

FINAL DRAFT REGION 16 TRANSPORTATION IMPROVEMENT PROGRAM

Federal Fiscal Years 2012–2015

July 2011



This report was funded in part through grant (s) from the Federal Highway Administration, Federal Transit Administration, and the US Department of Transportation. The contents of this report do not necessarily reflect the official views or policy of the US Department of Transportation.

About the Transportation Improvement Program

The Region 16 Transportation Improvement Program (TIP) identifies projects funded by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) in Des Moines, Henry, Lee, and Louisa Counties. Specific projects are identified based on the following funding programs:

- Surface Transportation Program (STP);
- Transportation Enhancements (TEH);
- Demonstration (Earmarked) Projects (DEMO);
- Illustrative Projects (IP);
- Safe Routes to School (SRTS);
- Scenic Byways (SB);
- Iowa Clean Air Attainment Program (ICAAP);
- Highway Bridge Program (HBP);
- National Highway System (NHS); and
- Federal Transit Administration (FTA)

The Southeast Iowa Regional Planning Commission annually prepares the Region 16 TIP based on the time schedule in the chart to the right. The TIP has been developed by incorporating all city, county, and state transportation projects of regional significance considered to be eligible for federal-aid funding. As part of the TIP development process, SEIRPC receives an annual allocation of federal Surface Transportation Program (STP) and Transportation Enhancement (TEH) funding to be distributed to counties and communities in the Region 16 planning area. The Region 16 Technical Advisory Committee (TAC) reviews, prioritizes, and recommends projects for STP and ENH funding to the SEIRPC Board of Directors. Final approval of projects for inclusion into the TIP is the sole responsibility of the SEIRPC Board of Directors. The TIP is fiscally constrained by adjusting the region's recommended projects to match best the estimated target of available federal STP and ENH funds for the next four years.

Consistent with Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and the Region 16 Public Involvement Process, this TIP is made available for comments by stakeholders within Region 16. The comments received will be provided for submission to the Iowa DOT for inclusion into the Statewide Transportation Improvement Program (STIP). STIP comments received prior to August 1, 2010 will be considered prior to submission to the FHWA for approval in September 2010. Inclusion of a project in either the TIP or STIP does not guarantee federal-aid funding for the project. However, the documents are a collection of projects that have been programmed as priorities and considered eligible for federal funding. Eligibility for federal aid will be determined by the FHWA or FTA on a case-by-case basis at the time the project authorization is requested.

Region 16 Project Selection Process

STP Application Process

Region 16 allocates STP funds through a competitive application process. STP funds are split with cities competing for 45% of available funds and counties competing for 55% of available funds. In the competitive STP application process, projects are rated on six different criteria which include:

- Economic Vitality - Measures the economic impact that a project will have locally and regionally - 275 Points Available
- System Preservation - Equation uses surface type, pavement condition, current AADT, and future AADT to determine replacement need - 200 Points Available
- Safety - Compares accident rate on proposed facility with state rates and what proportion of the project cost will go towards safety improvements - 200 Points Available
- Local and Regional Factors - Evaluates planning documents the proposed project are consistent with, the amount of local match involved, how the proposed project will impact the transportation system, and if the project includes multiple sponsors - 125 Points Available
- Accessibility and Mobility - Measures how the proposed project will provide users of the transportation system with more access and making the system more mobile - 125 Points Available
- Integration and Connectivity - Measures what impact the proposed project will have on connecting and integrating the transportation system between multiple modes - 75 Points Available

Projects are scored by a Technical Advisory Committee. These representatives will score projects based on objective data and subjective ratings that determine how the projects will impact the regional transportation system. For each project the high and low scores are removed, with the remaining scores being averaged. Projects are then ranked based on their total score.

ENH Application Process

Transportation Enhancements (TEH) funding is allocated through a competitive application process. Unlike STP funding, TEH funds are not split into separate city and county pools. In the TEH competitive application process, projects are scored on five different criteria that determine the importance of the TE project to the region which include:

- Enhancement Qualifications - Evaluates the projects ability to meet the requirements of the transportation enhancement program - 10 Points Available
- Local and Regional Factors - Evaluates if the project is a local, regional, or statewide priority - 9 Points Available
- Economic Development and Tourism - Measures the impact of the project on economic development and tourism in the region - 10 Points Available
- Continuation of Projects - Evaluates the status of the project progress such as planning, engineering, or other phases completed - 6 Points Available
- Facility Need - Evaluates the need of the project in Southeast Iowa - 15 Points Available

Projects are scored by the Technical Advisory Committee. These representatives will score projects to determine how the projects will impact and benefit the regional transportation system. For each project the high and low scores are removed, with the remaining scores being averaged. Projects are then ranked based on their total score.

County Bridge Project Selection Process

Each county selects projects using a different method, although each county uses a similar system. In each case the counties rate projects based on bridge sufficiency ratings, estimated cost, benefit of replacements, remaining life, bridge posting, and available funding. Then the lowest rated bridges are then included in each of the county's five year plan or closed to traffic.

City STP Summaries, Scores, and Rankings

Below are summaries for applications received for city STP funding. In addition to this, the final scores and rankings recommended by the TAC are included.

