



# **Black Hawk County Metropolitan Area**

***FY 2011 - 2014***

***July 8, 2010***

**FY 2011 - 2014  
TRANSPORTATION IMPROVEMENT PROGRAM**

For the Black Hawk County Metropolitan Area

Approved: July 8, 2010

By the Transportation Policy Board

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Sharon Juon.....	Executive Director
Brian Schoon.....	Director of Development and RTC
Kevin Blanshan .....	Director of Transportation and Data Services
Sheri Alldredge .....	Director of Administrative Services
Jim Rodemeyer.....	Director of Housing
Dan Schlichtmann .....	Data Services Coordinator
Andrea White .....	Transportation Planner
Brock Grenis .....	Transportation Planner
Ed Holm .....	Operations Manager-RTC
Jeff Schlee .....	Safety Coordinator
Ben Kvigne.....	Environmental Planner
Gary Iversen.....	Economic Development Coordinator
David Smesrud.....	Community Planner
Colleen Simmons .....	Community Planner
Todd Trebon .....	Disaster Recovery Coordinator
Jill Yuska.....	Disaster Recovery Planner
Kyle Durant.....	Disaster Recovery Planner
Cindy Knox .....	Housing Planner
Lisa Crabbs .....	Housing Planner
Wade Heineman .....	Housing Planner
Brenda Ponto.....	Accountant
Hayley Weiglein.....	Receptionist

This report was prepared by the Iowa Northland Regional Council of Governments in cooperation with the Iowa Department of Transportation. It was financed in part through a grant by the Federal Highway Administration under the provisions of the 1962 Federal Highway Act as amended, and a grant by the Federal Transit Administration under Section 8 of the UMTA Act.

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

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

**WHEREAS**, the Policy Board in cooperation with the state is conducting a continuing, cooperative and comprehensive (3-C) transportation planning process pursuant to 23 CFR 450.114 (c), and

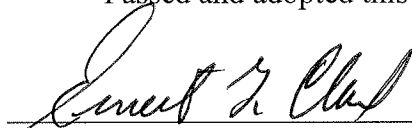
**WHEREAS**, the FY 2011-2014 Transportation Improvement Program (T.I.P.) is a product of this on-going planning process, and

**WHEREAS**, the Policy Board has included the open participation of the general public in the development of the T.I.P. in conformance with the Board's approved Public Participation Plan, and


**WHEREAS**, the FY 2011 Selection Year of the highway, enhancement and transit elements of the T.I.P. are considered to be financially feasible based upon anticipated federal, state and local resources,

**NOW, THEREFORE BE IT RESOLVED** that the Black Hawk County Metropolitan Area Transportation Policy Board hereby approves the Final FY 2011-2014 T.I.P.

Passed and adopted this 8<sup>th</sup> day of July, 2010.

  
\_\_\_\_\_  
Ernest G. Clark, Vice-Chair

ATTEST:

  
\_\_\_\_\_  
Kevin Blanshan, INRCOG Director of Transportation & Data Services

MPO SELF-CERTIFICATION

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

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

\_\_\_\_\_  
Iowa Department of Transportation

\_\_\_\_\_  
MPO Chairperson

\_\_\_\_\_  
Date

\_\_\_\_\_  
Date

## INTRODUCTION & PROGRAM SUMMARY

The FY 2011-2014 Transportation Improvement Program (TIP) for the metropolitan area of Black Hawk County represents a program document which responds to the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) of 2005. The final draft of this document, along with a resolution certifying the metropolitan transportation planning process, was adopted by the Metropolitan Transportation Policy Board on July 8, 2010.

The format for this document has been drafted to facilitate the administration of SAFETEA-LU by the Federal Highway and Transit Administrations and the Iowa DOT.

The federal-aid program areas are included on pages 1 through 5 of the FY 2011 TIP. These include: **Surface Transportation Program (STP), National Highway System, Highway Bridge Program, Enhancement, Iowa Clean Air Attainment Program, Planning, Demonstration, Safe Routes to School, and Transit.**

Additional information included in the TIP is summarized under the Unmet Needs section of the document (p. 9).

The establishment of SAFETEA-LU guidelines for federally funded transportation projects has enabled funding "targets" to be set for Interstate Maintenance (IMP), National Highways of Significance (NHS), Surface Transportation Program (STP) urban and rural projects, and Transportation Enhancement (TE) projects. Additionally, the relative levels of funding available for transit or street and highway projects may require the future consideration of intermodal transfers of STP or FTA funding between transit and highway programs.

### **MPO Project Selection Procedures**

Projects in the FY 2011-2014 TIP have been selected according to a policy adopted by the MPO at the outset of the 1991 ISTEA program. The policy has continued under TEA-21 and SAFETEA-LU. Projects must be on federally functionally classified routes and must be consistent with those identified in the most recent long-range transportation plan. Jurisdictional need is considered, as well as the availability of alternative funding for such projects. General agreement is reached after the group has balanced the overall costs to the estimated transportation benefits of proposed projects. The complete policy is provided in Appendix B-1.

### **TIP Financial Feasibility**

Federal, state and local resources are available to complete the program of projects shown for the **2011 Selection Year**. Furthermore, anticipated revenues are available for the FY'12, FY'13 and FY'14 **priority years** of the program. This feasibility is based upon the metro TIP's successful incorporation within the statewide transportation improvement program by the Iowa DOT, and its adherence to the metropolitan area's long range transportation plan. Additionally, local projects programmed for STP funding in advance of target allocations may require **advance construction** authorization for federal aid reimbursement from subsequent years' funding targets. A few projects which are programmed for federal **Bridge & Safety** funds may be on a candidate list and not assured of funding in the year shown. All projects are in Year of Expenditure dollars.

Local projects, as well as matching funds for federal aid projects, listed in the FY 2011-2014 TIP are based upon the continuation of historic funding levels. These programs will be maintained as the **local option sales tax** remains in effect. Additionally, the state road use tax and city-levied property tax revenues are expected to remain relatively constant during the next five years. The completion of local federal aid candidates beyond FY '14 (unmet needs) will depend upon the future availability and funding levels in the **Federal-Aid** programs.

The **MET Transit** urban capital and operating programs are based upon a **Financial Capacity Analysis** completed by MET staff during the past year and utilized for developing the FY 2011-2014 TIP. This analysis was completed in conformance with FTA Circular 7008.1 requirements and is included in the Appendix (A-1). The financial feasibility of the transit program is also in adherence with the metropolitan area's long-range transportation plan document.

The financial feasibility of the Transit Capital Program is contingent upon the availability of Section 5303, 5307, 5309, 5310 and 5316 funds administered by FTA.

### **Private Enterprise**

INRCOG has followed the adopted local process for the consideration of private enterprise participation in the development of the TIP. The MET Transit TIP elements are reviewed during their draft development. New and revised service, other contracting opportunities and coordination needs are reviewed with private operators. Subsequent discussions are held for possible proposals and comparative cost analysis is undertaken as necessary. Additionally, the Iowa Public Transit Private Sector Notification Clearinghouse is utilized. All activities are conducted in conformance with FTA guidelines.

