

# FY 2024 Transportation Improvement Program

Iowa Northland  
Regional  
Transportation  
Authority

July 20, 2023



# FY 2024-2027

## TRANSPORTATION IMPROVEMENT PROGRAM

Iowa Northland Regional Transportation Authority Policy Board

July 20, 2023

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## POLICY BOARD AND COMMITTEES

### Policy Board

Representing	Name	Title
Black Hawk County	Linda Laylin	Supervisor
Bremer County	Duane Hildebrandt	Supervisor <b>(Vice-Chair)</b>
Buchanan County	Clayton Ohrt	Supervisor
Butler County	Greg Barnett	Supervisor <b>(Chair)</b>
Chickasaw County	Matthew Kuhn	Supervisor
Grundy County	Mark Schildroth	Supervisor
City of Waverly	Mike Cherry	City Engineer
City of Independence	Brad Bleichner	Mayor
City of Denver (Small City At Large)	Joel Wikner	Councilmember
City of Readlyn (Small City At Large)	Dan Wedemeier	Mayor
City of Plainfield (Small City At Large)	Tom Geise	Mayor
VACANT (Small City At Large)		

**Transportation Technical Committee (TTC)**

<b>Representing</b>	<b>Name</b>	<b>Title</b>
Black Hawk County	Cathy Nicholas	County Engineer
Bremer County	Landon Moore	County Engineer
Buchanan County	Brian Keierleber	County Engineer
Butler County	John Riherd	County Engineer
Chickasaw County	Roman Lensing	County Engineer
Grundy County	Gary Mauer	County Engineer
City of Waverly	Mike Cherry	City Engineer
City of Independence	Matthew Schmitz	City Manager
City of Denver (Small City At Large)	Joel Wikner	Councilmember
City of Readlyn (Small City At Large)	Dan Wedemeier	Mayor
City of Plainfield (Small City At Large)	Tom Geise	Mayor
City of Dunkerton (Small City At Large)	Michael Schares	Mayor

**Bicycle and Pedestrian Advisory Committee (BPAC)**

<b>Representing</b>	<b>Name</b>	<b>Title</b>
Black Hawk County Conservation	Mike Hendrickson	Executive Director
Bremer County Conservation	Andrew Hockenson	Director
Buchanan County Conservation	Dan Cohen	Executive Director
Butler County Conservation	Matt Morris	Executive Director
Chickasaw County Conservation	Chad Humpal	Director
Grundy County Conservation	Nick Buseman	Executive Director
City of Waverly	Mike Cherry	City Engineer
City of Independence	Matthew Schmitz	City Manager
City of Denver (Small City At Large)	Joel Wikner	Councilmember
City of Readlyn (Small City At Large)	Dan Wedemeier	Mayor
City of Plainfield (Small City At Large)	Tom Geise	Mayor
City of Dunkerton (Small City At Large)	Michael Schares	Mayor



**Transit Advisory Committee**

<b>Representing</b>	<b>Name</b>
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 IOWA NORTHLAND REGIONAL  
TRANSPORTATION AUTHORITY POLICY BOARD**

**WHEREAS**, the Iowa Northland Regional Transportation Authority has been designated as the Regional Planning Affiliation for Black Hawk, Bremer, Buchanan, Butler, Chickasaw, and Grundy Counties; 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 (b); 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, and transit elements of the TIP are financially feasible based upon anticipated federal, state, and local resources.

**NOW, THEREFORE BE IT RESOLVED** that the Iowa Northland Regional Transportation Authority Policy Board hereby approves the Final FY 2024-2027 Transportation Improvement Program.

Passed and adopted this 20<sup>th</sup> day of July, 2023.

  
\_\_\_\_\_  
Greg Barnett, Chair

ATTEST:

  
\_\_\_\_\_  
Nick Fratzke, Director of Transportation, INRCOG

## INTRODUCTION

This document is the FY 2024-2027 Transportation Improvement Program (TIP) for the Iowa Northland Regional Transportation Authority (RTA). The TIP contains all transportation projects in the RTA 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 area's Long-Range Transportation Plan to be moved forward into programming and construction.

The planning and programming process required of the RTA is outlined in the 2021 federal transportation bill, the Infrastructure Investment and Jobs Act (IIJA). Prior to IIJA's approval, the RTA 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 RTA's overall transportation planning goal is to provide for the safe, adequate, and efficient movement of persons and goods in the area. The RTA 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 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 RTA Transportation Alternatives Program (TAP) Committee, Bicycle and Pedestrian Advisory Committee (BPAC), and Transportation Technical Committee (TTC) hold work sessions to rank and program Transportation Alternatives Setaside Program (TAP) projects, and to program Surface Transportation Block Grant Program (STBG) and STBG-Swap projects for the region. A draft TIP is compiled, distributed to the RTA Policy Board and TTC for review, and taken out for public input. The draft document is posted on the 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 RTA Policy Board. The final TIP is posted on the 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 RTA has two pools of federal-aid to program towards projects: STBG/STBG-Swap, and TAP. Annual funding target averages for the next four federal fiscal years are \$2,909,000 for STBG/STBG-Swap \$307,000 for TAP.

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 20, 2023.

## FINANCIAL INFORMATION AND FISCAL CONSTRAINT

The Iowa DOT Program Management Bureau provides the RTA with estimated STBG/STBG-Swap and TAP 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 RTA 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/STBG-Swap and TAP is demonstrated in the *Funding by Year and Program* section of 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. 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.

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, Highway Bridge Program, and various grant programs. Implementation of a 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](http://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 requirement to ensure fiscal constraint does not apply to accomplishment year projects that have been already programmed at their full federal-aid participation rate (typically 80 percent) and whose programming entry is being adjusted based on an updated cost estimate. 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 RTA Policy Board adopted funding requirements for the consideration of STBG/STBG-Swap funding at the December 15, 2022 meeting. Applicants were notified of the project selection process when projects were solicited in January 2023. 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 methodology. The methods used by counties in the region for selecting bridge projects are described in *Appendix 2*.

#### **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 RTA's Transportation Alternatives Program (TAP) Guidelines
- Ineligible activities
  - Preliminary and final design/engineering
  - Construction engineering/construction related services
  - Right-of-way acquisition
  - Corridor planning studies
  - Utility relocation
  - Sidewalk maintenance
- Roadway projects must be on federally classified routes that are Major Collectors or above.
- Projects must be consistent with the goals of the *RTA Long-Range Transportation Plan*.

- City projects will be programmed with STBG Swap funds. All other projects will be programmed with federal STBG funds.
- STBG and STBG Swap projects are eligible for up to 80 percent of the total estimated eligible project cost.
- Projects submitted for consideration will be reviewed by RTA Staff for eligibility prior to the TTC meeting.
- Incomplete applications or late applications will not be considered for funding.

### **Project Selection and Programming**

- Projects will be reviewed at the Technical Committee meeting.
- Each project sponsor will be given the opportunity to present their project.
- The Technical Committee shall prioritize projects for funding by considering the ability to meet the RTA Long-Range Transportation Plan Goals, Objectives, and Performance Measures (see *Appendix A*) and funding constraints.
- The Technical Committee has the discretion to recommend the share of STBG funds for each recommended project.
- The Technical Committee may utilize the RTA's Funding Equity Guidelines to recommend projects.
- 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 and STBG Swap projects within the final TIP.
- Upon approval of the final TIP by the Policy Board, the RTA shall forward an *STBG Award Letter* to the recipient. An example letter can be found in *Appendix B*.

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## 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 RTA 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.
- For construction projects, a minimum total project cost of \$100,000 (\$80,000 federal) with 20 percent match and minimum federal-aid participation level of 40 percent.
- Eligible project sponsors include:
  - Cities
  - Counties
  - County Conservation Boards
  - 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)
- Ineligible activities include:
  - Design engineering and construction related services
  - Sidewalk 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. Incomplete applications will not be considered for funding.
- Projects submitted for consideration will be reviewed by RTA staff for program eligibility prior to the project ranking process.

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 at the BPAC Committee meeting. Projects are ranked using 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.

Projects are ranked by entities present at the BPAC Committee meeting. Entities shall vote on rankings as follows:

- Each county shall have up to two votes from different departments (engineering, conservation, economic development, etc.)
- Each city shall have one vote
- Silos & Smokestacks shall have one vote

INRCOG and the Iowa DOT do not vote but can provide staff recommendations if requested.

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.

## PUBLIC PARTICIPATION

The RTA strives to engage the public in the transportation planning and programming process. The process to be used during TIP development is outlined in the RTA's Public Participation Plan (PPP), adopted on September 21, 2017 and updated June 18, 2020. 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 RTA 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 area 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 is 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 RTA 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 RTA staff without public review and comment or re-demonstration of fiscal constraint. RTA staff will discuss administrative modifications with the Policy Board and Technical Committee, 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 RTA 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:

	<b>Administrative Modification</b>	<b>Amendment</b>
<b>Project Cost</b>	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
<b>Schedule Changes</b>	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
<b>Funding Sources</b>	Changing amounts of existing funding sources	Adding other federal funding sources to a project
<b>Scope Changes</b>	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

The Iowa DOT does not make a distinction between amendments and administrative modifications for projects using swapped Primary Road Funds. To take advantage of this increased flexibility, the RTA uses a specific revision process for swapped projects. All changes to swapped projects are considered administrative modifications and may be made by RTA staff without public review and comment or re-demonstration of fiscal constraint. RTA staff will discuss administrative modifications to swapped projects with the Policy Board and Technical Committee, but formal action will not be required.



