CHAPTER 7-ISSUES/NEEDS AND ACTION PLAN

The previous chapters in their entirety present a picture of the transportations system of the RPA 2 Region, its eight counties, and 67 cities. Numerous facts and figures, transportation systems available or planned for have been presented. Some modes are more critical for this region than others around the state, but together that all are vital to the economic prosperity and quality of life of the citizens of North Iowa, the state of Iowa and the United States. Every single aspect of transportation affects everyone's daily lives, from the products we buy, to the crops that are grown, to the medical and educational services available. All of these factors influence what a region feels is important.

Nothing about transportation planning and programming can happen in a vacuum. However, RPA 2 transportations systems, planning, and programming do directly affect the people and businesses of this region, so this region must determine its priorities for planning and programming of and for transportation systems here.

To accomplish the Vision Statement and Goals presented in Chapter 1, specific issues or needs must be identified so that actions can be taken to meet the needs. Some issue as not clear cut and can be seem more as questions that need to be answered. The Issues/Needs or questions are as follows:

Roads and Bridges

The most important issue in the region is to have enough funds to maintain the existing road and network. Several ethanol plants, construction of wind farms and delivery of those components as well as just the rural nature of the region dictate that we have a safe reliable transportation system to get farm commodities out of the fields to value-added processors or to other markets.

- Maintenance of the existing regional highway network is a key need. As a regional network, preservation, reconstruction and rehabilitation, and safety improvements are a higher priority than capacity and new facility construction.
- Larger urban areas in the region are more likely to need to add capacity as well as maintain existing systems.
- Having readily available funding at the state and federal level for economic opportunities and job creation is critical.
- Adequate funding to maintain the existing roadways within the region is a great concern.
- Improved safety should be at the forefront of every project.
- Structurally deficient or functionally obsolete bridges are a concern.
- Are there too many roads to maintain for the available funding?

Transit

Region 2 Transit and Mason City Transit primarily provide the public transit within the region. Obtaining new and replacement vehicles is the high priority for both systems, their users and local governments. Some issues affecting the region are:

- Lack of funds to replace aged and failing busses.
- Lack of funds to maintain aged and failing busses.
- Lack of funds to provide services some see as critical.
- Lack of cooperation between services/agencies due to protecting their "turf".

Aviation

As aviation is provided for the region with several general aviation airports, most of the users' needs for facilities are being met. The Mason City Municipal Airport is seen by many as a critical component of the transportation system in North Iowa. Some issues affecting the region are:

- There have been issues with commercial service providers and reliability of service.
- Can the region continue to support a commercial carrier?
- Should the airport be a regional airport?

Rail & Pipeline

Rail is becoming more of an economic driver in the region with development of the Manly Terminal and the shipping and storage of wind turbine parts The sheer size of these parts are creating design and safety issues for transporting the parts, particularly the turbine blades on trucks out of the rail yard. Existing pipelines do not impact the area much unless there would be some sort of spill or rupture. With the increased emphasis on new pipeline construction to meet increasing energy demands, the RPA will have to thoroughly investigate new pipeline proposals. Some issues affecting the region are:

- In Mason City, large numbers of trains and accompanying whistles create a disturbance
- Large numbers of trains and their length create delays for commuters, residents and businesses.
- Improvements to warning devices should continue to be made on at-grade crossings when feasible, especially along high traffic roads.
- Some feel there is a lack of natural gas facilities and regulation compliance hinder expansion by making new facilities cost prohibitive.

Trails/Non-Motorized

The RPA 2 Region is continuing to see the importance of trail and non-motorized transportation in the area. Mason City is a Blue Zone Community and has committed a large number of funds to make the community more bicycle and pedestrian friendly.

- Funding assistance is essential for trails development and more funding is needed.
- Community groups need to have a better understanding of the federal project funding and development process.
- Lack of Regional priorities has made funding decisions more difficult.
- Continue to review funding criteria to be sure it meets the Region's expectations in regards to RPA 2 TAP funding priorities.
- Have counties and cities to work together to extend facilities outside their jurisdictions.
- Coordination among local jurisdictions and the Iowa DOT to make bicycle and pedestrian improvements is encouraged.

Safety and Security

The safety and viability of the transportation network in North Iowa is critical to the economic competitiveness of the region. Major disruptions of the highway, bridge, rail or air network would have devastating consequences for the area.

- It is impossible to monitor or secure every mile of road or every mile of rail.
- Improved communication and coordination is needed.
- Utilize data to analyze system needs for safety improvements to reduce collisions, etc.

ACTION PLAN

As with any plan, if there are not Actions to address the needs identified to accomplish the stated Goals to meet the Vision, the plan might as well be just a bookend on a shelf. The intent of this Plan and the identified actions are to address what the Region as an RPA can do or is responsible for to meet the stated Vision. As stated previously all forms of transportation are interconnected. However, the RPA 2 Policy Board, Technical Committee, TAP Committee and TAG Committee only have influence, responsibility, authority or funding available for Roads and Bridges, Transit, Trail/Non-Motorized, the majority of actions are focused in these areas. Within the context of this Plan, issues and needs don't necessarily mean negative either. In many cases, an action to address a need may be to continue a very positive opportunity. For example, the need to improve a roadway due to the large amount of truck traffic generated by a new feedmill. The issue or need is a result of a great economic opportunity, but that opportunity is destroying a road surface.