Sponsor	Burlington
Project Name	Division Street HMA Resurfacing Project
Project Description	The project will entail improvements to two sections of Division Street—the first from 175' east of Leebrock to the west edge of Marshall Street. The second section extends from 145' east of Central Avenue to the west edge of South 6th Street. Improvements will consist of the removal of an existing asphalt overlay and then be resurfaced using two 1-1/4 inch thick courses of new hot mix asphalt. The work will also include the reconstruction of all sidewalk/curb interfaces as necessary to insure compliance with all ADA accessibility requirements.
Total Cost	\$ 495,000
STP Request	\$ 396,000
Local Match	\$ 99,000

Sponsor	Fort Madison
Project Name	Avenue E—22nd to 24th Streets
Project Description	The project will include removal of the existing street and the installation of new PC concrete (35' back to back). The project will restore the pavement to an acceptable cross section and improve drainage. As part of the project the intersections will be reconstructed and new curb ramps with detectable warnings will be installed to meet ADA requirements.
Total Cost	\$ 514,000
STP Request	\$ 411,280
Local Match	\$ 102,820

Rank	Sponsor	Project Name	Score
1	Fort Madison	Avenue E—22nd to 24th Streets	488.00
2	Burlington	Division Street HMA Resurfacing Project	466.71
3	West Burlington	Mount Pleasant Street Resurfacing	438.57
4	Fort Madison	Avenue E—18th to 20th Streets	425.29
4	West Point	Avenue D—4th to 7th Street Project	388.14

Sponsor	Fort Madison
Project Name	Avenue E—18th to 20th Streets
Project Description	This project will remove the existing street and install new PC concrete (35' back to back). The project will restore the pavement to an acceptable cross-section and improve drainage. As part of the project the intersections will be reconstructed and new curb ramps with detectable warnings will be installed to meet ADA requirements.
Total Cost	\$ 404,800
STP Request	\$ 323,840
Local Match	\$ 80,960

Sponsor	West Burlington
Project Name	Mt Pleasant Street Resurfacing
Project Description	This project includes milling off the old HMA surface, patching, curb and gutter replacement in spot locations, storm sewer work necessary to fix drainage problems on the street surface, storm sewer intake repairs or replacement and placement of a new HMA surface.
Total Cost	\$ 1,738,000
STP Request	\$ 1,390,400
Local Match	\$ 347,600

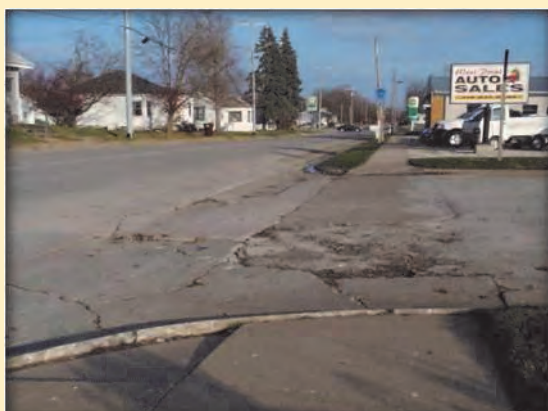
Sponsor	West Point
Project Name	Avenue D 4th to 7th Street Project
Project Description	The proposed project will be a total reconstruction of Avenue D from 4th Street to 7th Street. The project scope from 4th Street to 5th Street is to remove and replace the existing street and parking stalls with new PC concrete. Additional work in this area includes new ADA compliant sidewalks and curb cut ramps at the intersections. The scope of work from 5th Street to 7th Street will include removing the existing and reconstructing with new PC concrete.
Total Cost	\$ 645,780
STP Request	\$ 516,624
Local Match	\$ 129,156



Burlington—Existing Division Street Surface



Fort Madison—Existing Ave E Surface



West Point—Avenue D Existing Surface

Southeast Iowa Regional Planning Commission Organization Structure

2011 SEIRPC Board of Directors

Des Moines County Representatives
Jim Davidson—Burlington City Council
Hans Trousil—Mayor of West Burlington—SEIRPC Treasurer
Robert Beck—Des Moines County Supervisor
Bob Hesler—Private Sector
Henry County Representatives
Brent Schlessman—Mount Pleasant City Administrator—SEIRPC Chairman
Kent White—Henry County Supervisor
Mark Hempen—New London City Council
Klay Edwards—Private Sector
Lee County Representatives
Byron Smith—City Manager of Fort Madison
Gary Folluo—Lee County Supervisor—SEIRPC At Large
Michael O'Connor—Keokuk City Council
Steve Bisenius—Private Sector
Louisa County Representatives
Chris Ball—Louisa County Supervisor
Mark Huston—Columbus Junction City Council
Randy Tillman—Wapello City Council
Jim Howell—Private Sector—SEIRPC Secretary
Other Representatives
David File—Iowa Wesleyan College
Phil Thomas—Southeastern Community College
Sue Frice—Workforce Representative—SEIRPC Vice Chairperson

Technical Advisory Committee (TAC)

The purpose of the TAC is to provide recommendations to the SEIRPC Board of Directors on issues such as fiscal resource allocations, STP and TE project selection and TIP development. The TAC structure changed in 2004 from the previous structure it employed. The SEIRPC Policy Board voted to change the makeup of the TAC to employ a more regional and diverse perspective when reviewing STP and ENH applications. The new structure created nine specific positions on the TAC. The nine specific positions are: County Engineer, Public Works Official, 2 Business Professionals, Agriculture Professional, SEIRPC Board Member, Economic Development Professional, City under 5,000 and one at-large SEIRPC Board appointment. The membership of the TAC is represented by 2 members from Des Moines, Henry, Lee, and Louisa Counties and one at large SEIRPC Board Representative. The TAC is also represented by Iowa DOT, FTA and FHWA as non-voting members. Each county's representatives on the SEIRPC Board appoint two people to serve on the TAC. The positions are three year terms to ensure continuity from year to year. Each member is allowed to serve up to two consecutive terms. A listing of existing TAC members can be seen in the table below.

Planning Agency Structure

The Southeast Iowa Regional Planning Commission (SEIRPC) staff includes the Executive Director, Assistant Director, Finance Director, Finance Assistant, Development Director, Transit Director, Transit Dispatcher, Transit Operations Manager, four Regional Planners, two Transportation Planners, two Grant Managers, a Housing Inspector, two Planning Assistants, and an Executive Assistant.