### **Public Involvement**

The development of the FY 2011-2014 TIP was conducted in conformance with the MPO's Public Participation Plan adopted on September 10, 2009. This included Public Input Meetings held in the metro area on *June 15 and 17, 2010*, the solicitation of public comments, and the review of these public comments on *July 8, 2010* at the MPO Transportation Policy Board Public Hearing, before adoption of the final draft at said *July 8<sup>th</sup>* meeting.

MPO-30 / INRCOG  
2011 - 2014 Transportation Improvement Program

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA # Sec:Twshp:Range	Project Funding	Programmed Amounts				PA:Co:SEQ
				FY11	FY12	FY13	FY14	PA ID # STIP ID #
<b>11 STP - Surface Transportation Program</b>								
<b>Inclusion in this list DOES NOT guarantee Federal Aid Eligibility</b>								
Region Wide - 00								
1352	<b>RGPL--PA30(PMS)--ST-00</b>		<b>Project Total</b>	\$15	\$15	\$15	\$15	30:0:2
<b>MPO-30 / INRCOG</b>	INRCOG :PAVEMENT MANAGEMENT SYSTEM IMPLEMENTATION	--	<b>Federal Aid</b>	\$12	\$12	\$12	\$12	
<b>TIP Approved</b>	Trans Planning		<b>Regional FA</b>	\$12	\$12	\$12	\$12	--
6812	<b>RGPL--PA30(UDS)--ST-00</b>		<b>Project Total</b>	\$13	\$13	\$13	\$13	30:0:179
<b>MPO-30 / INRCOG</b>	INRCOG :URBAN DESIGN MANUALS	--	<b>Federal Aid</b>	\$11	\$11	\$11	\$11	
<b>TIP Approved</b>	Trans Planning		<b>Regional FA</b>	\$11	\$11	\$11	\$11	--
Black Hawk County - 07								
19873	<b>STP-U-1185()--70-07</b>	0.75 Mi	<b>Project Total</b>	--	--	--	\$3500	:7:285
<b>Cedar Falls</b>	WEST 1ST ST:Hudson Rd. to Franklin St.	--	<b>Federal Aid</b>	--	--	--	\$1500	
<b>TIP Approved</b>	Pavement Rehab	0:0:0	<b>Regional FA</b>	--	--	--	\$1500	--
18665	<b>STP-U-1185()--70-7</b>		<b>Project Total</b>	--	--	\$3300	--	:7:260
<b>Cedar Falls</b>	IA Highway 58 & Viking Rd.:IA Highway 58 to Viking Rd.	--	<b>Federal Aid</b>	--	--	\$2000	--	
<b>TIP Approved</b>	Pavement Widening		<b>Regional FA</b>	--	--	\$2000	--	--
13124	<b>STP-U-1185(635)--70-07 DOT Letting: Jan/21/2015</b>	1.2 Mi	<b>Project Total</b>	\$500	--	--	--	30:07:244
<b>Cedar Falls</b>	GREENHILL ROAD:Hudson Rd to University Ave	--	<b>Federal Aid</b>	\$400	--	--	--	
<b>TIP Approved</b>	Outside Services Engineering, Outside Services ROW PA Note: \$400,000 in FY'11 for ROW DOT Note: \$192,000 authorized for preliminary design in 2006. Additional \$119,000 authorized for final design in 2010.		<b>Regional FA</b>	\$400	--	--	--	--
19874	<b>STP-U-2432()--70-07</b>	0.77 Mi	<b>Project Total</b>	--	--	--	\$125	:7:286
<b>Evansdale</b>	RIVER FOREST RD:Lafayette Rd to Central Ave.	--	<b>Federal Aid</b>	--	--	--	\$100	
<b>TIP Approved</b>	Outside Services Engineering	0:0:0	<b>Regional FA</b>	--	--	--	\$100	--
18674	<b>STP-U-3577()--70-7</b>	0.55 Mi	<b>Project Total</b>	\$170	\$924	--	--	:7:263
<b>Hudson</b>	WASHINGTON ST:School St. to Main St.	--	<b>Federal Aid</b>	\$90	\$500	--	--	
<b>TIP Approved</b>	Outside Services Engineering, Pavement Rehab PA Note: Actual STP in FY12 = \$923,600	0:0:0	<b>Regional FA</b>	--	--	--	--	--
18670	<b>STP-U-8155()--70-7</b>	1.8 Mi	<b>Project Total</b>	--	--	\$3200	--	:7:261
<b>Waterloo</b>	LA PORTE RD:San Marnan Dr. to Shaulis Rd.	--	<b>Federal Aid</b>	--	--	\$300	--	
<b>TIP Approved</b>	Outside Services Engineering	0:0:0	<b>Regional FA</b>	--	--	\$300	--	--
16038	<b>STP-U-8155(710)--70-07 DOT Letting: Sep/20/2011</b>		<b>Project Total</b>	\$63	--	--	--	30:7:227
<b>Waterloo</b>	Traffic Safety Awareness:Marketing Campaign	--	<b>Federal Aid</b>	\$50	--	--	--	
<b>TIP Approved</b>	Miscellaneous PA Note: Total STP over FY10 & FY11 = \$150,000 (Total project cost over FY10 & FY11 = \$187,500)		<b>Regional FA</b>	\$50	--	--	--	--
17866	<b>STP-U-8155(711)--70-07 DOT Letting: Dec/21/2010</b>	2.21 Mi	<b>Project Total</b>	\$4441	--	--	--	:7:258
<b>Waterloo</b>	Shaulis Rd./Ansborough Ave.:Shaulis Rd. from Ansborough Ave. to IA 21;	--	<b>Federal Aid</b>	\$2733	--	--	--	
<b>TIP Approved</b>	Ansborough Ave. from Shaulis Rd. to U.S. 20 Grade and Pave, Right of Way PA Note: Actual STP = \$2,733,100	0:0:0	<b>Regional FA</b>	\$2733	--	--	--	--
18672	<b>STP-U-8155(713)--70-07 DOT Letting: Jan/21/2015</b>	1.1 Mi	<b>Project Total</b>	--	--	--	\$1200	:7:262
<b>Waterloo</b>	KIMBALL AVE:U.S. 20 to Ridgeway Ave.	--	<b>Federal Aid</b>	--	--	--	\$960	
<b>TIP Approved</b>	Outside Services ROW, Pavement Widening PA Note: \$44,800 authorized in FY10 for Study	0:0:0	<b>Regional FA</b>	--	--	--	\$960	--

