1,817,755	\$485,418	\$296,064	\$3,756,851
Dallas County	\$1,309,697	\$508,857	\$843,519	\$3,513,727
Adel	\$1,013,505	\$286,522	\$355,137	\$1,990,900
Perry	\$1,115,975	\$1,198,794	\$796,070	\$6,542,963
Jasper County	\$1,692,118	\$263,119	\$173,747	\$2,449,615
Newton	\$2,286,731	\$265,709	\$1,833,275	\$4,818,522
Madison County	\$378,300	\$109,115	\$61,920	\$695,965
Winterset	\$760,229	\$124,582	\$411,270	\$3,296,081
Marion County	\$350,250	\$216,260	\$339,800	\$955,068
Knoxville	\$1,079,184	\$170,458	\$0	\$1,464,557
Pella	\$1,488,264	\$0	\$352,689	\$3,738,944
Story County	\$980,548	\$570,628	\$594,896	\$3,444,833
Huxley	\$753,197	\$340,500	\$156,504	\$1,482,906
Nevada	\$1,222,361	\$769,779	\$734,319	\$5,553,195
Story City	\$476,049	\$7,010	\$657,188	\$1,149,494
Warren County	\$446,161	\$58,501	\$175	\$877,424
Indianola	\$2,627,270	\$633,333	\$1,321,074	\$6,302,048
Totals	\$20,648,311	\$6,302,975	\$9,259,911	\$53,790,680

Source: 2025 City Street Finance Reports

TABLE 7.12 CIRTPA Forecasted City Street Fund Revenue

City/County Name	2026	2027	2028	2029	2030	2031
Boone County	\$1,827,890	\$1,901,006	\$1,977,046	\$2,056,128	\$2,138,373	\$2,223,908
Boone	\$3,907,125	\$4,063,410	\$4,225,946	\$4,394,984	\$4,570,784	\$4,753,615
Dallas County	\$3,654,276	\$3,800,447	\$3,952,465	\$4,110,564	\$4,274,986	\$4,445,986
Adel	\$2,070,536	\$2,153,357	\$2,239,492	\$2,329,071	\$2,422,234	\$2,519,124
Perry	\$6,804,682	\$7,076,869	\$7,359,944	\$7,654,341	\$7,960,515	\$8,278,936
Jasper County	\$2,547,600	\$2,649,504	\$2,755,484	\$2,865,703	\$2,980,331	\$3,099,544
Newton	\$5,011,263	\$5,211,713	\$5,420,182	\$5,636,989	\$5,862,469	\$6,096,968
Madison County	\$723,804	\$752,756	\$782,866	\$814,181	\$846,748	\$880,618
Winterset	\$3,427,924	\$3,565,041	\$3,707,643	\$3,855,949	\$4,010,187	\$4,170,594
Marion County	\$993,271	\$1,033,002	\$1,074,322	\$1,117,294	\$1,161,986	\$1,208,466
Knoxville	\$1,523,139	\$1,584,065	\$1,647,427	\$1,713,325	\$1,781,858	\$1,853,132
Pella	\$3,888,502	\$4,044,042	\$4,205,804	\$4,374,036	\$4,548,997	\$4,730,957
Story County	\$3,582,626	\$3,725,931	\$3,874,969	\$4,029,967	\$4,191,166	\$4,358,813
Huxley	\$1,542,222	\$1,603,911	\$1,668,068	\$1,734,790	\$1,804,182	\$1,876,349
Nevada	\$5,775,323	\$6,006,336	\$6,246,589	\$6,496,453	\$6,756,311	\$7,026,563
Story City	\$1,195,474	\$1,243,293	\$1,293,024	\$1,344,745	\$1,398,535	\$1,454,477
Warren County	\$912,521	\$949,022	\$986,983	\$1,026,462	\$1,067,520	\$1,110,221
Indianola	\$6,554,130	\$6,816,295	\$7,088,947	\$7,372,505	\$7,667,405	\$7,974,101
Totals	\$55,942,307	\$58,179,999	\$60,507,199	\$62,927,487	\$65,444,587	\$68,062,370