## **2024 Statewide Transportation Improvement Program**

**RPA 7**

Grant Application

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
34610	DGA-C010(116)--XT-10	TIP Approved	<b>Total</b>	<b>\$4,000,000</b>				<b>\$4,000,000</b>
Buchanan County	On V62, Over WAPSIPINICON RIVER, from D-16 north 0.5 Miles to Bridge	1/17/2024	<b>Federal Aid</b>					
	Bridge Replacement		<b>Regional Swap</b>					
			<b>Grant App</b>	<b>\$3,200,000</b>				<b>\$3,200,000</b>

HBP

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
51018	BHS-C007(170)--63-07	TIP Approved	<b>Total</b>	<b>\$750,000</b>				<b>\$750,000</b>
Black Hawk County	On Cedar Wapsi Road (C57), Over CRANE CREEK, S15 T90 R12	12/19/2023	<b>Federal Aid</b>	\$600,000				<b>\$600,000</b>
	Reconstruction - Bridge Deck Replacement		<b>Regional Swap</b>	\$150,000				<b>\$150,000</b>
44621	BROS-C009(90)--5F-09	TIP Approved	<b>Total</b>	<b>\$1,000,000</b>				<b>\$1,000,000</b>
Bremer County	On 310TH ST, Over E.FK WAPSIPINICON RIVER, S3 T93 R12	2/20/2024	<b>Federal Aid</b>	\$1,000,000				<b>\$1,000,000</b>
	Bridge Replacement		<b>Regional Swap</b>					
36218	BROS-C009(94)--8J-09	TIP Approved	<b>Total</b>	<b>\$900,000</b>				<b>\$900,000</b>
Bremer County	On 270th Street, Over Crane Creek, S28 T91N R12W	11/21/2023	<b>Federal Aid</b>	\$900,000				<b>\$900,000</b>
	Bridge Replacement		<b>Regional Swap</b>					
44774	BROS-C012(C14T10)--8J-12	TIP Approved	<b>Total</b>	<b>\$650,000</b>				<b>\$650,000</b>
Butler County	On KIPLING AVE, Over COLD WATER CREEK, from 120th Street south approx. 0.2 miles to bridge		<b>Federal Aid</b>	\$650,000				<b>\$650,000</b>
	Bridge Replacement		<b>Regional Swap</b>					
35851	BROS-C012(G25W10)--8J-12	TIP Approved	<b>Total</b>	<b>\$300,000</b>				<b>\$300,000</b>
Butler County	On RIDGE AVE, Over SMALL STREAM, from Hwy 3 north 400 feet to bridge		<b>Federal Aid</b>	\$300,000				<b>\$300,000</b>
	RCB Culvert Replacement - Twin Box		<b>Regional Swap</b>					
44927	BROS-C019(111)--5F-19	TIP Approved	<b>Total</b>	<b>\$2,135,000</b>				<b>\$2,135,000</b>
Chickasaw County	On 310th Street, over East Fork Wapsipinicon River, S34, T94, R12	1/17/2024	<b>Federal Aid</b>	\$2,135,000				<b>\$2,135,000</b>
	Bridge Replacement		<b>Regional Swap</b>					
37697	BROS-C038(134)--8J-38	TIP Approved	<b>Total</b>	<b>\$453,000</b>				<b>\$453,000</b>
Grundy County	On 120TH ST, Over MIDDLE FORK BEAVER CREEK, S18 T89 R18	1/17/2024	<b>Federal Aid</b>	\$449,000				<b>\$449,000</b>
	Bridge Replacement		<b>Regional Swap</b>					
38994	BRS-C009(93)--60-09	TIP Approved	<b>Total</b>	<b>\$1,600,000</b>				<b>\$1,600,000</b>
Bremer County	On C50, Over CRANE CREEK, S21 T91N R12W	11/21/2023	<b>Federal Aid</b>	\$1,280,000				<b>\$1,280,000</b>
	Bridge Replacement		<b>Regional Swap</b>	\$320,000				<b>\$320,000</b>
26743	BRS-C010(99)--60-10	TIP Approved	<b>Total</b>	<b>\$864,000</b>				<b>\$864,000</b>
Buchanan County	On W-35, Over Unnamed Creek, S21 T88 R08	1/17/2024	<b>Federal Aid</b>	\$691,200				<b>\$691,200</b>
	Bridge Replacement		<b>Regional Swap</b>	\$172,800				<b>\$172,800</b>

HBP

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
37170	BHS-C012(K08W10)--63-12	TIP Approved	<b>Total</b>		<b>\$500,000</b>			<b>\$500,000</b>
Butler County	On T25, Over WEST FORK CEDAR RIVER, from 245th Street north 0.7 miles to bridge		<b>Federal Aid</b>		\$400,000			<b>\$400,000</b>
	Bridge Deck Overlay		<b>Regional Swap</b>		\$100,000			<b>\$100,000</b>
20207	BHS-C012(P05T10)--63-12	TIP Approved	<b>Total</b>		<b>\$400,000</b>			<b>\$400,000</b>
Butler County	On T55, Over WEST FORK CEDAR RIVER, from 280th Street south 2600 feet to bridge		<b>Federal Aid</b>		\$320,000			<b>\$320,000</b>
	Bridge Deck Overlay		<b>Regional Swap</b>		\$80,000			<b>\$80,000</b>
27164	BROS-C009(L-9-118)--8J-09	TIP Approved	<b>Total</b>		<b>\$300,000</b>			<b>\$300,000</b>
Bremer County	On 240TH ST, Over CREEK, S17 T91 R14	7/23/2018	<b>Federal Aid</b>		\$300,000			<b>\$300,000</b>
	Bridge Replacement		<b>Regional Swap</b>					
37121	BROS-C010(--8J-10	TIP Approved	<b>Total</b>		<b>\$1,500,000</b>			<b>\$1,500,000</b>
Buchanan County	On 150TH ST, Over OTTER CR, from Indiana Ave. west 0.1 Miles to Bridge, S32 T90 R09		<b>Federal Aid</b>		\$1,500,000			<b>\$1,500,000</b>
	Bridge Replacement		<b>Regional Swap</b>					
53431	BROS-C019(--8J-19	TIP Approved	<b>Total</b>		<b>\$549,000</b>			<b>\$549,000</b>
Chickasaw County	On 300TH, Over SPRING CREEK, S34 T94 R11		<b>Federal Aid</b>		\$549,000			<b>\$549,000</b>
	Bridge Replacement-CCS		<b>Regional Swap</b>					
36649	BROS-C038(G10)--8J-38	TIP Approved	<b>Total</b>		<b>\$450,000</b>			<b>\$450,000</b>
Grundy County	On P AVE, Over BLACK HAWK CREEK, from D25 north 0.9 Miles to to Black Hawk Creek, S16 T88 R16		<b>Federal Aid</b>		\$450,000			<b>\$450,000</b>
	Bridge Replacement		<b>Regional Swap</b>					
36650	BROS-C038(H11)--8J-38	TIP Approved	<b>Total</b>		<b>\$525,000</b>			<b>\$525,000</b>
Grundy County	On T AVE, Over BRANCH BLACK HAWK CREEK, S18 T88 R15		<b>Federal Aid</b>		\$525,000			<b>\$525,000</b>
	Bridge Replacement		<b>Regional Swap</b>					
44902	BRS-C007(XXX)--60-07	TIP Approved	<b>Total</b>		<b>\$500,000</b>			<b>\$500,000</b>
Black Hawk County	On Dubuque Rd (D22), Over Tributary to Indian Creek, S6 T88 R11		<b>Federal Aid</b>		\$400,000			<b>\$400,000</b>
	RCB Culvert Replacement - Twin Box		<b>Regional Swap</b>		\$100,000			<b>\$100,000</b>
38950	BRS-C019(--60-19	TIP Approved	<b>Total</b>		<b>\$1,898,000</b>			<b>\$1,898,000</b>
Chickasaw County	On B28 (140th Street), over Little Wapsipinicon River, S6, T96, R13		<b>Federal Aid</b>		\$1,518,400			<b>\$1,518,400</b>
	Bridge Replacement-PPCB		<b>Regional Swap</b>		\$379,600			<b>\$379,600</b>

HBP

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
35012	BROS-C009(86)--5F-09	TIP Approved	<b>Total</b>			<b>\$1,500,000</b>		<b>\$1,500,000</b>
Bremer County	On V19, Over QUARTER SEC RUN, S20 T91 R13	12/16/2025	<b>Federal Aid</b>			\$1,500,000		<b>\$1,500,000</b>
	Bridge Replacement		<b>Regional Swap</b>					
47218	BROS-C012(B14N10)--8J-12	TIP Approved	<b>Total</b>			<b>\$700,000</b>		<b>\$700,000</b>
Butler County	On 120TH ST, Over STREAM, from Ridge Ave west 0.2 miles to bridge		<b>Federal Aid</b>			\$700,000		<b>\$700,000</b>
	Bridge Replacement		<b>Regional Swap</b>					
47219	BROS-C012(B19T10)--8J-12	TIP Approved	<b>Total</b>			<b>\$600,000</b>		<b>\$600,000</b>
Butler County	On CP COMFORT RD, Over SMALL STREAM, from 135th Street north 0.1 miles to bridge		<b>Federal Aid</b>			\$600,000		<b>\$600,000</b>
	Bridge Replacement		<b>Regional Swap</b>					
53434	BROS-C019(--8J-19	TIP Approved	<b>Total</b>			<b>\$830,000</b>		<b>\$830,000</b>
Chickasaw County	On VANDERBILT, Over LITTLE TURKEY RIVER, S15 T96 R11		<b>Federal Aid</b>			\$830,000		<b>\$830,000</b>
	Bridge Replacement-CCS		<b>Regional Swap</b>					
19177	BROS-C038(C05)--8J-38	TIP Approved	<b>Total</b>			<b>\$450,000</b>		<b>\$450,000</b>
Grundy County	I Ave: From 120th St north 1/8mi to an un-named stream		<b>Federal Aid</b>			\$450,000		<b>\$450,000</b>
	Bridge Replacement		<b>Regional Swap</b>					
52183	BROS-C038(C06)--8J-38	TIP Approved	<b>Total</b>			<b>\$1,000,000</b>		<b>\$1,000,000</b>
Grundy County	On 110th St 0.6mi west L Ave of over a fork of Beaver Creek, S11 T89 R17		<b>Federal Aid</b>			\$1,000,000		<b>\$1,000,000</b>
	Bridge Replacement		<b>Regional Swap</b>					
37703	BROS-C038(E01)--8J-38	TIP Approved	<b>Total</b>			<b>\$975,000</b>		<b>\$975,000</b>
Grundy County	On 160TH St from H Ave west 0.3mi to the South Fork of Beaver Creek, near the N1/4 S1 T88 R18		<b>Federal Aid</b>			\$975,000		<b>\$975,000</b>
	Bridge Replacement		<b>Regional Swap</b>					
45893	BRS-C007(--60-07	TIP Approved	<b>Total</b>			<b>\$500,000</b>		<b>\$500,000</b>
Black Hawk County	On Winslow Rd (C55), Over TRIBUTARY TO W FORK CEDAR RIVER, S8 T90 R14		<b>Federal Aid</b>			\$400,000		<b>\$400,000</b>
	Bridge Replacement		<b>Regional Swap</b>			\$100,000		<b>\$100,000</b>
45587	BRS-C010(--60-10	TIP Approved	<b>Total</b>			<b>\$925,000</b>		<b>\$925,000</b>
Buchanan County	On W-40 0.4 miles south of 250 th St.		<b>Federal Aid</b>			\$740,000		<b>\$740,000</b>
	Bridge Replacement		<b>Regional Swap</b>			\$185,000		<b>\$185,000</b>