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA # Sec:Townshp:Range	Project Funding	Programmed Amounts				PA:Co:SEQ PA ID # STIP ID #
				FY11	FY12	FY13	FY14	
11870 Waterloo TIP Approved	STP-U-8155(714)--70-07 DOT Letting: Jul/19/2011 DONALD ST:US 63 to E. 4th St Outside Services Engineering PA Note: \$200,000 STP for Design; \$1,120,000 STP for Construction	2 Mi --	Project Total Federal Aid Regional FA	\$1650 \$1320 \$1320	-- -- --	-- -- --	-- -- --	30:07:131
18876 Waterloo TIP Approved	STP-U-8155(719)--70-07 DOT Letting: Dec/21/2010 Downtown:Includes signage on U.S. 218, Mullan Ave., 1st St., Franklin St., Washington St., Sycamore St., and Commercial St. Traffic Signs, Miscellaneous	--	Project Total Federal Aid Regional FA	\$350 \$280 \$280	-- -- --	-- -- --	-- -- --	:7:284
9730 Waterloo TIP Approved	STP-U-8155(HMDAV)--70-07 Hammond Ave.:Shaulis Rd. to Orange Rd. Outside Services Engineering PA Note: 2012: Engineering 2013: Construction	1 Mi --	Project Total Federal Aid Regional FA	-- \$465 -- \$372 -- \$372	\$1860 \$1488 \$1488	-- -- --	-- -- --	30:07:212
16043 Black Hawk CRD TIP Approved	STP-S-C007()--5E-07 NE Ind. Access:Planning Study Planning Study	--	Project Total Federal Aid Regional FA	-- \$750 -- \$600 -- \$600	-- -- --	-- -- --	-- -- --	30:7:229
16850 MPO-30 / INRCOG TIP Approved	STP-PA30()--2C-07 IA 934:IA 58 to U.S. 63 Work Not Assigned PA Note: Project sponsor is Iowa DOT	4.9 Mi --	Project Total Federal Aid Regional FA	\$375 \$300 \$300	-- -- --	\$15875 \$1100 \$1100	-- -- --	30:7:242
<b>[2] NHS - National Highway System Program</b>			Inclusion in this list DOES NOT guarantee Federal Aid Eligibility					
Black Hawk County - 07								
18726 DOT-D02-MPO30 TIP Approved	NHS()-11-07 I-380:0.2 MI SOUTH OF EAST JCT OF US 20 TO MITCHELL AVE(WB) Pavement Rehab	8.7 --	Project Total Federal Aid Regional FA	-- -- --	-- -- --	\$5591 \$4473	-- -- --	30:7:256
<b>[3] HBP - Highway Bridge Program</b>			Inclusion in this list DOES NOT guarantee Federal Aid Eligibility					
Black Hawk County - 07								
18638 DOT-D02-MPO30 TIP Approved	BHF-57()--2L-07 IA 57:CEDAR RIVER OVERFLOW NEARUS 218 IN CEDAR FALLS (EB) Bridge Deck Overlay	014595	Project Total Federal Aid Regional FA	-- -- --	-- -- --	\$956 \$765	-- -- --	30:7:247
18639 DOT-D02-MPO30 TIP Approved	BHF-57()--2L-07 IA 57:CEDAR RIVER OVERFLOW NEARUS 218 IN CEDAR FALLS (WB) Bridge Deck Overlay	014605	Project Total Federal Aid Regional FA	-- -- --	-- -- --	\$956 \$765	-- -- --	30:7:248
<b>[5] ENH - Transportation Enhancement Program</b>			Inclusion in this list DOES NOT guarantee Federal Aid Eligibility					
Black Hawk County - 07								
16847 Cedar Falls TIP Approved	STP-E-1185()--23-07 Union Road Trail:W. 1st St. to W. 12th St. Ped/Bike Grade & Pave	1 Mi --	Project Total Federal Aid Regional FA	\$305 \$200 \$200	-- -- --	-- -- --	-- -- --	30:7:240
13128 Cedar Falls TIP Approved	STP-E-1185(Hud3)--8V-07 HUDSON ROAD TRA W. 12th Street to W. 1st Street Ped/Bike Grade & Pave	0.7 Mi --	Project Total Federal Aid Regional FA	\$200 \$160 \$160	-- -- --	-- -- --	-- -- --	30:07:181
18675 Evansdale TIP Approved	STP-E-2432()--8V-07 River Forest Rd. Trail:On top of Cedar River levee in Evansdale Ped/Bike Development	--	Project Total Federal Aid Regional FA	-- -- --	-- -- --	-- \$590 \$420	-- \$420 \$420	:7:264

TPMS Sponsor Appr.Status	Project # Location Funding Program	Length FHWA # Sec:Townshp:Range	Project Funding	Programmed Amounts				PA:Co:SEQ PA ID # STIP ID #
				FY11	FY12	FY13	FY14	
13129 Waterloo TIP Approved	STP-E-8155(721)--8V-07 DOT Letting: Dec/21/2010 DOWNTOWN RIVERW:18th Street to Mullan Avenue Ped/Bike Grade & Pave	1 Mi --	Project Total Federal Aid Regional FA	\$933 \$400 \$400	-- -- --	-- -- --	-- -- --	30:07:182
13130 Waterloo TIP Approved	STP-E-8155(Hoover)--8V-07 Lou Henry Hoover Memorial Walk:W. 4th Street to W. Park Avenue Scenic or Historic Hwy.	0.25 Mi --	Project Total Federal Aid Regional FA	\$198 \$130 \$130	-- -- --	-- -- --	-- -- --	30:07:183
19948 Waterloo TIP Approved	STP-ES-8155()-8I-07 W MULLAN AVE:Project involves the one-way pair of W. 1st St. and W. Mullan Ave. (U.S. 63) from U.S. 218 to the Riverwalk; and Commercial St. and Jefferson St. between the one-way pair. Miscellaneous PA Note: Exact project total is \$681,391 (\$476,938 FA; \$204,453 City)	0.42 Mi -- 0:0:0	Project Total Federal Aid Regional FA	\$681 \$477 --	-- -- --	-- -- --	-- -- --	:7:289
16848 Black Hawk CCB TIP Approved	STP-ES-C007()-8I-07 Cedar Valley Nature Trail:Gilbertville Depot Work Not Assigned	--	Project Total Federal Aid Regional FA	-- -- --	\$500 \$180 \$180	-- -- --	-- -- --	30:7:241
<b>[7] ICAAP - Iowa Clean Air Attainment Program</b>				Inclusion in this list DOES NOT guarantee Federal Aid Eligibility				
Black Hawk County - 07								
16040 Waterloo TIP Approved	STP-A-8155(700)--86-07 DOT Letting: Jun/09/2020 Ridgeway Ave. and Hammond Ave.:Ridgeway Ave. and Hammond Ave. Traffic Signals, Pavement Widening	--	Project Total Federal Aid Regional FA	\$509 \$407 --	-- -- --	-- -- --	-- -- --	30:7:228
<b>[8] PL - Metropolitan Planning</b>				Inclusion in this list DOES NOT guarantee Federal Aid Eligibility				
Black Hawk County - 07								
16106 MPO-30 / INRCOG TIP Approved	RGPL-PA30()-PL-07 Waterloo MPO Planning:PL For Waterloo MPO Transportation Planning Trans Planning	--	Project Total Federal Aid Regional FA	\$277 \$177 --	\$277 \$177 --	\$277 \$177 --	\$277 \$177 --	30:7:232
<b>[14] DEMO - Federal Demonstration (earmarked) Funds</b>				Inclusion in this list DOES NOT guarantee Federal Aid Eligibility				
Black Hawk County - 07								
14685 Cedar Falls TIP Approved	EDP-1185(644)--7Y-07 DOT Letting: Feb/15/2011 IA 58:US 20 to Greenhill Road Ped/Bike Structures DOT Note: DEMO ID IA 204 Total Earmark Remaining \$269,939 to be used if necessary on construction.	2.15 Mi --	Project Total Federal Aid Regional FA	\$338 \$270 --	-- -- --	-- -- --	-- -- --	30:7:214
19957 DOT-D02-MPO30 TIP Approved	HDP-()-3B-07 US 63:IN WATERLOO FROM JEFFERSON ST TO FRANKLIN ST (STATE SHARE) Grade and Pave	0.6 --	Project Total Federal Aid Regional FA	-- -- --	-- -- --	\$2705 \$2164 --	-- -- --	30:7:283
18724 DOT-D02-MPO30 TIP Approved	HDP-63()-3B-07 US 63:IN WATERLOO FROM FRANKLINST TO NEWELL ST (STATE SHARE) Right of Way, Grade and Pave	0.7 --	Project Total Federal Aid Regional FA	\$250 -- --	\$6000 \$4800 --	-- -- --	-- -- --	30:7:254
18723 DOT-D02-MPO30 TIP Approved	HDP-63-6(69)--3B-07 US 63:IN WATERLOO FROM NEWELL ST TO DONALD ST (STATE SHARE) Right of Way, Grade and Pave DOT Note: DEMO ID IA 114,126,205	1 014605	Project Total Federal Aid Regional FA	\$14158 \$3868 --	-- -- --	-- -- --	-- -- --	30:7:253