The following actions are stated to continually address the needs identified. This is not a list of programmed activities and is not project specific. It is a tool to be used as justification for Transportation Improvement Program project development over the next 20 years. As stated repeatedly throughout this document, the major focus of the STP, road and bridge planning and programming in RPA 2 is just to maintain what currently exists. As also discussed throughout the document, the RPA 2 region, does sub-allocate funding based on a distribution formula that was long ago agreed upon by RPA counties and cities over 5,000 in population. While RPA 2 does "sub-allocate", it is done more with an "equity" focus, than a hard and fast allocation. It does work in this Region and all of the participating entities are satisfied with their shares. RPA 2 has provided a percentage of funds to IDOT, the Region 2 Transit System as well as small cities and larger cities, just below the 5,000 threshold. The process is Regional in that each entity at the table is able to utilize funds way beyond their targeted allocation in order to complete a project.

For example, one county is planning to do an overlay project to prevent further deterioration of a roadway and that project is estimated to cost $1,500,000. At 80%, the federal share would be $1,200,000. Based on current funding targets, the county's "share" is only $250,000 per year. It would be nearly five years before that county could undertake that project if utilizing a strict sub-allocation method. RPA 2 has repeatedly allowed an entity to "borrow ahead" to complete a project, then wait several years before applying for an additional project. Small cities have the opportunity to request federal funds from the RPA, however the process utilized currently encourages those cities to work with a county engineer and plan for doing two projects together instead of separately. (i.e. county road extension through town makes sense to work together to do at one time instead of separately.) Another example was a bridge that was determined to be unsafe. Other jurisdictions that had been awarded project funds, reduced their funded amounts to assist a county to complete the project instead of having a very long duration and lengthy detour due to closing the bridge.

As stated in the first chapter, RPA 2 is rural in nature and the rural roadways provide the infrastructure for the rural economy to flourish. That rural economy is the same in Floyd County as it is in Kossuth County. The RPA feels the method used to distribute funds to the respective entities provides the most flexibility and fairness for all involved which emphasizes the Regional planning and programming process.

HIGHWAYS and BRIDGES and SAFETY and SECURITY

As a complete network, preservation, reconstruction, bridge replacement and rehabilitation, and safety improvements are a higher priority than capacity building and new facility construction. Maintain the existing regional highway network, initiating improvements at the federal, state, county and city level as needed.

- Utilize available funding in the most cost effective and efficient manner possible.
- Share a regional view when it comes to project selection and programming.
- Utilize federal funding for priority areas.
- Cooperation amongst various agencies when responding to incidents
- Continued use of the NI-MDST as an avenue for information sharing and dissemination should be a priority.
- Share successful strategies with peers
- Utilize data and communication to improve safety.
- Incorporating cost-effective safety improvements into reconstruction and rehabilitation projects when feasible.
- Promote safety initiatives such as "Zero Fatalities"

TRANSIT

As RPA 2 has a very active TAG that has developed very specific goals and action plans that will likely be long term for the RPA 2 PTP, the section of the PTP is included here in its entirety as well as specific short term projects as identified in the Transit Element of the RPA 2 FY 2016-FY2019 TIP. Transit Goals and Actions to address those Goals are as follows:

- Provide Quality Public Transit Operation through Region 2 Transit by providing safe, dependable, and efficient public transit services for all citizens within its service area in a manner that will help them maintain and improve their quality of life.
- Upgrade and Maintain Region 2 Transit Fleet (SEE FY2016-FY2019 TIP) by replacing approximately 12 to 14 vehicles per year.
- Expand the Region 2 Transit Fleet to meet demands of clients by annually requesting STP funds to purchase expansion vehicles.
- Centralize and Coordinate Dispatch Capabilities.
- Upgrade and Maintain the North Iowa Joint Use Transit Facility
- Upgrade and Maintain Mason City Transit Fleet by replacing approximately 2 vehicles per year depending upon the availability of federal grant funds and local matching funds.
- Increase Awareness of Public Transit by promoting and marketing the public transit systems and communicating the positive aspects to users, employers and providers.
- Affordable Passenger Transit Service and Funding by educating financial partners about the need for adequate funding for passenger transit Service
- Retain and Recruit Quality Drivers
- Provide Additional After Hours Service by evaluating the needs for expanded service and locations
- Increase Availability of Services by looking at additional services such as an Express Route.
- Increase transportation access for employment opportunities in the region by continuing the NICE service and expanding where applicable.
- Increase Passenger Transportation Coordination

TRAILS and NON-MOTORIZED

- Expand existing trail network.
- Utilize all funding available (federal, state, local, foundation, user fees, club funds, donations, public health, etc.).
- Complete Trail Plan to guide funding decisions.
- Look at logical connections.
- Partner with other regions.
- Coordinate between cities and counties.
- Coordinate between conservation and engineering.
- Understand development process.
- Investigate trail and pedestrian accommodations when reconstructing a roadway.
- Require a sketch plan for future development as well as maintenance plans for proposed facility.
- Continually review funding criteria for regional TAP funds.