HBP

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
53409	BRS-C019(--60-19	TIP Approved	<b>Total</b>			<b>\$1,143,750</b>		<b>\$1,143,750</b>
Chickasaw County	On V 14, Over WAPSIPINICON RIVER OVERFLOW, S11 T95 R14		<b>Federal Aid</b>			\$915,000		<b>\$915,000</b>
	Bridge Replacement-CCS		<b>Regional Swap</b>			\$228,750		<b>\$228,750</b>
10455	BROS-C007(96)--8J-07	TIP Approved	<b>Total</b>				<b>\$600,000</b>	<b>\$600,000</b>
Black Hawk County	On FOX RD, Over SPRING CREEK, S24 T88 R11	3/21/2017	<b>Federal Aid</b>				\$600,000	<b>\$600,000</b>
	Bridge Replacement		<b>Regional Swap</b>					
45579	BROS-C009(L-7-126)--8J-09	TIP Approved	<b>Total</b>				<b>\$550,000</b>	<b>\$550,000</b>
Bremer County	On 180TH ST, Over CRANE CREEK, S18 T92 R12		<b>Federal Aid</b>				\$550,000	<b>\$550,000</b>
	Bridge Replacement		<b>Regional Swap</b>					
37174	BROS-C012(N03W10)--8J-12	TIP Approved	<b>Total</b>				<b>\$600,000</b>	<b>\$600,000</b>
Butler County	On JAY AVE, Over SMALL STREAM, from 290th Street north 0.5 miles to bridge		<b>Federal Aid</b>				\$600,000	<b>\$600,000</b>
	Bridge Replacement		<b>Regional Swap</b>					
40184	BROS-C012(N24W10)--8J-12	TIP Approved	<b>Total</b>				<b>\$900,000</b>	<b>\$900,000</b>
Butler County	On LIBERTY AVE, Over BEAVER CREEK, from 320th St north 0.2 miles to bridge		<b>Federal Aid</b>				\$900,000	<b>\$900,000</b>
	Bridge Replacement		<b>Regional Swap</b>					
52192	BROS-C038(A06)--8J-38	TIP Approved	<b>Total</b>				<b>\$400,000</b>	<b>\$400,000</b>
Grundy County	110th St 0.4 mi. west of T55 over a branch of Beaver Creek S8 T89 R15		<b>Federal Aid</b>				\$400,000	<b>\$400,000</b>
	Bridge Replacement-CCS		<b>Regional Swap</b>					
47228	BROS-C038(C04)--8J-38	TIP Approved	<b>Total</b>				<b>\$400,000</b>	<b>\$400,000</b>
Grundy County	On G Ave 0.1mi. south of Westbrook Ave over a tributary of Beaver Creek S6 T89 R17		<b>Federal Aid</b>				\$400,000	<b>\$400,000</b>
	Bridge Replacement		<b>Regional Swap</b>					
36648	BROS-C038(C13)--8J-38	TIP Approved	<b>Total</b>				<b>\$625,000</b>	<b>\$625,000</b>
Grundy County	On G Ave 0.5 mi. north of 140th St over the North Fork of Beaver Creek, S19 T89 R17		<b>Federal Aid</b>				\$625,000	<b>\$625,000</b>
	Bridge Replacement-CCS		<b>Regional Swap</b>					
38995	BRS-C009(--60-09	TIP Approved	<b>Total</b>				<b>\$600,000</b>	<b>\$600,000</b>
Bremer County	On V48, Over STREAM, S24 T93N R12W		<b>Federal Aid</b>				\$480,000	<b>\$480,000</b>
	Bridge Replacement		<b>Regional Swap</b>				\$120,000	<b>\$120,000</b>

HBP

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
53426	BRS-C019)--60-19	TIP Approved	<b>Total</b>				<b>\$762,500</b>	<b>\$762,500</b>
Chickasaw County	On S LINN AVE, Over SPRING BRANCH CREEK, S19 T95 R12		<b>Federal Aid</b>				\$610,000	<b>\$610,000</b>
	Bridge Replacement-CCS		<b>Regional Swap</b>				\$152,500	<b>\$152,500</b>
53429	BRS-C019)--60-19	TIP Approved	<b>Total</b>				<b>\$350,000</b>	<b>\$350,000</b>
Chickasaw County	On S LINN AVE, Over SMALL STREAM, S24 T95 R13		<b>Federal Aid</b>				\$280,000	<b>\$280,000</b>
	Bridge Replacement		<b>Regional Swap</b>				\$70,000	<b>\$70,000</b>

ILL

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
52844	ILL-C010)--92-10	TIP Approved	<b>Total</b>		<b>\$1,950,000</b>			<b>\$1,950,000</b>
Buchanan County	On D 48, Over BEAR CREEK, S36 T87 R10		<b>Federal Aid</b>					
			<b>Regional Swap</b>					
53372	ILL-C019)--92-19	TIP Approved	<b>Total</b>		<b>\$6,852,000</b>			<b>\$6,852,000</b>
Chickasaw County	On V18, from South Corporate Limits of City of Alta Vista North approximately 4.6 miles to Main St. in the City of Elma		<b>Federal Aid</b>					
	PCC Overlay - Unbonded, PCC Curb and Gutter		<b>Regional Swap</b>					
52852	ILL-C010)--92-10	TIP Approved	<b>Total</b>			<b>\$1,800,000</b>		<b>\$1,800,000</b>
Buchanan County	On W 13, S12 T90 R10		<b>Federal Aid</b>					
			<b>Regional Swap</b>					

NHPP

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
54556	NHSX-003()--3H-09	TIP Approved	<b>Total</b>	<b>\$2,422,000</b>				<b>\$2,422,000</b>
Iowa Department of Transportation	IA 3: 0.1 mi E of Cedar River Parkway to US 63 Pavement Rehab		<b>Federal Aid</b>	\$1,937,600				<b>\$1,937,600</b>
			<b>Regional Swap</b>					
54647	NHSX-020()--3H-10	TIP Approved	<b>Total</b>	<b>\$3,699,000</b>			<b>\$3,699,000</b>	
Iowa Department of Transportation	US 20: IA 187 to IA 38 Pavement Rehab		<b>Federal Aid</b>	\$2,959,200				<b>\$2,959,200</b>
			<b>Regional Swap</b>					
54646	NHSX-063()--3H-09	TIP Approved	<b>Total</b>	<b>\$3,627,000</b>			<b>\$3,627,000</b>	
Iowa Department of Transportation	US 63: 0.55 mi S of Co Rd C33 to 2 mi S of Chickasaw Co Line (SB) Pavement Rehab		<b>Federal Aid</b>	\$2,901,600				<b>\$2,901,600</b>
			<b>Regional Swap</b>					
52489	NHSX-218()--3H-07	TIP Approved	<b>Total</b>	<b>\$18,340,000</b>	<b>\$26,205,000</b>	<b>\$436,000</b>	<b>\$44,981,000</b>	
Iowa Department of Transportation	US 218: Cedar River in Janesville to IA 116 in Waverly Bridge New, Grading		<b>Federal Aid</b>	\$14,672,000	\$20,964,000	\$348,800		<b>\$35,984,800</b>
			<b>Regional Swap</b>					

PRF

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
45363	BRFN-003)--39-12	TIP Approved	<b>Total</b>	<b>\$4,454,000</b>				<b>\$4,454,000</b>
Iowa Department of Transportation	IA 3: Hartgraves Creek Overflow 0.5 mi W of Co Rd T16 Bridge New		<b>Federal Aid</b>					
			<b>Regional Swap</b>					
45292	BRFN-020)--39-10	TIP Approved	<b>Total</b>	<b>\$801,000</b>				<b>\$801,000</b>
Iowa Department of Transportation	US 20: Co RD W45 3.4 mi W of IA 187 Bridge Deck Overlay		<b>Federal Aid</b>					
			<b>Regional Swap</b>					
45297	BRFN-020)--39-10	TIP Approved	<b>Total</b>	<b>\$497,000</b>				<b>\$497,000</b>
Iowa Department of Transportation	US 20: Wapsipinicon River 1.5 mi E of IA 150 (EB/WB) Bridge Deck Overlay		<b>Federal Aid</b>					
			<b>Regional Swap</b>					
45317	BRFN-020)--39-10	TIP Approved	<b>Total</b>	<b>\$622,000</b>				<b>\$622,000</b>
Iowa Department of Transportation	US 20: IA 150 Interchange in Independence (EB/WB) Bridge Deck Overlay		<b>Federal Aid</b>					
			<b>Regional Swap</b>					
45291	BRFN-218)--39-07	TIP Approved	<b>Total</b>	<b>\$1,354,000</b>				<b>\$1,354,000</b>
Iowa Department of Transportation	US 218: Mud Creek 0.9 mi N of Co Rd D46 Bridge Replacement		<b>Federal Aid</b>					
			<b>Regional Swap</b>					
54690	NHSN-003)--2R-12	TIP Approved	<b>Total</b>	<b>\$13,000</b>				<b>\$13,000</b>
Iowa Department of Transportation	IA 3: Wetland Bank Mitigation Site Not Yet Identified Wetland Mitigation		<b>Federal Aid</b>					
			<b>Regional Swap</b>					
54688	NHSN-018)--2R-19	TIP Approved	<b>Total</b>	<b>\$105,000</b>				<b>\$105,000</b>
Iowa Department of Transportation	US 18: Winters Lake Overflow 2.9 mi E of Co Rd T76 Wetland Mitigation		<b>Federal Aid</b>					
			<b>Regional Swap</b>					
54625	STPN-188)--2J-09	TIP Approved	<b>Total</b>	<b>\$1,470,000</b>				<b>\$1,470,000</b>
Iowa Department of Transportation	IA 188: WCL of Plainfield to US 63 Pavement Rehab		<b>Federal Aid</b>					
			<b>Regional Swap</b>					
54686	STPN-218)--2J-07	TIP Approved	<b>Total</b>	<b>\$15,000</b>				<b>\$15,000</b>
Iowa Department of Transportation	US 218: Stream Bank Mitigation Site Not Yet Identified Wetland Mitigation		<b>Federal Aid</b>					
			<b>Regional Swap</b>					