The Executive Director, Assistant Director, and Transportation Planners are designated to work with the Board of Directors and Technical Advisory Committee for purposes of transportation planning and programming efforts in compliance with SAFETEA-LU.

2011 Technical Advisory Committee

Des Moines County Representatives
Jim Davidson—SEIRPC At-Large
Eric Larson—Economic Development Professional

Henry County Representatives
Chuck Reighard—City under 5,000
Bob Kephart—Public Works Official

Lee County Representatives
Bill Richards—Business Professional
Mike Holtkamp—Ag Professional

Louisa County Representatives
Bill Small—Business Professional
Larry Roehl—County Engineer

SEIRPC Board Representatives
Gary Folluo—SEIRPC Board

Non-Voting Representatives
Sam Shea—Iowa Department of Transportation
Mark Bechtel—Federal Transit Administration Region 7
Tracy Troutner—Federal Highway Administration

SEIRPC Board of Directors

The SEIRPC Board of Directors is made up of nineteen members. Members are appointed every four years. The Board provides direction and final approval on projects, planning, and programming decisions, such as: fiscal resource allocations, project selection, Transportation Improvement Program (TIP) approval, Transportation Planning Work Program (TPWP) approval, Long Range Transportation Plan (LRTP) approval, Public Involvement Process (PIP) approval, Passenger Transportation Development Plan approval and assurance that multi-modal opportunities are fully considered and implemented when appropriate. A listing of the members of the SEIRPC Board can be seen in the table above.

Policy Board Adoption

RESOLUTION #X84-2011

INTRODUCED BY: SEIRPC
INTENT: ACCEPT AND RECEIVE FFY2012 - FFY2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

WHEREAS, The TIP is a required document by the Iowa Department of Transportation, Federal Transit Administration, and Federal Highway Administration; and

WHEREAS, The TIP is a regional document listing all surface transportation projects receiving federal transportation funding; and

WHEREAS, The TIP has followed the regional public participation process; and

BE IT RESOLVED, The Southeast Iowa Regional Planning Commission Board of Directors accepts and receives the Region 16 Transportation Improvement Program on this 27th Day of July, 2011.

Brent Schlessman, Chairman

Mike Norris, SEIRPC Executive Director

Public Involvement Process

In compliance with the provisions of SAFETEA-LU, SEIRPC has established the following public involvement process for its transportation planning process.

Public Notices

Public notices shall be published for SEIRPC Board meetings where final TIP, TPWP, PTP, LRTP and special studies or modal plans are adopted, concurrent with DOT, FTA and FHWA regulations. Public notices shall also be published for meetings where amendments of the regional TIP shall be voted upon. Public notices shall be posted no less than one week in advance in the regional newspaper, The Hawkeye.

Public Hearings

Prior to approval of the final TIP, TPWP, PTP, and LRTP the SEIRPC Board shall hold a public hearing. The Board shall also hold public hearings as deemed necessary for TIP amendments. Hearings will be published no less than one week in advance before the hearing in the regional newspaper, The Hawkeye.

Annual TIP Project Request Notifications

Individual jurisdictions and the media shall be informed as to when Region 16 is seeking projects for inclusion in the annual TIP. Application forms shall be available online on the SEIRPC website from the last week of October until applications are due in December.

Public Comment

The general public shall be afforded the opportunity to provide comments on the annual development of the TIP, TPWP, PTP, LRTP, and the Public Involvement Process through the process outlined herein. In the case of the LRTP, Public Involvement Process, and the prioritization process for the STP and ENH Program, a minimum of a forty-five (45) day comment period shall be provided.

Web

SEIRPC will post its TIP, TPWP, PTP, LRTP, and other related transportation planning activities on its website to give the public an opportunity to comment.

Accommodation

Persons requiring special material or presentation formats will be asked for advanced notice of at least one week prior to a public hearing. Reasonable accommodations to provide documents in an accessible format, as required by the American with Disabilities Act, will be made when requested by the public.

Region 16 Process for Revision to TIP

Revisions are defined as changes to a TIP or STIP that occur between scheduled periodic updates. There are two types of revisions known as an amendment or an administrative modification.

Amendment

An amendment involves a major change to a project included in the TIP/STIP. This includes an addition or deletion of a project, a major change in project cost, project/project phase initiation dates, or a major change in design concept/scope (e.g. changing project termini or the number of through lanes). Changes made to illustrative projects do not require an amendment. An amendment requires public review/comment and proof of fiscal constraint. Changes that affect fiscal constraint must take place by amendment of the TIP.

Administrative Modification

A minor revision to a TIP is an administrative modification. It includes minor changes/project phase costs, minor changes to funding sources of previously-included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review/comment or proof of fiscal constraint.

Amendment vs. Administrative Modification

There are four main components that can be used to determine whether a project change constitutes an amendment or an administrative modification. They include the following:

- **Project costs** - Determination will be made based on the percentage change or dollar amount of change in federal aid. Projects in which the federal aid has been changed by more than 30% or total federal aid increases by \$2.0 million or more will require an amendment. Anything less can be processed with an administrative modification.
- **Schedule changes** - Changes in schedules to projects which are included in the first four years of the TIP/STIP will be considered administrative modifications. Projects which are added or deleted from the TIP/STIP will be processed as amendments.
- **Funding sources** - Additional federal funding sources to a project will require an amendment. Changes to funding from one source to another will require an administrative modification.
- **Scope changes** - Changing project termini or changing the amount of through traffic lanes will be processed as an amendment. Other examples of changes that require amendment are changing the type of work from an overlay to reconstruction. Another example is changing a project to include widening of the roadway.