RAIL

- Include railroads in decision-making process where applicable.
- Work with railroads to improve crossing safety, especially when improvements are being made on the regional transportation network.
- Support rail access development at new and existing industrial parks.
- Preserve rail corridors through rail banking.
- Acquire abandoned rail corridors where possible and feasible.

AIR

- Promote the Mason City Airport as a cost effective option for personal or business travel.
- Support facility updates and expansions of the public airports in the region.
- Work with the Airport Commission to keep enplanements above required levels for federal funding.

INTERMODAL/PIPELINES/ETC.

- Investigate the opportunities of intermodal facility development in the region with emphasis on value-added agriculture development.

Project Selection and Distribution Of Funds

Regional Project Selection Process

To implement the actions above the most likely funding source and where the RPA 2 Policy Board and Technical Committee has the most say is the distribution of STP funds. In regard to STP funds, the process RPA 2 utilizes is to solicit applications from Technical Committee members as well as cities in the region. NIACOG also sends an STP information sheet and requests for applications to all cities and counties in the NIACOG region.

Cities under 5,000 in population are advised to contact their county engineer or NIACOG to determine eligibility, and to see if the county engineer will assist in the project application as well as project development. Any city in the RPA 2 Region with a federal aid project is eligible to apply for STP funds. RPA 2 has been very supportive of some of the larger cities under the 5,000 threshold receiving STP funding and the county engineers have assisted those cities with project development. This creates a win-win situation and defines the whole purpose of the RPA system. Local decisions make for better local projects.

A date is set to receive applications in the NIACOG office and a summary of the applications including type of project as well as estimated cost is sent to the Technical Committee members to review prior to holding a Technical Committee meeting to further review and discuss applications and determine funding.

RPA 2 does not utilize a scoring system in the strict sense of applying a number to a criterion. The majority of the STP projects are overlay or reconstruction projects, so it could be assumed projects would basically score the same. Technical Committee members state that they evaluate several factors when submitting an application for an STP project. These factors are similar between cities and counties in that both consider traffic volumes, number of accidents/safety, condition of the road and right-of-way, maintenance cost as well as funding availability. In counties, the length of detours can also be a major factor, while in cities, a major factor to consider is the cost of underground utilities that would need to be replaced. Some projects are tied to other grant programs as well.

Bridges are generally programmed based on bridge inspection reports, sufficiency ratings, vehicles per day, cost of replacements/repairs, posting/restrictions as well as detour length and alternative routes during repair of replacement. The Policy Board does not evaluate bridge projects as those projects have been vetted by their respective counties.

In any type of project, as entities are programming projects that could be three to four years before construction, the responsible entity must account for inflation that will most likely occur between the programming and construction of the project. For the most part, a factor ranging from 3% to 4.5% per year is used to provide for a more accurate estimate once project development begins in the programmed year.

Transit project applications and planning fund applications are also considered at this time.

Distribution of Funds

In regard to STP funds, RPA 2 does sub-allocate, or provide for equity among the participating entities, of all funds to the eight counties, the four cities over 5,000 population and the Iowa Department of Transportation (IDOT). Small cities (under 5,000) can apply for funds for eligible projects. As RPA 2 sub-allocates all funds, if a small city applies for funds and is successful, the county where the city is located has that amount counted against their sub-allocation amount. This has worked well in RPA 2 and several small cities have been able to receive STP funds. RPA 2 encourages small city projects in cases where the county is doing a project to the corporate limits and the county engineer can be responsible for the project development for both the city and county. RPA 2 has been very supportive of cities under the 5,000 threshold receiving STP funding and the county engineers have assisted those cities with project development. This creates a win-win situation and defines the whole purpose of the RPA system. Local decisions make for better local projects.

If there is a remaining balance of STP funds after applications are awarded requested funds, additional funds may be allocated up to the 80% funding level, keeping in mind an equitable distribution of funds amongst the cities over 5,000 in population, the eight counties and the IDOT.

In regard to Transportation Alternative Program (TAP) funds, the process as described below is entirely competitive. RPA 2 has had a number of very good TAP projects. Because of the experiences of some of the longer serving TA Committee members, potential problems with a project are identified right away and corrected before funds are awarded or the project is just not successful. The vast majority of RPA 2 TAP projects are completed with a single construction season once authorized.

For Transportation Alternative Program (TAP) funds, projects are solicited from the TA Committee which seems to be in continual flux depending on who is submitting applications. NIACOG also sends an information sheet and request for applications to all cities and counties in the NIACOG region. RPA 2 has been very successful with the TAP project development process and has had very few projects have to be abandoned. There is always a need for additional funds.

Once applications have been received in the NIACOG office, summaries of submitted applications are sent to regular TA Committee members for review prior to a meeting where applicants present their proposed projects for Committee review and funding level determination.