PRF

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
48569	BRFN-014()--39-12	TIP Approved	<b>Total</b>		<b>\$306,000</b>			<b>\$306,000</b>
Iowa Department of Transportation	IA 14: Stream 1.0 mi N of Co Rd C23 Bridge Deck Overlay		<b>Federal Aid</b>					
			<b>Regional Swap</b>					
48458	BRFN-018()--39-19	TIP Approved	<b>Total</b>		<b>\$893,000</b>			<b>\$893,000</b>
Iowa Department of Transportation	US 18: Wapsipinicon River 0.1 mi E of Co Rd V14 Bridge Deck Overlay		<b>Federal Aid</b>					
			<b>Regional Swap</b>					
45360	BRFN-063()--39-09	TIP Approved	<b>Total</b>		<b>\$2,878,000</b>			<b>\$2,878,000</b>
Iowa Department of Transportation	US 63: Crane Creek 1.5 mi S of IA 188 (SB) Culvert Replacement		<b>Federal Aid</b>					
			<b>Regional Swap</b>					
48556	IMN-380()--0E-10	TIP Approved	<b>Total</b>		<b>\$1,242,000</b>			<b>\$1,242,000</b>
Iowa Department of Transportation	I 380: NB Weigh Station 1.5 mi N of Co Rd D48 Pave		<b>Federal Aid</b>					
			<b>Regional Swap</b>					
48554	IMN-380()--0E-10	TIP Approved	<b>Total</b>		<b>\$1,466,000</b>			<b>\$1,466,000</b>
Iowa Department of Transportation	I 380: SB Weigh Station 3.5 mi N of Co Rd D48 Pave		<b>Federal Aid</b>					
			<b>Regional Swap</b>					
48632	NHSN-014()--2R-38	TIP Approved	<b>Total</b>		<b>\$1,646,000</b>			<b>\$1,646,000</b>
Iowa Department of Transportation	IA 14: Wolf Creek 0.8 mi N fo Co Rd D67 Bridge Replacement, Right of Way		<b>Federal Aid</b>					
			<b>Regional Swap</b>					
54689	NHSN-014()--2R-38	TIP Approved	<b>Total</b>		<b>\$250,000</b>			<b>\$250,000</b>
Iowa Department of Transportation	IA 14: Black Hawk Creek 1.5 mi S of S Jct Co Rd D35 in Grundy Wetland Mitigation		<b>Federal Aid</b>					
			<b>Regional Swap</b>					
48631	STPN-175()--2J-38	TIP Approved	<b>Total</b>		<b>\$134,000</b>	<b>\$1,314,000</b>		<b>\$1,448,000</b>
Iowa Department of Transportation	IA 175: Munns Creek 0.8 mi E of Co Rd T47 Bridge New, Right of Way		<b>Federal Aid</b>					
			<b>Regional Swap</b>					
54687	STPN-175()--2J-38	TIP Approved	<b>Total</b>			<b>\$75,000</b>		<b>\$75,000</b>
Iowa Department of Transportation	IA 175: Munns Creek 0.8 mi E of Co Rd T47 Wetland Mitigation		<b>Federal Aid</b>					
			<b>Regional Swap</b>					



STBG

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
39177	BRF-003)--38-09	TIP Approved	<b>Total</b>	<b>\$8,076,000</b>				<b>\$8,076,000</b>
Iowa Department of Transportation	IA 3: Cedar River 3.7 mi E of US 218 in Waverly Bridge Replacement, Right of Way		<b>Federal Aid</b>	\$6,460,800				<b>\$6,460,800</b>
			<b>Regional Swap</b>					
45357	BRF-018)--38-19	TIP Approved	<b>Total</b>	<b>\$1,493,000</b>				<b>\$1,493,000</b>
Iowa Department of Transportation	US 18: Winters Lake Overflow 2.9 mi E of Co Rd T76 Bridge Replacement		<b>Federal Aid</b>	\$1,194,400				<b>\$1,194,400</b>
			<b>Regional Swap</b>					
1403	RGPL--PA07(RTP)--ST-00	TIP Approved	<b>Total</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>\$200,000</b>
RPA 7	RPA 7 General Transportation Planning		<b>Federal Aid</b>	\$40,000	\$40,000	\$40,000	\$40,000	<b>\$160,000</b>
	Trans Planning		<b>Regional Swap</b>	\$40,000	\$40,000	\$40,000	\$40,000	<b>\$160,000</b>
PA Note: RPA 7 General Transportation Planning (TIP, PPP, TPWP, SRP, LRP)								
54620	STP-057)--2C-12	TIP Approved	<b>Total</b>	<b>\$793,000</b>				<b>\$793,000</b>
Iowa Department of Transportation	IA 57: In Aplington, from 13th St to 4th St, 3R Project Pavement Rehab		<b>Federal Aid</b>	\$634,400				<b>\$634,400</b>
			<b>Regional Swap</b>					
40124	STP-S-C010)--5E-10	TIP Approved	<b>Total</b>	<b>\$4,200,000</b>				<b>\$4,200,000</b>
Buchanan County	On W35, from D22 to Quasqueton PCC Overlay - Unbonded		<b>Federal Aid</b>	\$1,721,000				<b>\$1,721,000</b>
			<b>Regional Swap</b>	\$1,721,000				<b>\$1,721,000</b>
36494	STP-S-C019(113)--5E-19	TIP Approved	<b>Total</b>	<b>\$4,602,424</b>				<b>\$4,602,424</b>
Chickasaw County	On V18, from U.S. Hwy. 18 North approximately 8.6 miles to the South Corporate Limits of the City of Alta Vista PCC Overlay	1/17/2024	<b>Federal Aid</b>	\$1,147,000				<b>\$1,147,000</b>
			<b>Regional Swap</b>	\$1,147,000				<b>\$1,147,000</b>
45383	BRF-014)--38-38	TIP Approved	<b>Total</b>		<b>\$2,959,000</b>			<b>\$2,959,000</b>
Iowa Department of Transportation	IA 14: Black Hawk Creek 1.5 mi S of S Jct Co Rd D35 Bridge Replacement, Right of Way		<b>Federal Aid</b>		\$2,367,200			<b>\$2,367,200</b>
			<b>Regional Swap</b>					
48385	STP-PA07)--2C-07	TIP Approved	<b>Total</b>		<b>\$962,500</b>			<b>\$962,500</b>
RPA 7	On US 218, from La Porte City limits N 5.7 miles to Schrock Rd Pavement Rehab/Widen		<b>Federal Aid</b>		\$770,000			<b>\$770,000</b>
			<b>Regional Swap</b>		\$770,000			<b>\$770,000</b>
PA Note: RPA contribution to Iowa DOT project								

STBG

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
44769	STP-S-C012(T16 Dumont)--5E-12	TIP Approved	<b>Total</b>		<b>\$1,500,000</b>			<b>\$1,500,000</b>
Butler County	On T16, from Hwy 3 north 6 miles to C23		<b>Federal Aid</b>		\$800,000			<b>\$800,000</b>
	HMA Resurfacing/Cold-in-Place Recycling		<b>Regional Swap</b>		\$800,000			<b>\$800,000</b>
47063	STP-S-C038(T47)--5E-38	TIP Approved	<b>Total</b>		<b>\$1,300,000</b>			<b>\$1,300,000</b>
Grundy County	On T 47, from Marshall County N 3.9 miles to IA175		<b>Federal Aid</b>		\$800,000			<b>\$800,000</b>
	Pavement Rehab		<b>Regional Swap</b>		\$800,000			<b>\$800,000</b>
52523	BRF-018)--38-19	TIP Approved	<b>Total</b>			<b>\$6,000</b>		<b>\$6,000</b>
Iowa Department of Transportation	US 18: Little Cedar River 0.4 mi W of Co Rd T76		<b>Federal Aid</b>			\$4,800		<b>\$4,800</b>
	Bridge New, Right of Way		<b>Regional Swap</b>					
52688	BRF-063)--38-19	TIP Approved	<b>Total</b>			<b>\$1,060,000</b>		<b>\$1,060,000</b>
Iowa Department of Transportation	US 63: E Fork Wapsipinicon River 2.1 mi N of US 18		<b>Federal Aid</b>			\$848,000		<b>\$848,000</b>
	Bridge Rehabilitation		<b>Regional Swap</b>					
52522	BRF-218)--38-07	TIP Approved	<b>Total</b>			<b>\$2,317,000</b>		<b>\$2,317,000</b>
Iowa Department of Transportation	US 218: Big Creek Overflow 0.3 mi N of Co Rd D48 in La Porte City		<b>Federal Aid</b>			\$1,853,600		<b>\$1,853,600</b>
	Bridge New, Right of Way		<b>Regional Swap</b>					
45725	STP-S-C010)--5E-10	TIP Approved	<b>Total</b>			<b>\$2,600,000</b>		<b>\$2,600,000</b>
Buchanan County	On W 45, from 130th St. S 5.2 miles to 180th St. S19 T90 R07		<b>Federal Aid</b>			\$1,950,000		<b>\$1,950,000</b>
			<b>Regional Swap</b>			\$1,950,000		<b>\$1,950,000</b>
54680	BRF-150)--38-10	TIP Approved	<b>Total</b>				<b>\$3,116,000</b>	<b>\$3,116,000</b>
Iowa Department of Transportation	IA 150: Wapsipinicon River in Independence		<b>Federal Aid</b>				\$2,492,800	<b>\$2,492,800</b>
	Bridge Rehabilitation		<b>Regional Swap</b>					
45578	STP-S-C009(L-6-126)--5E-09	TIP Approved	<b>Total</b>				<b>\$3,000,000</b>	<b>\$3,000,000</b>
Bremer County	On V 21, from Waverly NE 10 miles to 188		<b>Federal Aid</b>				\$1,500,000	<b>\$1,500,000</b>
	HMA Resurfacing/Cold-in-Place Recycling		<b>Regional Swap</b>				\$1,500,000	<b>\$1,500,000</b>
44770	STP-S-C012(T16 Aredale)--5E-12	TIP Approved	<b>Total</b>				<b>\$1,350,000</b>	<b>\$1,350,000</b>
Butler County	On T16/C13, from C23 north and west 5.5 miles to Franklin County		<b>Federal Aid</b>				\$799,000	<b>\$799,000</b>
	HMA Resurfacing/Cold-in-Place Recycling		<b>Regional Swap</b>				\$799,000	<b>\$799,000</b>

STBG

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
53373	STP-S-C019()--5E-19	TIP Approved	<b>Total</b>				<b>\$2,269,000</b>	<b>\$2,269,000</b>
Chickasaw County	On V56, from U.S. Hwy. 18 North approximately 3.1 miles to B54		<b>Federal Aid</b>				\$1,815,000	<b>\$1,815,000</b>
	PCC Overlay - Unbonded		<b>Regional Swap</b>				\$1,815,000	<b>\$1,815,000</b>