Procedural Requirements for Revisions

The main requirement for an amendment is that there is an opportunity for public input. The second is technical and policy board approval of the amendment. Any amendments to a project must be done so by filling out a "Request for Amendment Application" and submitting it to SEIRPC. Amendments require a local government resolution stating the change in the project and that the local government supports the amendment, an updated time schedule for project development, and an up to date itemized breakdown of project costs. Once the amendment has been submitted to SEIRPC, it will go through the review process with the Technical Advisory Committee. The TAC will review all requests for amendments, making recommendations to the SEIRPC Board on approving or rejecting the request. The SEIRPC Policy Board will ultimately decide whether to approve or reject the request for amendment.

An administrative modification has simplified procedures which allow more flexibility in the processing of changes. SEIRPC staff is allowed to process minor changes by approval of the SEIRPC Board. Each type of revision is processed in TPMS and the date of approval by SEIRPC is included in the revision submittal.

Financial Information

Under SAFETEA-LU RPA's are required to fiscally constrain their Transportation Improvement Program. The two figures below document the funding targets, programmed funds, and balance for Region 16's STP and ENH funds. All estimates for project funding are based on year of expenditure costs determined by the project sponsors. Based on applications received, sponsors have used a YOY of between 2% and 4% per year.

Federal Fiscal Year	STP Target	Target Programmed	Projected Balance
FFY2011 2nd Quarter Report Balance (4/28/2011)*			\$ 1,992,063
2010	Authorized \$ 1,134,978		\$ 857,085
2011	Authorized \$ -		\$ 857,085
2012	\$ 2,658,201	\$ 1,580,080	\$ 1,935,206
2013	\$ 1,975,000	\$ 2,141,662	\$ 1,768,544
2014	\$ 1,975,000	\$ 2,280,332	\$ 1,463,212
2015	\$ 1,975,000	\$ 1,965,105	\$ 1,473,107

Federal Fiscal Year	TE Target	Target Programmed	Projected Balance
FFY2011 2nd Quarter Report Balance (4/28/2011)*			\$ 376,881
2011	Authorized \$ 268,404		\$ 108,477
2012	\$ 200,819	\$ 377,166	\$ (67,870)
2013	\$ 154,000	\$ 134,674	\$ (48,544)
2014	\$ 154,000	\$ 105,456	\$ -
2015	\$ 154,000	\$ 154,000	\$ -

A new requirement in SAFETEA-LU is for RPA's to demonstrate the amount of funding spent on operation and maintenance of the Federal-Aid system. This includes non federal aid revenues to illustrate that there are adequate revenues to operate and maintain the Federal-Aid system. The Iowa DOT has compiled information for each RPA that provides the revenues, operation costs, and maintenance costs. The two tables below show the expenses for operations and maintenance in Region 16 and the revenues for Region 16.

Expense	Cost	Revenue	Cost
City Operation Costs	\$ 445,314	City Receipts	\$ 23,476,307
City Maintenance Costs	\$ 1,430,006	Farm to Market Receipts	\$ 2,929,347
County Operation Costs	\$ 1,864,141	Secondary Road Fund Receipts	\$ 16,787,727
County Maintenance Costs	\$ 3,865,589	Total Region 16 Revenues	\$ 43,193,381
Total Region 16 O & M Costs	\$ 7,605,050		

The table below provides a summary of the federal funding allocated for each funding program by year.

Program	FFY2011	FFY2012	FFY2013	FFY2014	Total
Surface Transportation Program (STP)	\$ 2,532,000	\$ 1,023,000	\$ 2,173,000	\$ 2,300,000	\$ 8,028,000
Safe Routes to School (SRTS)	\$ 264,000	\$ -	\$ -	\$ -	\$ 264,000
National Highway System (NHS)	\$ 31,910,000	\$ 4,432,000	\$ -	\$ -	\$ 36,342,000
Highway Bridge Program (HBP)	\$ 6,053,000	\$ 1,150,000	\$ 528,000	\$ 230,000	\$ 7,961,000
Transportation Enhancement (ENH)	\$ 1,228,000	\$ 190,000	\$ 190,000	\$ 190,000	\$ 1,798,000
Demonstration Project (DEMO)	\$ 1,700,000	\$ -	\$ -	\$ -	\$ 1,700,000
Total Federal Aid	\$ 43,687,000	\$ 6,795,000	\$ 2,891,000	\$ 2,720,000	\$ 56,093,000

County STP Summaries, Scores, and Rankings

Below are summaries for applications received for county STP funding. In addition to this, the final scores and rankings recommended by the TAC are included.

Sponsor	Des Moines County
Project Name	Medapolis Road/DMC Hwy 99 Resurfacing
Project Description	This project will consist of milling or leveling course followed by hot mix asphalt pavement on Medapolis Road. DMC Hwy. 99 is planned for a partial depth mill followed by PCC pavement. The intersections will be reconstructed with PCC. A bridge located on DMC Hwy. 99 may receive a deck replacement.
Total Cost	\$ 4,200,000
STP Request	\$ 2,200,000
Local Match	\$ 2,000,000

Rank	Sponsor	Project Description	Score
1	Des Moines County	Medapolis Road/DMC Hwy. 99 Resurfacing	327.39



