



FY 2024-2027

Transportation Improvement
Program

Black Hawk County MPO

July 13, 2023

FY 2024-2027

TRANSPORTATION IMPROVEMENT PROGRAM

Black Hawk County Metropolitan Area Transportation Policy Board

July 13, 2023

Contents

Policy Board and Committees	i
Policy Board Resolution	ii
MPO Self Certification.....	iii
Introduction	1
Funding.....	2
Financial Information and Fiscal Constraint	4
Redemonstration of Fiscal Constraint	5
Project Selection	5
Public Participation and Title VI	10
TIP Revisions	10
Performance-Based Planning – MPO Requirements.....	11
Program of Projects	14
MET Program of Projects	20
Maps of Projects	28
Funding by Year and Program	32
FY 2023 Status Report.....	33
Operations and Maintenance.....	34
Iowa DOT Operations, Maintenance, and Revenues	35
MET Transit Financial Capacity Analysis.....	36
MET Transit FY 2024 Projects.....	37
Public Input Documentation.....	38
Appendix 1 – Bridge Selection Methodology	50
Appendix 2 – Document Revision Summary.....	51

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POLICY BOARD AND COMMITTEES

Policy Board

Representing	Name	Title	MPO Membership
City of Cedar Falls	Rob Green	Mayor	Member (Vice-Chair)
	Gil Schultz	Councilperson	1 st Alternate
	Simon Harding	Councilperson, Mayor Pro Tem	2 nd Alternate
City of Elk Run Heights	Lisa Smock	Mayor	Member
	Heather Sallis	Councilperson	1 st Alternate
			2 nd Alternate
City of Evansdale	DeAnne Kobliska	Mayor	Member (Chair)
	Justin Smock	Councilperson, Mayor Pro Tem	1 st Alternate
	Jeff Bergman	Councilperson	2 nd Alternate
City of Gilbertville	Mark Thome	Mayor	Member
	Scott Becker	Councilperson, Mayor Pro Tem	1 st Alternate
			2 nd Alternate
City of Hudson	George Wessel	Mayor	Member
	Gail Bunz	Councilperson, Mayor Pro Tem	1 st Alternate
			2 nd Alternate
City of Raymond	Gary Vick	Mayor	Member
			1 st Alternate
			2 nd Alternate
City of Waterloo	Quentin Hart	Mayor	Member
	Noel Anderson	Com. Planning & Dev. Director	1 st Alternate
	Aric Schroeder	City Planner	2 nd Alternate
Black Hawk County	Daniel Trelka	Supervisor	Member
	Tavis Hall	Supervisor	1 st Alternate
			2 nd Alternate
MET Transit Board	Rosalyn Middleton	Board Member	Member
	Rudy Jones	Chair	1 st Alternate
	Bob Seymour	Vice-Chair	2 nd Alternate
Waterloo Regional Airport Board	Scott Voight	Chair	Member
	Keith Kaspari	Director of Aviation	1 st Alternate
			2 nd Alternate

Transportation Technical Committee (TTC)

Representing	Name	Title	MPO Membership
City of Cedar Falls	David Wicke	City Engineer	Member
	Ben Claypool	Civil Engineer II	1 st Alternate
			2 nd Alternate
City of Elk Run Heights	Julie Eastman	City Clerk	Member
	Mark McChane	Councilperson	1 st Alternate
			2 nd Alternate
City of Evansdale	Chris Schares	Public Works Director	Member
			1 st Alternate
			2 nd Alternate
City of Gilbertville	Rob Werner	Public Works Director	Member
	Al Even	City Maintenance	1 st Alternate
			2 nd Alternate
City of Hudson	Chrissi Wiersma	City Administrator/City Clerk	Member
	Jake Hovey	Public Works Director	1 st Alternate
			2 nd Alternate
City of Raymond	Becky Pint	Councilperson	Member
			1 st Alternate
			2 nd Alternate
City of Waterloo	Jamie Knutson	City Engineer	Member
	Wayne Castle	Associate Engineer	1 st Alternate
	Matt Schindel	Associate Engineer	2 nd Alternate
Black Hawk County	Ryan Brennan	Assistant County Engineer	Member
			1 st Alternate
			2 nd Alternate
MET Transit	David Sturch	General Manager	Member
			1 st Alternate
			2 nd Alternate
Waterloo Regional Airport			Member
			1 st Alternate
			2 nd Alternate

Bicycle and Pedestrian Advisory Committee (BPAC)

Representing	Name	Title	MPO Membership
City of Cedar Falls	Stephanie Sheetz	Director of Community Dev.	Member
	Chris Sevy	City Planner	1 st Alternate
			2 nd Alternate
City of Elk Run Heights	Julie Eastman	City Clerk	Member
	Mark McChane	Councilperson	1 st Alternate
			2 nd Alternate
City of Evansdale	Chris Schares	Public Works Director	Member
			1 st Alternate
			2 nd Alternate
City of Gilbertville	Rob Werner	Public Works Director	Member
	Al Even	City Maintenance	1 st Alternate
			2 nd Alternate
City of Hudson	Chrissi Wiersma	City Administrator/City Clerk	Member
	Jake Hovey	Public Works Director	1 st Alternate
			2 nd Alternate
City of Raymond	Becky Pint	Councilperson	Member
			1 st Alternate
			2 nd Alternate
City of Waterloo	Jamie Knutson	City Engineer	Member
	Wayne Castle	Associate Engineer	1 st Alternate
	Matt Schindel	Associate Engineer	2 nd Alternate
Black Hawk County	Cathy Nicholas	County Engineer	Member
			1 st Alternate
			2 nd Alternate
MET Transit	David Sturch	General Manager	Member
			1 st Alternate
			2 nd Alternate
George Wyth State Park	Lori Eberhard	Park Manager	Member
			1 st Alternate
			2 nd Alternate

Transportation Alternatives Program Project Review Committee

Representing	Name	Title
Silos & Smokestacks	Candy Streed	Director of Partnership
INRCOG	Brian Schoon	Executive Director
Cedar Valley Trails Partnership	Larry Buchholz	Vice President
MET Transit	David Sturch	General Manager
Grow Cedar Valley	Lisa Rivera Skubal	VP of Economic Development

Transit Advisory Committee

Representing	Name
American Cancer Society	Kelly Angell
Black Hawk County Emergency Management	Mindy Benson
Black Hawk County Gaming Association	Emily Hanson
Black Hawk County Health Department	Lisa Sesterhenn
Butler County Public Health	Jennifer Becker
Bremer County CPC	Jan Heidemann
Cedar Valley United Way	Debbie Roth
Chickasaw County CPC	Sheila Kobliska
City of Cedar Falls	Rob Green
City of Cedar Falls	Thomas Weintraut
City of Waterloo	Aric Schroeder
Community Foundation of Northeast Iowa	Kaye Englin
Comprehensive Systems Inc.	Kerri White
Grow Cedar Valley	Stephanie Detweiler
Grundy County CPC	Todd Rickert
House of Hope	Dusky Steele
House of Hope	Karin Rowe
House of Hope	Susan Backes
Iowa DOT, District 2	Krista Billhorn
Iowa DOT	Emma Borchers
IowaWORKS Cedar Valley	Karen Siler
IowaWORKS Cedar Valley	Megan Jensen
League of Women Voters of Black Hawk-Bremer Counties	Cherie Dargan
McElroy Trust	Megan McKenzie
MET Transit	David Sturch
MET Transit Board	Lon Kammeyer
MET Transit Board	Rosalyn Middleton
My Riders Club	Martin Wissenberg
Northeast Iowa Area Agency on Aging	Janna Diehl
Northeast Iowa Food Bank	Shannon Bass
North Star Community Services	Valeri Schwager
Otto Schoitz Foundation	Shelli Panicucci
The Arc of the Cedar Valley	Becky Schmitz
UnityPoint Health	Rick Newlon
University of Northern Iowa	James Hoelscher
Waterloo Community Foundation	Erin Tink
Women's Center for Change	Amy Landers
INRCOG	Nick Fratzke
INRCOG	Kyle Durant
INRCOG	Aldina Dautović
INRCOG	Brenda Vavroch

**RESOLUTION OF THE BLACK HAWK COUNTY METROPOLITAN AREA
TRANSPORTATION POLICY BOARD**

WHEREAS, the Black Hawk County Metropolitan Area Transportation Policy Board has been designated as the Metropolitan Planning Organization (MPO) for the Black Hawk County urbanized area; and

WHEREAS, the Policy Board, in cooperation with the state, is conducting a continuing, cooperative, and comprehensive (3-C) transportation planning process pursuant to 23 CFR 450 (c); and

WHEREAS, the FY 2024-2027 Transportation Improvement Program (TIP) is a product of this ongoing planning process; and

WHEREAS, the Policy Board has included the open participation of the public in the development of the TIP in conformance with the Board's approved Public Participation Plan; and

WHEREAS, the FY 2024 selection year of the highway, transportation alternatives, carbon reduction, and transit elements of the TIP are financially feasible based upon anticipated federal, state, and local resources.

NOW, THEREFORE BE IT RESOLVED that the Black Hawk County Metropolitan Area Transportation Policy Board hereby approves the Final FY 2024-2027 Transportation Improvement Program.

Passed and adopted this 13th day of July, 2023.



DeAnne Kobliska, Chair

ATTEST:



Nick Fratzke, Director of Transportation, INRCOG

MPO SELF-CERTIFICATION

In accordance with 23 CFR 450.334, the **Iowa Department of Transportation** and the **Black Hawk County Metropolitan Area Transportation Policy Board** for the **Waterloo/Cedar Falls, Iowa urbanized area**, hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all participating requirements of:

- 1) 23 U.S.C. 134, 49 U.S.C. Section 5303, and 23 CFR Part 450 (c);
- 2) In non-attainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d), and 40 CFR 93);
- 3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- 5) Section 1101 (b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (Pub. L. 109-59) regarding the involvement of Disadvantaged Business Enterprises in FHWA and FTA funded planning;
- 6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- 7) The provisions of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and US DOT implementing regulation;
- 8) Older Americans Act, as amended (42 U.S.C. 6101);
- 9) 23 U.S.C. 324, regarding prohibition of discrimination based on gender; and
- 10) Section 504 of the Rehabilitation Act of 1973 and 49 CFR part 27, regarding discrimination against individuals with disabilities.

Iowa Department of Transportation

Date



DeAnne Kobliska, Chair

7/13/2023

Date

INTRODUCTION

This document is the FY 2024-2027 Transportation Improvement Program (TIP) for the Black Hawk County Metropolitan Area Transportation Policy Board (MPO). The TIP contains all transportation projects in the MPO area anticipated to receive federal-aid in the next four federal fiscal years. The TIP is a programming document required by federal law which serves as a transition point for projects consistent with the MPO's Long-Range Transportation Plan to be moved forward into programming and construction.

The planning and programming process required of the MPO is outlined in the 2021 federal transportation bill, the Infrastructure Investment and Jobs Act (IIJA). Prior to IIJA's approval, the MPO had been operating under the previous federal transportation legislation, Fixing America's Surface Transportation (FAST) Act. IIJA continues, and further strengthens, the requirement that an extensive, ongoing, and cooperative planning effort for the programming of federal funds be undertaken. The MPO's overall transportation planning goal is to provide for the safe, adequate, and efficient movement of persons and goods in the urban area. The MPO will utilize IIJA's planning factors to help reach this goal, which are as follows:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and for freight
- 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 development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts on surface transportation
- Enhance travel and tourism

The TIP is a step in the process of meeting these goals, as it enables projects to receive federal-aid. This includes not only street and highway projects, but transit, bicycle, and pedestrian projects. Projects must be included in the TIP to receive federal aid; however, inclusion of a project in the TIP does not guarantee federal-aid eligibility. This is determined on a case-by-case basis when project authorization is requested from the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA).

The TIP is updated annually. Each year, the MPO Transportation Alternatives Program Project Review Committee, Bicycle and Pedestrian Advisory Committee (BPAC), and Transportation Technical Committee (TTC) hold work sessions to rank and program Surface Transportation Block Grant (STBG) Program, Transportation Alternatives Setaside Program (TAP), and Carbon Reduction Program (CRP) projects for the metropolitan area. A draft TIP is compiled, distributed to the MPO Policy Board and TTC for review, and taken out for public input. The draft document is posted on the Black Hawk County MPO website, and at least two public input sessions are held to solicit public comments. The draft TIP is also submitted to the Iowa Department of Transportation (DOT), FHWA, and FTA for review. Comments from these agencies and the public are incorporated into the draft document, and then a public hearing is held, and a final version of the document is considered for approval by the MPO Policy Board. The final TIP is posted on the Black Hawk County MPO website and forwarded to the Iowa DOT, FHWA, and FTA. The Iowa DOT then produces the Statewide Transportation Improvement Program (STIP) by compiling TIPs from all Metropolitan Planning Organizations (MPOs) and Regional Planning Affiliations (RPAs) in Iowa.

FUNDING

Projects identified in local TIPs utilize, or are based upon, several different sources of federal funding. The primary sources of FHWA funding to Iowa, which are in part used to fund local efforts, include the following:

- Bridge Formula Program (BFPP) – The BFP provides funding dedicated to replace, rehabilitate, preserve, protect, and construct highway bridges. 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 cities and counties through the Iowa 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 emissions from on-road highway sources. A portion of this funding will be awarded to MPOs but not RPAs.
- 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.
- Discretionary Grants (GRNT) – The FHWA administers discretionary grant programs through various offices representing special funding categories. Examples of discretionary grant awards include awards from programs including Rebuilding American Infrastructure with Sustainability and Equity (RAISE), Nationally Significant Multimodal Freight and Highway Projects (INFRA), National Infrastructure Project Assistance Program (MEGA), and Rural Surface Transportation Grant Program among others.
- Earmark (ERMK) – Projects with funding identified directly in federal Authorization or Appropriations bills are considered earmark funds. The projects are funded with money set aside for Community Project Funding/Congressionally Directed Funding and awarded by members of Congress.
- Federal Lands Access Program (FLAP) and Tribal Transportation Program (TTP) – The FLAP Program provides funding for projects that improve access within, and to, federal lands. The FLAP funding will be distributed through a grant process where a group of FHWA, Iowa DOT, and local government representatives will solicit, rank, and select projects to receive funding. The TTP provides safe and adequate transportation and public road access to and within Indian reservations and Indian lands. Funds are distributed based on a statutory formula based on tribal population, road mileage, and average tribal shares of the former Tribal Transportation Allocation Methodology.
- 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 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 efforts in urbanized areas with a population of 50,000 or greater.
- 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, and planning activities. Iowa targets STBG funding to each of its 27 MPOs and RPAs on an annual basis for programming based on regional priorities. RPA STBG funds awarded to cities are eligible to be swapped for state Primary Road Funds.
- Transportation Alternatives Setaside Program (TAP) – This program is a setaside from the STBG program. TAP 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 the creation of bicycle and pedestrian facilities, and the restoration of historic transportation facilities, among others. Iowa targets TAP funding to each of its 27 MPOs and RPAs on an annual basis for programming based on regional priorities. All projects programmed with TAP funds are required to be verified by the Systems Planning Bureau to ensure compatibility with TAP eligibility.

