



# **Iowa Northland Regional Transportation Authority**

Transportation Improvement Program

July 21, 2022

Fiscal Years 2023-2026

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**FY 2023-2026**

**TRANSPORTATION IMPROVEMENT PROGRAM**

Iowa Northland Regional Transportation Authority Policy Board

July 21, 2022

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**RTA Staff**

Kevin Blanshan.....	Executive Director
Carter Baldwin .....	Director of Transportation
Kyle Durant .....	Transportation Planner
Aldina Dautović .....	Transportation Planner
Brenda Vavroch .....	Safe Routes to School Coordinator
Linda Sires .....	Transit Operations Manager
LaShaundra Fletcher .....	Transit Operations Assistant
Sheri Alldredge.....	Director of Administrative Services
Brenda Ponto .....	Accountant
Dan Schlichtmann .....	Data Services Coordinator
Hayley Weiglein.....	Administrative Assistant

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## TRANSPORTATION COMMITTEES

### Policy Board

Representing	Name	Title
Black Hawk County	Linda Laylin	Supervisor
Bremer County	Duane Hildebrandt	Supervisor (Vice-Chair)
Buchanan County	Gary Gissel	Supervisor
Butler County	Greg Barnett	Supervisor (Chair)
Chickasaw County	Matt Kuhn	Supervisor
Grundy County	Mark Schildroth	Supervisor
City of Denver	Rod Diercks	Mayor
City of Dike	Mike Soppe	Mayor
City of Fairbank	Mike Harter	Mayor
City of Grundy Center	Paul Eberline	Mayor
City of Independence	John Kurtz	Mayor Pro Tem
City of Janesville	Dave Beenblossom	Mayor
City of La Porte City	Jasmine Gaston	Mayor
City of New Hampton	Bobby Schwickerwath	Mayor
City of Parkersburg	Mike Timmer	Mayor
City of Shell Rock	Larry Young	Mayor
City of Waverly	Adam Hoffman	Mayor
INRCOG (non-voting)	Carter Baldwin	Director of Transportation
Iowa DOT (non-voting)	Zac Bitting	Statewide Planning Coordinator
FHWA Iowa Division (non-voting)	Darla Hugaboom	Transportation Planner
FTA Region 7 (non-voting)	Daniel Nguyen	Community Planner

## Technical Committee

Representing	Name	Title
Black Hawk County	Ryan Brennan	Assistant County Engineer
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	Interim County Engineer
Grundy County	Gary Mauer	County Engineer
City of Denver	Larry Farley	City Administrator
City of Dunkerton	Daniel Loftus	Public Works Director
City of Grundy Center	Dan Bangasser	Public Works Director
City of Independence	Al Roder	City Manager
City of La Porte City	Jane Whittlesey	City Clerk
City of Nashua	John Ott	City Clerk
City of Parkersburg	Chris Luhning	City Clerk
City of Shell Rock	Mike Tellinghuisen	Public Works Director
City of Waverly	Mike Cherry	City Engineer
Iowa DOT, District 2	Krista Billhorn	Transportation Planner
INRCOG	Carter Baldwin	Director of Transportation
INRCOG	Kyle Durant	Transportation Planner
INRCOG	Aldina Dautović	Transportation Planner
INRCOG	Brenda Vavroch	Safe Routes to School Coordinator

## Transportation Alternatives Program Committee

Representing	Name	Title
Black Hawk County	Ryan Brennan	Assistant County Engineer
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	Interim County Engineer
Grundy County	Gary Mauer	County Engineer
Black Hawk County Conservation	Mike Hendrickson	Executive Director
Black Hawk County Conservation	Cherrie Northrup	Planning Administrator
Bremer County Conservation	Andrew Hockenson	Executive Director
Buchanan County Conservation	Dan Cohen	Executive Director
Butler County Conservation	Mike Miner	Director
Chickasaw County Conservation	Chad Humpal	Director
Grundy County Conservation	Nick Buseman	Executive Director
City of Allison	Glenda Miller	City Clerk
City of Fairbank	Brittany Fuller	City Clerk
City of Grundy Center	Kristy Sawyer	City Clerk
City of La Porte City	Jane Whittlesey	City Clerk
City of New Hampton	Karen Clemens	City Clerk
City of Parkersburg	Chris Luhring	City Clerk
City of Reinbeck	Julie Wilkerson	City Clerk
City of Sumner	Lisa Oberbroeckling	City Clerk
City of Waverly	Garret Riordan	Leisure Services Director
Butler/Grundy County Development	Jeff Kolb	Executive Director
New Hampton Economic Development	Megan Baltes	Assistant Director
INRCOG	Carter Baldwin	Director of Transportation
INRCOG	Kyle Durant	Transportation Planner
INRCOG	Aldina Dautović	Transportation Planner
INRCOG	Brenda Vavroch	Safe Routes to School Coordinator