For the FY 2015-FY2018 TAP application cycle, Project Selection Criteria were developed and used by the Committee to evaluate projects. The use of this criteria will continually be evaluated, but was used exactly the same in the FY2016-FY2019 TAP application round. The TAP scoring criteria is as follows:

Scoring Criteria

- ***Readiness to Proceed/Project Planning***
  - *Prior Planning/Included in a planning document*
  - *Prior fundraising*
  - *Familiarity with the IDOT development process and federal funding requirements.*
  - *Maintenance in the future beyond just a 20-year commitment resolution (details or plans to maintain/sustain)*

- ***Extends existing facility/Connects destinations/Enhances facilities*** *(adds mileage) (24hr bathroom)*

- ***Economic Development/Tourism impact*** *(activities/festivals built around or utilize facilities/attracts visitors)*

- ***Provides a safety benefit to user and/or public***

- ***Level of local funding contribution (****local contribution greater than required 20% + engineering)*

The criteria listed above will provide a point of discussion and comparison of potential projects and are not listed in order of importance. As project types may not provide apples to apples comparison, final funding determinations will be based on Committee discussion and how well a project has addressed these criteria in a direct or indirect manner. The Committee reserves the right to recommend or not recommend funding for all applications submitted.

In summary, for STP and Enhancement/TAP funds, there are no points applied to a project based on criteria. The criteria provide a focused point of discussion, along with guidance from NIACOG staff, IDOT, and colleagues that are familiar with various types of projects and costs.

In the case of bridge projects, each county receives an allocation of funding through Iowa DOT. This funding is not sufficient to meet the repair or replacement needs of any of the RPA 2 counties. As stated above counties utilize various data and other factors to prioritize projects. Selected bridges are then programed for repair or replacement as determined to be the most beneficial and provide the greatest beneficial impact. While each county has their own project selection criteria, all provided very similar methods for selecting bridge projects.

The following pages are the projects programmed in the RPA 2 FY 2016-FY2019 Transportation Improvement Program.

FY2016-FY2019 RPA TIP

PGM	SPONSOR	LOCATION	TYPE WORK	FY 16 TOTAL	FY 17 TOTAL	FY 18 TOTAL	FY 19 TOTAL
PRF	DOT-D02-RPA02	065: 18TH ST NE (IN MASON CITY) TOIA 9 (IN MANLY) - STATE SHARE	Pavement Rehab	2500	0	0	0
PRF	DOT-D02-RPA02	I-35: CO RD C47 OVER I-35	Bridge Deck Overlay	574	0	0	0
PRF	DOT-D02-RPA02	065: CO RD C13 INTERSECTION E OF SHEFFIELD	Grading, Right of Way	129	0	0	0
PRF	DOT-D02-RPA02	218: 1.29 MI N OF ST. ANSGAR TO MINNESOTA	Pavement Rehab	3341	0	0	0
STP	Mason City	On S. Kentucky Ave begin at intersection of 19th Street SE north to where street is 41’ full width urban section.	Pavement Widening	200	0	0	0
STP	Charles City	In the City of Charles City, CLEVELAND AVE: Bridge Replacement, over Hyer’s Creek	Bridge Replacement	609	0	0	0
STP	RPA-02	NIACOG: RPA 2 TRANSPORTATION PLANNING	Trans Planning	50	68	70	70
STP	RPA-02	Two (2) Light Duty 176" busses (diesel w/ surveillance)	Transit Investments	190	0	0	0
STP	RPA-02	On US 65, 18th street North to B-20	Pavement Rehab	3000	0	0	0
STP	Winnebago CRD	A16: From Kossuth County East to R34 North	Pavement Rehab	2500	0	0	0
STP	Cerro Gordo CRD	On B-35, from near Mason City west 2.5 miles to near Clear Lake City Limits	Pavement Rehab/Widen	3970	0	0	0

STP-HBP	Cerro Gordo CRD	On S56, Over Cold Water Creek, 3,500 feet north of the SW Corner of S17 T94 R19	Bridge Replacement	240	0	0	0
STP-HBP	Hancock CRD	On 140th Street, Over West Branch Iowa River, from Nash Avenue East 0.4 Miles to Oak Avenue, at NW S17 T94N R24W	Bridge Replacement	500	0	0	0
STP-HBP	Franklin CRD	On Warbler Avenue, Over Small Stream, from 160th Street North 1 Miles to 170th Street, along WLINE S23 T92 R19	Bridge Replacement	270	0	0	0
STP-HBP	Franklin CRD	In the City of Sheffield, On Grant Street/250th Street (C13), Over Bailey Creek	Bridge Replacement	800	0	0	0
STP-HBP	Franklin CRD	On 115th Street (C51), Over small stream, from Tulip Avenue East three fourths Miles to Violet Avenue, in S15 T91 R19	Bridge Replacement	270	0	0	0
STP-HBP	Floyd CRD	B30: Over FLOOD CREEK	Bridge Replacement	550	0	0	0
STP-HBP	Worth CRD	On S28 Wheelerwood, Over WILLOW CREEK, on NW S20 T98 R21	Bridge Deck Overlay	190	0	0	0
STP-HBP	Worth CRD	On HWY 105, Over DD #2, at SE S26 T100N R21W	Bridge Deck Overlay	190	0	0	0
STP-HBP	Mitchell CRD	On T28, Over CEDAR RIVER, S8 T98 R17	Bridge Rehabilitation, Bridge Rail Retrofit, Painting	1000	0	0	0