In addition to these federal funding sources, the Iowa DOT administers several grant programs. Projects awarded grant funding must be documented in the region's TIP. These grant awards are distributed through an application process. Applications are due October 1 for projects requesting funding in the next fiscal year. State administered grant programs include the following:

- City Bridge Program – A portion of STBG funding dedicated to local bridge projects is set aside for the funding of bridge projects within cities. Eligible projects need to be classified as structurally deficient or functionally obsolete. Projects are rated and prioritized by the Local Systems Bureau with awards based upon criteria identified in the application process. Projects awarded grant funding are subject to a federal-aid obligation limitation of \$1,500,000.
- Highway Safety Improvement Program – Local (HSIP-Local) – This program is funded using a portion of Iowa's Highway Safety Improvement Program apportionment and funds safety projects on rural roadways. Federal HSIP funding targeted towards these local projects is 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.
- Recreational Trails 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.
- Statewide Transportation Alternatives Program – This program makes available federal TAP funds to locally sponsored projects that expand travel choices and improve the motorized and nonmotorized transportation experience.

There are also several federal transit programs that provide funding. The largest amount of funding is distributed, by formula, to states and large metropolitan areas. Other program funds are discretionary, and some are earmarked for specific projects. Federal transit programs include the following:

- Metropolitan Transportation Planning program (Section 5303 and 5305) – FTA provides funding for this program to the state based on its urbanized area populations. The funds are dedicated to support transportation planning projects in urbanized areas with more than 50,000 persons.
- Statewide Transportation Planning program (Section 5304 and 5305) – These funds come to the state based on population and are used to support transportation planning projects in nonurbanized 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 over 50,000. 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 funding source is split into three categories: formula, discretionary, and low or no emission vehicle projects. The formula program provides 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 and projects are selected through the PTMS process. The discretionary bus and bus facilities grant program, or 5339(b), is a competitive grant program. Iowa DOT typically submits a statewide application on behalf of Iowa public transit agencies and uses the vehicle replacement list generated by the PTMS rankings as the basis for the project submitted. The low or no mission vehicle program, 5339(c), provides funding for alternative power or fuel vehicles and/or facilities. Iowa DOT will submit an application for transit agencies interested in those technologies. For the 5339(b) and 5339(c) programs, larger public transit agencies serving populations over 50,000 can apply directly to FTA if they desire.
- Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310) – Funding is provided through this program to increase mobility for the elderly and persons with disabilities. Part of the funding is administered along with the nonurbanized 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.
- Formula Grants for Rural Areas (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 of Section 5310 funds and allocated among regional and small urban transit systems based on their relative performance in the prior year.
- Rural Transit Assistance Program (RTAP) (Section 5311(b)(3)) – This funding is used for statewide training events and to support transit funding fellowships for regional and small urban transit staff or planners.
- FHWA 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 startup operating assistance is an eligible use of CMAQ/ICAAP funds. When CMAQ/ICAAP and STBG funds are programmed for transit projects, they are transferred to the FTA. The CMAQ/ICAAP funds are administered by the Iowa DOT's Public Transit team. STBG funds for small urban and regional transit systems are also administered the Public Transit team.

State funds available for transit include the following:

- 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 on the basis of a formula using performance statistics from the most recent available year.
- STA Fellowship Program – Each year \$125,000 is set aside from the total STA funds to provide large urban transit systems not eligible for RTAP funding with fellowships to attend transit training conferences and seminars or to purchase transit-related training materials.
- STA Special Projects – The Iowa DOT sets aside approximately \$175,000 annually from the State Transit Assistance (STA) fund for Special Projects. Special Projects are extraordinary, emergency, or innovative in nature. Grants can include projects which support transit services developed in conjunction with human service agencies or local community partners or statewide projects to improve public transit in Iowa. Projects are intended to assist with start-up of new services that have been identified as needs by health, employment or human service agencies or other community partners. Statewide projects may be used on transit marketing and projects exploring new transit technologies. Applications are available to public transit agencies through the BlackCat software.
- 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. Project applications are due the first business day of May each year through the BlackCat software.

The MPO has three pools of federal-aid to program towards projects: STBG, TAP, and CRP. Annual funding target averages for the next four federal fiscal years are \$3,950,000 for STBG, \$401,000 for TAP, and \$362,000 for CRP.

The *Funding by Year and Program* table shows the total costs and anticipated federal-aid for all programs. Projects anticipated receiving funding from any of the mentioned federal-aid programs in FY 2024-2027 are listed in the *Program of Projects*. This document also includes a *FY 2023 Project Status Report* as of July 13, 2023.

FINANCIAL INFORMATION AND FISCAL CONSTRAINT

The Iowa DOT Program Management Bureau provides the MPO with estimated STBG, TAP, and CRP funding targets for each of the four years in the TIP. The total amount of federal-aid that is allocated to projects cannot exceed the amount expected to be available. Also, project costs must be estimated in year of expenditure (YOE) dollars. The MPO expects project sponsors to ensure project costs are in YOE dollars. Each year, projects that were previously in the TIP but delayed are reevaluated to ensure the estimated cost is still accurate and adjusted if necessary. For projects in future fiscal years, local sponsors are expected to use a four percent per year inflation rate. The Iowa DOT is responsible for its project costs and uses a four and a half percent per year inflation rate. Fiscal constraint for STBG, TAP, and CRP is demonstrated in the *Funding by Year and Program* section of this document. *MET Transit Financial Capacity Analysis* is also included in this document. Fiscal constraint for all other programs is evaluated at a statewide level by the Iowa DOT.

Each year prior to development of the Iowa DOT's Five-year Program and the Statewide Transportation Improvement Program, both state and federal revenue forecasts are completed to determine the amount of funding available for programming. These forecasts are a critical component in the development of the Five-year Program and as such are reviewed by the Iowa Transportation Commission. The primary sources of state funding to the Iowa DOT are the Primary Road Fund and TIME-21 Fund. These state funds are used for the operation, maintenance, and construction of the Primary Road System. The amount of funding available for operations and maintenance are determined by legislative appropriations. Additional funding is set aside for statewide activities including engineering costs. The remaining funding is available for right-of-way and construction activities associated with the highway program. Iowa DOT estimated operation and maintenance costs and revenues are shown in the *Iowa DOT Operations, Maintenance, and Revenues* section of this document.

Along with the state funds, the highway program utilizes a portion of the federal funds that are allocated to the state. A federal funding forecast is prepared each year based on the latest apportionment information available. This forecast includes the various federal programs and identifies which funds are allocated to the Iowa DOT for programming and which funds are directed to locals through the MPO and RPA planning process, bridge programs, and other various grant programs. Implementation of the federal-aid swap will increase the amount of federal funds that are utilized by the Iowa DOT.

The Iowa DOT's Five-year Program can be found at www.iowadot.gov/program_management/five-year-program.

REDEMONSTRATION OF FISCAL CONSTRAINT

The Iowa DOT is required to ensure that federal-aid funds programmed in the STIP are fiscally constrained not only at the time of approval but also throughout the fiscal year. As part of the draft STIP process, the Iowa 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 a federal-aid project in 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. The federal-aid funds moved to make way for the additional programmed federal-aid need to be of the same federal-aid program type. For example, if additional STBG funds are going to be added to a project, the corresponding reduction in federal-aid on another project must be STBG funds. 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.

The requirements 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. That would include all projects that have been programmed with an 80/20 or 90/10 split. For those projects, it is anticipated that any increases in cost estimates will be balanced out by projects whose authorized federal-aid is less than what was programmed.

PROJECT SELECTION

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBG)

The MPO adopted updated *Project Selection & Programming Guidelines* at the December 8, 2022 meeting. Applicants were notified of the new project selection process when projects were solicited in January 2023. The funding guidelines and application form were made available on the Black Hawk County MPO website. City bridges to receive funding are selected by the Iowa DOT. City bridge projects are selected based on a priority ranking system at the statewide level. County bridge projects are selected by each individual county based on its own methodology. The only county in the MPO is Black Hawk County, and its method for selecting bridges is outlined in *Appendix 1*.

Eligible Activities and Requirements

- Eligible activities:
 - Road and bridge new construction and reconstruction
 - Road resurfacing, restoration, or rehabilitation (3R), excluding straight overlay projects
 - Transit capital projects
 - Infrastructure-based Intelligent Transportation System (ITS) improvements
 - Roadway and transit safety infrastructure improvements
 - The installation of electric vehicle charging infrastructure and vehicle-to-grid infrastructure
 - Projects eligible under the MPO's Transportation Alternatives Program (TAP) Guidelines
 - Projects eligible under the MPO's Carbon Reduction Guidelines
- Ineligible activities:
 - Preliminary and final design/engineering
 - Construction engineering/construction related services
 - Right-of-way acquisition
 - Corridor studies
 - Utility relocation

- Sidewalk maintenance
- Roadway projects must be on federally classified routes that are Collector or above.
- For construction projects, preliminary design must be completed prior to applying for STBG funds.
- Projects must be consistent with the goals of the MPO Long-Range Transportation Plan.
- Construction projects must be listed in the MPO Long-Range Transportation Plan unless it is a project that primarily:
 - Maintains and optimizes the transportation system.
 - Addresses structurally deficient or insufficient bridges.
 - Focuses on multimodal transportation.
- STBG projects are eligible for up to 80 percent of the total estimated eligible project cost.
- City and County applications must include a copy of an executed resolution, preliminary design plan (if applicable), and detailed cost estimate. All information must be submitted by the application deadline.
- Incomplete applications or late applications will not be considered for funding.
- Projects submitted for consideration will be reviewed by MPO Staff for eligibility prior to the TTC meeting.

Project Ranking and Programming

- Projects will be ranked and recommended for funding by the TTC. Voting entities include the following:
 - Each city shall have one vote
 - Black Hawk County shall have one vote
 - MET Transit shall have one vote
 - Waterloo Regional Airport shall have one vote
- The TTC will rank projects by considering the ability to meet the MPO Long-Range Transportation Plan Goals, Objectives, and Performance Measures.
- Projects will be ranked via a comparison process. All projects will be directly compared to each other, with a priority being chosen from each pair. Each time a project is chosen, it will receive a point. Points will be totaled, resulting in a ranked priority list for funding.
- The TTC shall recommend projects for funding based upon the project rankings and funding constraints.
- The TTC has the discretion to recommend the share of STBG funds for each recommended project.
- Projects recommended for STBG funds will be incorporated into the draft Transportation Improvement Program (TIP), distributed to the Policy Board for review, and taken out for public comment. The draft document will also be submitted to the Iowa DOT, FHWA, and FTA for review. Comments from these agencies and the public will be incorporated into the final document and presented to the Policy Board for adoption.
- The Policy Board has the ultimate decision-making authority. The Policy Board shall review and approve the allocation of all STBG projects within the final TIP.
- Upon approval of the final TIP by the Policy Board, the MPO shall forward an *STBG Award Letter* to the recipient.

TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

IJA requires that projects funded through TAP be selected using a competitive project selection process. The goal is to increase transparency, openness, objectivity, and to improve overall project quality. The MPO uses a project ranking process.

Eligible Activities and Requirements

- Commitment of local sponsor by resolution to maintain the project for a minimum of 20 years.
- If awarded, projects must be let within two years of October 1 of the original program year. Project sponsors may request a one-year time extension. A written explanation for the request is required and must include the reason(s) for the delay; a description of completed work; and a detailed timeline for project completion. The extension will be reviewed and considered by MPO staff.
- For construction projects, a minimum total project cost of \$100,000 (\$80,000 federal) with 20 percent match and a minimum federal-aid participation level of 40 percent.
- Eligible project sponsors include:
 - Cities
 - Black Hawk County
 - Black Hawk County Conservation Board
 - Iowa Department of Natural Resources (George Wyth State Park)
 - School Districts (co-applicant only)
- Eligible activities include:
 - Pedestrian and bicycle facilities and amenities, including safe routes to school infrastructure
 - Recreational trails program activities under 23 U.S.C. 206 of Title 23
 - Planning studies related to either of the above activities
 - Safe routes to school non-infrastructure programs (i.e. pedestrian safety education, bicycle rodeos, safe routes to school coordinator)
 - Design engineering and construction related services
- Ineligible activities include:
 - Sidewalk maintenance
 - Recreational trail maintenance
- Funding within the four-year Transportation Improvement Program (TIP) may be advanced to earlier years of the TIP.
- Applications must include a completed *TAP Project Criteria Form* and *TAP Application Form* along with all required attachments, including an executed resolution to maintain the project for a minimum of 20 years. Incomplete applications will not be considered for funding.
- Projects submitted for consideration will be reviewed by MPO staff for program eligibility prior to the project ranking process.

Project Ranking and Programming

TAP projects are ranked and recommended for funding based on the following criteria:

- Project Readiness
 - Ability to meet federal requirements
 - Ability to meet programming timelines
 - Status of matching funds
 - Amount of matching funds
 - Public acceptance of project
 - Right-of-way constraints
- Relationship to Transportation System
 - Ability to minimize conflict points
 - Connectivity to existing facilities
 - Enhancement to existing transportation system
 - Relationship to complete streets
 - Inclusion in state, regional, and local plans
- Associated benefits
 - Environmental and social impacts
 - Regional economic development impact
 - Regional tourism impact
 - Sustainability elements of project
- Other
 - Cost in relation to public benefit
 - Involvement of or benefit to multiple jurisdictions
 - Predicted usage relative to population

Project sponsors are required to identify which criteria their project relates to and provide a brief sentence describing the relationship within the *TAP Project Criteria Form*.

Each project sponsor is given a chance to present their project to the TAP Project Review Committee. The Committee includes a representative from the following organizations:

- Cedar Valley Trails Partnership
- Grow Cedar Valley
- INRCOG
- MET Transit
- Silos & Smokestacks

Following the meeting, projects are ranked by each representative of the TAP Project Review Committee via a comparison process. All projects are directly compared to each other, with a priority being chosen from each pair. Each time a project is chosen as the priority, it receives a point. Once all projects are compared, points are totaled, which enables the creation of a ranked priority list for funding.