SWAP-HSIP

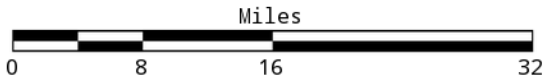
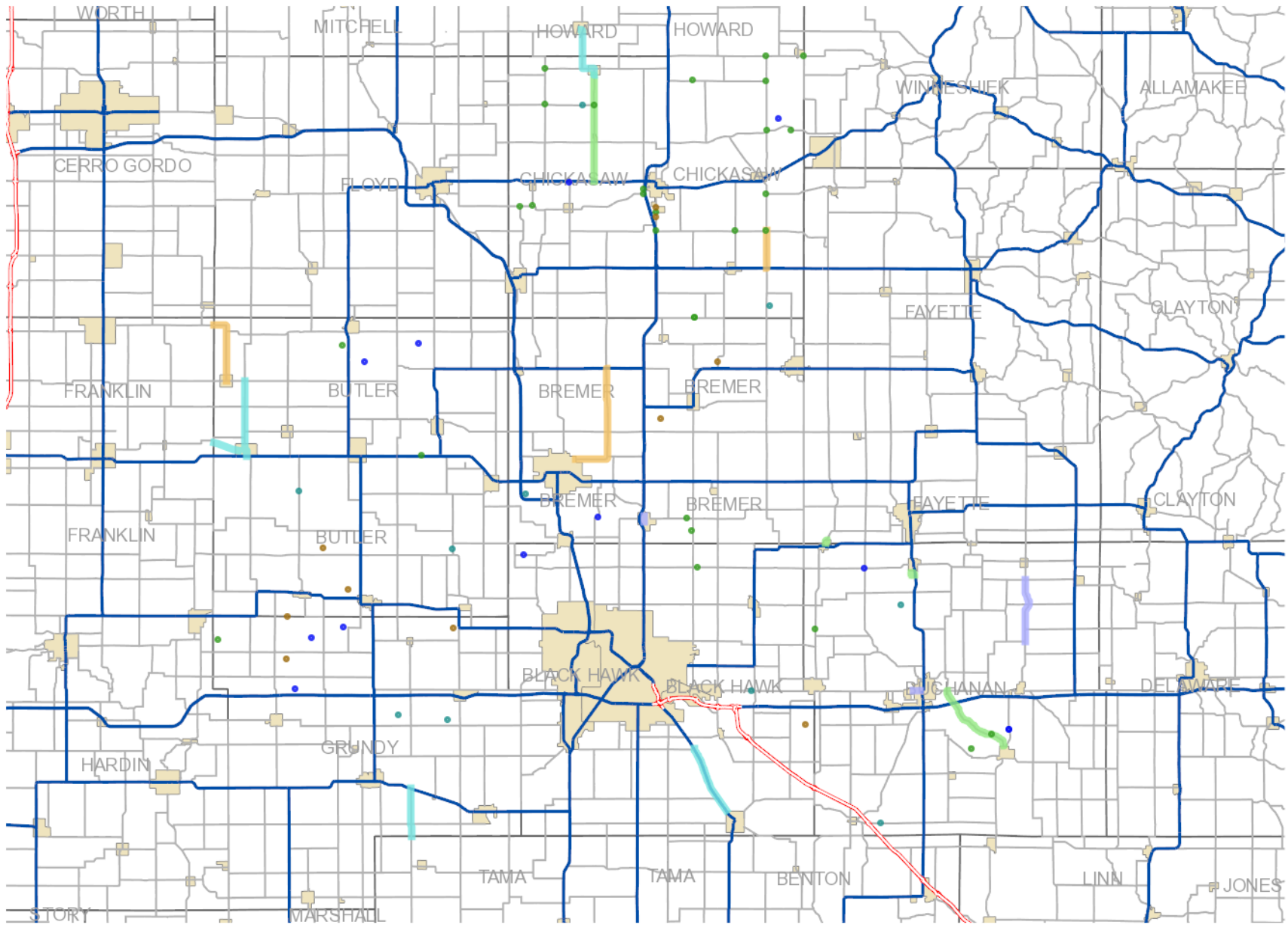
Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
53366	HSIP-SWAP-C019(112)--FJ-19	TIP Approved	<b>Total</b>	<b>\$90,000</b>				<b>\$90,000</b>
Chickasaw County	On B16, B22, B28, B33, B44, B54, B57, T76, V56, V64, 225th Street, Kenwood Ave. & South Linn	2/20/2024	<b>Federal Aid</b>					
	Traffic Signs		<b>Regional Swap</b>	\$90,000				<b>\$90,000</b>

SWAP-STBG

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
52430	STBG-SWAP-1935()--SG-09	TIP Approved	<b>Total</b>			<b>\$312,500</b>		<b>\$312,500</b>
Denver	In the city of Denver, On State St, from Prestien Dr N 0.43 miles to Quarter Section Run Bridge		<b>Federal Aid</b>					
	PCC Pavement - Replace		<b>Regional Swap</b>			\$250,000		<b>\$250,000</b>
						\$250,000		<b>\$250,000</b>
52431	STBG-SWAP-3665()--SG-10	TIP Approved	<b>Total</b>			<b>\$3,140,000</b>		<b>\$3,140,000</b>
Independence	In the city of Independence, On 1st St W, from 10th Ave NW E 0.53 miles to Wapsipinicon River Bridge		<b>Federal Aid</b>					
	PCC Pavement - Replace, Ped/Bike Paving		<b>Regional Swap</b>			\$1,389,000		<b>\$1,389,000</b>
						\$1,389,000		<b>\$1,389,000</b>

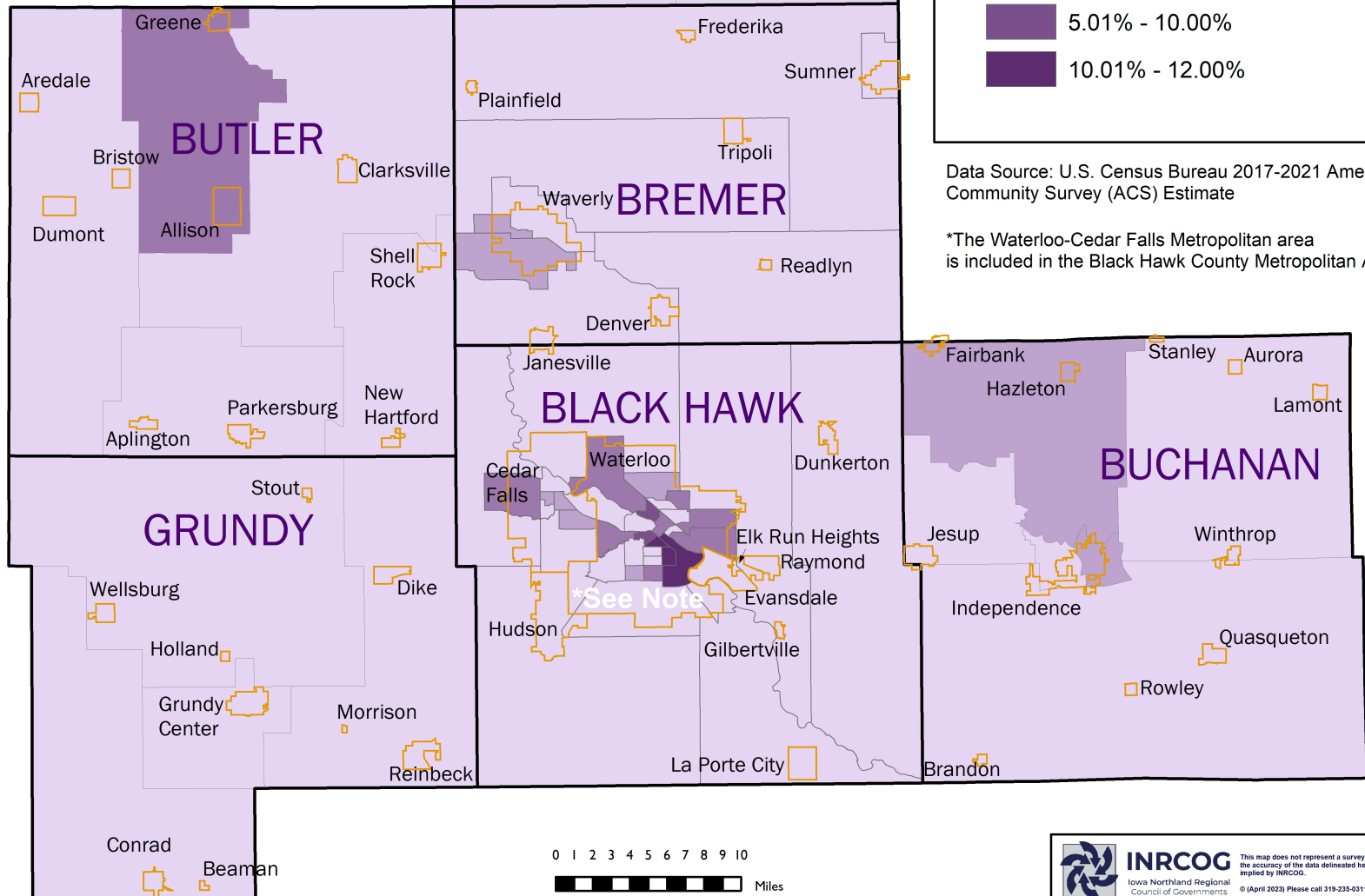
TAP

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
52715	TAP-R-2460(603)--8T-10	TIP Approved	<b>Total</b>	<b>\$102,431</b>				<b>\$102,431</b>
Fairbank	In the city of Fairbank, a recreation trail on N 4th St, from Rhonda Rd NE to Cedar Dr	1/17/2024	<b>Federal Aid</b>	\$81,947				<b>\$81,947</b>
	Ped/Bike Grade & Pave		<b>Regional Swap</b>	\$81,947				<b>\$81,947</b>
49792	TAP-R-C010(117)--8T-10	TIP Approved	<b>Total</b>	<b>\$280,000</b>				<b>\$280,000</b>
Buchanan County	Taylor's Ford Trail Bridge Rehab, Over WAPSIPINICON RIVER, S32 T88 R08	1/17/2024	<b>Federal Aid</b>	\$184,000				<b>\$184,000</b>
			<b>Regional Swap</b>	\$184,000				<b>\$184,000</b>
52721	TAP-R-C010(118)--8T-10	TIP Approved	<b>Total</b>	<b>\$181,417</b>				<b>\$181,417</b>
Buchanan County Conservation Board	On Fontana Park Trail Loop, from existing lake shore trail E to near Fontana Blvd	12/19/2023	<b>Federal Aid</b>	\$145,133				<b>\$145,133</b>
	Ped/Bike Grade & Pave		<b>Regional Swap</b>	\$145,133				<b>\$145,133</b>
52722	TAP-R-C012()-8T-12	TIP Approved	<b>Total</b>		<b>\$634,617</b>			<b>\$634,617</b>
Butler County Conservation Board	On Rolling Prairie Trail, from Cedar Ave NW 2.14 miles to Franklin County Line		<b>Federal Aid</b>		\$484,500			<b>\$484,500</b>
	Ped/Bike Paving		<b>Regional Swap</b>		\$484,500			<b>\$484,500</b>



# Iowa Northland Regional Transportation Authority

Percent of Population that Speaks English less than "Very Well" by Census Tract



**LEGEND**

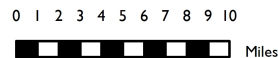
City Boundary

**Census Tract**  
**Speak English less than "Very Well"**

- 1.00% or Less
- 1.01% - 2.50%
- 2.51% - 5.00%
- 5.01% - 10.00%
- 10.01% - 12.00%