TAP	Mitchell CCB	Section 22, T100N, R15W and Section 24, T99N, R15W Asphalt overlays	Ped/Bike Paving	299	0	0	0
NHPP	DOT-D02-RPA02	122: IN MASON CITY, FROM MONROE AVETO CAROLINA AVE	Grade and Pave, Right of Way	0	875	6635	0
PRF	DOT-D02-RPA02	035: IA 3 OVER I-35	Bridge Deck Overlay	0	860	0	0
STP	Kossuth CRD	On P60, from A42 N 7 MI to IA 9	Pavement Rehab	0	1100	0	0
STP	Charles City	In the City of Charles City, S MAIN ST: From 15th St, 3 blocks to Corporate limits	Grade and Pave	0	270	0	0
STP	Clear Lake	On Main Avenue, from 20th St.t east to 24th St. and including TAP funds for bicycle lanes.	Pavement Rehab/Widen	0	796	0	0
STP	Mason City	In the City of Mason City, 12TH ST NW: From Pierce Avenue to Eisenhower Ave	Pavement Widening,Bridge Replacement	0	2000	0	0
STP	Floyd CRD	T26: From B45(210th Street) to B60(270th Street)	Pavement Rehab	0	2000	0	0
STP	Kossuth CRD	On A16, from US 169 E 6 MI to East County Line	Pavement Rehab	0	990	0	0
STP-HBP	Franklin CRD	On 200th Street, Over Buffalo Creek, from Lark Avenue East 1 Miles to Mallard Avenue, on NLINE S01 T92 R21	Bridge Replacement	0	600	0	0

STP-HBP	Franklin CRD	On Nuthatch Avenue, Over Drainage Ditch, from 40th Street North 1 Miles to 50th Street, along Ctr S20 T90 R20	Bridge Replacement	0	260	0	0
STP-HBP	Hancock CRD	On Echo Avenue, Over Branch Boone River, from B-63/120th Street North 0.94 Miles to 130th Street, at NW S23 T94 R26	Bridge Replacement	0	450	0	0
STP-HBP	Cerro Gordo CRD	Fir Ave.: Over Willow Creek	Bridge Replacement	0	250	0	0
STP-HBP	Cerro Gordo CRD	S25: Over Bailey Creek	Bridge Replacement	0	400	0	0
STP-HBP	Cerro Gordo CRD	B-43: From N1/4 to N1/4	Bridge Replacement	0	200	0	0
STP-HBP	Kossuth CRD	P-30: W. Line 33, Burt twp. over Calamus Creek	Bridge Replacement	0	350	0	0
STP-HBP	Worth CRD	Jonquill Ave: Over Elk Creek W. SEC 22-99-21	Culvert Replacement	0	400	0	0
STP-HBP	Mitchell CRD	On ECHO AVE, Over ROCK CREEK, S23 T98 R18	Bridge Replacement	0	250	0	0
STP-HBP	Mitchell CRD	On 370TH ST, Over ROCK CREEK, S22 T98 R18	Bridge Replacement	0	250	0	0
STP-HBP	Kossuth CRD	B-40: N. line sec. 9 Whittemore Twp. over Lotts Creek	Bridge Replacement	0	350	0	0
STP-HBP	DOT-D02-RPA02	169: MUD CREEK, 0.3 MI S OF CO RD A40	Bridge Replacement	0	1380	0	0

TAP	Cerro Gordo CCB	On Cerro Gordo County Conservation Board Railroad Right of Way, trail development, lime chip, bridge repair, culvert.	Ped/Bike Grading,Ped/Bike Structures,Ped/Bike Development	0	515	0	0
NHPP	DOT-D02-RPA02	035: CO RD B20 TO IA 9 (NB & SB)	Pavement Rehab	0	0	7370	0
PRF	DOT-D02-RPA02	065: WILLOW CREEK, 0.1 MI N OF IA 122 IN MASON CITY (SB)	Bridge Deck Overlay	0	0	250	0
PRF	DOT-D02-RPA02	009: MUD CREEK, 1.7 MI E OF CO RD P20	Bridge Deck Overlay	0	0	250	0
STP	Mason City	In the City of Mason City, IA 122: One Way Pairs	Grade and Pave	0	0	11100	0
STP	Hancock CRD	On B-20/290th Street, from Kossuth County Line East 9.0 Miles to Jct R-35/James Avenue	Pavement Rehab	0	0	1125	0
STP	Franklin CRD	On C47, from S13 (Wright Avenue) East 7.5 Miles to S25 (Heather Avenue)	Pave	0	0	1900	0
STP-HBP	Hancock CRD	On 250th Street, Over DD# 1 & 2, from Kent Avenue East 0.95 Miles to Lake Avenue, at NE S23 T96 R25	Bridge Replacement	0	0	300	0
STP-HBP	Hancock CRD	On B-55/180th St, Over DD# 8, from Ford Avenue East 1.5 Miles to Hill Avenue, at N1/4 S6 T94 R25	Bridge Replacement	0	0	300	0
STP-HBP	Floyd CRD	170th Street: SEC 23-96-15	Bridge Replacement	0	0	1600	0
STP-HBP	Kossuth CRD	P-30: W. Line 33 Burt Twp. over Calamus Creek	Bridge Replacement	0	0	250	0