The ranked priority list for TAP funding is presented to the BPAC Committee. Projects are recommended for funding based upon the rankings and funding constraints. The BPAC Committee has the discretion to determine the share of federal funds for each recommended project. The draft TAP is then recommended to the Policy Board for inclusion in the draft TIP.

For the FY 2024-2027 TIP, TAP projects were not solicited. Unprogrammed funds will be carried forward to the FY 2025-2028 TIP.

CARBON REDUCTION PROGRAM (CRP)

IJA introduced a new program called the Carbon Reduction Program (CRP). This program funds projects designed to reduce transportation emissions, defined as carbon dioxide emissions, from on-road sources. The Iowa DOT allocates CRP funds to MPOs for prioritizing and selecting projects that align with the regional priorities involving all entities eligible to participate in a public project.

Eligible Activities and Requirements (DRAFT)

- Eligible Projects
 - Establishing or operating a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems
 - Public transportation project
 - Transportation Alternatives Program projects
 - Advanced transportation and congestion management technologies
 - Deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment
 - Replacing street lighting and traffic control devices with energy-efficient alternatives
 - Efforts to reduce the environmental and community impacts of freight movement
 - Supporting deployment of alternative fuel vehicles
 - Acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure
 - Purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities
 - Diesel engine retrofit
 - Certain types of projects to improve traffic flow that are eligible under the Congestion Mitigation and Air Quality (CMAQ) program, and that do not involve construction of new capacity
- For additional details on Eligible Projects, visit the [Bipartisan Infrastructure Law Fact Sheet website](#).
- Projects must be consistent with the goals of the *MPO Long-Range Transportation Plan*.
- Carbon Reduction Program projects are eligible for up to 80 percent of the total estimated eligible project cost.
- For construction projects, preliminary design must be completed prior to applying for CRP funds.
- City and County applications must include a copy of an executed resolution, preliminary design plan (if applicable), and detailed cost estimate. All information must be submitted by the application deadline.
- Incomplete applications or late applications will not be considered for funding.
- Projects submitted for consideration will be reviewed by MPO Staff for eligibility prior to the Technical Committee meeting.

Project Ranking and Programming (DRAFT)

- Projects will be ranked and recommended for funding by the TTC. Voting entities include the following:
 - Each city shall have one vote
 - Black Hawk County shall have one vote
 - MET Transit shall have one vote
 - Waterloo Regional Airport shall have one vote
- The TTC will rank projects by considering the ability to meet the MPO Long-Range Transportation Plan Goals, Objectives, and Performance Measures.
- Projects will be ranked via a comparison process. All projects will be directly compared to each other, with a priority being chosen from each pair. Each time a project is chosen, it will receive a point. Points will be totaled, resulting in a ranked priority list for funding.
- The TTC shall recommend projects for funding based upon the project rankings and funding constraints.
- The TTC has the discretion to recommend the share of STBG funds for each recommended project.

- Projects recommended for STBG funds will be incorporated into the draft Transportation Improvement Program (TIP), distributed to the Policy Board for review, and taken out for public comment. The draft document will also be submitted to the Iowa DOT, FHWA, and FTA for review. Comments from these agencies and the public will be incorporated into the final document and presented to the Policy Board for adoption.
- The Policy Board has the ultimate decision-making authority. The Policy Board shall review and approve the allocation of all STBG projects within the final TIP.

For the FY 2024-2027 TIP, CRP projects were not solicited. Unprogrammed funds will be carried forward to the FY 2025-2028 TIP.

PUBLIC PARTICIPATION AND TITLE VI

The MPO strives to engage the public in the transportation planning and programming process. The process to be used during TIP development is outlined in the MPO’s Public Participation Plan (PPP), adopted on November 10, 2022. An excerpt from the PPP is included later in this document. Two public input sessions were held in June. Documentation and public comments received are included in the *Public Input Documentation* section of this document.

In accordance with INRCOG’s Title VI Plan, the MPO also takes specific steps to reach minority and low-income populations and people with disabilities. This includes advertising public input meetings by sending flyers to churches and other religious centers, multi-cultural centers and agencies, and all area media, as well as posting flyers on MET Transit’s buses. Flyers include a short message in Spanish which is the area’s most predominant language other than English. INRCOG has contracted with Language Link to provide telephone translation services if necessary. Information on gender, disability status, race, and ethnicity are also collected at public input meetings.

This document includes maps showing the percent of the population that is non-white, speaks English less than “very well”, or is below the poverty level. The MPO uses these maps to help ensure that no population is disproportionately affected by proposed projects.

TIP REVISIONS

The TIP is a dynamic document and may need to be revised in between annual updates. There are two types of revisions—administrative modifications and amendments:

- Minor revisions may be made to the TIP as necessary throughout the year. These are considered *administrative modifications* and may be made by MPO staff without public review and comment or re-demonstration of fiscal constraint. MPO staff will discuss administrative modifications with the Policy Board, but formal action will not be required.
- Major revisions may also be made to the TIP as necessary throughout the year. These are considered *amendments* and require public review and comment and Policy Board approval. A public hearing will be held at a regularly scheduled MPO Policy Board meeting to consider and approve TIP amendments. A notice of the public hearing will be published no more than twenty (20) calendar days and no less than four (4) calendar days before the date of the hearing.

The following table outlines the differences between administrative modifications and amendments:

	Administrative Modification	Amendment
Project Cost	Federal aid changed by less than 30 percent and total federal aid increases less than \$2,000,000	Federal aid changed by more than 30 percent or total federal aid increases by more than \$2,000,000
Schedule Changes	Changes in schedule for projects in the first four years of the TIP	Adding or deleting a project from the first four years of the TIP
Funding Sources	Changing amounts of existing funding sources	Adding other federal funding sources to a project
Scope Changes	Moving funding between existing states of project scope (i.e., design to construction)	Changing project termini, number of lanes, or significant changes in project type

PERFORMANCE-BASED PLANNING – MPO REQUIREMENTS

With the passing of the Infrastructure Investment and Jobs Act (IIJA), MPOs are required to use performance-based transportation planning practices. MPO TIPs will be required to document compliance with each of the performance-based planning categories which include the following:

- Safety (PM I)
- Pavement and Bridge (PM II)
- System and Freight Reliability (PM III)
- Transit Asset Management
- Transit Safety

Safety (PM I)

Compliance with safety performance-based planning requirements began May 27, 2018 for MPOs. To satisfy the safety performance measure, MPOs can choose to support the DOT safety targets or set their own unique targets. Rather than setting its own safety targets, the Black Hawk County MPO has chosen to support the Iowa DOT's safety targets as published in the most recent Iowa Highway Safety Improvement Program Annual Report. The MPO supports those targets by reviewing and programming all Highway Safety Improvement Program (HSIP) projects within the MPO boundary that are included in the DOT's Transportation Improvement Program.

Any Iowa DOT sponsored HSIP projects within the MPO area were selected based on the strategies included in the Strategic Highway Safety Plan and safety performance measures and were approved by the Iowa Transportation Commission. The Iowa DOT coordinated with the Black Hawk County MPO as part of its target setting process. Working in partnership with local agencies, Iowa DOT safety investments were identified and programmed which will construct effective countermeasures to reduce traffic fatalities and serious injuries. The Iowa DOT projects chosen for HSIP investment are based on crash history, roadway characteristics, and the existence of infrastructure countermeasure that can address the types of crashes present. The Iowa DOT continues to utilize a systemic safety improvement process rather than relying on "hot spot" safety improvements.

Pavement and Bridge (PM II)

Compliance with the pavement and bridge performance-based planning requirements began on May 20, 2019 for MPOs. To satisfy the pavement and bridge performance measure, MPOs can choose to support the DOT pavement and bridge targets or set their own unique targets. Rather than setting its own pavement and bridge targets, the Black Hawk County MPO has chosen to support the Iowa DOT's pavement and bridge targets as submitted in the most recent performance report. The MPO supports those targets by reviewing and programming all Interstate and National Highway System (NHS) projects within the MPO boundary that are included in the DOT's Transportation Improvement Program.

Any Iowa DOT sponsored pavement and bridge projects within the MPO area were determined in alignment with the Iowa Transportation Asset Management Plan (TAMP) and the pavement and bridge performance measures. The TAMP connects the State Long-Range Transportation Plan and system/modal plans to Iowa DOT's Five-Year Program and the STIP. The long-range plan defines a vision for the transportation system over the next 20 years, while the Five-Year Program and STIP identify specific investments over the next four to five years. The TAMP has a 10-year planning horizon and helps ensure that investments in the Five-Year Program and STIP are consistent with Iowa DOT's longer-term vision.

The Iowa DOT coordinated with the Black Hawk County MPO as part of its target setting process. The methodology used to set targets used current and historical data on condition and funding to forecast future condition. Asset management focuses on performing the right treatment at the right time to optimize investments and outcomes. Management systems are utilized to predict bridge and pavement needs and help determine the amount of funding needed for stewardship of the system. The TAMP discusses the major investment categories that the Commission allocates funding through. Once the Commission approves the funding for these categories, Iowa DOT recommends the allocation of the funds to specific projects using the processes described in the TAMP. Pavement and bridge projects are programmed to help meet the desired program outcomes documented in the TAMP.

System and Freight Reliability (PM III)

Compliance with PM III performance-based planning requirements began May 20, 2019 for MPOs. To satisfy the PM III performance measure, MPOs can choose to support the DOT PM III targets or set their own unique targets. Rather than setting its own system and freight reliability targets, the Black Hawk County MPO has chosen to support the Iowa DOT's system and freight reliability targets as submitted in the most recent performance report. The MPO supports those targets by reviewing and programming all Interstate and National Highway System projects within the MPO boundary that are included in the DOT's Transportation Improvement Program.

The Iowa DOT coordinated with the Black Hawk County MPO as part of its target setting process. Historical performance was reviewed to set targets. In addition to projects utilizing Transportation Systems Management and Operations (TSMO) strategies, projects focused on improving pavement and bridge condition also often help improve system reliability and freight movement. Additional projects focused specifically on improving these areas of system performance are developed in alignment with the target-setting process for related performance measures, as well as the freight improvement strategies and freight investment plan included in the State Freight Plan. This plan includes a detailed analysis and prioritization of freight bottlenecks, which are locations that should be considered for further study and possibly for future improvements. State projects identified in the freight investment plan and programmed in the STIP were highly-ranked freight bottlenecks.

Transit Asset Management

Compliance with transit asset management performance-based planning requirements began on October 1, 2018. Public transit capital projects included in the STIP align with the transit asset management (TAM) planning and target setting processes undertaken by the Iowa DOT, transit agencies, and MPOs. The Iowa DOT establishes a group TAM plan and group targets for all small urban and rural providers while large urban providers establish their own TAM plans and targets. Investments are made in alignment with TAM plans with the intent of keeping the state's public transit vehicles and facilities in a state of good repair and meeting transit asset management targets. The Iowa DOT allocates funding for transit rollingstock in accordance with the Public Transit Management System process. In addition, the Iowa DOT awards public transit infrastructure grants in accordance with the project priorities established in Iowa Code chapter 924. Additional state and federal funding sources that can be used by transit agencies for vehicle and facility improvements are outlined in the funding chapter of the Transit Manager's Handbook. Individual transit agencies determine the use of these sources for capital and operating expenses based on their local needs.

Transit Safety

Compliance with transit safety performance-based planning requirements began on July 20, 2021. Public transit projects included in the STIP align with the transit safety planning and target setting processes undertaken by the transit agencies and MPOs. While the Iowa DOT provided assistance with the development of initial Public Transportation Agency Safety Plans (PTASPs), each large urban transit provider is responsible for implementing its PTASP, which includes transit safety targets. Investments are made in alignment with PTASPs with the intent of keeping the state's public transit operations, vehicles, and facilities safe and meeting transit safety targets. State and federal funding sources that can be used by transit agencies for operations, vehicles, and facility improvements are outlined in the funding chapter of the Transit Manager's Handbook. Individual transit agencies determine the use of these sources for capital and operating expenses based on their local needs.

On May 27, 2016, the final rule for statewide and metropolitan transportation planning was published based on MAP-21 and the FAST Act. As part of this final rule, 23 CFT 450.314 (h) was amended to state:

The MPO(s), State(s), and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (see §450.306(d)), and the collection of data for the State asset management plans for the NHS for each of the following circumstances: When one MPO serves a UZA, when more than one MPO serves a UZA, and when an MPA includes a UZA that has been designated as a TMA as well as a UZA that is not a TMA. These provisions shall be documented either as part of the metropolitan planning agreements required under paragraphs (a), (e), and (g) of this section, or documented in some other means outside of the metropolitan planning agreements as determined cooperatively by the MPO(s), State(s), and providers of public transportation.

The following approach was cooperatively developed to address 23 CFR 450.314 (h):

- Agreement between the Iowa DOT and MPOs on applicable provisions through documentation included in each MPO's Transportation Planning Work Program.
- Agreement between the Iowa DOT and relevant public transit agencies on applicable provisions through documentation included in each public transit agency's consolidated funding application.
- Agreement between each MPO and relevant public transit agencies on applicable provisions through documentation included in the appropriate cooperative agreement(s) between the MPO and relevant public transit agencies.

As outlined in the 2018 Cooperative Agreement for Continuing Transportation Planning, the Black Hawk County MPO and Metropolitan Transit Authority of Black Hawk County (MET Transit) agree to the following:

1. MET Transit will adopt a Transit Asset Management (TAM) plan by October 1, 2018 and will provide a copy to the MPO.
2. MET Transit will update its TAM plan at least every four years, with a horizon period of at least four years. MET Transit will provide a copy to the MPO whenever the TAM document is updated.
3. MET Transit will adopt transit State of Good Repair (SGR) targets annually. SGR targets will be reported to the FTA's National Transit Database, and to the MPO.
4. Following the initial target setting, the MPO will choose to support MET's SGR targets or adopt MPO-specific targets no later than 180 days after the date MET Transit sets its targets. MPO targets will be revisited as directed by FTA.
5. MPO staff will report the MPO SGR targets to the Iowa DOT.