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA # Sec:Twncshp:Range	Project Funding	Programmed Amounts				PA:Co:SEQ
				FY11	FY12	FY13	FY14	PA ID # STIP ID #
<b>21] SRTS - Safe Routes to School Program</b>			Inclusion in this list DOES NOT guarantee Federal Aid Eligibility					
Black Hawk County - 07								
19875	<b>SRTS-U-1185Q--8U-07</b>		<b>Project Total</b>	\$103	--	--	--	:7:287
<b>Cedar Falls</b>	Rownd Street:Sidewalk on Rownd St. & Crossing Improvements on Hawthorne Dr.	--	<b>Federal Aid</b>	\$77	--	--	--	
<b>TIP Approved</b>	Ped/Bike Structures PA Note: Actual SRTS Total = \$76,450		<b>Regional FA</b>	--	--	--	--	--
19881	<b>SRTS-U-8155Q--8U-07</b>		<b>Project Total</b>	\$167	--	--	--	:7:288
<b>Waterloo</b>	Longfellow Ave.:Sidewalk along Longfellow Ave. North of School & Intersection improvements South of School	--	<b>Federal Aid</b>	\$155	--	--	--	
<b>TIP Approved</b>	Ped/Bike Structures PA Note: Actual SRTS amount = \$154,620		<b>Regional FA</b>	--	--	--	--	--

FY 2011 - FY 2014 Transportation Improvement Program

METROPOLITAN TRANSIT AUTHORITY of BLACK HAWK COUNTY

Fund Type Codes	Type of Project
5303 - Metropolitan Planning Program	Rep - Replacement
5307 - Urbanized Area Formula Program	Con-Continuation
5309 - Capital Program	Exp - Expansion
5310 - Elderly & Persons with Disabilities Program	Reh - Rehabilitation
5311 - Nonurbanized Area Formula Program	
5313/5314 - State Planning & Research	
5316 - Job Access and Reverse Commute	
5317 - New Freedom	

Project	Recipient	Source of Funds	Vehicle ID	TOTAL COST				FEDERAL ASSISTANCE				STATE ASSISTANCE			
				FY2011	FY2012	FY2013	FY2014	FY2011	FY2012	FY2013	FY2014	FY2011	FY2012	FY2013	FY2014
General Operations	MET Transit	5307		\$3,800,000	\$4,000,000	\$4,200,000	\$4,400,000	\$1,900,000	\$2,000,000	\$2,100,000	\$2,200,000	\$250,000	\$255,000	\$265,000	\$275,000
JARC	MET Transit	5316		\$341,250	\$350,000	\$375,000	\$400,000	\$170,600	\$175,000	\$187,500	\$200,000				
Bus Shelters/ADA Enhancements	MET Transit	5310		\$65,000				\$52,000							
(1) Minivan	MET Transit	5309	501	\$42,000				\$34,860							
(9) 30' HD Buses w/Surveillance Cameras	MET Transit	5309	9205,971 922, 974,9901 973, 937, 9206, 2003	\$3,303,000				\$2,741,490							
(6) 28' MD Diesel Buses w/Surveillance Cameras	MET Transit	5309	2005, 2006, 2004, 2007,2008, 2009	\$894,000				\$742,020							
(5) 30' HD Buses w/Surveillance Cameras	MET Transit	5309	923,933,303,302,301		\$1,890,050				\$1,568,742						
(4) 176" LD Bus w/Surveillance Cameras	MET Transit	5309	709,708,710,711			\$344,000				\$285,520					
(2) 30' HD Buses w/Surveillance Cameras	MET Transit	5309	975,101				\$778,702				\$646,323				
Planning	INRCOG	5303		\$50,661	\$52,181	\$53,747	\$55,359	\$40,529	\$41,745	\$42,997	\$44,287				