Source: 2025 City Street Finance Reports

TABLE 7.13 State Fiscal Year 2025 CIRTPA Farm-to-Market Receipts

County Name	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Total
Boone County	\$410,212	\$449,949	\$308,028	\$271,802	\$1,439,991
Dallas County	\$463,220	\$508,091	\$347,832	\$306,925	\$1,626,068
Jasper County	\$554,786	\$608,528	\$416,589	\$367,596	\$1,947,498
Madison County	\$393,846	\$431,998	\$295,739	\$260,958	\$1,382,542
Marion County	\$463,044	\$507,898	\$347,699	\$306,808	\$1,625,448
Story County	\$768,054	\$842,454	\$576,732	\$508,905	\$2,696,145
Warren County	\$460,364	\$504,958	\$345,687	\$305,032	\$1,616,041
Totals	\$510,991	\$560,490	\$383,703	\$338,577	\$1,793,762

Source: Iowa Department of Transportation

TABLE 7.14 CIRTPA Forecasted Farm-to-Market Revenue

County Name	2026	2027	2028	2029	2030	2031
Boone County	\$1,497,591	\$1,557,494	\$1,619,794	\$1,684,586	\$1,751,969	\$1,822,048
Dallas County	\$1,691,111	\$1,758,755	\$1,829,105	\$1,902,270	\$1,978,360	\$2,057,495
Jasper County	\$2,025,398	\$2,106,414	\$2,190,671	\$2,278,298	\$2,369,430	\$2,464,207
Madison County	\$1,437,843	\$1,495,357	\$1,555,171	\$1,617,378	\$1,682,073	\$1,749,356
Marion County	\$1,690,466	\$1,758,085	\$1,828,408	\$1,901,545	\$1,977,606	\$2,056,711
Story County	\$1,680,683	\$1,747,910	\$1,817,827	\$1,890,540	\$1,966,161	\$2,044,808
Warren County	\$1,865,512	\$1,940,133	\$2,017,738	\$2,098,448	\$2,182,386	\$2,269,681
Totals	\$11,888,604	\$12,364,149	\$12,858,715	\$13,373,063	\$13,907,986	\$14,464,305

Source: Iowa Department of Transportation

TABLE 7.15 Fiscal Year 2025 CIRTPA Secondary Road Fund Receipts

County Name	Property Tax	L.O.S.T.	Road Use Tax Fund	Farm-to-Market Extension Revenue	Time-21	Bridge Funds	FM Transfer	Tax Refunds/Credits	Misc Receipts	Total Receipts
Boone County	\$3,212,371	\$438,229	\$4,355,455	\$480,504	\$28,052	\$0	\$0	\$0	\$9,487	\$8,524,097
Dallas County	\$3,668,281	\$2,502,383	\$4,570,690	\$506,297	\$37,810	\$0	\$0	\$0	\$0	\$11,285,461
Jasper County	\$3,867,176	\$32,488	\$5,961,418	\$657,268	\$39,499	\$7,234	\$0	\$0	\$26,972	\$10,592,055
Madison County	\$2,613,965	\$0	\$4,205,955	\$464,426	\$44,875	\$0	\$0	\$0	\$0	\$7,329,221
Marion County	\$2,776,831	\$0	\$4,730,112	\$520,164	\$22,731	\$0	\$0	\$0	\$5,235	\$8,055,073
Story County	\$3,820,600	\$0	\$4,727,220	\$517,729	\$37,600	\$0	\$0	\$0	\$25,403	\$9,128,552
Warren County	\$3,090,898	\$0	\$5,659,493	\$560,340	\$66,363	\$331,962	\$0	\$0	\$0	\$9,709,056
Totals	\$23,050,122	\$2,973,100	\$34,210,342	\$3,706,727	\$276,931	\$339,196	\$0.00	\$0.00	\$67,097	\$64,623,515

Source: Iowa Department of Transportation

TABLE 7.16 CIRTPA Forecasted Secondary Road Fund Revenue

County Name	2026	2027	2028	2029	2030	2031
Boone County	\$8,865,061	\$9,219,664	\$9,588,450	\$9,971,988	\$10,370,868	\$10,785,702
Dallas County	\$11,736,879	\$12,206,354	\$12,694,608	\$13,202,393	\$13,730,489	\$14,279,708
Jasper County	\$11,015,738	\$11,456,367	\$11,914,622	\$12,391,207	\$12,886,855	\$13,402,329
Madison County	\$7,622,390	\$7,927,286	\$8,244,377	\$8,574,152	\$8,917,119	\$9,273,803
Marion County	\$8,377,276	\$8,712,367	\$9,060,861	\$9,423,296	\$9,800,227	\$10,192,237
Story County	\$17,349,066	\$18,043,028	\$18,764,750	\$19,515,340	\$20,295,953	\$21,107,791
Warren County	\$9,493,694	\$9,873,442	\$10,268,379	\$10,679,114	\$11,106,279	\$11,550,530
Totals	\$10,097,418	\$10,501,315	\$10,921,367	\$11,358,222	\$11,812,551	\$12,285,053