2024 Statewide Transportation Improvement Program

MPO 30 / INRCOG

HBP

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
38459	BROS-8155(759)--8J-07	TIP Approved	Total	\$1,950,000				\$1,950,000
Waterloo	In the city of Waterloo, On Hammond Ave, Over Sink Creek, from East Orange Rd S 0.15 miles to structure	12/19/2023	Federal Aid	\$1,000,000				\$1,000,000
	Bridge Replacement		Regional Swap					

NHPP

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
52513	NHSX-063()--3H-86	TIP Approved	Total		\$639,000		\$12,091,000	\$12,730,000
Iowa Department of Transportation	US 63: NCL Traer to Hudson		Federal Aid		\$511,200		\$9,672,800	\$10,184,000
	Traffic Signs, Right of Way		Regional Swap					
45382	NHSX-020()--3H-07	TIP Approved	Total			\$25,600,000		\$25,600,000
Iowa Department of Transportation	US 20: Hudson Rd to US 63 (EB/WB)		Federal Aid			\$20,480,000		\$20,480,000
	Pave, Traffic Signs		Regional Swap					
54682	IMX-380()--02-07	TIP Approved	Total				\$2,120,000	\$2,120,000
Iowa Department of Transportation	I 380: Southbound Flyover Ramp at N US 20 Interchange		Federal Aid				\$1,908,000	\$1,908,000
	Bridge Painting		Regional Swap					
54728	NHSX-058()--3H-07	TIP Approved	Total				\$261,000	\$261,000
Iowa Department of Transportation	IA 58: Greenhill Rd in Cedar Falls (State Share)		Federal Aid				\$208,800	\$208,800
	Bridge New, Grading		Regional Swap					

PL

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
16106	RGPL-PA30()--PL-07	TIP Approved	Total	\$298,192	\$298,192	\$298,192	\$298,192	\$1,192,768
MPO 30 / INRCOG	Waterloo MPO Planning: PL For Waterloo MPO Transportation Planning		Federal Aid	\$238,554	\$238,554	\$238,554	\$238,554	\$954,216
	Trans Planning		Regional Swap					

PRF

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
45254	BRFN-063()--39-07	TIP Approved	Total	\$1,139,000				\$1,139,000
Iowa Department of Transportation	US 63: Cedar River 0.2 mi N of US 218 in Waterloo (NB) Bridge Rehabilitation		Federal Aid					
			Regional					
			Swap					
52607	STPN-020()--2J-07	TIP Approved	Total			\$1,312,000	\$1,312,000	
Iowa Department of Transportation	US 20: IA 21 to E I-380 Interchange Traffic Signs		Federal Aid					
			Regional					
			Swap					

STBG

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
52426	STP-U-1185()--70-07	TIP Approved	Total	\$6,550,000				\$6,550,000
Cedar Falls	In the city of Cedar Falls, On Union Rd, from W 27th St S 1.4 miles to University Ave		Federal Aid	\$1,000,000				\$1,000,000
	PCC Pavement - Grade and Replace		Regional Swap	\$1,000,000				\$1,000,000
37821	STP-U-2312(605)--70-07	TIP Approved	Total	\$2,185,500				\$2,185,500
Elk Run Heights	In the city of Elk Run Heights, On Lafayette Rd & Gilbertville Rd, from WCL east and southeast 0.65 miles to Amber Ln	11/21/2023	Federal Aid	\$1,430,000				\$1,430,000
	Grade and Pave		Regional Swap	\$1,430,000				\$1,430,000
45241	STP-U-2432(614)--70-07	TIP Approved	Total	\$6,095,000				\$6,095,000
Evansdale	In the city of Evansdale, On Lafayette Rd, from Evans Rd E 1.4 miles to ECL	12/19/2023	Federal Aid	\$1,707,000				\$1,707,000
	PCC Pavement - Replace, Ped/Bike Paving		Regional Swap	\$1,707,000				\$1,707,000
25388	STP-U-6342(601)--70-07	TIP Approved	Total	\$3,913,000				\$3,913,000
Raymond	In the city of Raymond, On Lafayette Rd, from 2750' W of Taylor Ln E 0.85 miles to 2nd St	11/21/2023	Federal Aid	\$1,230,000				\$1,230,000
	Grade and Pave, Ped/Bike Grade & Pave		Regional Swap	\$1,230,000				\$1,230,000
39136	STP-U-8155(775)--70-07	TIP Approved	Total	\$14,196,000				\$14,196,000
Waterloo	In the city of Waterloo, On La Porte Rd, from E Shaulis Rd N 1.6 miles to Bopp St	7/16/2024	Federal Aid	\$13,267,755				\$13,267,755
	PCC Pavement - Replace, Ped/Bike Grade & Pave		Regional Swap	\$4,537,755				\$4,537,755
PA Note: Awarded \$8,730,000 RAISE Grant (of \$20,500,000 total award for 3-phased project) Project has MPO STBG and TAP funds								
45240	STP-U-PA30()--70-07	TIP Approved	Total	\$625,000				\$625,000
MPO 30 / INRCOG	NE Industrial Access: NEPA		Federal Aid	\$480,000				\$480,000
	Outside Services Planning		Regional Swap	\$480,000				\$480,000
48387	STP-PA30()--2C-07	TIP Approved	Total		\$875,000			\$875,000
MPO 30 / INRCOG	On US 63 , from US 20 NE 3.5 miles to 0.4 miles south of University Ave		Federal Aid		\$700,000			\$700,000
	Pavement Rehab		Regional Swap		\$700,000			\$700,000
PA Note: MPO contribution to Iowa DOT project								
48388	STP-U-8155()--70-07	TIP Approved	Total		\$11,160,000			\$11,160,000
Waterloo	In the city of Waterloo, On La Porte Rd, from Plymouth Ave N 0.7 miles to US 218 Slip Ramp		Federal Aid		\$10,900,500			\$10,900,500
	PCC Pavement - Replace, Ped/Bike Grade & Pave		Regional Swap		\$2,830,500			\$2,830,500
PA Note: Awarded \$8,070,000 RAISE Grant (of \$20,500,000 total award for 3-phased project)								

STBG

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
45892	STP-S-C007)--5E-07	TIP Approved	Total			\$2,050,000		\$2,050,000
Black Hawk County	On Donald Street (D16), from Sage Road E 4 miles to Raymond Road (V49)		Federal Aid			\$448,000		\$448,000
	HMA Resurfacing/Cold-in-Place Recycling		Regional Swap			\$448,000		\$448,000
52428	STP-U-3577)--70-07	TIP Approved	Total			\$1,067,000		\$1,067,000
Hudson	In the city of Hudson, On Washington St, from 50' S of Wood St N 0.28 miles to 240' N of 1st St		Federal Aid			\$853,600		\$853,600
	PCC Pavement - Replace, Ped/Bike Grade & Pave		Regional Swap			\$853,600		\$853,600
52427	STP-U-8155)--70-07	TIP Approved	Total			\$7,588,000		\$7,588,000
Waterloo	In the city of Waterloo, On La Porte Rd, from Bopp St N 0.5 miles to Plymouth Ave		Federal Aid			\$6,411,900		\$6,411,900
	PCC Pavement - Replace, Ped/Bike Grade & Pave		Regional Swap			\$2,711,900		\$2,711,900
PA Note: Awarded \$3,700,000 RAISE Grant (of \$20,500,000 total award for 3-phased project)								
54703	BRF-218)--38-07	TIP Approved	Total				\$3,116,000	\$3,116,000
Iowa Department of Transportation	US 218: Cedar River and Trail 2.9 mi S of IA 57 in Waterloo		Federal Aid				\$2,492,800	\$2,492,800
	Bridge Deck Overlay		Regional Swap					
54701	BRF-281)--38-07	TIP Approved	Total				\$474,000	\$474,000
Iowa Department of Transportation	IA 281: Elk Run Creek 0.3 mi EE of Co Rd V43		Federal Aid				\$379,200	\$379,200
	Bridge Deck Overlay		Regional Swap					
54750	STP-PA30)--2C-07	TIP Approved	Total				\$4,570,000	\$4,570,000
Iowa Department of Transportation	On US 218 S, from MP 186.4 E 0.6 miles to MP 187.0		Federal Aid				\$914,000	\$914,000
	Pavement Rehab		Regional Swap				\$914,000	\$914,000
53121	STP-S-C007)--5E-07	TIP Approved	Total				\$2,450,000	\$2,450,000
Black Hawk County	On D 38, from Hwy 218 E to City of Gilbertville		Federal Aid				\$1,328,711	\$1,328,711
	HMA Resurfacing/Cold-in-Place Recycling		Regional Swap				\$1,328,711	\$1,328,711
54751	STP-U-2432)--70-07	TIP Approved	Total				\$3,026,970	\$3,026,970
Evansdale	In the city of Evansdale, On W Gilbert Dr, from River Forest Rd E 0.8 miles to Grand Blvd		Federal Aid				\$2,421,576	\$2,421,576
	PCC Pavement - Replace		Regional Swap				\$2,421,576	\$2,421,576

TAP

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
52416	TAP-U-8155)--8I-07	TIP Approved	Total	\$666,542				\$666,542
Waterloo	In the city of Waterloo, On Sergeant Rd Trail BRs, from 550' SW of W Shaulis Rd NE 4.1 miles to 90' NE of W 3rd St		Federal Aid	\$465,233				\$465,233
	Ped/Bike Structures		Regional Swap	\$465,233				\$465,233
52414	TAP-R-2432)--8T-07	TIP Approved	Total		\$428,410			\$428,410
Evansdale	In the city of Evansdale, On Elk Run Creek Levee Trail, from Gilbert Dr NE 1.02 miles to Lafayette Rd		Federal Aid		\$295,728			\$295,728
	Ped/Bike Grade & Pave		Regional Swap		\$295,728			\$295,728

2024 Transit Projects

MPO 30 / INRCOG

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2024	2025	2026	2027	Totals
5854 Metropolitan Transit Authority of Black Hawk County (Waterloo MET)	5339 TIP Approved	Capital	Light Duty Bus (176" wb) UFRC,VSS Unit # 120	Total	\$179,574				\$179,574
				FA	\$152,638				\$152,638
				DOT					
6333 Metropolitan Transit Authority of Black Hawk County (Waterloo MET)	5339 TIP Approved	Capital	Heavy Duty Bus (30-34 ft.) Diesel,UFRC,VSS,Low Floor Unit # 113	Total	\$660,795				\$660,795
				FA	\$561,676				\$561,676
				DOT					
6335 Metropolitan Transit Authority of Black Hawk County (Waterloo MET)	5339 TIP Approved	Capital	Heavy Duty Bus (30-34 ft.) Diesel,UFRC,VSS,Low Floor Unit # 112	Total	\$660,795				\$660,795
				FA	\$561,676				\$561,676
				DOT					
10347 Metropolitan Transit Authority of Black Hawk County (Waterloo MET)	5339 TIP Approved	Capital	Heavy Duty Bus (35-39 ft.) Diesel,UFRC,VSS,Low Floor Unit # 410	Total	\$671,453				\$671,453
				FA	\$570,735				\$570,735
				DOT					
10449 Metropolitan Transit Authority of Black Hawk County (Waterloo MET)	5339 TIP Approved	Capital	Heavy Duty Bus (35-39 ft.) Diesel,UFRC,VSS,Low Floor Unit # 510D	Total	\$671,453				\$671,453
				FA	\$570,735				\$570,735
				DOT					
10450 Metropolitan Transit Authority of Black Hawk County (Waterloo MET)	5339 TIP Approved	Capital	Medium Duty Bus (to 28 ft.) Diesel,VSS Unit # 115	Total	\$265,612				\$265,612
				FA	\$225,770				\$225,770
				DOT					
10451 Metropolitan Transit Authority of Black Hawk County (Waterloo MET)	5339 TIP Approved	Capital	Medium Duty Bus (to 28 ft.) Diesel,VSS Unit # 215	Total	\$265,612				\$265,612
				FA	\$225,770				\$225,770
				DOT					
10453 Metropolitan Transit Authority of Black Hawk County (Waterloo MET)	5339 TIP Approved	Capital	Light Duty Bus (176" wb) VSS Unit # 218	Total	\$171,338				\$171,338
				FA	\$145,638				\$145,638
				DOT					
10454	5339 TIP Approved	Capital	Medium Duty Bus (to 28 ft.) Diesel,VSS	Total	\$265,612				\$265,612

Project ID Sponsor	Funds Approval Level	Project Type	Unit # 315 Description Options Vehicle Unit Number		2024	2025	2026	2027	Totals
Metropolitan Transit Authority of Black Hawk County (Waterloo MET)				FA	\$225,770				\$225,770
				DOT					
10455	5339	Capital	Medium Duty Bus (to 28 ft.)	Total	\$265,612				\$265,612
Metropolitan Transit Authority of Black Hawk County (Waterloo MET)	TIP Approved		Diesel,VSS Unit # 117	FA	\$225,770				\$225,770
				DOT					

MPO 30 / INRCOG (Cont.)

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2024	2025	2026	2027	Totals
10456 Metropolitan Transit Authority of Black Hawk County (Waterloo MET)	5339 TIP Approved	Capital	Medium Duty Bus (to 28 ft.) Diesel,VSS Unit # 512	Total	\$265,612				\$265,612
				FA	\$225,770				\$225,770
				DOT					
10458 Metropolitan Transit Authority of Black Hawk County (Waterloo MET)	5339 TIP Approved	Capital	Light Duty Bus (176" wb) VSS Unit # 116	Total	\$171,338				\$171,338
				FA	\$145,638				\$145,638
				DOT					
10460 Metropolitan Transit Authority of Black Hawk County (Waterloo MET)	5339 TIP Approved	Capital	Light Duty Bus (176" wb) VSS Unit # 216	Total	\$171,338				\$171,338
				FA	\$145,638				\$145,638
				DOT					
10462 Metropolitan Transit Authority of Black Hawk County (Waterloo MET)	5339 TIP Approved	Capital	Light Duty Bus (176" wb) VSS Unit # 415	Total	\$171,338				\$171,338
				FA	\$145,638				\$145,638
				DOT					
10464 Metropolitan Transit Authority of Black Hawk County (Waterloo MET)	5339 TIP Approved	Capital	Light Duty Bus (176" wb) VSS Unit # 515	Total	\$171,338				\$171,338
				FA	\$145,638				\$145,638
				DOT					
10466 Metropolitan Transit Authority of Black Hawk County (Waterloo MET)	5339 TIP Approved	Capital	Light Duty Bus (176" wb) VSS Unit # 615	Total	\$171,338				\$171,338
				FA	\$145,638				\$145,638
				DOT					
10468 Metropolitan Transit Authority of Black Hawk County (Waterloo MET)	5339 TIP Approved	Capital	Heavy Duty Bus (30-34 ft.) Diesel,UFRC,VSS Unit # 210D	Total	\$660,795				\$660,795
				FA	\$561,676				\$561,676
				DOT					
10470 Metropolitan Transit Authority of Black Hawk County (Waterloo MET)	5339 TIP Approved	Capital	Heavy Duty Bus (30-34 ft.) Diesel,UFRC,VSS,Low Floor Unit # 310D	Total	\$660,795				\$660,795
				FA	\$561,676				\$561,676
				DOT					
10472 Metropolitan Transit Authority of Black Hawk County (Waterloo MET)	5339 TIP Approved	Capital	Heavy Duty Bus (30-34 ft.) Diesel,UFRC,VSS,Low Floor	Total	\$660,795				\$660,795
				FA	\$561,676				\$561,676
				DOT					