Des Moines County—Existing Highway 99 and Medapolis Road Surface

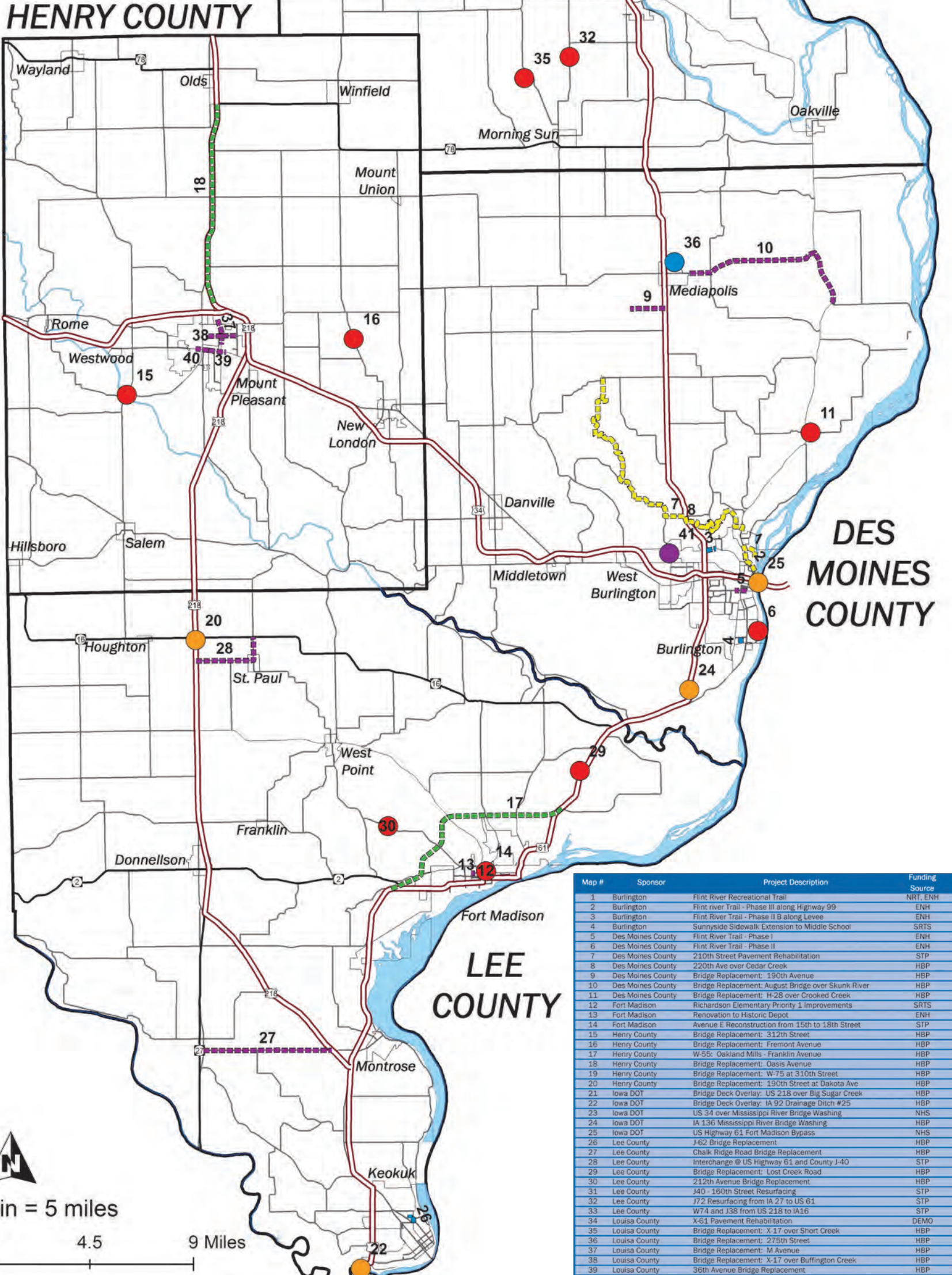


Des Moines County—Future Location for Flint River Trail

FFY2012—FFY2015 PROJECT LOCATION MAP

Legend

- Highway Bridge Program
- Primary Road Fund
- Safe Routes to School
- Surface Transportation Program
- Transportation Enhancements
- National Highway System
- Primary Road Fund
- Safe Routes to School
- Surface Transportation Program
- State Highways
- US Highways
- Major Rivers
- City Boundaries
- County Boundaries
- Roads



Federal Highway Administration Projects

The following table provides information on projects receiving federal transportation through Federal Highway Administration funding programs. All estimates for project funding are based on year of expenditure costs as determined by the project sponsors.