**Total Program Costs & Federal-Aid**

**FY 2011 - 2014**

Program	FY 2011			FY 2012			FY 2013			FY 2014		
	Total Cost	Federal Aid	MPO Target	Total Cost	Federal Aid	MPO Target	Total Cost	Federal Aid	MPO Target	Total Cost	Federal Aid	MPO Target
STP*	\$ 2,885,714	\$ 2,262,652	\$ 2,262,652	\$ 2,166,814	\$ 1,494,652	\$ 1,494,652	\$ 24,263,214	\$ 4,910,652	\$ 4,910,652	\$ 4,853,214	\$ 2,582,652	\$ 2,582,652
Demonstration	\$ 338,000	\$ 270,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ICAAP	\$ 509,000	\$ 407,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
NHS	\$ 250,000	\$ -	\$ -	\$ 6,000,000	\$ 4,800,000	\$ -	\$ 5,591,000	\$ 4,473,000	\$ -	\$ -	\$ -	\$ -
Bridge	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,912,000	\$ 1,530,000	\$ -	\$ -	\$ -	\$ -
Planning	\$ 277,000	\$ 177,000	\$ -	\$ 277,000	\$ 177,000	\$ -	\$ 277,000	\$ 177,000	\$ -	\$ 277,000	\$ 177,000	\$ -
Enhancement*	\$ 1,636,000	\$ 890,000	\$ 890,000	\$ 500,000	\$ 180,000	\$ 180,000	\$ -	\$ -	\$ -	\$ 590,000	\$ 420,000	\$ 420,000
Primary Road Funds	\$ 3,800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Safe Routes to School	\$ 270,000	\$ 232,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTA Section 5310	\$ 65,000	\$ 52,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTA Section 5307	\$ 3,800,000	\$ 1,900,000	\$ -	\$ 4,000,000	\$ 2,000,000	\$ -	\$ 4,200,000	\$ 2,100,000	\$ -	\$ 4,400,000	\$ 2,200,000	\$ -
FTA Section 5309	\$ 4,239,000	\$ 3,518,370	\$ -	\$ 1,890,050	\$ 1,568,742	\$ -	\$ 344,000	\$ 285,520	\$ -	\$ 778,702	\$ 646,323	\$ -
FTA Section 5303	\$ 50,661	\$ 40,529	\$ -	\$ 52,181	\$ 41,745	\$ -	\$ 53,747	\$ 42,997	\$ -	\$ 55,359	\$ 44,287	\$ -
FTA Section 5316	\$ 341,250	\$ 170,600	\$ -	\$ 350,000	\$ 175,000	\$ -	\$ 375,000	\$ 187,500	\$ -	\$ 400,000	\$ 200,000	\$ -
<b>TOTAL PROJECTS</b>	<b>\$ 18,461,625</b>	<b>\$ 9,920,151</b>	<b>\$ 3,152,652</b>	<b>\$ 15,236,045</b>	<b>\$ 10,437,139</b>	<b>\$ 1,674,652</b>	<b>\$ 37,015,961</b>	<b>\$ 13,706,669</b>	<b>\$ 4,910,652</b>	<b>\$ 11,354,275</b>	<b>\$ 6,270,262</b>	<b>\$ 3,002,652</b>

\*These totals reflect proposed total costs and federal aid

**MPO STP Balance**

Year	FY2011	FY2012	FY2013	FY2014
STP Target	\$ 2,668,000	\$ 2,668,000	\$ 2,668,000	\$ 2,668,000
Carryover	\$ 376,969	\$ 782,317	\$ 1,955,665	\$ (286,987)
Total STP	\$ 3,044,969	\$ 3,450,317	\$ 4,623,665	\$ 2,381,013
Allocation	\$ 2,262,652	\$ 1,494,652	\$ 4,910,652	\$ 2,582,652
Balance	\$ 782,317	\$ 1,955,665	\$ (286,987)	\$ (201,639)

**MPO Enhancement Balance**

Year	FY2011	FY2012	FY2013	FY2014
Enhancement Target	\$ 197,940	\$ 198,000	\$ 198,000	\$ 198,000
Carryover	\$ 698,436	\$ 6,104	\$ 24,104	\$ 222,104
Total Enhancement	\$ 896,376	\$ 204,104	\$ 222,104	\$ 420,104
Allocation	\$ 890,272	\$ 180,000	\$ -	\$ 420,104
Balance	\$ 6,104	\$ 24,104	\$ 222,104	\$ -

## FY 2010 Project Status Report

As of July 8, 2010

Program		Route/Project	Termini	Status
<b>STP</b>	INRCOG	Pavement Management Data		On-Going
	INRCOG	SUDAS		On-Going
	INRCOG	University Ave.	IA 58 to U.S. 63	Study ongoing
	Cedar Falls	Grenhill Rd. Extension (design)	Hudson Rd. to W. 27th St.	Underway
	Evansdale	Dubuque Rd.	WCL to ECL	June 15, 2010 Letting
	Hudson	Washington St.	School St. to Main St.	Moved to FY'11
	Waterloo	Drive Safe Cedar Valley	Traffic Awareness Campaign	Underway
	Waterloo	Shaulis Rd./Ansborough Ave.	Ansborough Ave. to IA 21 & Shaulis Rd. to U.S. 20	December 21, 2010 Letting
	Waterloo	Kimball Ave.	U.S. 20 to Ridgeway Ave.	Study Underway
	Waterloo	Donald St.	U.S. 63 to E. 4th St.	Engineering Underway
Waterloo	La Porte Rd. & Ridgeway Ave.	Intersection Improvements	July 20, 2010 Letting	
Waterloo	Downtown Wayfinding	Downtown Signage	November 16, 2010 Letting	
<b>Demonstration</b>				
	Cedar Falls	IA 58 Trail Separation	Greenhill Road to Ridgeway Ave	Design Underway
	Waterloo	U.S. 63 Corridor Improvements	Newell St. to Donald St.	ROW being purchased
<b>Enhancements</b>				
	Cedar Falls	Hudson Rd. Trail	W. 1st St. to W. 12th St.	Moved to FY'11
	Waterloo	Downtown Riverwalk	Lower Plaza Area	October 19, 2010 Letting
	Waterloo	Lou Henry Hoover Memorial Walk	W. 4th St. and U.S. 218 Southbound	Moved to FY'11
<b>SRTS</b>				
	MPO	Study		Underway
<b>ICAAP</b>				
	Waterloo	Hammond Ave. and Ridgeway Ave.	Intersection Improvments	Moved to FY'11
<b>Transit</b>				
	MET	General Ops, Maint, Planning		On-going
	MET	Bus Shelters/ADA Enhancements		Moved to FY'11
	MET	Job Access and Reverse Commute		On-going
	MET	Purchase 3 Mini Vans		2 purchased; 1 moved to FY'11
	MET	Purchase 4 HD Buses with cameras		Moved to FY'11
	MET	Purchase 3 MD Buses with cameras		Moved to FY'11
	MET	MPO Transportation Planning		On-going

Black Hawk County Metropolitan Area

Forecasted Operations and Maintenance Costs on the Federal Aid System					
	2010	2011	2012	2013	2014
<b>Operations</b>					
Cedar Falls	\$253,725	\$261,337	\$269,177	\$277,252	\$285,570
Elk Run Heights	\$24,954	\$25,702	\$26,474	\$27,268	\$28,086
Evansdale	\$36,226	\$37,313	\$38,432	\$39,585	\$40,773
Gilbertville	\$5,802	\$5,976	\$6,155	\$6,340	\$6,530
Hudson	\$41,190	\$42,426	\$43,699	\$45,010	\$46,360
Raymond	\$18,050	\$18,591	\$19,149	\$19,724	\$20,315
Waterloo	\$500,668	\$515,688	\$531,159	\$547,094	\$563,507
<b>Total Operations</b>	<b>\$880,615</b>	<b>\$907,034</b>	<b>\$934,245</b>	<b>\$962,272</b>	<b>\$991,140</b>
<b>Maintenance</b>					
Cedar Falls	\$746,032	\$768,413	\$791,466	\$815,210	\$839,666
Elk Run Heights	\$9,836	\$10,131	\$10,435	\$10,748	\$11,070
Evansdale	\$149,199	\$153,675	\$158,285	\$163,033	\$167,924
Gilbertville	\$20,834	\$21,459	\$22,103	\$22,766	\$23,449
Hudson	\$36,171	\$37,256	\$38,374	\$39,525	\$40,711
Raymond	\$4,193	\$4,319	\$4,449	\$4,582	\$4,720
Waterloo	\$2,059,316	\$2,121,096	\$2,184,728	\$2,250,270	\$2,317,778
<b>Total Maintenance</b>	<b>\$3,025,581</b>	<b>\$3,116,349</b>	<b>\$3,209,839</b>	<b>\$3,306,134</b>	<b>\$3,405,318</b>
<b>Total Operations &amp; Maintenance</b>	<b>\$3,906,197</b>	<b>\$4,023,382</b>	<b>\$4,144,084</b>	<b>\$4,268,406</b>	<b>\$4,396,459</b>