Project ID Sponsor	Funds Approval Level	Project Type	Unit # 903 Description Options Vehicle Unit Number		2024	2025	2026	2027	Totals
Metropolitan Transit Authority of Black Hawk County (Waterloo MET)				FA	\$561,676				\$561,676
				DOT					
10474	5339	Capital	Heavy Duty Bus (30-34 ft.)	Total	\$660,795				\$660,795
Metropolitan Transit Authority of Black Hawk County (Waterloo MET)	TIP Approved		Diesel,UFRC,VSS,Low Floor Unit # 110	FA	\$561,676				\$561,676
				DOT					

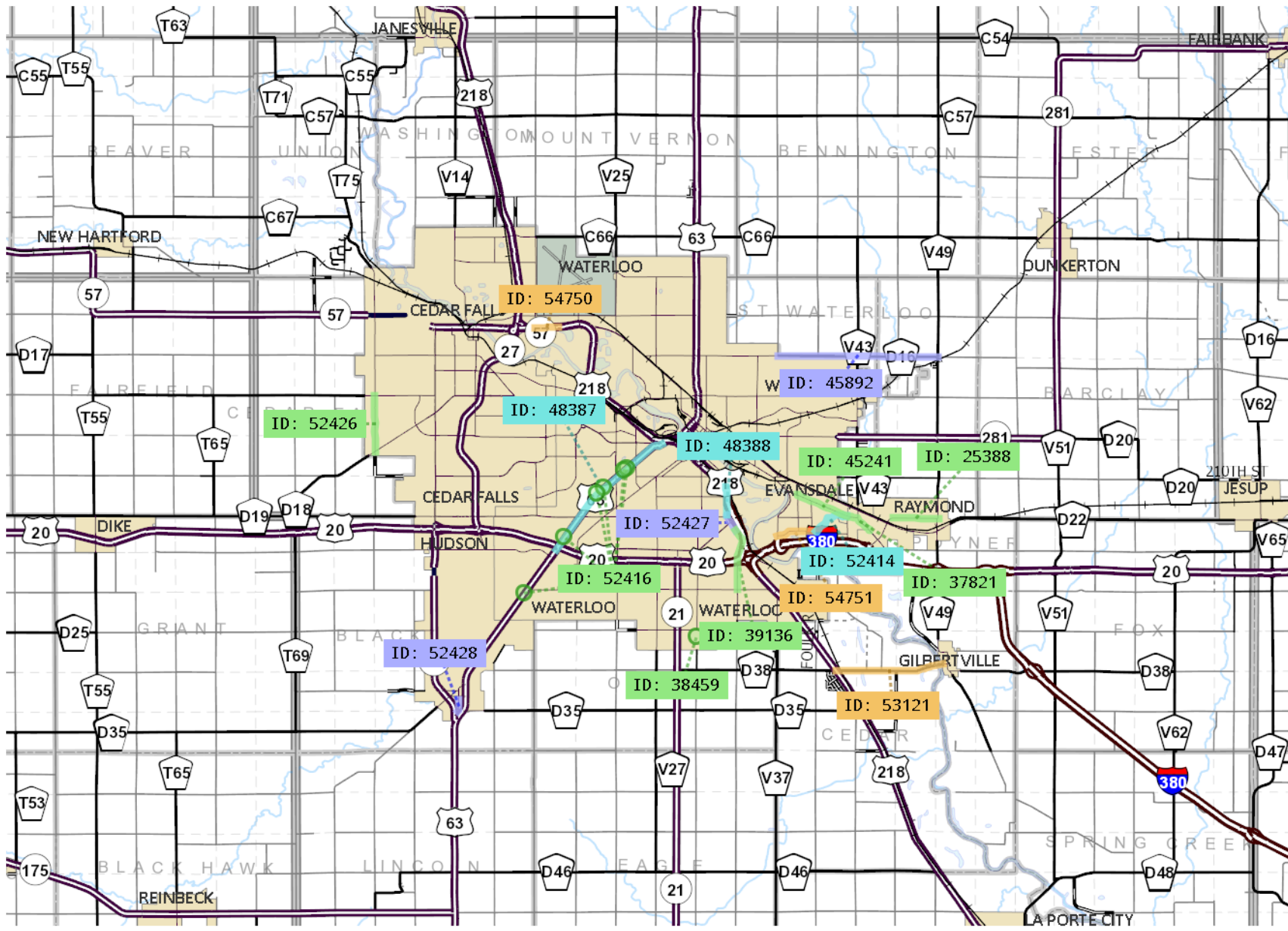
MPO 30 / INRCOG (Cont.)

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2024	2025	2026	2027	Totals
10476 Metropolitan Transit Authority of Black Hawk County (Waterloo MET)	5339 TIP Approved	Capital	Heavy Duty Bus (30-34 ft.) Diesel,UFRC,VSS,Low Floor	Total	\$660,795				\$660,795
				FA	\$561,676				\$561,676
				DOT					
10478 Metropolitan Transit Authority of Black Hawk County (Waterloo MET)	5339 TIP Approved	Capital	Heavy Duty Bus (30-34 ft.) Diesel,UFRC,VSS,Low Floor	Total	\$660,795				\$660,795
				FA	\$561,676				\$561,676
				DOT					
1168 Metropolitan Transit Authority of Black Hawk County (Waterloo MET)	5307 TIP Approved	Operations	General Operations/Maintenance/Administration/Planning	Total	\$4,640,000	\$4,640,000	\$4,640,000	\$4,640,000	\$18,560,000
				FA	\$2,320,000	\$2,320,000	\$2,320,000	\$2,320,000	\$9,280,000
				DOT					
2128 Metropolitan Transit Authority of Black Hawk County (Waterloo MET)	5303 TIP Approved	Planning	Planning	Total	\$120,000	\$120,000	\$120,000	\$120,000	\$480,000
				FA	\$96,000	\$96,000	\$96,000	\$96,000	\$384,000
				DOT					
2278 Metropolitan Transit Authority of Black Hawk County (Waterloo MET)	5310 TIP Approved	Operations	Preventative Maintenance and Mobility Coordinator Support	Total	\$130,000	\$130,000	\$130,000	\$130,000	\$520,000
				FA	\$104,000	\$104,000	\$104,000	\$104,000	\$416,000
				DOT					
2279 Metropolitan Transit Authority of Black Hawk County (Waterloo MET)	STA TIP Approved	Operations	State Transit Operating	Total	\$347,000	\$358,000	\$369,000	\$380,000	\$1,454,000
				FA					
				DOT	\$347,000	\$358,000	\$369,000	\$380,000	\$1,454,000
5277 Metropolitan Transit Authority of Black Hawk County (Waterloo MET)	5339 TIP Approved	Capital	Heavy Duty Bus (30-34 ft.) Diesel,UFRC,VSS,Low Floor Unit # 212	Total		\$660,795			\$660,795
				FA		\$561,676			\$561,676
				DOT					
5278 Metropolitan Transit Authority of Black Hawk County (Waterloo MET)	5339 TIP Approved	Capital	Heavy Duty Bus (30-34 ft.) Diesel,UFRC,VSS,Low Floor Unit # 312	Total		\$660,795			\$660,795
				FA		\$561,676			\$561,676
				DOT					
5702 Metropolitan Transit Authority of Black Hawk County (Waterloo MET)	5339 TIP Approved	Capital	Heavy Duty Bus (30-34 ft.) Diesel,UFRC,VSS,Low Floor	Total		\$660,795			\$660,795
				FA					

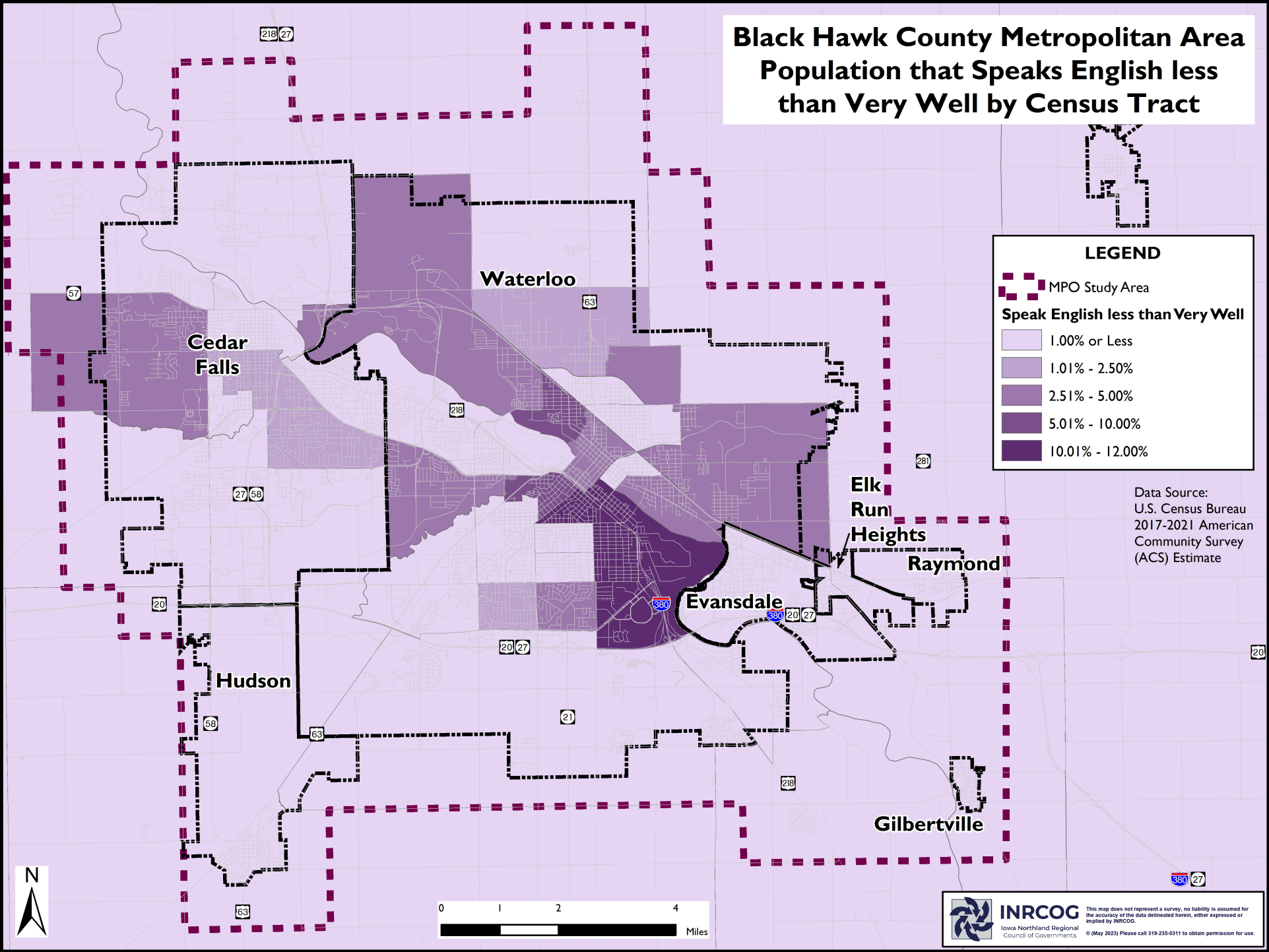
Project ID Sponsor	Funds Approval Level	Project Type	Unit # 114 Description Options Vehicle Unit Number		2024	2025	2026	2027	Totals
Metropolitan Transit Authority of Black Hawk County (Waterloo MET)				FA		\$561,676			\$561,676
				DOT					
6320	5339	Capital	Heavy Duty Bus (35-39 ft.)	Total		\$681,453			\$681,453
Metropolitan Transit Authority of Black Hawk County (Waterloo MET)	TIP Approved		Diesel,UFRC,VSS,Low Floor Unit # 214	FA		\$570,735			\$570,735
				DOT					

MPO 30 / INRCOG (Cont.)