**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 2023-2026 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 2023 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 2023-2026 Transportation Improvement Program.

Passed and adopted this 21<sup>st</sup> day of July, 2022.



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Greg Barnett, Chair

ATTEST:



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Carter Baldwin, Director of Transportation, INRCOG



## INTRODUCTION

This document is the FY 2023-2026 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 2045 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 and Technical Committee hold work sessions to review and prioritize Iowa's TAP projects, and to program Surface Transportation Block Grant (STBG) Program and STBG-Swap projects for the region. A draft TIP is compiled, distributed to the RTA Policy Board and Technical Committee for review, and taken out for public input. The draft document is posted on INRCOG's 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 INRCOG's 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:

- Congestion Mitigation and Air Quality Improvement Program (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.
- Demonstration funding (DEMO) – Demonstration funding is a combination of different programs and sources. The FHWA administers discretionary programs through various offices representing special funding categories. An appropriation bill provides money to a discretionary program, through special congressionally directed appropriations or through legislative acts, such as the American Recovery and Reinvestment Act of 2009 (ARRA).
- 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 rural 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 of more than 50,000 persons.
- 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) – These funds are available for statewide planning and research activities. A portion of SPR funds are provided to RPAs in Iowa to support transportation planning efforts.
- Surface Transportation Block Grant (STBG) Program – This program is designed to address specific issues identified by Congress and provides flexible funding for projects to preserve or improve the condition and performance of 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. Iowa has implemented a swap program that allows RPAs, at their discretion, to swap targeted federal STBG funding for city projects for state Primary Road Fund dollars. Iowa also targets a portion of its STBG funding directly to counties for use on county bridge projects.
- Transportation Alternatives Set-aside Program (TAP) – This program is a set-aside from STBG. TAP provides funding to expand travel choices and improve the transportation experience. TAP projects improve the cultural, historic, aesthetic, and environmental aspects of transportation infrastructure. Projects can include creation of bicycle and pedestrian facilities, and the restoration of historic transportation facilities, among others. It is important to note that some types of projects eligible under the SAFETEA-LU program Transportation Enhancements are no longer eligible, or have modified eligibility, under the TAP.
- Federal Lands Access Program (FLAP) and Tribal Transportation Programs (TTP) – FLAP provides funding for projects that improve access within, and to, federal lands. FLAP funding is distributed through a grant process where a group of FHWA, Iowa DOT, and local

government representatives 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 using a statutory formula based on tribal population, road mileage, and average tribal shares of the former Tribal Transportation Allocation Methodology.

- 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 are targeted towards non-DOT sponsored projects.

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 Iowa DOT 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 million.
- Highway Safety Improvement Program - Secondary (HSIP-Secondary) – This program is funded using a portion of Iowa's Highway Safety Improvement Program apportionment and funds safety projects on rural roadways.
- Iowa Clean Air Attainment Program (ICAAP) – 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 non-motorized 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.
- Iowa's Transportation Alternatives Program – This program targets STBG funding to MPOs and RPAs to award to locally sponsored projects that expand travel choices and improve the motorized and non-motorized 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 non-urbanized areas. They are combined with 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 between 50,000 and 200,000. 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 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.
- 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 non-urbanized 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.
- Non-urbanized Area Formula Assistance Program (Section 5311) – This program provides capital and operating assistance for rural and small urban transit systems. 15 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 (30 percent) 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 (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.
- TAP Flexible funds – Certain Title 23 funds may be used for transit purposes. Transit capital assistance is an eligible use of STBG funds. Transit capital startup operating assistance is an eligible use of ICAAP funds. When ICAAP and STBG funds are programmed for transit projects, they are transferred to the FTA. The ICAAP funds are applied for and administered by the Iowa DOT's Public Transit Bureau. STBG funds for small urban and regional transit systems are also administered by the Public Transit Bureau.