Forecasted Non-Federal Aid Revenues					
	2010	2011	2012	2013	2014
Cedar Falls	\$10,013,900	\$10,184,136	\$10,357,267	\$10,533,340	\$10,712,407
Elk Run Heights	\$265,662	\$270,178	\$274,771	\$279,442	\$284,193
Evansdale	\$635,840	\$646,649	\$657,642	\$668,822	\$680,192
Gilbertville	\$115,214	\$117,173	\$119,165	\$121,190	\$123,251
Hudson	\$175,647	\$178,633	\$181,670	\$184,758	\$187,899
Raymond	\$1,122,502	\$1,141,585	\$1,160,991	\$1,180,728	\$1,200,801
Waterloo	\$22,731,841	\$23,118,282	\$23,511,293	\$23,910,985	\$24,317,472
<b>Total Revenues</b>	<b>\$35,060,606</b>	<b>\$35,656,636</b>	<b>\$36,262,799</b>	<b>\$36,879,267</b>	<b>\$37,506,214</b>

Data Source:

Iowa DOT Office of  
Program Management  
2009 Data

Operation and maintenance costs  
are forecasted with a 3% annual  
increase, and revenues with a 1.7%  
annual increase, which is consistent  
with the Black Hawk County  
Metropolitan Area's 2035  
Long Range Transportation Plan.

**CANDIDATES FOR FEDERAL FUNDING  
BEYOND FY 2014 REMAINING AS UN-MET NEEDS**

Program	City/County	Route/Project	Termini	Work	Total Cost	Federal Aid	Sponsor
<b>STP</b>	Cedar Falls	Greenhill Rd. Extension	Hudson Rd. to 27th St.	New construction	\$ 2,300,000	\$ 1,840,000	City
	Cedar Falls	W. 1st St.	Hudson Rd. to Franklin St.	Reconstruction	\$ 3,500,000	\$ 1,300,000	City
	Cedar Falls	Center St.	N. Cottage Row Rd. to Lone Tree Rd.	Reconstruction	\$ 2,000,000	\$ 1,600,000	City
	Cedar Falls	Hudson Rd.	W. 1st St. to Ridgeway Ave.	Reconstruction	\$ 6,000,000	\$ 4,800,000	City
	Evansdale	River Forest Rd.	Central Ave. to Lafayette Rd.	Reconstruction	\$ 2,775,000	\$ 2,220,000	City
	Hudson	Washington St.	U.S. 63 to Hudson Rd.	Reconstruction	\$ 356,100	\$ 284,880	City
	Waterloo	Donald St.	E. 4th St. to Sage Rd.	Reconstruction	\$ 2,000,000	\$ 1,600,000	City
	Waterloo	U.S. Highway 63	U.S. 218 to Donald St.	Reconstruction	\$ 7,920,000	\$ 6,336,000	TBD
	Waterloo	Park Ave. Bridge		Replacement	\$ 3,200,000	\$ 2,560,000	City
	Waterloo	La Porte Rd.	San Marnan Dr. to Shaulis Rd.	Reconstruction	\$ 3,200,000	\$ 2,560,000	City
	Waterloo	Orange Rd.	HCC Intersections	Lane Widening	\$ 500,000	\$ 400,000	City
	Iowa DOT	University Ave.	U.S. 63 to IA 58	Reconstruction	\$ 14,850,000	\$ 11,880,000	Iowa DOT
	Black Hawk County	Union Rd.	Cedar Falls CL to Skyline Dr.	Reconstruction	\$ 750,000	\$ 600,000	County
	Black Hawk County	Ansborough Ave.	Shaulis Rd. to Orange Rd.	Reconstruction	\$ 2,050,000	\$ 1,640,000	County
<b>Enhancement</b>	Waterloo/Iowa DOT	Southbound U.S. 218	U.S. 63 to W. 4th St.	Aesthetic Enhancements	TBD	TBD	TBD
	Waterloo	4th St.	U.S. 218 to Franklin St	Pedestrian Corridor Dev.	TBD	TBD	TBD
	Waterloo	Tower Park Trail	Tower Park Area	Trail	\$ 195,000	\$ 156,000	City
	Waterloo	Trail	Ansborough Ave. to Katoski Dr.	Trail	\$ 250,000	\$ 200,000	City
	Waterloo	Shaulis Rd. Trail	W. 4th St. to U.S. 218	Trail	\$ 1,000,000	\$ 750,000	City
	Waterloo	Viriden Creek Trail	Gates Park to Cedar River	Trail	\$ 500,000	\$ 400,000	City
	Cedar Falls	Union Rd. Trail	W. 12th St to W. 27th St.	Trail	\$ 400,000	\$ 320,000	City
	Cedar Falls	Lone Tree Rd.	U.S. 218 to Big Woods Rd.	Trail	TBD	TBD	City

These projects were submitted for inclusion in the STP and Enhancement portion of the TIP, but were not funded, or are under-funded. This does not represent all of the unmet needs in the metropolitan area. Should any of these projects be recommended for Federal Aid funding, this will require a revision to the TIP in accordance with the MPO's Public Participation Plan.