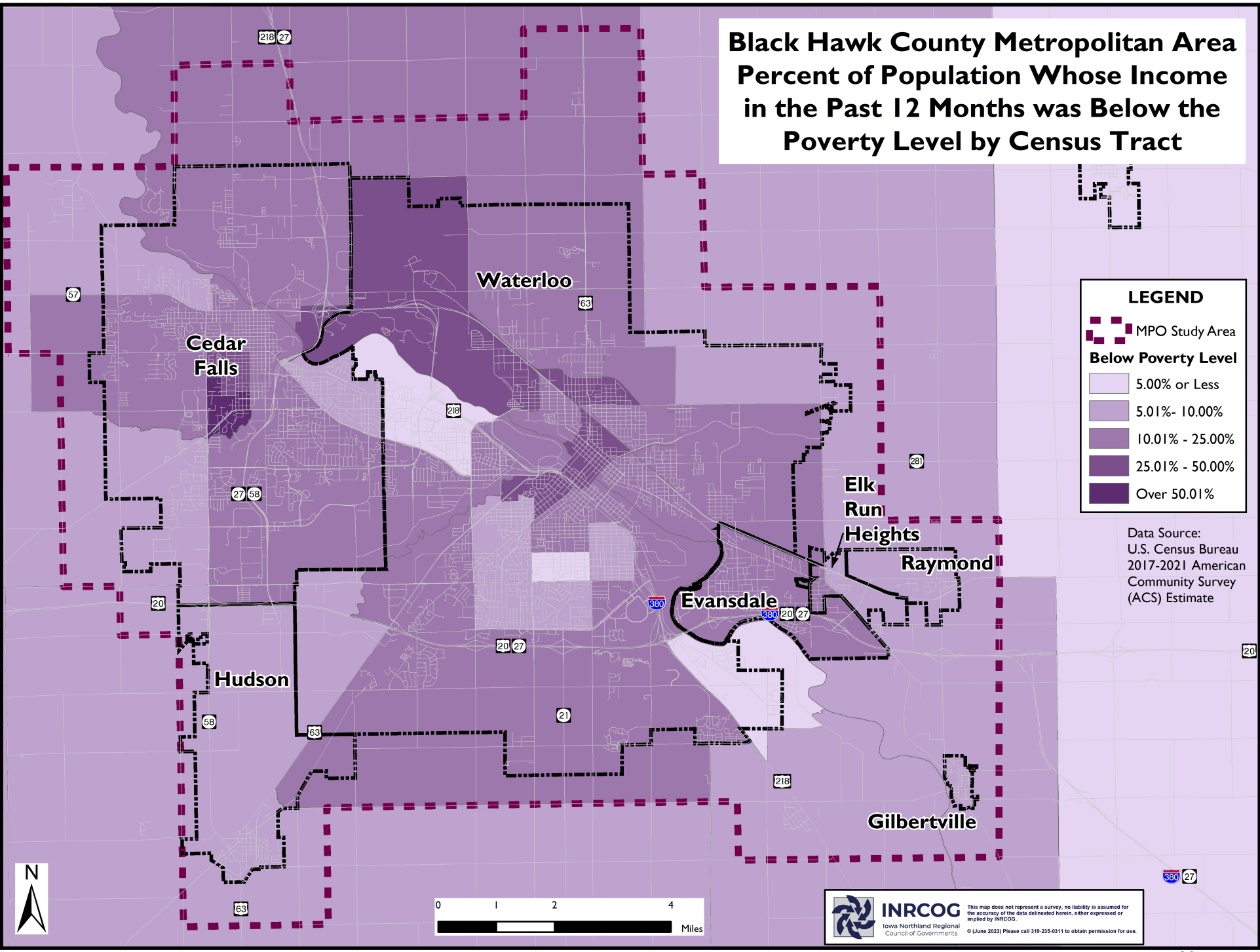
Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2024	2025	2026	2027	Totals
6326 Metropolitan Transit Authority of Black Hawk County (Waterloo MET)	5339 TIP Approved	Capital	Light Duty Bus (176" wb) VSS Unit # 820	Total		\$171,338			\$171,338
				FA		\$145,638			\$145,638
				DOT					
6322 Metropolitan Transit Authority of Black Hawk County (Waterloo MET)	5339 TIP Approved	Capital	Light Duty Bus (176" wb) VSS Unit # 420	Total			\$171,338		\$171,338
				FA		\$145,638			\$145,638
				DOT					
6323 Metropolitan Transit Authority of Black Hawk County (Waterloo MET)	5339 TIP Approved	Capital	Light Duty Bus (176" wb) VSS Unit # 520	Total			\$171,338		\$171,338
				FA		\$145,638			\$145,638
				DOT					
6324 Metropolitan Transit Authority of Black Hawk County (Waterloo MET)	5339 TIP Approved	Capital	Light Duty Bus (176" wb) VSS Unit # 620	Total			\$171,338		\$171,338
				FA		\$145,638			\$145,638
				DOT					
6325 Metropolitan Transit Authority of Black Hawk County (Waterloo MET)	5339 TIP Approved	Capital	Light Duty Bus (176" wb) VSS Unit # 720	Total			\$171,338		\$171,338
				FA		\$145,638			\$145,638
				DOT					
10480 Metropolitan Transit Authority of Black Hawk County (Waterloo MET)	5339 TIP Approved	Capital	Light Duty Bus (176" wb) VSS	Total				\$171,338	\$171,338
				FA				\$145,638	\$145,638
				DOT					



Black Hawk County Metropolitan Area Population that Speaks English less than Very Well by Census Tract



Black Hawk County Metropolitan Area Percent of Population Whose Income in the Past 12 Months was Below the Poverty Level by Census Tract



LEGEND

MPO Study Area

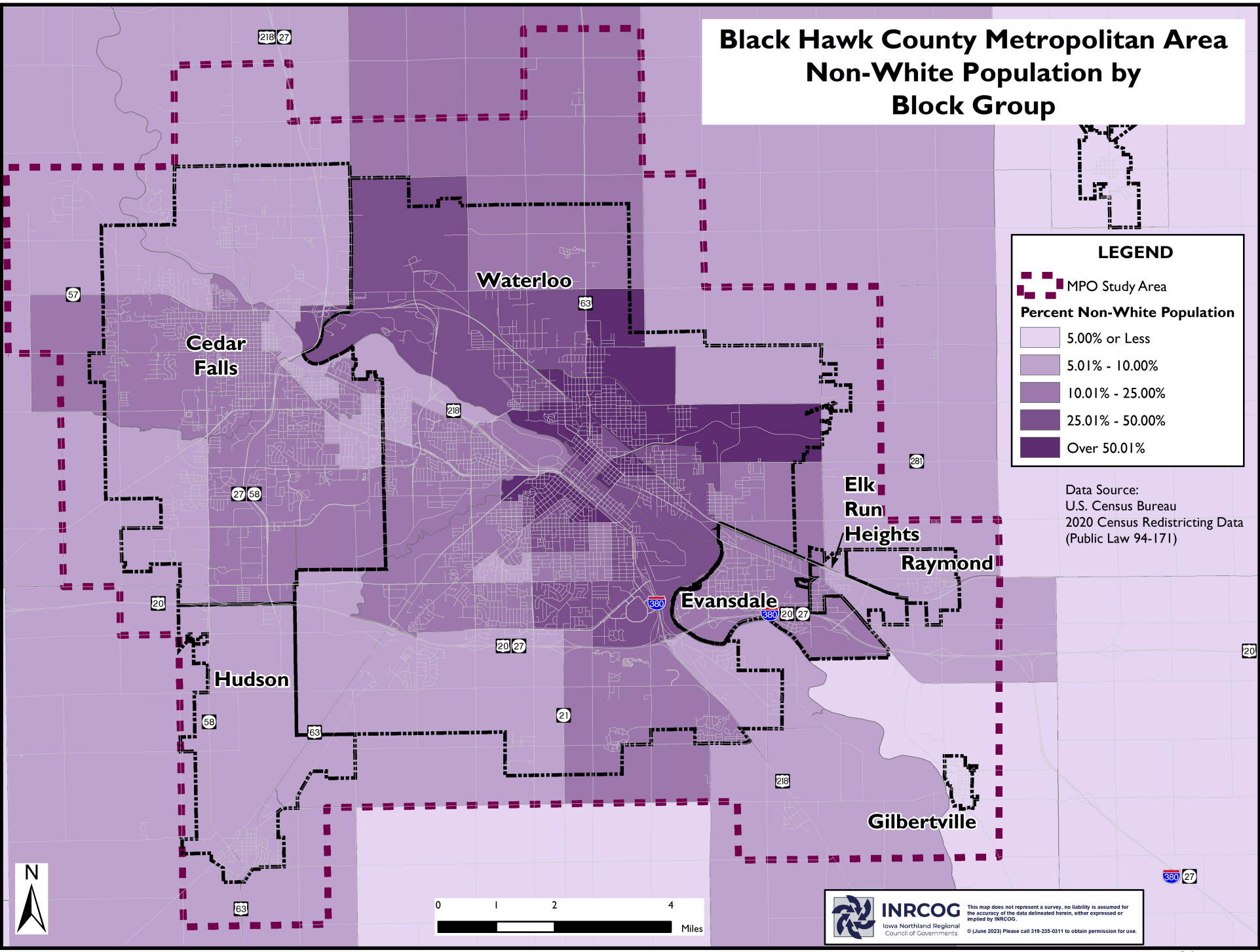
Below Poverty Level

- 5.00% or Less
- 5.01%- 10.00%
- 10.01% - 25.00%
- 25.01% - 50.00%
- Over 50.01%

Data Source:
U.S. Census Bureau
2017-2021 American
Community Survey
(ACS) Estimate

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Council of Governments
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Black Hawk County Metropolitan Area Non-White Population by Block Group



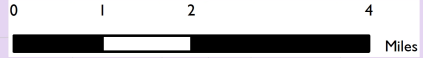
LEGEND

MPO Study Area

Percent Non-White Population

- 5.00% or Less
- 5.01% - 10.00%
- 10.01% - 25.00%
- 25.01% - 50.00%
- Over 50.01%

Data Source:
U.S. Census Bureau
2020 Census Redistricting Data
(Public Law 94-171)



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**Funding by Year and Program
FY 2024-2027**

Program	FY 2024				FY 2025				FY 2026				FY 2027			
	Total Cost	Federal Aid	MPO FA	SWAP	Total Cost	Federal Aid	MPO FA	SWAP	Total Cost	Federal Aid	MPO FA	SWAP	Total Cost	Federal Aid	MPO FA	SWAP
Iowa DOT																
Primary Road Fund	\$ 1,139,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,312,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FHWA Programs																
Planning (PL)	\$ 298,192	\$ 238,554	\$ -	\$ -	\$ 298,192	\$ 238,554	\$ -	\$ -	\$ 298,192	\$ 238,554	\$ -	\$ -	\$ 298,192	\$ 238,554	\$ -	\$ -
HBP	\$ 1,950,000	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
NHPP	\$ -	\$ -	\$ -	\$ -	\$ 639,000	\$ 511,200	\$ -	\$ -	\$ 25,600,000	\$ 20,480,000	\$ -	\$ -	\$ 14,472,000	\$ 11,789,600	\$ -	\$ -
STBG	\$ 24,061,813	\$ 10,233,427	\$ 10,233,427	\$ -	\$ 3,772,884	\$ 3,530,500	\$ 3,530,500	\$ -	\$ 6,326,329	\$ 4,013,500	\$ 4,013,500	\$ -	\$ 13,636,970	\$ 7,536,287	\$ 4,664,287	\$ -
TAP	\$ 828,457	\$ 616,561	\$ 616,561	\$ -	\$ 428,410	\$ 295,728	\$ 295,728	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CRP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RAISE	\$ 9,340,772	\$ 8,730,000	\$ -	\$ -	\$ 8,262,116	\$ 8,070,000	\$ -	\$ -	\$ 4,378,671	\$ 3,700,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal	\$ 37,618,234	\$ 20,818,542	\$ 10,849,988	\$ -	\$ 13,400,602	\$ 12,645,982	\$ 3,826,228	\$ -	\$ 37,915,192	\$ 28,432,054	\$ 4,013,500	\$ -	\$ 28,407,162	\$ 19,564,441	\$ 4,664,287	\$ -
FTA Programs																
FTA Section 5303	\$ 120,000	\$ 96,000	\$ -	\$ -	\$ 120,000	\$ 96,000	\$ -	\$ -	\$ 120,000	\$ 96,000	\$ -	\$ -	\$ 120,000	\$ 96,000	\$ -	\$ -
FTA Section 5307	\$ 4,640,000	\$ 2,320,000	\$ -	\$ -	\$ 4,640,000	\$ 2,320,000	\$ -	\$ -	\$ 4,640,000	\$ 2,320,000	\$ -	\$ -	\$ 4,640,000	\$ 2,320,000	\$ -	\$ -
FTA Section 5310	\$ 130,000	\$ 104,000	\$ -	\$ -	\$ 130,000	\$ 104,000	\$ -	\$ -	\$ 130,000	\$ 104,000	\$ -	\$ -	\$ 130,000	\$ 104,000	\$ -	\$ -
FTA Section 5339	\$ 9,164,928	\$ 7,790,194	\$ -	\$ -	\$ 2,835,176	\$ 2,401,401	\$ -	\$ -	\$ 685,352	\$ 582,552	\$ -	\$ -	\$ 171,338	\$ 145,638	\$ -	\$ -
Subtotal	\$ 14,054,928	\$ 10,310,194	\$ -	\$ -	\$ 7,725,176	\$ 4,921,401	\$ -	\$ -	\$ 5,575,352	\$ 3,102,552	\$ -	\$ -	\$ 5,061,338	\$ 2,665,638	\$ -	\$ -
Total Cost and Funding	\$ 51,673,162	\$ 31,128,736	\$ 10,849,988	\$ -	\$ 21,125,778	\$ 17,567,383	\$ 3,826,228	\$ -	\$ 43,490,544	\$ 31,534,606	\$ 4,013,500	\$ -	\$ 33,468,500	\$ 22,230,079	\$ 4,664,287	\$ -

MPO STBG Fiscal Constraint

Year	FY 2024	FY 2025	FY 2026	FY 2027
Unobligated balance (carryover)	\$6,635,710	\$242,287	\$625,787	\$600,287
STBG Target	\$3,840,004	\$3,914,000	\$3,988,000	\$4,064,000
Subtotal	\$10,475,714	\$4,156,287	\$4,613,787	\$4,664,287
Allocation	\$10,233,427	\$3,530,500	\$4,013,500	\$4,664,287
Balance	\$242,287	\$625,787	\$600,287	\$0

MPO TAP Fiscal Constraint

Year	FY 2024	FY 2025	FY 2026	FY 2027
Unobligated balance (carryover)	\$4,559	-\$226,002	-\$122,730	\$288,270
TAP Target	\$386,000	\$399,000	\$411,000	\$411,000
Subtotal	\$390,559	\$172,998	\$288,270	\$699,270
Allocation	\$616,561	\$295,728	\$0	\$0
Balance	-\$226,002	-\$122,730	\$288,270	\$699,270

FY 2023 Project Status Report

As of July 13, 2023

TPMS #	Sponsor	Route/Project	Termini/Description	Total Cost	Funding	Status
National Highway Performance Program (NHPP)						
38177	Iowa DOT	IA 27 (NB/SB)	US 20 to Ridgeway Ave	\$15,500,000	\$12,400,000	Let
52663	Iowa DOT	IA 58	Hudson to US 20	\$7,793,000	\$6,409,800	Let
Surface Transportation Block Grant Program (STBG)						
39138	Iowa DOT	IA 58	US 63 north 4.0 miles to 0.4 miles south of Rancho Rd	\$563,000	\$450,000	Let
38335	Iowa DOT	IA 27 (NB/SB)	US 20 to Ridgeway Ave	\$625,000	\$500,000	Let
39139	Cedar Falls	Main St	6th St south 0.75 miles to Seerley Blvd	\$7,600,000	\$2,900,000	Let
37821	Elk Run Heights	Lafayette Rd & Gilbertville Rd	WCL east and southeast 0.65 miles to Amber Ln	\$2,185,000	\$1,430,000	Moved to FY 2024
39136	Waterloo	La Porte Rd (Ph I)	E Shaulis Rd north 1.6 miles to Bopp St	\$14,196,000	\$5,004,755	Moved to FY 2024
Surface Transportation Block Grant Program (STBG) Swap						
36659	Hudson	Butterfield Rd	325' south of US 20 EB ramp south 0.08 miles to 0.3 miles north of Rancho Rd	\$174,878	\$104,000	Let
Iowa's Transportation Alternatives Program (TAP)						
52414	Evansdale	Elk Run Creek Levee Trail	Gilbert Dr northeast 1.02 miles to Lafayette Rd	\$428,410	\$295,728	Moved to FY 2025
Planning						
16106	MPO	Planning	Metro-wide	\$292,347	\$233,877	Ongoing
	MET	General Ops, Maint, Planning	General Operations/Maintenance/Administration/Planning	\$5,600,000	\$2,800,000	Ongoing
	MET	Preventative Maintenance	Preventative Maintenance & Mobility Coordinator Support	\$126,956	\$101,565	Ongoing
	MET	Replace 8 HD Buses	Bus replacements	\$4,801,320	\$4,081,320	2 buses replaced; 6 moved to FY 2024
	MET	Replace 5 MD Buses	Bus replacements	\$1,173,825	\$997,750	Moved to FY 2024
	MET	Replaced 6 LD Buses	Bus replacements	\$718,308	\$610,560	Moved to FY 2024
	MET	MPO Transportation Planning	Planning	\$120,000	\$96,000	Ongoing