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. Most 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 Special Projects – Each year up to \$300,000 of the total STA funds are set aside to fund “special projects”. These can include grants to individual systems to support transit services that re developed in conjunction with human service agencies. Grants can also be awarded to statewide projects that improve public transit in Iowa through such means as technical training for transit system or planning agency personnel, statewide marketing campaigns, etc. This funding is also used to mirror the Rural Transit Assistance Program to support individual transit training fellowships for large urban transit staff or planners.
- STA Coordination Special Projects – Funds aid with startup of new services that have been identified as needs by health, employment, or human services agencies participating in the passenger transportation planning process.
- 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.

The RTA has two pools of federal-aid to program towards projects: STBG/STBG-Swap, and Iowa's TAP. Annual funding target averages for the next four federal fiscal years are \$2,723,444 for STBG/STBG-Swap \$276,015 for Iowa's TAP.

The *Funding by Year and Program* tables in this document show the total costs and anticipated federal-aid for all programs. Projects anticipated receiving funding from any of the mentioned federal-aid programs in FY 2023-2026 are listed in the *Program of Projects*. This document also includes a *FY 2022 Project Status Report* as of July 21, 2022.

## FINANCIAL INFORMATION AND FISCAL CONSTRAINT

The Iowa DOT Program Management Bureau provides the RTA with estimated STBG/STBG-Swap and Iowa's 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 Iowa's 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

Each jurisdiction with candidate project(s) must submit them prior to the Technical Committee meeting. At the meeting, existing and candidate STBG/STBG-Swap projects are reviewed, and the Technical Committee selects projects to include in the draft TIP based on the quality of projects and fiscal constraint. Roadway projects must be consistent with those identified in the most recent Long-Range Transportation Plan (LRTP). 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 RTA does not currently rank or score STBG/STBG-Swap projects. However, the RTA utilizes a Funding Equity Guideline spreadsheet) (reference *Appendix 1*) which outlines funding ranges for each jurisdiction based on 2018 vehicle miles traveled (secondary for counties, municipal for cities) and total federal-aid mileage (Minor Arterials, Collectors). The guide is updated each year to include a moving ten-year allocation and historical allocation. The allocation factors are used to ensure long-term funding equity but do not entitle jurisdictions to specific funding levels.

The RTA Policy Board adopted funding requirements for the consideration of STBG/STBG-Swap funding at the May 17, 2018 meeting. Applicants were notified of the project selection process when projects were solicited this year. City bridges to receive funding are selected by the Iowa DOT. City bridge projects are selected based on a priority points 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*.

Candidate projects for STBG/STBG-Swap funding must meet the following requirements:

- For construction projects, a minimum total project cost of \$100,000 (\$80,000 federal) with a minimum 20 percent match and federal-aid participation level of 40 percent.
- Eligible activities include:
  - Major new construction, reconstruction, or resurfacing of roadways or bridges
  - Regional planning and planning studies
  - Transit capital purchases
  - Projects eligible under the RTA's Iowa's Transportation Alternatives Program

- ADA-compliant ramp reconstruction in conjunction with an adjacent road reconstruction or resurfacing project
  - Minor utility adjustments and incidental utility work necessary to complete a roadway project
- Ineligible activities include:
  - Design engineering and construction related services
  - Sidewalk maintenance
- Roadway projects must be on federally classified routes that are Major Collectors or above, or a Farm-to-Market route.
- Applications must include a completed *STBG Project Submittal Form*. Incomplete applications will not be considered for funding.

Submitted STBG/STBG-Swap applications are reviewed at a Technical Committee meeting. As part of the application process, project sponsors are asked to provide information about their project, and each sponsor is given the chance to present their project at the meeting. The Technical Committee then prioritizes projects for funding by considering project benefits, jurisdictional need, and the time and funding constraints of the program. The Technical Committee can utilize the *Funding Equity Guideline*, as needed, to help develop the draft program.