Source: Iowa Department of Transportation

Federal Transit Administration Projects

As with highway projects, legislation requires that all federal and state transit projects be included in a fiscally constrained TIP. As the 5307 annual apportionment is the only guaranteed source of grant funds, CIRTPA actively seeks discretionary funding from a variety of sources, including the state Public Transit Equipment and Facilities Management System (PTMS) process and earmarks (state and federal). Because these funds are the hardest to obtain, there is always uncertainty whether the projects will be implemented in the current year. Therefore, the TIP will periodically be revised if project funding is reduced or delayed. **Table 7.17** lists all federal funding sources for HIRTA projects by FFY 2023. **Table 7.16** lists all state funding sources for HIRTA projects by FFY 2028.

Funding Sources

Federal and state funding account for the majority of all capital purchases and as a result, is critical to success. The following section outlines the general funding sources available to HIRTA for FFY 2027-2030.

TABLE 7.17 HIRTA’s Federal Funding Sources for FY 2027-2030

Federal Aid Funding Sources	2027		2028		2029		2030	
	Total Cost	Federal Aid	Total Cost	Federal Aid	Total Cost	Federal Aid	Total Cost	Federal Aid
5311	\$1,375,782	\$687,891	\$0	\$0	\$141,400	\$120,190	\$0	\$0
5339	\$21,875,939	\$17,557,311	\$2,576,000	\$2,189,600	\$3,231,500	\$2,746,775	\$832,900	\$707,965
CMAQ	\$146,000	\$116,800	\$0	\$0	\$0	\$0	\$0	\$0
Totals	\$23,397,721	\$18,362,002	\$2,576,000	\$2,189,600	\$3,372,900	\$2,866,965	\$832,900	\$707,965

TABLE 7.18 HIRTA’s State Funding Sources for FY 2027-2030

State Aid Funding Sources	2027		2028		2029		2030	
	Total Cost	State Aid	Total Cost	State Aid	Total Cost	State Aid	Total Cost	State Aid
STA	\$511,589	\$511,589	\$0	\$0	\$0	\$0	\$0	\$0
Totals	\$511,589	\$511,589	\$0	\$0	\$0	\$0	\$0	\$0

CHAPTER EIGHT

Public Participation

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

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 CIRTPA. This standard also applies when holding public meetings for any TIP amendments. CIRTPA will approve the TIP, and/or amendments to the TIP, following the completion of the public comment period. 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 CIRTPA's website. In addition, all meetings of CIRTPA committees are open to the public. Members of the public may request time on CIRTPA's agendas to comment on specific subjects of interest to the representatives.

The CIRTPA website contains CIRTPA news and information about upcoming events, CIRTPA members, staff, the organization of 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 update the website in order to engage citizens.

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 CIRTPA prior to the close of the given comment period. 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 CIRTPA TTC and TPC representatives of all TIP comments as part of the approved TIP. Immediately following is a summary of the comments made July 7, 2026 and any subsequent written comments submitted to CIRTPA before July 15, 2025.

No comments were received by staff at either the public input meeting or by the input deadline.

Public Comment Summary

CIRTPA staff held a public meeting on July 7, 2026, 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 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.

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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 2027-2030 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.

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RESOLUTION PLACEHOLDER

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Appendix B

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Appendix C

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Additional CIRTPA Application Requirements

Form 2

In addition to all of the required materials in Application Form 1, please make sure to include in your application some narrative that addresses the following CIRTPA TAP Scoring Criteria:

Criteria No.	Evaluation Criteria	Points
1	Multipurpose aspects – Does it contribute to a multimodal transportation network?	15
2	Financial plan – Increased points for greater percentage of local match, has long-term maintenance plan.	15
3	Quality/significance of the site – Includes best practices, quality of materials used, and benefits of site characteristics as it relates to the project.	15
4	Relationship to other regional plans/projects (MPO Trail Gaps, CONNECT, The Tomorrow Plan, etc.) – How does it fit with other plans/initiatives?	15
5	Regional need for the project, public demand, etc. – How does it serve the region?	10
6	Local support – How does it serve the community?	10
7	Urgency of the implementation of the project	10
8	Status of the facility right-of-way – Has access, right of way, or possession been secured?	5
9	Impact to regional economic development and tourism	5
10	In Disadvantaged Area	20
Total Points		120