STP-HBP	Kossuth CRD	P-30: W. Line 33, Burt Twp. over Calamus Creek	Bridge Replacement	0	0	250	0
STP-HBP	Cerro Gordo CRD	On B65/Ash Street, Over Drainage Ditch 70, S19 T94 R21	Bridge Replacement	0	0	400	0
STP-HBP	Cerro Gordo CRD	160th Street: From Between Lark & Mallard to SEC 1-94-21	Bridge Replacement	0	0	300	0
STP-HBP	Mitchell CRD	On A19, Over WAPSIPINICON RIVER, on WLINE S21 T100 R15	Bridge Replacement	0	0	800	0
STP-HBP	Mitchell CRD	On 320TH ST, Over CREEK, S18 T97 R18	Culvert Replacement	0	0	300	0
TAP	Algona	In the city of Algona, In Tietz Park and connect McGregor Street sidewalk to Algona Trail System	Ped/Bike Development	0	0	161	0
TAP	Charles City	In the city of Charles City, approximately from the intersection of Terrace Road to the intersection of Lakeshore Drive.	Ped/Bike Development	0	0	180	0
PRF	DOT-D02-RPA02	018: UNION PACIFIC RR, 0.7 MI E OFUS 65 (EB)	Bridge Deck Overlay	0	0	0	343
PRF	DOT-D02-RPA02	069: EAST BRANCH IOWA RIVER, 3.8 MIN OF N JCT US 18	Bridge Replacement	0	0	0	350
STP	Worth CRD	On CO 105, from West City limits of Northwood west 6 Miles to Wheelerwood Road, S34 T100 R21	Pavement Rehab	0	0	0	1600
STP	Mitchell CRD	On T38, from Floyd County Line North 4.5 Miles to City of Osage City Limits	Pave	0	0	0	1300

STP	Floyd CRD	On T38, from Highway 27 North 5.855 Miles to Mitchell County Line, S13 T96 R17	Pavement Rehab	0	0	0	1400
STP-HBP	Kossuth CRD	B40: Over E FORK DES MOINES RIVER	Bridge Replacement	0	0	0	725
STP-HBP	Hancock CRD	On Birch Avenue, Over Lindsey Creek, from 290th Street North 0.91 Miles to 300th Street, at NW S29 T97 R26	Bridge Replacement	0	0	0	300
STP-HBP	Kossuth CRD	P64: W Line 16 Wesley Twp. over PLUM CREEK	Bridge Replacement	0	0	0	300
STP-HBP	Kossuth CRD	P64: W. Line of 33 Buffalo Twp. over Lidner Creek	Bridge Replacement	0	0	0	300
STP-HBP	DOT-D02-RPA02	065: SPRING CREEK, 0.7 MI N OF IA 3	Bridge Replacement	0	0	0	1400

Draft 2016 Transit Program

Fund	Sponsor	Transit # Expense Class Project	Desc / Add Ons / Addnl Info		FY16	FY17	FY18	FY19
		1809		**Total**	1,074,582	1,106,819	1,140,024	1,174,225
STA, 5311	Mason City	Operations	General Operations/Maintenance/Administration	**FA**	464,939	478,887	493,254	508,052
		Other		**SA**	148,012	152,452	157,026	161,737
		3353		**Total**	104,000			
5339	Mason City	Capital	Light Duty Bus (176" wb)Diesel, UFRC Unit #: 37	**FA**	88,400			
		Replacement		**SA**				
		3748		**Total**	101,000			
5339	Region 2 / NIARTS	Capital	Light Duty Bus (176" wb)Diesel, VSS Unit #: G013	**FA**	85,850			
		Replacement		**SA**				
		3749		**Total**	101,000			
5339	Region 2 / NIARTS	Capital	Light Duty Bus (176" wb)Diesel, VSS Unit #: D062	**FA**	85,850			
		Replacement		**SA**				
		3750		**Total**	101,000			
5339	Region 2 / NIARTS	Capital	Light Duty Bus (176" wb)Diesel, VSS Unit #: 2004	**FA**	85,850			
		Replacement		**SA**				
		3751		**Total**	101,000			
5339	Region 2 / NIARTS	Capital	Light Duty Bus (176" wb)Diesel, VSS Unit #: D061	**FA**	85,850			
		Replacement		**SA**				
		3752		**Total**	101,000			
5339	Region 2 / NIARTS	Capital	Light Duty Bus (176" wb)Diesel, VSS Unit #: D060	**FA**	85,850			
		Replacement		**SA**				
		3753		**Total**	101,000			
5339	Region 2 / NIARTS	Capital	Light Duty Bus (176" wb)Diesel, VSS Unit #: D054	**FA**	85,850			
		Replacement		**SA**				
		3756		**Total**	763,390			
PTIG	Region 2 / NIARTS	Capital	Vehicle Storage Expansion	**FA**				
		Expansion		**SA**	600,000			
		3757		**Total**	52,000			
5317	Region 2 / NIARTS	Operations	Mobility Manager	**FA**	41,558			
		Other		**SA**				
		3758		**Total**	95,000			
STP	Region 2 / NIARTS	Capital	Light Duty Bus (176" wb)Diesel, VSS Unit #: D057	**FA**	76,000			
		Replacement		**SA**				
		3759		**Total**	95,000			
STP	Region 2 / NIARTS	Operations	Light Duty Bus (176" wb)Diesel, VSS Unit #: D053	**FA**	76,000			
		Replacement		**SA**				