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, and the RTA Policy Board adopted funding requirements at the December 21, 2017 meeting. Applicants were notified of the project ranking and selection process when projects were solicited this year. Each jurisdiction with candidate project(s) is required to submit them prior to the TAP Committee meeting.

Candidate projects for Iowa's TAP funding must meet the following 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 *Iowa's TAP Project Criteria Form* and *Iowa's 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.

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

- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li>• Project Readiness           <ul style="list-style-type: none"> <li>– Ability to meet federal requirements</li> <li>– Ability to meet programming timelines</li> <li>– Status of matching funds</li> <li>– Amount of matching funds</li> <li>– Public acceptance of project</li> <li>– Right-of-way constraints</li> </ul> </li> <li>• Relationship to Transportation System           <ul style="list-style-type: none"> <li>– Ability to minimize conflict points</li> <li>– Connectivity to existing facilities</li> <li>– Enhancement to existing transportation system</li> <li>– Relationship to complete streets</li> <li>– Inclusion in state, regional, and local plans</li> </ul> </li> </ul> | <ul style="list-style-type: none"> <li>• Associated benefits           <ul style="list-style-type: none"> <li>– Environmental and social impacts</li> <li>– Regional economic development impact</li> <li>– Regional tourism impact</li> <li>– Sustainability elements of project</li> </ul> </li> <li>• Other           <ul style="list-style-type: none"> <li>– Cost in relation to public benefit</li> <li>– Involvement of or benefit to multiple jurisdictions</li> <li>– Predicted usage relative to population</li> </ul> </li> </ul> |
|---|--|



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

Each project sponsor is given a chance to present their project at the TAP 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 TAP 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 TAP Committee has the discretion to determine the share of federal funds for each recommended project. The draft Iowa's TAP is then recommended to the Policy Board for inclusion in the draft 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. Public input sessions were held on June 21 and 23, 2022. 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.

The *Maps of Projects* included in this document show current TIP projects along with 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.

## **2023 Statewide Transportation Improvement Program**

## HBP

Project ID	Project Number	Approval Level		2023	2024	2025	2026	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
20207	BHS-C012(P05T10)--63-12	TIP Approved	Total	\$400,000				\$400,000
Butler County	On T55, Over WEST FORK CEDAR RIVER, from 280th Street South 2600 Feet to Bridge		Federal Aid	\$320,000				\$320,000
	Bridge Deck Overlay		Regional Swap	\$80,000				\$80,000
45357	BRF-18()--38-19	TIP Approved	Total	\$5,000	\$1,477,000			\$1,482,000
Iowa Department of Transportation	US18: Winters Lake Overflow 2.9 mi E of Co Rd T76		Federal Aid		\$1,181,600			\$1,181,600
	Bridge Replacement, Right of Way		Regional Swap					
37889	BRF-57()--38-12	TIP Approved	Total	\$1,326,000				\$1,326,000
Iowa Department of Transportation	IA57: Gran Creek 0.5 mi E of Co Rd T19		Federal Aid	\$1,060,800				\$1,060,800
	Culvert Replacement, Right of Way		Regional Swap					
39184	BRF-57()--38-12	TIP Approved	Total	\$768,000				\$768,000
Iowa Department of Transportation	IA57: Ditch 2.1 mi E of E Jct IA 14		Federal Aid	\$614,400				\$614,400
	Culvert Replacement, Right of Way		Regional Swap					
52720	BROS-3102(603)--8J-12	TIP Approved	Total	\$660,000				\$660,000
Greene	In the city of Greene, On TRAER ST, Over OVERFLOW-SHELL ROCK RIVER, S1 T93 R17	5/16/2023	Federal Aid	\$660,000				\$660,000
	Bridge Replacement		Regional Swap					
36218	BROS-C009(94)--8J-09	TIP Approved	Total	\$600,000				\$600,000
Bremer County	On 270th Street, Over Crane Creek,	6/20/2023	Federal Aid	\$600,000				\$600,000
	Bridge Replacement		Regional Swap					
12749	BROS-C012(B30W10)--8J-12	TIP Approved	Total	\$750,000				\$750,000
Butler County	On MARSH AVE, from 135th St. south 0.7 miles to Bridge		Federal Aid	\$750,000				\$750,000
	Bridge Replacement		Regional Swap					
37171	BROS-C012(M28W10)--8J-12	TIP Approved	Total	\$900,000				\$900,000
Butler County	On CEDAR AVE, Over BEAVER CREEK, from 335th Street north 0.6 miles to bridge	12/20/2022	Federal Aid	\$900,000				\$900,000
	Bridge Replacement		Regional Swap					
37709	BROS-C019(109)--8J-19	TIP Approved	Total	\$850,000				\$850,000
Chickasaw County	On 180th Street, over Crane Creek River, S32, T96, R11	4/16/2024	Federal Aid	\$850,000				\$850,000
	Bridge Replacement-CCS		Regional Swap					