TRM#	Year	Program	Sponsor	Project Number	Location	Type of Work	Federal Aid	Total
18682	FY12	ENH	Burlington	STP-E-0977(1)-81-29	Along County Highway 99 From Port of Burlington to Mississippi River Levee	Pod/Bike Grade & Pave	\$ 189	\$ 235
19090	FY12	ENH	Burlington	STP-E-0977(3)-81-29	CASH ST: Trail along levee by Flint Creek and Mississippi over to Cash Street	Pod/Bike Grade & Pave	\$ -	\$ 216
19900	FY12	HBP	Burlington	BRM-0977(637)-81-29	Main Street/Main St. Main Street/Cascade Bridge over drainage area	Bridge Rehabilitation	\$ -	\$ 1,000
19867	FY12	SRTS	Burlington	SRTS-U-0977(634)-81-29	Sunnyside/Sunnyside Ave. From Yoder Drive to Irish Ridge Road	Pod/Bike Grade & Pave	\$ -	\$ 187
20987	FY12	SRTS	Burlington	SRTS-U-0977(620)-81-29	147th St. From Parkway Drive to Reservoir	Pod/Bike Grade & Pave	\$ -	\$ 148
10749	FY12	ENH	Des Moines CBS	STP-E-0209(57)-81-29	Flint River Recreational Trail Ph II & III: US 61 to Big Hollow Recreation Area	Pod/Bike Grade & Pave	\$ 208	\$ 258
12137	FY12	ENH	Des Moines CBS	STP-E-0209(1)-81-29	Along Flint Creek: From County Highway 99 to US Highway 61	Pod/Bike Development	\$ 189	\$ 189
12934	FY12	LL	Des Moines CBS	LL-C029(94)-94-29	Flint River Recreational Trail: From Burlington City Limits to Big Hollow Recreational Area	Pod/Bike Grade & Pave	\$ -	\$ 1
15501	FY12	HBP	Des Moines CRD	BR05-0029(70)-81-29	155TH ST: Bridge Replacement	Bridge Rehabilitation	\$ -	\$ 305
13925	FY12	NHS	DOT-D05-RPA16	NHS-61(1)-19-56	US 61: FORT MADISON BYPASS/ADVANCE CONSTRUCTION	Pavement Rehabilitation	\$ -	\$ 5,540
20014	FY12	NHS	DOT-D05-RPA16	NHS-61(1)-19-56	US 218: 1.0 MI N OF MOUNT PLEASANT TOA 78	Pavement Widening	\$ -	\$ 1,620
965	FY12	PRF	DOT-D05-RPA16	BRFN-34(1)-39-29	US 34/US 34 - MISSISSIPPI R	Bridge Rehabilitation	\$ -	\$ 175
978	FY12	PRF	DOT-D05-RPA16	BRFN-136(1)-39-56	IA 136: MISSISSIPPI R BRIDGE	Bridge Washing	\$ -	\$ 30
18587	FY12	PRF	DOT-D05-RPA16	BRFN-218(1)-39-56	US 218: BIG SUGAR CREEK NEAR IA 160E	Bridge Deck Overlay	\$ -	\$ 352
18628	FY12	PRF	DOT-D05-RPA16	BRFN-34(1)-39-29	IA 92: IOWA RIVER 1.0 MILE EAST OF IA 70	Bridge Rehabilitation	\$ -	\$ 406
20963	FY12	HBP	Fort Madison	BR05-0029(121)-81-56	AVE D: Over French Creek	Bridge Rehabilitation	\$ -	\$ 800
13292	FY12	HBP	Henry CRD	BR05-0044(68)-81-29	W-55: Oakland Mills-Franklin Ave - Past Bridge	Bridge Rehabilitation	\$ -	\$ 250
20959	FY12	SRTS	Keokuk	SRTS-U-934(2)-81-56	MIDDLE RD: Maple Road, Boulevard Road, and Decatur Street from Messenger Road to Washington Street	Pod/Bike Grade & Pave	\$ -	\$ 110
18620	FY12	STP	Louisa CRD	STP-S-0558(1)-5E-56	X-17: COUNTY RD X-17: From State Highway 92 to X Avenue	Bridge Washing	\$ 1,135	\$ 1,135
20055	FY12	SRTS	Mediapolis	SRTS-U-930(1)-21-29	Mediapolis/Mediapolis: Planning Document - No Specific Road	Planning Study	\$ -	\$ 15
17020	FY12	STP	Mount Pleasant	STP-U-5292(617)-27-44	Washington Street/Washington Street: From Marion St to Locust St	Pavement Rehabilitation	\$ 733	\$ 733
949	FY12	STP	RPA-16	RGPL-PA16(PMS)-ST-00	SEIRPC: RPA 16 TRANSPORTATION PLANNING	Trans Planning	\$ 142	\$ 142
950	FY12	STP	RPA-16	RGPL-PA16(PMS)-ST-00	SEIRPC: RPA 16: PAVEMENT MANAGEMENT SYSTEM IMPLEMENTATION FOR RPA 16	Trans Planning	\$ 10	\$ 10
11784	FY12	STP	RPA-16	RGPL-PA16(UDS)-ST-00	SUDAS: STATEWIDE URBAN DESIGN STANDARDS	Trans Planning	\$ 7	\$ 7
11784	FY12	STP	RPA-16	RGPL-PA16(UDS)-ST-00	SUDAS: STATEWIDE URBAN DESIGN STANDARDS	Trans Planning	\$ 7	\$ 7
11784	FY12	STP	RPA-16	RGPL-PA16(UDS)-ST-00	SUDAS: STATEWIDE URBAN DESIGN STANDARDS	Trans Planning	\$ 7	\$ 7
18682	FY12	ENH	Burlington	STP-E-0977(1)-81-29	Along County Highway 99 From Port of Burlington to Mississippi River Levee	Pod/Bike Grade & Pave	\$ 53	\$ 53