STA, 5311, 5310	Region 2 / NIARTS	1238 Operations Misc	General Operations/Maintenance/Administration	**Total**	3,141,343	3,298,410	3,463,330	3,636,496
				FA	820,032	861,034	904,086	949,290
				SA	448,566	470,994	494,543	519,270
5339	Region 2 / NIARTS	1265 Capital Replacement	Light Duty Bus (176" wb)Diesel, VSS Unit #: D065	**Total**	101,000			
				FA	85,850			
				SA				
5339	Region 2 / NIARTS	1273 Capital Replacement	Light Duty Bus (176" wb)Diesel, VSS Unit #: N012	**Total**	101,000			
				FA	85,850			
				SA				
5339	Region 2 / NIARTS	1274 Capital Replacement	Light Duty Bus (176" wb)Diesel, VSS Unit #: N013	**Total**	101,000			
				FA	85,850			
				SA				
5339	Region 2 / NIARTS	1276 Capital Replacement	Light Duty Bus (176" wb)Diesel, VSS Unit #: N014	**Total**	101,000			
				FA	85,850			
				SA				
5339	Region 2 / NIARTS	1277 Capital Replacement	Light Duty Bus (176" wb)Diesel, VSS Unit #: 9008	**Total**	101,000			
				FA	85,850			
				SA				
5339	Region 2 / NIARTS	1279 Capital Replacement	Light Duty Bus (176" wb)Diesel, VSS Unit #: G016	**Total**	101,000			
				FA	85,850			
				SA				
5339	Region 2 / NIARTS	2079 Capital Replacement	Light Duty Bus (176" wb)Diesel, VSS Unit #: A002	**Total**	101,000			
				FA	85,850			
				SA				
5339	Region 2 / NIARTS	2083 Capital Replacement	Light Duty Bus (176" wb)Diesel, VSS Unit #: G015	**Total**	101,000			
				FA	85,850			
				SA				
5339	Region 2 / NIARTS	2803 Capital Replacement	Light Duty Bus (176" wb)Diesel, VSS Unit #: 9015	**Total**	101,000			
				FA	85,850			
				SA				
5311	RPA-02	3760 Planning Other	RPA 2 Planning and Administration	**Total**	39			
				FA	31			
				SA				
5339	Mason City	1826 Capital	Light Duty Bus (176" wb)Diesel Unit #: 40	**Total**		97,000		
				FA		82,450		
5339	Region 2 / NIARTS	1275 Capital Replacement	Light Duty Bus (176" wb)Diesel, VSS Unit #: D066	**Total**		104,031		
				FA		88,426		
				SA				
5339	Region 2 / NIARTS	2080 Capital Replacement	Light Duty Bus (176" wb)Diesel, VSS Unit #: D063	**Total**		106,091		
				FA		90,177		
				SA				

5339	Region 2 / NIARTS	2081 Capital Replacement	Light Duty Bus (176" wb)Diesel, VSS Unit #: D064	**Total**	106,091
				FA	90,177
				SA	
5339	Region 2 / NIARTS	2075 Capital Replacement	Light Duty Bus (176" wb)Diesel, VSS Unit #: 8006	**Total**	106,091
				FA	90,177
				SA	
5339	Region 2 / NIARTS	2076 Capital Replacement	Light Duty Bus (176" wb)Diesel, VSS Unit #: 8007	**Total**	106,091
				FA	90,177
				SA	
5339	Region 2 / NIARTS	2077 Capital Replacement	Light Duty Bus (176" wb)Diesel, VSS Unit #: 9010	**Total**	106,091
				FA	90,177
				SA	
5339	Region 2 / NIARTS	2078 Capital Replacement	Light Duty Bus (176" wb)Diesel, VSS Unit #: 9011	**Total**	106,091
				FA	90,177
				SA	
5339	Region 2 / NIARTS	2800 Capital Replacement	Light Duty Bus (176" wb)Diesel, VSS Unit #: S020	**Total**	106,091
				FA	90,177
				SA	
5339	Region 2 / NIARTS	2801 Capital Replacement	Light Duty Bus (176" wb)Diesel, VSS Unit #: B010	**Total**	106,091
				FA	90,177
				SA	
5339	Region 2 / NIARTS	2084 Capital Replacement	Light Duty Bus (176" wb)Diesel, VSS Unit #: P001	**Total**	106,091
				FA	90,177
				SA	
5339	Region 2 / NIARTS	2085 Capital Replacement	Light Duty Bus (176" wb)Diesel, VSS Unit #: S021	**Total**	106,091
				FA	90,177
				SA	
5339	Region 2 / NIARTS	2086 Capital Replacement	Light Duty Bus (176" wb)Diesel, VSS Unit #: S022	**Total**	106,091
				FA	90,177
				SA	
5339	Region 2 / NIARTS	2808 Capital Replacement	Light Duty Bus (176" wb)Diesel, VSS Unit #: D069	**Total**	106,091
				FA	90,177
				SA	
5339	Region 2 / NIARTS	2809 Capital Replacement	Light Duty Bus (176" wb)Diesel, VSS Unit #: B011	**Total**	106,091
				FA	90,177
				SA	
5339	Region 2 / NIARTS	2805 Capital Replacement	Light Duty Bus (176" wb)Diesel, VSS Unit #: G017	**Total**	106,091
				FA	90,177
				SA	
5339	Region 2 / NIARTS	2822 Capital Replacement	Light Duty Bus (176" wb)Diesel, VSS Unit #: C001	**Total**	106,091
				FA	90,177
				SA	