**Transit Financial Capacity Analysis - MET Transit, Waterloo  
Jun-10**

	Projected FY10	Projected FY11	Projected FY12	Projected FY13	Projected FY14	Projected FY15	Projected FY16	Projected FY17	Projected FY18	Projected FY19	Projected FY20
<b>Operating Revenues</b>											
Farebox	\$557,247	\$584,027	\$601,548	\$619,594	\$638,182	\$657,328	\$677,047	\$697,359	\$718,280	\$739,828	\$762,023
Contracts	\$422,636	\$432,308	\$446,574	\$459,480	\$472,854	\$486,611	\$488,678	\$515,329	\$530,308	\$547,442	\$564,935
<b>Total Operating Revenues</b>	<b>\$979,883</b>	<b>\$1,016,335</b>	<b>\$1,048,122</b>	<b>\$1,079,074</b>	<b>\$1,111,036</b>	<b>\$1,143,939</b>	<b>\$1,165,725</b>	<b>\$1,212,688</b>	<b>\$1,248,587</b>	<b>\$1,287,270</b>	<b>\$1,326,958</b>
<b>Operating Subsidies</b>											
Federal Operating	\$1,541,961	\$1,619,059	\$1,700,012	\$1,759,512	\$1,821,095	\$1,884,834	\$1,960,227	\$2,028,835	\$2,099,844	\$2,173,339	\$2,249,406
State Operating	\$240,500	\$250,946	\$260,984	\$271,423	\$282,280	\$293,571	\$305,314	\$317,527	\$330,228	\$340,135	\$350,339
Local Tax Support	\$1,534,235	\$1,572,591	\$1,604,043	\$1,652,165	\$1,701,730	\$1,752,781	\$1,805,365	\$1,859,526	\$1,915,312	\$1,972,771	\$2,031,954
<b>Total Operating Subsidies</b>	<b>\$3,316,696</b>	<b>\$3,442,597</b>	<b>\$3,565,039</b>	<b>\$3,683,100</b>	<b>\$3,805,105</b>	<b>\$3,931,187</b>	<b>\$4,070,906</b>	<b>\$4,205,888</b>	<b>\$4,345,384</b>	<b>\$4,486,244</b>	<b>\$4,631,698</b>
<b>Operating Expenses</b>											
Management & Staff	\$240,866	\$248,092	\$255,535	\$263,201	\$271,097	\$279,230	\$287,607	\$296,235	\$305,122	\$314,275	\$323,704
Scheduling Staff	\$128,450	\$132,304	\$137,596	\$144,486	\$148,821	\$153,285	\$157,884	\$162,620	\$167,499	\$172,524	\$177,700
Drivers Wages	\$1,288,130	\$1,334,300	\$1,374,329	\$1,415,559	\$1,458,026	\$1,501,768	\$1,546,821	\$1,593,226	\$1,641,023	\$1,690,254	\$1,740,962
Shop Wages	\$281,200	\$289,930	\$298,628	\$307,586	\$316,814	\$326,318	\$336,108	\$346,191	\$356,576	\$367,273	\$378,291
Fringes	\$809,574	\$867,788	\$911,178	\$948,081	\$986,570	\$1,026,716	\$1,068,593	\$1,112,281	\$1,157,861	\$1,205,418	\$1,255,044
Insurance	\$346,917	\$354,515	\$365,150	\$376,105	\$387,387	\$399,009	\$410,979	\$423,308	\$436,007	\$449,087	\$462,559
Administration	\$78,967	\$89,921	\$82,319	\$86,134	\$88,719	\$91,380	\$94,121	\$96,945	\$99,854	\$102,849	\$105,935
Marketing	\$16,309	\$16,625	\$17,124	\$17,638	\$18,167	\$18,713	\$19,274	\$19,853	\$20,449	\$21,062	\$21,694
Vehicle Maintenance	\$716,474	\$728,415	\$747,909	\$770,346	\$793,457	\$817,260	\$841,778	\$867,032	\$893,043	\$919,834	\$947,429
Building Maintenance	\$80,118	\$80,241	\$81,846	\$83,483	\$85,153	\$86,856	\$88,593	\$90,365	\$92,172	\$94,015	\$95,896
Purchased Paratransit Services/Other	\$2,561	\$2,638	\$2,717	\$2,798	\$2,882	\$2,969	\$3,058	\$3,149	\$3,244	\$3,341	\$3,441
BHCIL	\$68,744	\$71,150	\$73,285	\$75,483	\$77,748	\$80,080	\$82,482	\$84,957	\$87,506	\$90,131	\$92,835
AMOCO Loan Repayment	\$6,424	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Operating Expenses</b>	<b>\$4,064,734</b>	<b>\$4,215,919</b>	<b>\$4,347,615</b>	<b>\$4,490,901</b>	<b>\$4,634,840</b>	<b>\$4,783,582</b>	<b>\$4,937,297</b>	<b>\$5,096,161</b>	<b>\$5,260,353</b>	<b>\$5,430,064</b>	<b>\$5,605,489</b>
<b>Total Operating Revenue</b>	<b>\$4,296,579</b>	<b>\$4,458,931</b>	<b>\$4,613,161</b>	<b>\$4,762,174</b>	<b>\$4,916,141</b>	<b>\$5,075,125</b>	<b>\$5,236,631</b>	<b>\$5,418,575</b>	<b>\$5,593,971</b>	<b>\$5,773,514</b>	<b>\$5,958,656</b>
<b>Total Operating Expenses</b>	<b>\$4,064,734</b>	<b>\$4,215,919</b>	<b>\$4,347,615</b>	<b>\$4,490,901</b>	<b>\$4,634,840</b>	<b>\$4,783,582</b>	<b>\$4,937,297</b>	<b>\$5,096,161</b>	<b>\$5,260,353</b>	<b>\$5,430,064</b>	<b>\$5,605,489</b>
<b>Difference</b>	<b>\$231,845</b>	<b>\$243,012</b>	<b>\$265,546</b>	<b>\$271,273</b>	<b>\$281,302</b>	<b>\$291,543</b>	<b>\$299,334</b>	<b>\$322,414</b>	<b>\$333,617</b>	<b>\$343,450</b>	<b>\$353,167</b>
<b>Capital Projects</b>	<b>\$231,294</b>	<b>\$242,859</b>	<b>\$255,002</b>	<b>\$263,927</b>	<b>\$273,164</b>	<b>\$282,725</b>	<b>\$294,034</b>	<b>\$304,325</b>	<b>\$314,977</b>	<b>\$326,001</b>	<b>\$337,411</b>
<b>Ending Balance</b>	<b>\$551</b>	<b>\$153</b>	<b>\$10,544</b>	<b>\$7,346</b>	<b>\$8,137</b>	<b>\$8,818</b>	<b>\$5,300</b>	<b>\$18,089</b>	<b>\$18,641</b>	<b>\$17,449</b>	<b>\$15,756</b>

## **FY'11 MET TRANSIT PROGRAM OF PROJECTS**

### **GENERAL OPERATIONS, MAINTENANCE & PLANNING**

Maintaining current operations.

### **PURCHASE 1 MINI-VAN**

### **BUS SHELTERS/ADA ENHANCEMENTS**

### **REPLACE 9 HD BUSES WITH SURVEILLANCE CAMERAS**

Replacement vehicles per FTA useful life thresholds

### **REPLACE 6 MD BUSES WITH SURVEILLANCE CAMERAS**

Replacement vehicles per FTA useful life thresholds

### **PRIME TIME**

Job access and off-hours service.

### **PLANNING**

Transportation planning activities relating to MET Transit in accordance with SAFETEA-LU.