17137	FY12	ENH	Des Moines CBS	STP-E-0209(1)-81-29	Along Flint Creek: From County Highway 99 to US Highway 61	Pod/Bike Development	\$ 61	\$ 61
6131	FY12	STP	Des Moines CRD	STP-S-0029(210)-81-56	220th Street: From US Hwy 61 to Iowa City	Pavement Rehabilitation	\$ -	\$ 1,072
965	FY12	PRF	DOT-D05-RPA16	BRFN-34(1)-39-29	US 34/US 34 - MISSISSIPPI R	Bridge Rehabilitation	\$ -	\$ 25
978	FY12	PRF	DOT-D05-RPA16	BRFN-136(1)-39-56	IA 136: MISSISSIPPI R BRIDGE	Bridge Washing	\$ -	\$ 30
18586	FY12	PRF	DOT-D05-RPA16	BRFN-218(1)-39-56	IA 92: DRAINAGE DITCH # 25 5.5 MILES WEST OF US 61	Bridge Deck Overlay	\$ -	\$ 405
18625	FY12	PRF	Fort Madison	STP-U-5292(70)-56	EURVE E: From 15th Street to 18th Street	Pavement Rehabilitation	\$ 597	\$ 597
3508	FY12	HBP	Lee CRD	BR05-0058(3)-5E-56	Chalk Ridge Rd S26/T68/R5	Bridge Rehabilitation	\$ -	\$ 400
12950	FY12	HBP	Lee CRD	BR05-0058(3)-5E-56	Lost Creek Rd S27/T68/R5	Bridge Rehabilitation	\$ -	\$ 400
14460	FY12	HBP	Louisa CRD	BR05-0058(1)-5E-56	X-17: Over BUFFINGTON CREEK	Bridge Rehabilitation	\$ -	\$ 621
18654	FY12	STP	Mount Pleasant	STP-U-5292(617)-27-44	GRAND AVE: From James Avenue to 59th St Bridge	Pavement Rehabilitation	\$ 300	\$ 300
949	FY12	STP	RPA-16	RGPL-PA16(PMS)-ST-00	SEIRPC: RPA 16 TRANSPORTATION PLANNING	Trans Planning	\$ 142	\$ 142
950	FY12	STP	RPA-16	RGPL-PA16(PMS)-ST-00	SEIRPC: RPA 16: PAVEMENT MANAGEMENT SYSTEM IMPLEMENTATION FOR RPA 16	Trans Planning	\$ 10	\$ 10
11784	FY12	STP	RPA-16	RGPL-PA16(UDS)-ST-00	SUDAS: STATEWIDE URBAN DESIGN STANDARDS	Trans Planning	\$ 7	\$ 7
11784	FY12	STP	RPA-16	RGPL-PA16(UDS)-ST-00	SUDAS: STATEWIDE URBAN DESIGN STANDARDS	Trans Planning	\$ 7	\$ 7
11784	FY12	STP	RPA-16	RGPL-PA16(UDS)-ST-00	SUDAS: STATEWIDE URBAN DESIGN STANDARDS	Trans Planning	\$ 7	\$ 7
18682	FY12	ENH	Burlington	STP-E-0977(1)-81-29	Along County Highway 99 From Port of Burlington to Mississippi River Levee	Pod/Bike Grade & Pave	\$ 53	\$ 53
17137	FY12	ENH	Des Moines CBS	STP-E-0209(1)-81-29	Along Flint Creek: From County Highway 99 to US Highway 61	Pod/Bike Development	\$ 61	\$ 61
965	FY12	PRF	DOT-D05-RPA16	BRFN-34(1)-39-29	US 34/US 34 - MISSISSIPPI R	Bridge Rehabilitation	\$ -	\$ 25
978	FY12	PRF	DOT-D05-RPA16	BRFN-136(1)-39-56	IA 136: MISSISSIPPI R BRIDGE	Bridge Washing	\$ -	\$ 30
18586	FY12	PRF	DOT-D05-RPA16	BRFN-218(1)-39-56	IA 92: DRAINAGE DITCH # 25 5.5 MILES WEST OF US 61	Bridge Deck Overlay	\$ -	\$ 405
18625	FY12	PRF	Fort Madison	STP-U-5292(70)-56	EURVE E: From 15th Street to 18th Street	Pavement Rehabilitation	\$ 597	\$ 597
3508	FY12	HBP	Lee CRD	BR05-0058(3)-5E-56	Chalk Ridge Rd S26/T68/R5	Bridge Rehabilitation	\$ -	\$ 400
12950	FY12	HBP	Lee CRD	BR05-0058(3)-5E-56	Lost Creek Rd S27/T68/R5	Bridge Rehabilitation	\$ -	\$ 400
14460	FY12	HBP	Louisa CRD	BR05-0058(1)-5E-56	X-17: Over BUFFINGTON CREEK	Bridge Rehabilitation	\$ -	\$ 621
18654	FY12	STP	Mount Pleasant	STP-U-5292(617)-27-44	GRAND AVE: From James Avenue to 59th St Bridge	Pavement Rehabilitation	\$ 300	\$ 300
949	FY12	STP	RPA-16	RGPL-PA16(PMS)-ST-00	SEIRPC: RPA 16 TRANSPORTATION PLANNING	Trans Planning	\$ 142	\$ 142
950	FY12	STP	RPA-16	RGPL-PA16(PMS)-ST-00	SEIRPC: RPA 16: PAVEMENT MANAGEMENT SYSTEM IMPLEMENTATION FOR RPA 16	Trans Planning	\$ 10	\$ 10
11784	FY12	STP	RPA-16	RGPL-PA16(UDS)-ST-00	SUDAS: STATEWIDE URBAN DESIGN STANDARDS	Trans Planning	\$ 7	\$ 7
11784	FY12	STP	RPA-16	RGPL-PA16(UDS)-ST-00	SUDAS: STATEWIDE URBAN DESIGN STANDARDS	Trans Planning	\$ 7	\$ 7
11784	FY12	STP	RPA-16	RGPL-PA16(UDS)-ST-00	SUDAS: STATEWIDE URBAN DESIGN STANDARDS	Trans Planning	\$ 7	\$ 7