5339	Region 2 / NIARTS	3754 Capital Expansion	Video Surveillance 4 camera per bus	**Total** **FA** **SA**		352,000 299,200	
5339	Region 2 / NIARTS	3755 Capital Misc	Cab for utility tractor	**Total** **FA** **SA**	5,500 4,400		
5339	Mason City	1827 Capital Replacement	Light Duty Bus (176" wb)Diesel, UFRC Unit #: 41	**Total** **FA** **SA**			97,000 82,450
5339	Region 2 / NIARTS	2810 Capital Replacement	Light Duty Bus (176" wb)Diesel, VSS Unit #: A003	**Total** **FA** **SA**			109,273 92,882
5339	Region 2 / NIARTS	2811 Capital Replacement	Light Duty Bus (176" wb)Diesel, VSS Unit #: D068	**Total** **FA** **SA**			109,273 92,882
5339	Region 2 / NIARTS	2812 Capital Replacement	Light Duty Bus (176" wb)Diesel, VSS Unit #: S023	**Total** **FA** **SA**			109,273 92,882
5339	Region 2 / NIARTS	2814 Capital Replacement	Light Duty Bus (176" wb)Diesel, VSS Unit #: B012	**Total** **FA** **SA**			109,273 92,882
5339	Region 2 / NIARTS	2815 Capital Replacement	Light Duty Bus (176" wb)Diesel, VSS Unit #: D070	**Total** **FA** **SA**			109,273 92,882
5339	Region 2 / NIARTS	2816 Capital Replacement	Light Duty Bus (176" wb)Diesel, VSS Unit #: D074	**Total** **FA** **SA**			109,273 92,882
5339	Region 2 / NIARTS	2817 Capital Replacement	Light Duty Bus (176" wb)Diesel, VSS Unit #: N016	**Total** **FA** **SA**			109,273 92,882
5339	Region 2 / NIARTS	2818 Capital Replacement	Light Duty Bus (176" wb)Diesel, VSS Unit #: 6005	**Total** **FA** **SA**			109,273 92,882
5339	Region 2 / NIARTS	2819 Capital Replacement	Light Duty Bus (176" wb)Diesel, VSS Unit #: N015	**Total** **FA** **SA**			109,273 92,882
5339	Region 2 / NIARTS	2820 Capital Replacement	Light Duty Bus (176" wb)Diesel, VSS Unit #: F007	**Total** **FA** **SA**			109,273 92,882
5339	Region 2 / NIARTS	2821 Capital Replacement	Light Duty Bus (176" wb)Diesel, VSS Unit #: 9014	**Total** **FA** **SA**			109,273 92,882

		2802		**Total**	109,273	
5339	Region 2 / NIARTS	Capital Replacement	Light Duty Bus (176" wb)Diesel, VSS Unit #: F006	**FA**	92,882	
				SA		
		2804		**Total**	109,273	
5339	Region 2 / NIARTS	Capital Replacement	Light Duty Bus (176" wb)Diesel, VSS Unit #: J005	**FA**	92,882	
				SA		
		2823		**Total**	109,273	
5339	Region 2 / NIARTS	Capital Replacement	Light Duty Bus (176" wb)Diesel, VSS Unit #: D080	**FA**	92,882	
				SA		
		2824		**Total**	109,273	
5339	Region 2 / NIARTS	Capital Replacement	Light Duty Bus (176" wb)Diesel, VSS Unit #: D067	**FA**	92,882	
				SA		
		2806		**Total**	109,273	
5339	Region 2 / NIARTS	Capital Replacement	Light Duty Bus (176" wb)Diesel, VSS Unit #: 9012	**FA**	92,882	
				SA		
		2807		**Total**	109,273	
5339	Region 2 / NIARTS	Capital Replacement	Light Duty Bus (176" wb)Diesel, VSS Unit #: G018	**FA**	92,882	
				SA		
		2773	Light Duty Bus (176" wb) Diesel, UFRC Unit #: 38	**Total**		97,000
5339	Mason City	Capital Replacement		**FA**		82,450
				SA		
		2774		**Total**		90,000
5339	Mason City	Capital Replacement	Light Duty Bus (158" wb)Diesel Unit #: 42	**FA**		76,500
				SA		
		1829		**Total**		104,000
5339	Mason City	Capital Replacement	Light Duty Bus (176" wb)Diesel, UFRC Unit #: 36	**FA**		88,400
				SA		