## Black Hawk County Metropolitan Area Policy for Programming STP Funding

### Project eligibility:

To be considered for STP funding in the selection year projects must meet *all* of the following criteria:

- Must be major new construction or reconstruction
- Must be federally functionally classified
- Should have design engineering completed & submitted to the Iowa DOT (with policy board approval of the design concept); i.e., project should be "on the shelf" ready for letting authorization
- Consistency with Long Range Transportation Plan

### Ineligible activities:

- Utility relocation
- Resurfacing (unless PMS justified for major reconstruction)

### Project ranking:

Several criteria will be used to establish priorities for funding consideration. These will be established by the technical committee for policy board adoption and will include:

- System classification on the most recent plan network
- Service to traffic (volumes for program year and forecast year)
- Capacity improvement levels and reduction of system deficiencies
- Safety improvement based on Iowa DOT's crash records
- Multi-jurisdiction projects
- Projects serving multi-jurisdiction traffic

## Black Hawk County Metropolitan Area Policy for Programming Enhancement Funding

- 1) Fund ONLY capital improvements.
- 2) Consider the following three levels of emphasis:
  - A. First Priority Level
    - Completion of major elements of metro trail system
    - Rehabilitate transportation buildings for public re-use
    - Essential aesthetic improvements in overlay districts (e.g., along highways)
  - B. Second Priority Level
    - Preservation of historic property affected by a transportation project
    - Wetland development/preservation along right-of-way
  - C. Third Priority Level
    - Scenic/historic highway programs
    - Archaeological planning and research
    - Mitigation of highway runoff
- 3) Candidates for statewide funding shall include:
  - State trail plan connections/extensions
  - Improvements which impact more than the metropolitan area
- 4) “Bonus” points shall be given for:
  - Level of commitment of other fund sources
  - Amount of other funding and in-kind support
  - Benefit to multiple jurisdictions within the metro area
  - Relates to multiple enhancement-eligible categories

## **Public Participation Plan Excerpt (TIP Development)**

The TIP includes a four year street and highway improvement program, the urban transit capital and operating programs, the transportation enhancement program, and information on other Federal funding programs. It provides details on all significant transportation projects in the metropolitan area that are receiving federal aid, including their costs, aid received, and stage of completion. The following actions will be undertaken annually to ensure full public participation.

### **1. Draft TIP**

- The draft TIP will be developed by the Technical Committee with input from the Enhancement Committee and its advisory committees. MPO meetings are open to the public.

### **2. Notices and Public Meetings**

- Following development of the draft TIP, at least two open houses will be held, with at least one located in an area identified as being a low-income or minority neighborhood. Information may be presented by INRCOG, the Iowa DOT, member cities, Black Hawk County, and MET Transit.
- The TIP content and public open houses will be advertised through local media sources. Notices may be posted at governmental offices, public libraries, post offices, on transit buses, at the INRCOG Center, and online on the INRCOG website. Notices may also be sent to organizations serving traditionally underserved populations, such as minority, low-income, and elderly populations. TIP draft copies will be available at the INRCOG Center, on the INRCOG website, and upon request.

### **3. Public Comment Period**

- Written and oral comments will be solicited during open houses. At least a 15 day comment period will follow the last open house, during which comments will be accepted via fax, letter, or email.
- A public hearing will be held at a regularly scheduled MPO meeting following the open houses 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**

- Following the public hearing, the MPO will adopt a final version of the TIP, including a summary of comments and responses.
- The final TIP will be submitted to the Iowa DOT.
- The final TIP will be available on the INRCOG website, at the INRCOG Center, and upon request.
- The public participation process associated with the TIP will be evaluated and updated as needed.

## 5. Revisions

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

- Minor revisions may be made to the TIP as necessary throughout the year. These are considered administrative modifications, and may be made by MPO staff without public review and comment or re-demonstration of fiscal constraint. MPO staff will discuss administrative modifications with the Policy Board 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 MPO 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.

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% and total federal aid increases less than \$2,000,000.	Federal aid changed by more than 30% 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 stages of project scope, such as from design to construction.	Changing project termini, number of lanes, or significant changes in project type, such as changing an overlay to reconstruction.

## TRANSPORTATION COMMITTEES

### POLICY BOARD

Chad Deutsch, Mayor of Evansdale  
John Miller, Black Hawk County Supervisor  
Buck Clark, Mayor of Waterloo  
Bob Stevenson, City of Hudson  
Jon Crews, Mayor of Cedar Falls (Chair)  
William Henninger II, Mayor of Elk Run Heights  
Karen Paulsen, Mayor of Raymond  
Harry Fischels, Mayor, Gilbertville  
David Glen-Burns, MET Transit  
Brad Hagen, Waterloo Airport Commission  
Tracy Troutner, FHWA--Iowa Division (non-voting)  
Stuart Anderson, Iowa DOT (non-voting)  
Sharon Juon, INRCOG Executive Director (non-voting)

### TECHNICAL COMMITTEE

Cathy Nicholas, Black Hawk County Engineer  
Lynn Kloberdanz, Black Hawk County Engineer's Office  
Noel Anderson, City of Waterloo  
Eric Thorson, City of Waterloo  
Jeff Bales, City of Waterloo  
Randy Lorenzen, City of Cedar Falls  
Ron Gaines, City of Cedar Falls  
David Sturch, City of Cedar Falls  
Mark Little, MET Transit  
Sandy Deahl, Hudson City Clerk  
Brent Johnson, Cedar Trails Partnership  
Brent Richmond, University of Northern Iowa  
Krista Rostad, Iowa DOT  
Mike Dryden, Ament Engineering  
AECOM, Waterloo  
Kevin Blanshan, INRCOG  
Andrea White, INRCOG  
Brock Grenis, INRCOG














**TRANSPORTATION COMMITTEES (CONT.)**

**METRO ENHANCEMENT SUBCOMMITTEE**

Mark Ripplinger, Cedar Falls Parks  
Jeff Kurtz, Cedar Falls Historical Society  
Ron Gaines, Cedar Falls Developmental Services  
Mayor Bernie Jensen, Hudson  
Paul Huting, Waterloo Leisure Services  
Vern Fish, Black Hawk County Conservation  
David Sturch, Cedar Falls Developmental Services  
Mayor Chad Deutsch, Evansdale  
Kim Burger, Cedar Falls Tourism and Visitors Bureau  
Susan Lewis, Waterloo Convention and Visitors Bureau  
Bob Morgan, Cedar Trails Partnership  
Kirk Henderson, UNI Roadside Office  
Dave Buck, Cedar River Initiative  
Billie Bailey, Grout Museum of History and Science  
Lori Eberhard, George Wyth State Park  
Noel Anderson, Waterloo Planning & Development  
Lynn Klobberdanz, Black Hawk County Engineer's Office  
Barb Roeder, Hawkeye Community College  
Candy Streed, Silos & Smokestacks National Heritage Area

# Black Hawk County Metropolitan Area FY 2011-2014 TIP Projects

**Project Year**

-  FY 2011
-  FY 2011/2012
-  FY 2012
-  FY 2012/2013
-  FY 2013
-  FY 2013/2014
-  FY 2014
-  FY 2014/2015
-  FY 2015
-  FY 2011 and 2013
-  FY 2011-2013
-  FY 2013 and 2015
-  MPO Study Area Boundary