Federal Transit Administration

The following table provides information on projects for the Burlington Urban Service (BUS) and Southeast Iowa BUS (SEIBUS) that will be receiving federal transportation funding through Federal Transit Administration funding programs.

Year	Funds	Sponsor	Expense	Project Type	Project Description	Total	Federal	State	Local
FY12	5317	BUS	Capital	Expansion	Minivan	\$ 42,000	\$ 34,860	-	\$ 7,140
FY12	5311	BUS	Operations	Misc.	General Operations/Maintenance/Administration	\$ 713,882	\$ 230,135	\$ 156,546	\$ 327,201
FY12	5309	BUS	Capital	Replacement	Light Duty Bus (176" wb) - Unit #723 - Diesel, UFRC, VSS	\$ 93,000	\$ 77,190	-	\$ 15,810
FY12	5311	RPA-16	Planning	Misc.	RPA Transportation Planning Vehicle ()	\$ 30,328	\$ 24,262	-	\$ 6,066
FY12	5317	SEIBUS	Operations	Expansion	Mobility Manager	\$ 76,756	\$ 61,405	-	\$ 15,351
FY12	5311	SEIBUS	Operations	Misc.	General Operations/Maintenance/Administration	\$ 818,368	\$ 251,923	\$ 244,350	\$ 322,095
FY12	5309	SEIBUS	Capital	Other	ITS Maintenance Software	\$ 5,000	\$ 4,000	-	\$ 1,000
FY12	5317	SEIBUS	Capital	Other	2 New 176" WB Light Duty Bus	\$ 138,000	\$ 110,400	-	\$ 27,600
FY12	5309	SEIBUS	Capital	Replacement	Conversion Van - Unit #013	\$ 44,000	\$ 36,520	-	\$ 7,480
FY12	5309	SEIBUS	Capital	Replacement	Light Duty Bus (176" wb) - Unit #974D - Diesel	\$ 82,000	\$ 68,060	-	\$ 13,940
FY12	5309	SEIBUS	Capital	Replacement	Light Duty Bus (176" wb) - Unit #962 - Diesel	\$ 82,000	\$ 68,060	-	\$ 13,940
FY13	5311	BUS	Operations	Misc.	General Operations/Maintenance/Administration	\$ 713,882	\$ 230,135	\$ 156,546	\$ 327,201
FY13	5309	BUS	Capital	Replacement	Medium Duty Bus (29-32 ft.) - Unit #722 - UFRC, Vss	\$ 165,000	\$ 136,950	-	\$ 28,050
FY13	5309	BUS	Capital	Replacement	Medium Duty Bus (29-32 ft.) - Unit #721	\$ 165,000	\$ 136,950	-	\$ 28,050
FY13	5311	RPA-16	Planning	Misc.	RPA Transportation Planning Vehicle ()	\$ 30,328	\$ 24,262	-	\$ 6,066
FY13	5311	SEIBUS	Operations	Misc.	General Operations/Maintenance/Administration	\$ 818,368	\$ 251,923	\$ 244,350	\$ 322,095
FY13	5309	SEIBUS	Capital	Replacement	Non-ADA Standard Van - Unit #031D - Diesel	\$ 30,000	\$ 24,000	-	\$ 6,000
FY13	5309	SEIBUS	Capital	Replacement	Non-ADA Standard Van - Unit #032	\$ 30,000	\$ 24,000	-	\$ 6,000
FY13	5309	SEIBUS	Capital	Replacement	Light Duty Bus (176" wb) - Unit #051 - Diesel	\$ 82,000	\$ 68,060	-	\$ 13,940
FY13	5309	SEIBUS	Capital	Replacement	Light Duty Bus (176" wb) - Unit #052 - Diesel	\$ 82,000	\$ 68,060	-	\$ 13,940
FY14	5311	BUS	Operations	Misc.	General Operations/Maintenance/Administration	\$ 713,882	\$ 230,135	\$ 156,546	\$ 327,201
FY14	5311	RPA-16	Planning	Misc.	RPA Transportation Planning Vehicle ()	\$ 30,328	\$ 24,262	-	\$ 6,066
FY14	5311	SEIBUS	Operations	Misc.	General Operations/Maintenance/Administration	\$ 818,368	\$ 251,923	\$ 244,350	\$ 322,095
FY15	5311	RPA-16	Planning	Misc.	RPA Transportation Planning Vehicle ()	\$ 30,328	\$ 24,262	-	\$ 6,066
FY15	5311	SEIBUS	Operations	Misc.	General Operations/Maintenance/Administration	\$ 818,368	\$ 251,923	\$ 244,350	\$ 322,095

FHWA Project Status

The table below provides an update on the letting status of FHWA Projects program in FFY2011. Pictures showing the progress of some of these projects can be seen in the bottom left corner of the page.

Program	Sponsor	Project Number	Location	Status
DEMO	Louisa CRD	EDP-C058(28)-7Y-58	X-61: IOWA 218 TO G62 to Tama Rd	DOT Letting: May/17/2011
ENH	Burlington	STP-E-0977(633)-81-29	Flint River Trail Phase IV A, B, II A: Tama Rd to 113th, Railroad Bridge to Mill Dam Rd, N of Rail Bridge	DOT Letting: May/17/2011
ENH	Burlington	STP-E-0977(636)-81-29	CASH ST: Trail along levee by Flint Creek and Mississippi over to Cash Street	DOT Letting: Oct/18/2011
ENH	Des Moines CBS	STP-E-0209(57)-81-29	Flint River Recreational Trail Ph II & III: US 61 to Big Hollow Recreation Area	DOT Letting: Apr/20/2010
FLHP	US Fish and Wildlife	PLH-USFW(1)-18-58	Port Louisa: Fish and Wildlife Refuge - Flood Damage Repairs	Submitted
HBP	Burlington	BRM-0977(637)-81-29	Main Street: Main Street/Cascade Bridge over drainage area	DOT Letting: Sep/20/2011
HBP	Des Moines CRD	BR05-C029(59)-81-29	220th Avenue Box Culvert: Over Cedar Creek	Has been let
HBP	Des Moines CRD	BR05-C029(62)-81-29	190th Avenue: Bridge Replacement	Has been let
HBP	Des Moines CRD	BR05-C029(70)-81-29	155TH ST: Bridge Replacement	DOT Letting: Mar/20/2012
HBP	Henry CRD	BR05-C044(68)-81-29	Fremont Avenue: south of 305th St 1/2 mile	