Black Hawk County MPO

Forecasted Operations and Maintenance Costs on the Federal Aid System						
Operations	2022	2023	2024	2025	2026	2027
Cedar Falls	\$2,727,177	\$2,836,264	\$2,949,714	\$3,067,703	\$3,190,411	\$3,318,027
Elk Run Heights	\$109,939	\$114,336	\$118,910	\$123,666	\$128,613	\$133,757
Evansdale	\$168,420	\$175,157	\$182,163	\$189,450	\$197,028	\$204,909
Gilbertville	\$16,441	\$17,098	\$17,782	\$18,494	\$19,233	\$20,003
Hudson	\$69,713	\$72,501	\$75,401	\$78,417	\$81,554	\$84,816
Raymond	\$24,017	\$24,977	\$25,976	\$27,015	\$28,096	\$29,220
Waterloo	\$2,700,399	\$2,808,415	\$2,920,752	\$3,037,582	\$3,159,085	\$3,285,449
Total Operations	\$5,816,105	\$6,048,749	\$6,290,699	\$6,542,327	\$6,804,020	\$7,076,181
Maintenance	2022	2023	2024	2025	2026	2027
Cedar Falls	\$101,687	\$105,754	\$109,985	\$114,384	\$118,959	\$123,718
Elk Run Heights	\$5,859	\$6,093	\$6,337	\$6,591	\$6,854	\$7,129
Evansdale	\$51,854	\$53,928	\$56,085	\$58,328	\$60,661	\$63,088
Gilbertville	\$17,777	\$18,488	\$19,228	\$19,997	\$20,797	\$21,629
Hudson	\$42,542	\$44,243	\$46,013	\$47,854	\$49,768	\$51,758
Raymond	\$24,868	\$25,863	\$26,898	\$27,974	\$29,092	\$30,256
Waterloo	\$441,102	\$458,746	\$477,096	\$496,180	\$516,027	\$536,668
Total Maintenance	\$685,689	\$713,116	\$741,641	\$771,307	\$802,159	\$834,245
Total Operations & Maintenance	\$6,501,794	\$6,761,865	\$7,032,340	\$7,313,634	\$7,606,179	\$7,910,426

Data Source:
Iowa DOT Program
Management Bureau
2022 Data

2022 Data is actual,
2023-2027 are forecasted.

Operation and maintenance costs
are forecasted with a 4% annual
increase, and revenues with a 2%
annual increase, which is consistent
with the Black Hawk County
MPO Long-Range Transportation Plan.

Forecasted Non-Federal Aid Revenues						
	2022	2023	2024	2025	2026	2027
Cedar Falls	\$20,461,950	\$20,871,189	\$21,288,613	\$21,714,385	\$22,148,673	\$22,591,646
Elk Run Heights	\$759,546	\$774,737	\$790,232	\$806,036	\$822,157	\$838,600
Evansdale	\$1,037,070	\$1,057,811	\$1,078,968	\$1,100,547	\$1,122,558	\$1,145,009
Gilbertville	\$177,040	\$180,581	\$184,192	\$187,876	\$191,634	\$195,466
Hudson	\$1,234,100	\$1,258,782	\$1,283,958	\$1,309,637	\$1,335,830	\$1,362,546
Raymond	\$105,989	\$108,109	\$110,271	\$112,476	\$114,726	\$117,020
Waterloo	\$28,460,348	\$29,029,555	\$29,610,146	\$30,202,349	\$30,806,396	\$31,422,524
Total Revenues	\$52,236,043	\$53,280,764	\$54,346,379	\$55,433,307	\$56,541,973	\$57,672,812

Iowa DOT Operations, Maintenance, and Revenues

Estimated Iowa DOT Operations and Maintenance Costs by MPO				
	2024	2025	2026	2027
AAMPO	\$771,922	\$796,376	\$821,033	\$845,895
Bi State MPO	\$4,130,046	\$4,260,881	\$4,392,807	\$4,525,824
Corridor MPO	\$3,499,472	\$3,610,331	\$3,722,115	\$3,834,822
DMAMPO	\$8,007,879	\$8,261,560	\$8,517,356	\$8,775,265
DMATS	\$1,074,671	\$1,108,716	\$1,143,044	\$1,177,656
Black Hawk County MPO	\$3,078,706	\$3,176,236	\$3,274,579	\$3,373,735
MAPA	\$1,512,126	\$1,560,029	\$1,608,331	\$1,657,032
MPOJC	\$1,931,062	\$1,992,236	\$2,053,919	\$2,116,113
SIMPCO	\$2,015,870	\$2,079,731	\$2,144,124	\$2,209,049
Total Operations & Maintenance	\$26,021,754	\$26,846,096	\$27,677,308	\$28,515,391

Operations and maintenance costs are estimated using annual appropriations and primary system mileage

Iowa DOT Five-year Program Funding				
	2024	2025	2026	2027
Revenues				
Primary Road Fund	\$768,900,000	\$774,800,000	\$781,000,000	\$787,100,000
TIME-21	\$135,000,000	\$135,000,000	\$135,000,000	\$135,000,000
Miscellaneous	\$25,000,000	\$25,000,000	\$25,000,000	\$25,000,000
Federal-aid	\$497,000,000	\$505,100,000	\$513,300,000	\$513,300,000
Total Revenues	\$1,425,900,000	\$1,439,900,000	\$1,454,300,000	\$1,460,400,000
Statewide Allocations				
Operations & Maintenance Budget (PRF)	\$378,800,000	\$390,800,000	\$402,900,000	\$415,100,000
Back of Program Line Items and Rail Hwy	\$184,800,000	\$186,000,000	\$187,000,000	\$188,000,000
Total Allocations	\$563,600,000	\$576,800,000	\$589,900,000	\$603,100,000
Funds Available for ROW/Construction	\$862,300,000	\$863,100,000	\$864,400,000	\$857,300,000

Metropolitan Transit Authority
FY23-FY32 Operating Budget July 2023

Operating Revenues	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
Fares	\$1,021,516	\$1,052,161	\$1,083,726	\$1,116,238	\$1,149,725	\$1,184,217	\$1,219,743	\$1,256,336	\$1,294,026	\$1,332,847
Contracts	\$103,000	\$106,090	\$109,273	\$112,551	\$115,927	\$119,405	\$122,987	\$126,677	\$130,477	\$134,392
Total Operating Revenues	\$1,124,516	\$1,158,251	\$1,192,999	\$1,228,789	\$1,265,653	\$1,303,622	\$1,342,731	\$1,383,013	\$1,424,503	\$1,467,238
Operating Subsidies										
Federal Operating	\$1,798,496	\$1,843,458	\$1,889,545	\$1,936,783	\$1,985,203	\$2,034,833	\$2,085,704	\$2,137,846	\$2,191,292	\$2,246,075
CARES Act	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ACM	\$224,022	\$229,622	\$235,363	\$241,247	\$247,278	\$253,460	\$259,797	\$266,292	\$272,949	\$279,773
State Operating	\$349,418	\$358,154	\$367,108	\$376,285	\$385,693	\$395,335	\$405,218	\$415,349	\$425,732	\$436,376
Local Tax Support	\$1,972,314	\$2,031,483	\$2,092,428	\$2,155,201	\$2,219,857	\$2,286,453	\$2,355,046	\$2,425,697	\$2,498,468	\$2,573,422
Total Operating Subsidies	\$4,344,250	\$4,462,718	\$4,584,443	\$4,709,517	\$4,838,030	\$4,970,081	\$5,105,765	\$5,245,184	\$5,388,442	\$5,535,646
Total Operating Income	\$5,468,766	\$5,620,969	\$5,777,442	\$5,938,305	\$6,103,683	\$6,273,703	\$6,448,496	\$6,628,197	\$6,812,945	\$7,002,884
Operating Expenses										
Management & Staff	\$344,683	\$353,300	\$362,132	\$371,186	\$380,465	\$389,977	\$399,726	\$409,720	\$419,963	\$430,462
Scheduling Staff	\$166,159	\$170,313	\$174,570	\$178,935	\$183,408	\$187,993	\$192,693	\$197,510	\$202,448	\$207,509
Drivers Wages	\$1,649,538	\$1,690,776	\$1,733,045	\$1,776,372	\$1,820,781	\$1,866,300	\$1,912,958	\$1,960,782	\$2,009,801	\$2,060,046
Shop Wages	\$483,846	\$495,942	\$508,341	\$521,049	\$534,076	\$547,427	\$561,113	\$575,141	\$589,520	\$604,258
Fringes	\$1,332,600	\$1,365,915	\$1,400,063	\$1,435,065	\$1,470,942	\$1,507,715	\$1,545,408	\$1,584,043	\$1,623,644	\$1,664,235
Company Insurance	\$566,294	\$580,451	\$594,963	\$609,837	\$625,083	\$640,710	\$656,727	\$673,146	\$689,974	\$707,224
Administration	\$348,738	\$355,713	\$362,827	\$370,084	\$377,485	\$385,035	\$392,736	\$400,590	\$408,602	\$416,774
Marketing	\$19,176	\$19,560	\$19,951	\$20,350	\$20,757	\$21,172	\$21,595	\$22,027	\$22,468	\$22,917
Maintenance/Parts/Supplies	\$636,531	\$649,262	\$662,247	\$675,492	\$689,002	\$702,782	\$716,837	\$731,174	\$745,798	\$760,713
Building Maintenance	\$63,954	\$65,233	\$66,538	\$67,868	\$69,226	\$70,610	\$72,023	\$73,463	\$74,932	\$76,431
Purchased Paratransit Services	\$796	\$812	\$828	\$844	\$861	\$878	\$896	\$914	\$932	\$951
Total Operating Expenses	\$5,612,314	\$5,747,276	\$5,885,505	\$6,027,081	\$6,172,085	\$6,320,600	\$6,472,713	\$6,628,510	\$6,788,082	\$6,951,521
Total Revenue	\$5,468,766	\$5,620,969	\$5,777,442	\$5,938,305	\$6,103,683	\$6,273,703	\$6,448,496	\$6,628,197	\$6,812,945	\$7,002,884
Total Expenses	\$5,612,314	\$5,747,276	\$5,885,505	\$6,027,081	\$6,172,085	\$6,320,600	\$6,472,713	\$6,628,510	\$6,788,082	\$6,951,521
Surplus for Operations	-\$143,548	-\$126,307	-\$108,063	-\$88,776	-\$68,402	-\$46,898	-\$24,217	-\$313	\$24,863	\$51,363
Less Capital Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Ending Surplus	-\$143,548	-\$126,307	-\$108,063	-\$88,776	-\$68,402	-\$46,898	-\$24,217	-\$313	\$24,863	\$51,363

FY 2024 MET Transit Program of Projects

General Operations, Maintenance & Planning

Maintaining current operations.

Preventative Maintenance and Mobility Coordinator Position Support

To maintain equipment in good working order, and supporting a new joint position with OnBoard Public Transit

Bus Shelters/Benches/ADA Enhancements (Section 5310)

Purchase and install bus shelters and/or benches, and ADA enhancements at various stops.

Replace 10 HD Buses with Surveillance Cameras

Replacement vehicles per FTA useful life thresholds.

Replace 5 MD Bus with Surveillance Cameras

Replacement vehicles per FTA useful life thresholds.

Replace 7 LD Buses with Surveillance Cameras

Replacement vehicles per FTA useful life thresholds.

Planning

Transportation planning activities relating to MET Transit in accordance with IIJA.

Public Input Documentation

- Public Participation Plan excerpt
- Images of information available on the MPO website
- Public Input Meeting Flyer
- Press Release on TIP Public Input Sessions
- INRCOG Facebook Post
- The Courier Article on the Draft TIP and Public Input Meetings
- Public Hearing Notice – Proof of Publication
- Attendance record from public input meetings on June 20 and June 22, 2023
- Public comments

2022 Public Participation Plan Excerpt (TIP Development)

The TIP identifies all transportation projects in the region, including transit projects for the Metropolitan Transit Authority, that are anticipated to receive federal transportation funding within the next four federal fiscal years. The TIP is a short-range component that is complementary to the Long-Range Transportation Plan. The TIP is updated annually with adoption by the Policy Board in July of each year. The document is incorporated into the Statewide Transportation Improvement Program (STIP) by the Iowa DOT.

The following actions will be undertaken annually to ensure full public participation:

1. Draft TIP
 - a. The draft TIP will be developed by the Technical Committee with input from the Transportation Alternatives Program (TAP) Committee. MPO meetings are open to the public.
 - b. The draft document will be made available for public review at INRCOG, on the INRCOG website, and upon request.
2. Notices and Public Meetings
 - a. Following development of the draft TIP, at least two (2) public input sessions will be held.
 - b. When a circumstance presents itself where such a meeting in person is impossible or impractical, the MPO may conduct a public input meeting by electronic means.
 - i. The MPO will provide public access to the discussion of the input meeting to the extent reasonably possible.
 - ii. The public announcement of the meeting, at least one week before the public input meeting, shall include the time, the virtual/electronic place, subject matter of the meeting, and the name and phone number of the person available to respond to requests for information about the meeting.
 - iii. The place of the input meeting is the place from which the communication originates or where public access is provided to the discussion.
 - iv. The MPO shall make promptly available to the public, in a place easily accessible to the public, the transcript, electronic recording, or minutes of the discussion and will include a statement explaining why a public input meeting in person was impossible or impractical.
 - c. Should in person meetings be held, at least one (1) public input session will be in an area identified as being a low-income or minority neighborhood.
 - d. All in person meetings will be held in accessible facilities.
 - e. Information may be presented by INRCOG staff, the Iowa DOT, member cities, Black Hawk County, and MET Transit.
 - f. The TIP content and notices for public input sessions will be advertised through local media sources. Notices may be posted at governmental offices, public libraries, post offices, on transit buses, at INRCOG, and on the INRCOG website and Facebook page. Notices may also be sent to organizations serving traditionally underserved populations.
 - g. Any person with special communication or accommodation needs (i.e., sight, reading, or language barriers, request for online or phone participation, etc.) can contact the MPO (minimum 48 hours prior to the meeting) and arrangements will be made.
3. Public Comment Period
 - a. Written and oral comments will be solicited during public input sessions. The public will also have at least a 15-calendar-day comment period following the final public input session to submit comments via letter, email, phone, or in person.