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

\*The Waterloo-Cedar Falls Metropolitan area is included in the Black Hawk County Metropolitan Area Map

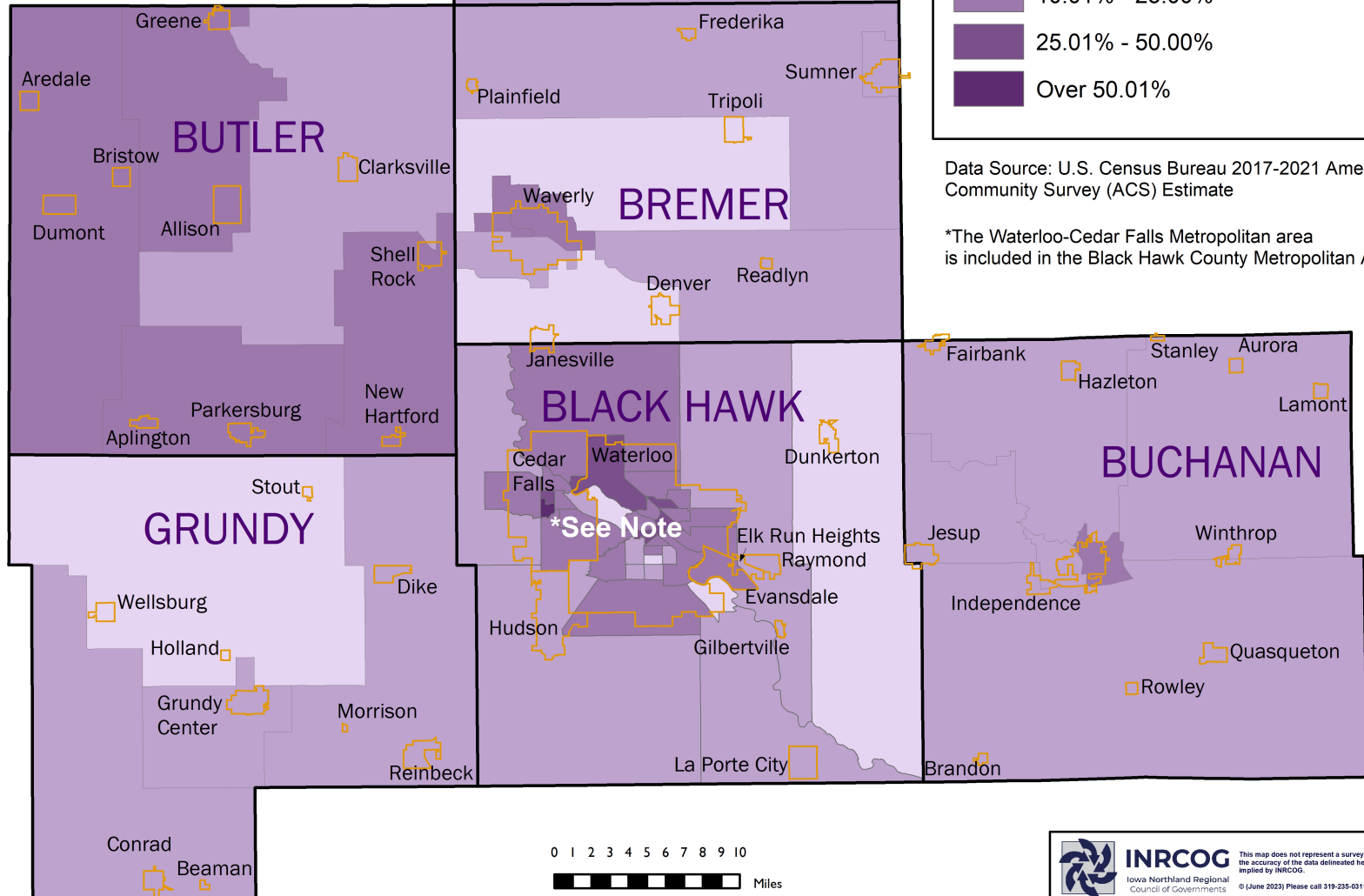


**INRCOG**  
Iowa Northland Regional Council of Governments

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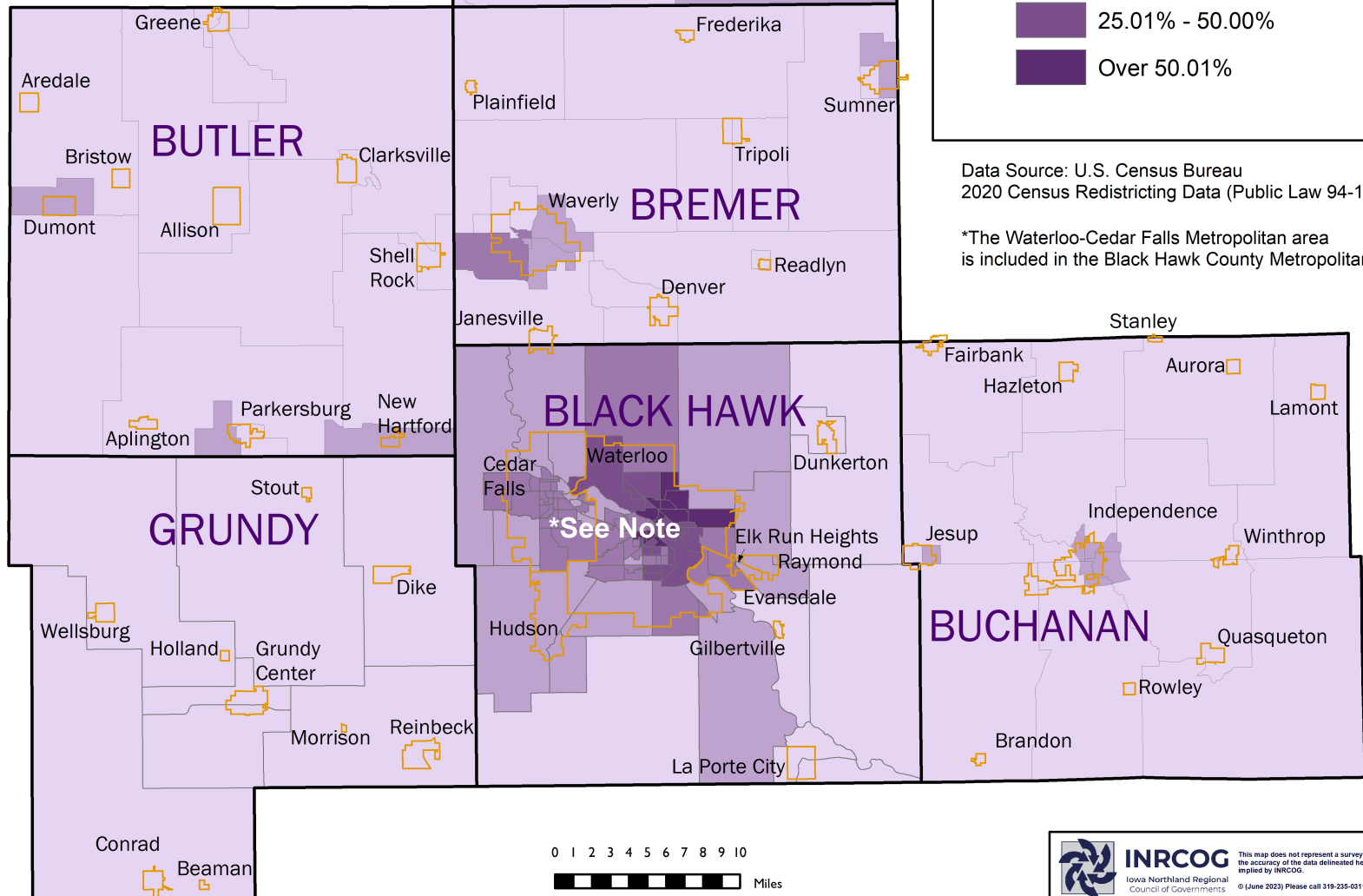
# Iowa Northland Regional Transportation Authority

Percent of Population Whose Income in the  
Past 12 Months was Below the Poverty Level



# Iowa Northland Regional Transportation Authority

Percent Non-White Population  
by Census Block Group



## LEGEND

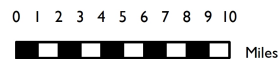
City Boundary

### 2020 Census Block Groups 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)

\*The Waterloo-Cedar Falls Metropolitan area  
is included in the Black Hawk County Metropolitan Area Map




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## 2024 Transit Projects

RPA 7

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2024	2025	2026	2027	Totals
10601 Iowa Northland Regional Transit Commission	5339 TIP Approved	Capital	Light Duty Bus (176" wb) VSS Unit # 1401	Total	\$171,339				\$171,339
				FA	\$145,638				\$145,638
				DOT					
10604 Iowa Northland Regional Transit Commission	5339 TIP Approved	Capital	Light Duty Bus (176" wb) VSS Unit # 1402	Total	\$171,339				\$171,339
				FA	\$145,638				\$145,638
				DOT					
10605 Iowa Northland Regional Transit Commission	5339 TIP Approved	Capital	Light Duty Bus (176" wb) VSS Unit # 1201	Total	\$171,339				\$171,339
				FA	\$145,638				\$145,638
				DOT					
10732 Iowa Northland Regional Transit Commission	5339 TIP Approved	Capital	Light Duty Bus (176" wb) VSS Unit # 1601	Total	\$171,339				\$171,339
				FA	\$145,638				\$145,638
				DOT					
1377 Iowa Northland Regional Transit Commission	5311,STA TIP Approved	Operations	General Operations/Maintenance/Administration	Total	\$1,578,236	\$1,578,236	\$1,578,236	\$1,578,236	\$6,312,944
				FA	\$405,782	\$405,782	\$405,782	\$405,782	\$1,623,128
				DOT	\$277,560	\$277,560	\$277,560	\$277,560	\$1,110,240
3500 Iowa Northland Regional Transit Commission	5304 TIP Approved	Planning	RPA Transportation Planning	Total	\$41,310	\$41,310	\$41,310	\$41,310	\$165,240
				FA	\$33,048	\$33,048	\$33,048	\$33,048	\$132,192
				DOT					

## **Transit Justification**

### **FY 2024 OnBoard Public Transit Program of Projects**

#### **General Operations, Maintenance, and Planning**

Maintaining current day-to-day operations

#### **RPA Transportation Planning**

Pursuant to the RTA Transportation Planning Work Program

#### **Replace four (4) LD Buses, including Surveillance Cameras**

Replacement vehicles per FTA useful life thresholds; all vehicles will be ADA accessible.