## HBP

Project ID	Project Number	Approval Level		2023	2024	2025	2026	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
38994	BRS-C009(93)--60-09	TIP Approved	<b>Total</b>	<b>\$700,000</b>				<b>\$700,000</b>
Bremer County	On C50, Over CRANE CREEK, S21 T91N R12W	6/20/2023	<b>Federal Aid</b>	\$560,000				<b>\$560,000</b>
	Bridge Replacement		<b>Regional Swap</b>					
51018	BHS-C007(XXX)--63-07	TIP Approved	<b>Total</b>		<b>\$700,000</b>			<b>\$700,000</b>
Black Hawk County	On Cedar Wapsi Road (C57), Over CRANE CREEK, S15 T90 R12		<b>Federal Aid</b>		\$560,000			<b>\$560,000</b>
	Reconstruction - Bridge Deck Replacement		<b>Regional Swap</b>					
39177	BRF-3()--38-9	TIP Approved	<b>Total</b>		<b>\$5,834,000</b>			<b>\$5,834,000</b>
Iowa Department of Transportation	IA3: Cedar River 3.7 mi E of US 218 in Waverly		<b>Federal Aid</b>		\$4,667,200			<b>\$4,667,200</b>
	Bridge Replacement, Right of Way		<b>Regional Swap</b>					
44621	BROS-C009()--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	2/21/2023	<b>Federal Aid</b>		\$1,000,000			<b>\$1,000,000</b>
	Bridge Replacement		<b>Regional Swap</b>					
27164	BROS-C009()--8J-09	TIP Approved	<b>Total</b>		<b>\$200,000</b>			<b>\$200,000</b>
Bremer County	On 240TH ST, Over CREEK, S17 T91 R14	7/23/2018	<b>Federal Aid</b>		\$200,000			<b>\$200,000</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>					
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>					
35852	BROS-C012(G18W10)--8J-12	TIP Approved	<b>Total</b>		<b>\$300,000</b>			<b>\$300,000</b>
Butler County	On MARSH AVE, Over SMALL STREAM, from 185th Street south approx 0.2 miles to bridge		<b>Federal Aid</b>		\$300,000			<b>\$300,000</b>
	RCB Culvert Replacement - Twin Box		<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>					