- b. A public hearing will be held at a regularly scheduled Policy Board meeting following the public input sessions to summarize public comments and responses. A notice of the public hearing will be published no more than twenty (20) calendar days and no less than four (4) calendar days before the date of the hearing.
4. Final TIP
- a. Following the public hearing, the Policy Board will adopt the final TIP, including a summary of comments and responses.
 - b. The final TIP will be submitted to the Iowa DOT, FHWA, and FTA.
 - c. The final TIP will be made available on the INRCOG website, at INRCOG, and upon request.
 - d. The public participation process associated with the TIP will be evaluated and updated as needed.
5. Revisions
- a. The TIP is a dynamic document and may need to be revised in between annual updates. There are two types of revisions—administrative modifications and amendments.
 - i. Minor revisions may be made to the TIP as necessary. These are considered *administrative modifications* and may be made by INRCOG staff without public review and comment. INRCOG staff may discuss administrative modifications with the Policy Board and Technical Committee, but formal action will not be required.
 - ii. Major revisions may also be made to the TIP as necessary. These are considered *amendments* and require public review and comment, and Policy Board approval. A public hearing will be held at a regularly scheduled Policy Board meeting to consider and approve TIP amendments. A notice of the public hearing will be published no more than twenty (20) calendar days and no less than four (4) calendar days before the date of the hearing.
 - b. Any revision to the TIP that adds a new federal aid project or increases the federal aid limit of a project will require that a corresponding change be made to another programming entry to ensure the Statewide Transportation Improvement Program (STIP) remains fiscally constrained. This requirement pertains to both administrative modifications and amendments.

Funding Opportunities

INRCOG administers the Surface Transportation Block Grant Program (STBG) and Transportation Alternatives Setaside Program (TAP) funds for the MPO and RTA planning areas, and the Carbon Reduction Program (CRP) for the MPO. Contact [Kyle Durant](#) with questions about these programs.

Agendas and Minutes for STBG and TAP programming sessions can be found under [Meetings & Minutes](#).

STBG

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

The deadline for 2023 project submittals is April 7. Applications must be submitted using the online form below.

MPO STBG Funding Guidelines



MPO STBG Application



TAP

Transportation Alternatives Program (TAP) – This program is a set-aside from STBG. TAP 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.

Notice: 2023 TAP Cycle on hold until further notice.



News & Highlights

FY 2024 Transportation Improvement Programs (TIP) DRAFT

The draft FY 2024–2027 Transportation Improvement Programs (TIP) for the MPO and RTA are available for public comment. The TIPs identify transportation projects scheduled to receive federal funding in the next four federal fiscal years in Black Hawk, Bremer, Buchanan, Butler, Chickasaw, and Grundy Counties.

An in person public input session will be held on June 20 from 12:00–1:00 p.m. at the INRCOG Center, and a virtual public input session on June 22 from 4:00–5:00 p.m. using the meeting link and ID below.

Comments will be accepted until the MPO and RTA hold public hearings and consider adoption of the final documents on July 13 at 10:00 a.m. and July 20 at 1:00 p.m. Comments and questions can be directed to [Kyle Durant](#) or using the [online form](#).

www.microsoft.com/microsoft-teams/join-a-meeting

Meeting ID: 287 544 577 97

Passcode: teh4T6



Public input meeting flier that was distributed throughout the six-county region

For posting in a public area

Public Input Opportunities for the Fiscal Year 2024-2027
Transportation Improvement Programs (TIP)

View the drafts at www.bhcmpo.org

Participate in Public Input Meetings to review and comment on projects scheduled to receive federal transportation funding in the six-county region.

Tuesday, June 20

12:00 – 1:00 p.m.

INRCOG Center

229 E Park Ave, Waterloo

Thursday, June 22

4:00 – 5:00 p.m.

Virtual Meeting

<https://www.microsoft.com/microsoft-teams/join-a-meeting>

Meeting ID: 287 544 577 97

Passcode: teh4T6



Comments can be submitted in person, online at <https://forms.gle/oo4rhVda7GpLGjGw9>, or directly to

Kyle Durant, Transportation Planner II at kdurant@inrcog.org or (319) 235-0311 ext. 139.

Las reuniones públicas discutidas en este folleto son sobre los próximos proyectos de transporte que se están recomendando para recibir fondos federales. Si tiene preguntas acerca de estas reuniones favor de Llamar al (319) 235-0311.

Javni sastanci o kojima se govori u ovoj brošuri odnose se na predstojeće transportne projekte koji se preporučuju za federalno finansiranje. Ako imate pitanja o ovim sastancima, pozovite (319) 235-0311.



Press release on the TIP Public Input Sessions distributed to media throughout the six-county region



FOR IMMEDIATE NEWS RELEASE

Date: June 1, 2023

RE: Transportation Improvement Programs
Public Input Sessions

Contact: Kyle Durant
(319) 235-0311
kdurant@inrcog.org

The Iowa Northland Regional Council of Governments (INRCOG) will hold an in person public input session on June 20 from 12:00-1:00 p.m. at the INRCOG Center, and a virtual public input session on June 22 from 4:00-5:00 p.m. using the following:

<https://www.microsoft.com/microsoft-teams/join-a-meeting>

Meeting ID: 287 544 577 97

Passcode: teh4T6

The purpose of these open houses is to solicit comments on the draft FY 2024-2027 Transportation Improvement Programs for the Black Hawk County Metropolitan Planning Organization (MPO) and Iowa Northland Regional Transportation Authority (RTA). The documents identify transportation projects – highway and street improvements, trails, safe routes to school, transit – scheduled to receive federal funding in the next four federal fiscal years in Black Hawk, Bremer, Buchanan, Butler, Chickasaw, and Grundy Counties. The documents can be viewed at www.bhcmpo.org.

INRCOG staff will be available to discuss the documents and projects identified. No formal presentations will be made.

Please contact Kyle Durant with any questions.

###

INRCOG | PARTNERS FOR PROGRESS

Developing Strong Local Government through Regional Cooperation

229 E Park Avenue | Waterloo Iowa 50703 | P (319) 235-0311 | F (319) 235-2891 | www.inrcog.org

INRCOG Facebook post on the TIP Public Input Sessions www.facebook.com/INRCOG

Posts Filters

 Iowa Northland Regional Council of Governments (INRCOG) 21h · 🌐

PUBLIC INPUT OPPORTUNITIES!
The draft FY 2024-2027 Transportation Improvement Programs (TIP) for the MPO and RTA are available for public comment.

Public Input sessions will be held:
Tuesday, June 20th, 12:00 - 1:00 p.m. at [Iowa Northland Regional Council of Governments \(INRCOG\)](http://www.inrcog.org)
Thursday, June 22nd, 4:00 - 5:00 p.m. Virtual Meeting:
<https://www.microsoft.com/.../microsoft.../join-a-meeting...> Meeting ID: 287 544 577 97; Passcode: teh4T6

For more information and to view the draft TIPs visit <https://bhcmpo.org/>


For posting in a public area

**Public Input Opportunities for the Fiscal Year 2024-2027
Transportation Improvement Programs (TIP)**
View the drafts at www.bhcmpo.org

Participate in Public Input Meetings to review and comment on projects scheduled to receive federal transportation funding in the six-county region.

Tuesday, June 20
12:00 – 1:00 p.m.
INRCOG Center
229 E Park Ave, Waterloo

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4:00 – 5:00 p.m.
Virtual Meeting
<https://www.microsoft.com/microsoft-teams/join-a-meeting>
Meeting ID: 287 544 577 97
Passcode: teh4T6



Comments can be submitted in person, online at <https://forms.gle/oo4rhVDa7GpLGjGw9> or directly to
Kyle Durant, Transportation Planner II at kdurant@inrcog.org or (319) 235-0311 ext. 139.

Las reuniones públicas discutidas en este folleto son sobre los próximos proyectos de transporte que se están recomendando para recibir fondos federales. Si tiene preguntas acerca de estas reuniones favor de Llamar al (319) 235-0311.

Javni sastanci o kojima se govori u ovoj brošuri odnose se na predstojeće transportne projekte koji se preporučuju za federalno finansiranje. Ako imate pitanja o ovim sastancima, pozovite (319) 235-0311.

 **INRCOG**
Iowa Northland Regional
Council of Governments

2 shares

Federal transportation funding sees boost through INRCOG because of infrastructure law

Andy Milone 1 hr ago 0

WATERLOO — The public will have an opportunity to learn about the plan for federal transportation funds being allocated to communities in the Iowa Northland Regional Council of Governments' six county region.

A financial boost came as a result of the bipartisan infrastructure law that was passed and signed into law in 2021.

Planning documents need to be developed for the funding every year as “required by law for the sake of transparency to show how transportation funds are being spent,” according to Kyle Durant, INRCOG transportation planner.

One document indicates that the new infrastructure law “continues, and further strengthens, the requirement that an extensive, ongoing, and cooperative planning effort for the programming of federal funds be undertaken.”

Officials will be available for comments and questions from noon to 1 p.m. June 20 at the INRCOG Center, 229 E. Park Ave. A virtual meeting will be held from 4 to 5 p.m. June 22.

The region including Black Hawk, Chickasaw, Butler, Grundy, Bremer, and Buchanan counties will have access to the funding for road, bridge, trail and transit-related projects in the Transportation Improvement Programs (TIP) for fiscal year 2024-27.


Notably, the amount of Surface Transportation Block Grant funds earmarked annually to the Black Hawk County **Metropolitan Planning Organization** was increased by approximately 24% since fiscal year 2022, rising from \$3.28 million in 2022 to \$4.06 million in 2027.

Funds will assist in future work on U.S. Highway 20 and Waterloo's La Porte Road. However, they are currently being used for ongoing projects like the Ridgeway Avenue and Iowa Highway 58 corridors and on Main Street in Cedar Falls.

Comments don't typically impact the content of the actual planning documents, as most in the past have been questions and inquiries about specific projects, said Durant. But there's a benefit to anyone able to attend the public meetings.

“We can take the comments into account if people are overly concerned and could then recommend changes before adoption,” said Durant. “But if I wasn't already involved, I would be attending to better understand the amount of funds that are programmed for our community. And to see where projects are happening and which ones are going to impact me.”

To join the virtual meeting, go online to <https://www.microsoft.com/microsoft-teams/join-a-meeting>. The Meeting ID is 287 544 577 97. The passcode is teh4T6.

 [Federal infrastructure bill helps Waverly Municipal Airport project stay on schedule](#)

Comments can be submitted in person but also online at <https://forms.gle/oo4rhVDA7GpLGjGw9>. They can also be submitted directly to Durant at kdurant@inrcog.org or (319) 235-0311 ext. 139.

Comments will be accepted until public hearings are held and adoption is considered of the final documents on July 13 at 10 a.m. and July 20 at 1 p.m.

NOTICE OF PUBLIC HEARING

Notice is hereby given that the Black Hawk County Metropolitan Area Transportation Policy Board (MPO) will hold a public hearing at the INRCOG Center, 229 E. Park Ave., Waterloo, Iowa, on Thursday, July 13, 2023 at 10:00 a.m.

The purpose of this hearing is to solicit public comment on the draft Transportation Improvement Program (TIP) for fiscal years 2024-2027. This document affects federal transportation programming for persons in the urbanized area of Black Hawk County, including the cities of Waterloo, Cedar Falls, Evansdale, Hudson, Elk Run Heights, Raymond, and Gilbertville. All transportation projects receiving federal funding must be listed in the TIP, including highway, bridge, non-motorized, transit, and planning projects. Copies of the draft TIP are available at the INRCOG office or can be viewed at www.bhcmpo.org.

It is your privilege to attend this hearing to express your views concerning the draft Transportation Improvement Program, or you may submit your written comments to the Iowa Northland Regional Council of Governments, 229 E. Park Ave., Waterloo, Iowa 50703, through the time and date of the hearing as specified above. Following the hearing, the MPO will consider all oral and written comments before adopting the final TIP and submitting it to the Iowa Department of Transportation.

For additional information, you may contact Kyle Durant at (319) 235-0311 between 8:00 a.m. and 3:30 p.m. weekdays or at kdurant@inrcog.org.

Published in:

The Waterloo-Cedar Falls Courier – 7/1/2023

**Black Hawk County Metropolitan Area Transportation Policy Board &
Iowa Northland Regional Transportation Authority**

Draft FY 2024-2027 Transportation Improvement Program Open Houses Attendance Record

June 20, 2023
12:00 – 1:00 p.m.
INRCOG, Waterloo

Attendees

Kyle Durant	INRCOG
Nick Fratzke	INRCOG
Brian Schoon	INRCOG

June 22, 2023
4:00 – 5:00 p.m.
Virtual (Microsoft Teams Meeting)

Attendees

Kyle Durant	INRCOG
Aldina Dautović	INRCOG
Noel Anderson	City of Waterloo
Jonathan Taiber	Public

Black Hawk County Engineer's Process for Determining Use of HBP Funding

1. Review the list of our Structurally Deficient bridges
2. Rank those bridges by Sufficiency Rating (low to high)
3. Review the list with consideration for traffic volume and alternate available routes
4. Consider whether an embargo has been or can be established to delay replacement; and consider the impact an embargo has on the public (proximity to alternate route/s)
5. Determine whether it is feasible for local forces to repair, reinforce or replace any structures (county forces will only replace structures less than 40 feet long)
 - If so, remove those candidates from consideration for the year
6. **IF:** A bridge's condition is **poor enough to warrant closure**,
 and the bridge is **large** and therefore **costly** to replace,
 and the bridge is on **a very low volume road**
 and there is **an alternate route**
Then: Hold a public meeting to propose **REMOVAL** of the structure**
7. Consider bridge conditions (poor decks, poor sub-structure elements, etc.) that may be remedied by, and qualify for, FA rehabilitation (BHS or BHOS funds)
8. Review the list with consideration for businesses or services impacted (emergency routes, quarries, grain elevators, landfill, county parks, county care facility, etc.)
9. Rank the remaining candidates to determine the best candidates for available HBP funds to:
 - Repair / reinforce by outside contractor or
 - Replace by outside contractor
10. Program the number of bridges that funds allow
 - **Outcomes of 3 proposals to remove bridges in the last 20 years have been:
 - In **1992** a large bridge (over \$500,000 replacement cost) was eliminated where an alternate crossing existed 1 mile downstream
 - In **2004** a bridge (\$350,000 replacement cost) was removed and ½ mile of ne road was built for \$100,000 which created an alternate route
 - In **2006** another bridge (\$500,000 replacement cost) was removed and a portion of the road vacated to the adjacent land owner

Document Revision Summary

Date of Revision Revision Type Summary of Changes

Date of Revision	Revision Type	Summary of Changes