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

Program	FY 2024				FY 2025				FY 2026				FY 2027			
	Total Cost	Federal Aid	RTA FA	SWAP	Total Cost	Federal Aid	RTA FA	SWAP	Total Cost	Federal Aid	RTA FA	SWAP	Total Cost	Federal Aid	RTA FA	SWAP
<b>Iowa DOT</b>																
Primary Road Fund	\$ 9,331,000		\$ -	\$ -	\$ 8,815,000	\$ -	\$ -	\$ -	\$ 1,389,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>FHWA Programs</b>																
NHPP	\$ 28,088,000	\$ 22,470,400	\$ -	\$ -	\$ 26,205,000	\$ 20,964,000	\$ -	\$ -	\$ 436,000	\$ 348,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SWAP-HSIP	\$ 90,000	\$ -	\$ -	\$ 90,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
HBP	\$ 8,652,000	\$ 8,005,200	\$ -	\$ 642,800	\$ 6,622,000	\$ 5,962,400	\$ -	\$ 659,600	\$ 8,623,750	\$ 8,110,000	\$ -	\$ 513,750	\$ 5,787,500	\$ 5,445,000	\$ -	\$ 342,500
STBG	\$ 19,214,424	\$ 11,197,600	\$ 2,908,000	\$ -	\$ 6,771,500	\$ 4,777,200	\$ 2,410,000	\$ -	\$ 6,033,000	\$ 4,696,400	\$ 1,990,000	\$ -	\$ 9,785,000	\$ 6,646,800	\$ 4,154,000	\$ -
SWAP-STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,452,500	\$ -	\$ 1,639,000	\$ -	\$ -	\$ -	\$ -	\$ -
TAP	\$ 563,848	\$ 411,080	\$ 411,080	\$ -	\$ 634,617	\$ 484,500	\$ 484,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Illustrative	\$ 4,000,000	\$ -	\$ -	\$ -	\$ 8,802,000	\$ -	\$ -	\$ -	\$ 1,800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Subtotal</b>	<b>\$ 69,939,272</b>	<b>\$ 42,084,280</b>	<b>\$ 3,319,080</b>	<b>\$ 732,800</b>	<b>\$ 57,850,117</b>	<b>\$ 32,188,100</b>	<b>\$ 2,894,500</b>	<b>\$ 659,600</b>	<b>\$ 21,734,250</b>	<b>\$ 13,155,200</b>	<b>\$ 1,990,000</b>	<b>\$ 2,152,750</b>	<b>\$ 15,572,500</b>	<b>\$ 12,091,800</b>	<b>\$ 4,154,000</b>	<b>\$ 342,500</b>
<b>FTA Programs</b>																
FTA Section 5311	\$ 1,578,236	\$ 405,782	\$ -	\$ -	\$ 1,578,236	\$ 405,782	\$ -	\$ -	\$ 1,578,236	\$ 405,782	\$ -	\$ -	\$ 1,578,236	\$ 405,782	\$ -	\$ -
FTA Section 5304 - Planning	\$ 41,310	\$ 33,048	\$ -	\$ -	\$ 41,310	\$ 33,048	\$ -	\$ -	\$ 41,310	\$ 33,048	\$ -	\$ -	\$ 41,310	\$ 33,048	\$ -	\$ -
FTA Section 5339	\$ 685,356	\$ 582,552	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Subtotal</b>	<b>\$ 2,304,902</b>	<b>\$ 1,021,382</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,619,546</b>	<b>\$ 438,830</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,619,546</b>	<b>\$ 438,830</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,619,546</b>	<b>\$ 438,830</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Total Cost and Funding</b>	<b>\$ 72,244,174</b>	<b>\$ 43,105,662</b>	<b>\$ 3,319,080</b>	<b>\$ 732,800</b>	<b>\$ 59,469,663</b>	<b>\$ 32,626,930</b>	<b>\$ 2,894,500</b>	<b>\$ 659,600</b>	<b>\$ 23,353,796</b>	<b>\$ 13,594,030</b>	<b>\$ 1,990,000</b>	<b>\$ 2,152,750</b>	<b>\$ 17,192,046</b>	<b>\$ 12,530,630</b>	<b>\$ 4,154,000</b>	<b>\$ 342,500</b>

**RTA STBG/SWAP-STBG Fiscal Constraint**

Year	FY 2024	FY 2025	FY 2026	FY 2027
Unobligated balance (carryover)	\$1,464,181	\$1,383,580	\$1,855,580	\$1,162,580
STBG/SWAP-STBG Target	\$2,827,399	\$2,882,000	\$2,936,000	\$2,992,000
Allocation	\$2,908,000	\$2,410,000	\$3,629,000	\$4,154,000
<b>Balance</b>	<b>\$1,383,580</b>	<b>\$1,855,580</b>	<b>\$1,162,580</b>	<b>\$580</b>

**RTA TAP Fiscal Constraint**

Year	FY 2024	FY 2025	FY 2026	FY 2027
Unobligated balance (carryover)	\$145,021	\$26,388	-\$156,112	\$155,888
TAP Target	\$292,447	\$302,000	\$312,000	\$322,000
Allocation	\$411,080	\$484,500	\$0	\$0
<b>Balance</b>	<b>\$26,388</b>	<b>-\$156,112</b>	<b>\$155,888</b>	<b>\$477,888</b>

**FY 2023 Project Status Report**

As of July 20, 2023

TPMS #	Sponsor	Route/Project	Termini	Total Cost	Federal Aid	Status
<b>Highway Bridge Program (HBP)</b>						
20207	Butler Co	T55	Over West Fork Cedar River, from 280th St south 2600' to bridge	\$400,000	\$320,000	Moved to FY 2024
37889	Iowa DOT	IA 57	Gran Creek, 0.5 miles east of Co Rd T19	\$1,848,000	\$1,478,400	Let
39184	Iowa DOT	IA 57	Ditch, 2.1 miles east of E Jct IA 14	\$1,330,000	\$1,064,000	Let
52720	Greene	Traer St	Over Overflow Shell Rock River, S1 T93 R17	\$1,400,000	\$1,000,000	Let
36218	Bremer Co	270th St	Over Crane Creek	\$600,000	\$600,000	10/17/23 Letting; Moved to FY 2024
12749	Butler Co	Marsh Ave	From 135th St south 0.7 miles to bridge	\$750,000	\$750,000	Let
37171	Butler Co	Cedar Ave	Over Beaver Creek, from 335th St north 0.6 miles to bridge	\$900,000	\$900,000	Let
37709	Chickasaw Co	180th St	Over Crane Creek, S32 T96 R11	\$850,000	\$850,000	Let
38994	Bremer Co	C50	Over Crane Creek, S21 T91N R12W	\$700,000	\$560,000	10/17/23 Letting; Moved to FY 2024
<b>National Highway Performance Program (NHPP)</b>						
52489	Iowa DOT	US 218	Cedar River in Janesville to IA 116 in Waverly, Bridge New	\$21,375,000	\$17,100,000	Let
<b>Primary Road Fund</b>						
52565	Iowa DOT	US 18	Fredericksburg to West Union	\$1,500,000	\$0	Let
52605	Iowa DOT	IA 14	In Parkersburg, from Bethel St to the Beaver Creek Bridge	\$354,000	\$0	Let
52621	Iowa DOT	IA 281	In Fairbank, from Co Rd V62 to east of S 4th and Grove	\$990,000	\$0	Let
52555	Iowa DOT	IA 57	Black Hawk, Heineman, or Smoketown Mitigation Banks for Butler Co IA 57 (32)	\$100,000	\$0	Let
<b>Surface Transportation Block Grant Program (STBG)</b>						
1403	RTA	Transportation Planning	Regional Transportation Planning	\$50,000	\$40,000	Ongoing
45058	RTA	Vehicle Replacement	Replace one van	\$85,000	\$68,000	Let
35024	Bremer Co	C50	East corporate limits of Janesville east 3.5 miles to V25	\$900,000	\$600,000	Let
<b>Transportation Alternatives Program (TAP)</b>						
39128	Waverly	Rolling Prairie Trail	10th Ave SW, from Heritage Way east 0.5 miles to 16th St SW	\$235,000	\$184,000	Let
52715	Fairbank	N 4th St	Rhonda Rd NE 0.24 miles to Cedar Dr	\$102,431	\$81,947	Moved to FY 2024
52721	Buchanan CCB	Fontana Park Trail Loop	Existing lake shore trail east to near Fontana Blvd	\$181,417	\$145,133	Moved to FY 2024
<b>SWAP-HBP</b>						
48694	Sumner	S Division St	Over Little Wapsipinicon River, from IA 93 south 0.3 miles to structure	\$1,361,000	\$1,000,000	Let
37708	Chickasaw Co	Odessa Ave	Over East Wapsipinicon River, S16 T95 R12	\$1,500,000	\$1,500,000	Let
44898	Black Hawk Co	Poyner Rd (D38)	Over Indian Creek, S25 T88 R12	\$950,000	\$950,000	Let
30990	Butler Co	T55	Over Overflow W Fork Cedar River, from 280th St south 1800' to bridge	\$2,400,000	\$1,920,000	Let
<b>SWAP-STBG</b>						
39131	Janesville	7th St	Over Cedar River, from Main St west 0.2 miles to bridge	\$6,615,364	\$500,000	Let
39132	Nashua	Greeley St	Panama St south 0.35 miles to 0.1 miles south of Livingston St	\$1,301,000	\$500,000	Removed from program
34855	Grundy Co	D67	Hardin County east 7 miles to Conrad ECL	\$2,500,000	\$819,000	8/15/23 Letting
<b>Transit</b>						
	OnBoard	General Operations	N/A	\$1,830,789	\$398,518	Ongoing
	OnBoard	Planning	N/A	\$41,158	\$32,926	Ongoing
	OnBoard	Replace three (3) vehicles	N/A	\$202,353	\$171,999	1 vehicle funded; 2 moved to FY 2024

Iowa Northland Regional Transportation Authority

Forecasted Operations and Maintenance Costs on Federal Aid System						
Operations	2022	2023	2024	2025	2026	2027
Cities	\$3,110,661	\$3,235,088	\$3,364,491	\$3,499,071	\$3,639,034	\$3,784,595
Black Hawk County	\$894,982	\$930,782	\$968,013	\$1,006,733	\$1,047,003	\$1,088,883
Bremer County	\$533,134	\$554,459	\$576,637	\$599,703	\$623,691	\$648,639
Buchanan County	\$925,525	\$962,546	\$1,001,048	\$1,041,090	\$1,082,734	\$1,126,043
Butler County	\$606,978	\$631,257	\$656,507	\$682,768	\$710,078	\$738,481
Chickasaw County	\$482,102	\$501,386	\$521,442	\$542,299	\$563,991	\$586,551
Grundy County	\$610,218	\$634,627	\$660,012	\$686,412	\$713,869	\$742,423
<b>Total Operations</b>	<b>\$7,163,600</b>	<b>\$7,450,144</b>	<b>\$7,748,150</b>	<b>\$8,058,076</b>	<b>\$8,380,399</b>	<b>\$8,715,615</b>
Maintenance	2022	2023	2024	2025	2026	2027
Cities	\$282,948	\$294,266	\$306,036	\$318,278	\$331,009	\$344,249
Black Hawk County	\$1,518,617	\$1,579,362	\$1,642,536	\$1,708,238	\$1,776,567	\$1,847,630
Bremer County	\$958,377	\$996,712	\$1,036,580	\$1,078,043	\$1,121,165	\$1,166,012
Buchanan County	\$1,977,378	\$2,056,473	\$2,138,732	\$2,224,281	\$2,313,252	\$2,405,783
Butler County	\$1,312,935	\$1,365,452	\$1,420,070	\$1,476,873	\$1,535,948	\$1,597,386
Chickasaw County	\$1,164,771	\$1,211,361	\$1,259,816	\$1,310,208	\$1,362,617	\$1,417,121
Grundy County	\$1,327,589	\$1,380,693	\$1,435,921	\$1,493,357	\$1,553,092	\$1,615,215
<b>Total Maintenance</b>	<b>\$8,542,614</b>	<b>\$8,884,318</b>	<b>\$9,239,691</b>	<b>\$9,609,279</b>	<b>\$9,993,650</b>	<b>\$10,393,396</b>
<b>Total Operations &amp; Maintenance</b>	<b>\$15,706,214</b>	<b>\$16,334,463</b>	<b>\$16,987,841</b>	<b>\$17,667,355</b>	<b>\$18,374,049</b>	<b>\$19,109,011</b>

Data Source:  
 Iowa DOT Office of  
 Program Management  
 2022 Data  
  
 2022 County Data is actual,  
 2023-2027 are forecasted.  
  
 2022 Cities Data is actual,  
 2023-2027 are forecasted.

Forecasted Non-Federal Aid Revenues						
	2022	2023	2024	2025	2026	2027
Farm to Market	\$7,328,203	\$7,474,767	\$7,624,262	\$7,776,748	\$7,932,283	\$8,090,928
Secondary Road Fund	\$42,306,104	\$43,152,227	\$44,015,271	\$44,895,576	\$45,793,488	\$46,709,358
City Street Fund	\$33,943,690	\$34,622,564	\$35,315,015	\$36,021,315	\$36,741,742	\$37,476,577
<b>Total Revenues</b>	<b>\$83,577,998</b>	<b>\$85,249,557</b>	<b>\$86,954,549</b>	<b>\$88,693,640</b>	<b>\$90,467,512</b>	<b>\$92,276,863</b>

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 Metropolitan Area, which is located within the Iowa Northland Region.

## Public Input Documentation

- Public Participation Plan Excerpt
- Images of information available on the INRCOG and 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 the public input meetings on June 20 and June 22, 2023
- Public comments

## 2017 Public Participation Plan Excerpt (TIP Development) – Updated June 18, 2020

The TIP identifies all transportation projects in the region that are anticipated to receive federal transportation funding within the next four 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 RTA Policy Board in July of each year and 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 RTA Technical Committee with input from the Transportation Alternatives Set-aside Program (TAP) Committee. RTA meetings are open to the public.
  - b. The draft document will be available for public review on the INRCOG website, at the INRCOG Center, 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 RTA may conduct a public input meeting by electronic means.
    - i. The RTA 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 RTA 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 meeting in person was impossible or impractical.
  - c. Should in-person meetings be held, at least one (1) public input session will be located 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, and member cities and counties.
  - f. The TIP content and public input sessions will be advertised through local media sources. Notices may be posted at governmental offices, public libraries, post offices, transit buses, at the INRCOG Center, and on the INRCOG website and Facebook page. Notices may also be sent to organizations serving traditionally underserved populations.
  - g. Any person with sight, reading, or language barriers may contact the RTA (minimum 48 hours prior to a session) and arrangements will be made for accommodation.



3. Public Comment Period

- a. Written and oral comments will be solicited during public input sessions. At least a 15-day comment period will follow the last public input session, during which comments will be accepted via letter, email, phone, or in person.
- b. A public hearing will be held at a regularly scheduled RTA 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 days and no less than four days before the date of the hearing.

4. Final TIP

- a. Following the public hearing, the RTA will adopt the final TIP, including a summary of comments and responses.
- b. The final TIP will be submitted to the Iowa DOT, the FHWA, and the FTA.
- c. The final TIP will be available on the INRCOG website, at the INRCOG Center, 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 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 throughout the year. 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 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 RTA meeting to consider and approve TIP amendments. A notice of the public hearing will be published no more than twenty days and no less than four days before the date of the hearing.
- b. Any revision to the TIP that adds a new federal aid project or increases a project's federal aid limit 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.

## INRCOG Transportation Department webpage for project solicitation



The image is a screenshot of a web browser displaying the INRCOG Transportation Department webpage. The browser's address bar shows the URL "incog.org/trans.htm" and a "Not secure" warning. The page content includes a section titled "Funding Opportunities" with a paragraph explaining that INRCOG administers STBG and TAP funds. Below this, there are four lines of text, each containing a link to specific funding guidelines and application information for MPO and RTA areas.

**Funding Opportunities**

INRCOG administers the Surface Transportation Block Grant (STBG) and Iowa's Transportation Alternatives Program (TAP) funds for the MPO and RTA planning areas. Contact [Kyle Durant](#) with questions about STBG or TAP funds.

[MPO STBG Funding Guidelines](#) | [MPO STBG Application](#), applications due April 7, 2023  
[MPO TAP Requirements](#) | [MPO TAP Application](#) | [MPO TAP Project Criteria Form](#), 2023 application cycle TBD  
[RTA STBG Funding Guidelines](#) | [RTA STBG Application](#), applications due March 10, 2023  
[RTA TAP Requirements](#) | [RTA TAP Application](#) | [RTA TAP Project Criteria Form](#), 2023 application cycle TBD



## 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](https://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](http://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](mailto: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](mailto: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](http://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](http://www.inrcog.org)

INRCOG Facebook post on the TIP Public Input Sessions [www.facebook.com/INRCOG](http://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](http://www.bhcmpo.org)

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Comments can be submitted in person, online at <https://forms.gle/oo4rhVDa7GpLGjGw9> or directly to  
Kyle Durant, Transportation Planner II at [kdurant@inrcog.org](mailto: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

**W**ATERLOO — 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](mailto: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 Iowa Northland Regional Transportation Authority (RTA) will hold a public hearing at the INRCOG Center, 229 E. Park Ave., Waterloo, Iowa, on Thursday, July 20, 2023 at 1:00 p.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 Black Hawk, Bremer, Buchanan, Butler, Chickasaw, and Grundy Counties, excluding the Waterloo-Cedar Falls metropolitan area. 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](http://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 RTA 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](mailto:kdurant@inrcog.org).

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**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

Share of total	0.0%	0.5%	1.0%	1.5%	2.0%	2.5%	3.0%	3.5%	4.0%	4.5%	5.0%	5.5%	6.0%	6.5%	7.0%	7.5%	8.0%	8.5%	9.0%	9.5%	10.0%	10.5%	11.0%	11.5%	12.0%	12.5%	13.0%	13.5%	14.0%	14.5%	15.0%	15.5%	16.0%	16.5%	17.0%	17.5%	18.0%	18.5%	19.0%	19.5%	20.0%	20.5%	21.0%														
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<b>2018 Vehicle Miles Traveled (secondary for counties, municipal for cities)</b>	<a href="https://iowadot.gov/maps/data/vehicle-miles-traveled">https://iowadot.gov/maps/data/vehicle-miles-traveled</a>																																																								
<b>Total Federal-Aid Mileage (Minor Arterials, Collectors)</b>	<a href="https://data.iowadot.gov/datasets/road-network-info">https://data.iowadot.gov/datasets/road-network-info</a>																																																								
X = Moving Ten-Year Allocation (FY 2017-2026) w/factor of 0.91																																																									
O = Historical Allocation (FY 1995-2026) w/factor of 0.91																																																									
FY 14-23, jurisdictions (less RTA & DOT) were programmed 91% of all funds																																																									
Updated 1/10/2023																																																									

## Methodology for Selecting Highway Bridge Program (HBP) Candidate Projects in the Iowa Northland Region, by County

### Black Hawk County

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 1/2 mile of new 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 owners

## **Bremer County**

County bridges that meet the funding requirements of the HBP program:

- The bridge candidate must be classified as structurally deficient or functionally obsolete according to federal guidelines.
- Bridge replacement candidates must have a structure inventory and appraisal (SI&A) sufficiency rating of less than 50 and average daily traffic of at least 25 vehicles.
- Bridge rehabilitation candidates must have an SI&A sufficiency rating of 80 or less and average daily traffic of at least 25 vehicles.

These bridges are reviewed against the latest bi-annual bridge inspection and rating report and are ranked considering road classification, estimate remaining life, posting, and traffic volume.

## **Buchanan County**

1. The County's first priority in budgeting bridge funds is for paved routes. This is an effort to maintain the traffic on the paved routes – there are currently no posted bridges on paved roads.
2. The second priority is the sufficiency rating on the structures along with the traffic counts.
3. The third rating category is based on the length of the structure.

In general, if we can replace the structure with corrugated metal pipe on the rock roads, we will. If a structure is long, has very low traffic, and does not have a low sufficiency rating it will not be replaced at the present time.

## **Butler County**

Utilize inspection reports to develop a list of eligible bridges, then prioritize based on local criteria such as type and amount of traffic, special design considerations, available funds, and staging with other projects.

## **Chickasaw County**

The process begins by reviewing the County Bridge Priority Point Spreadsheet provided to all the counties by the Iowa DOT. Various factors are analyzed such as existing length, width, detour lengths, cost, road classification system, ADT, sufficiency ratings, existing weight restrictions, and total points. Each structure is reviewed to make sure that each qualifies for funding according to the requirements for replacement. Surrounding bridges are reviewed for each potential candidate to make sure there is continuity for the traveling public to allow continued flow of traffic as needed to get to different parts of Chickasaw County.

Typically the worst bridges with the lowest Sufficiency Rating and the highest Total Points become the best candidates for replacement. With normal maintenance/repairs of structures each year along with 12 month/24 month inspections, these potential structures may vary from year to year. Every year this process of review is performed to allow the best candidate bridges to be selected for replacement.

## **Grundy County**

The selection process for HBP projects is done by considering:

1. Condition of bridge
2. Location of bridge (pavement vs gravel) – pavement would have higher priority
3. Traffic count on road
4. Other factors such as other scheduled projects in vicinity that may enhance or deter from HBP project being constructed

## Document Revision Summary

Date of Revision      Revision Type      Summary of Changes

Date of Revision	Revision Type	Summary of Changes