## HBP

Project ID	Project Number	Approval Level		2023	2024	2025	2026	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
44927	BROS-C019(111)--5F-19	TIP Approved	Total		\$1,067,500			\$1,067,500
Chickasaw County	On 310th Street, over East Fork Wapsipinicon River, S34, T94, R12	1/17/2024	Federal Aid		\$1,067,500			\$1,067,500
	Bridge Replacement		Regional Swap					
37697	BROS-C038(D10)--8J-38	TIP Approved	Total		\$395,000			\$395,000
Grundy County	On 120TH ST, Over MIDDLE FORK BEAVER CREEK, S18 T89 R18		Federal Aid		\$395,000			\$395,000
	Bridge Replacement		Regional Swap					
26743	BRS-C010()--60-10	TIP Approved	Total		\$864,000			\$864,000
Buchanan County	On W-35, Over Unnamed Creek, S21 T88 R08	12/21/2021	Federal Aid		\$691,200			\$691,200
	Bridge Replacement		Regional Swap					
45383	BRF-14()--38-38	TIP Approved	Total			\$2,564,000		\$2,564,000
Iowa Department of Transportation	IA14: Black Hawk Creek 1.5 mi S of S Jct Co Rd D35		Federal Aid			\$2,051,200		\$2,051,200
	Bridge Replacement, Right of Way		Regional Swap					
19177	BROS-C038(C05)--8J-38	TIP Approved	Total			\$450,000		\$450,000
Grundy County	I Ave: From 120th St north 1/8mi to an un-named stream		Federal Aid			\$450,000		\$450,000
	Bridge Replacement		Regional Swap					
37703	BROS-C038(E01)--8J-38	TIP Approved	Total			\$975,000		\$975,000
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		Federal Aid			\$975,000		\$975,000
	Bridge Replacement		Regional Swap					
36649	BROS-C038(G10)--8J-38	TIP Approved	Total			\$450,000		\$450,000
Grundy County	On P AVE, Over BLACK HAWK CREEK, from D25 north 0.9 Miles to to Black Hawk Creek, S16 T88 R16		Federal Aid			\$450,000		\$450,000
	Bridge Replacement		Regional Swap					
36650	BROS-C038(H11)--8J-38	TIP Approved	Total			\$525,000		\$525,000
Grundy County	On T AVE, Over BRANCH BLACK HAWK CREEK, S18 T88 R15		Federal Aid			\$525,000		\$525,000
	Bridge Replacement		Regional Swap					
44902	BRS-C007(XXX)--60-07	TIP Approved	Total			\$500,000		\$500,000
Black Hawk County	On Dubuque Rd (D22), Over Tributary to Indian Creek, from Canfield Rd W 0.3 miles S32 T89 R11		Federal Aid			\$400,000		\$400,000
	Culvert Replacement		Regional Swap					

## HBP

Project ID	Project Number	Approval Level		2023	2024	2025	2026	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
37127	BRS-C010)--60-10	TIP Approved	Total			\$2,000,000		\$2,000,000
Buchanan County	East of Finley Ave. approximately 0.2 miles on D-48		Federal Aid			\$1,600,000		\$1,600,000
	Bridge Replacement		Regional Swap					
38950	BRS-C019)--60-19	TIP Approved	Total			\$1,715,625		\$1,715,625
Chickasaw County	On B28 (140th Street), over Little Wapsipinicon River, S6, T96, R13		Federal Aid			\$1,372,500		\$1,372,500
	Bridge Replacement		Regional Swap					
52522	BRF-218)--38-7	TIP Approved	Total				\$1,352,000	\$1,352,000
Iowa Department of Transportation	US218: Big Creek Overflow 0.3 mi N of Co Rd D48 in La Porte City		Federal Aid				\$1,081,600	\$1,081,600
	Bridge New, Right of Way		Regional Swap					
52688	BRF-63)--38-19	TIP Approved	Total				\$850,000	\$850,000
Iowa Department of Transportation	US63: E Fork Wapsipinicon River 2.1 mi N of US 18		Federal Aid				\$680,000	\$680,000
	Bridge Rehabilitation		Regional Swap					
35012	BROS-C009(86)--5F-09	TIP Approved	Total				\$1,500,000	\$1,500,000
Bremer County	On V19, Over QUARTER SEC RUN, S20 T91 R13	12/16/2025	Federal Aid				\$1,500,000	\$1,500,000
	Bridge Replacement		Regional Swap					
47218	BROS-C012(B14N10)--8J-12	TIP Approved	Total				\$700,000	\$700,000
Butler County	On 120TH ST, Over STREAM, from Ridge Ave west 0.2 miles to bridge		Federal Aid				\$700,000	\$700,000
	Bridge Replacement		Regional Swap					
47219	BROS-C012(B19T10)--8J-12	TIP Approved	Total				\$600,000	\$600,000
Butler County	On CP COMFORT RD, Over SMALL STREAM, from 135th Street north 0.1 miles to bridge		Federal Aid				\$600,000	\$600,000
	Bridge Replacement		Regional Swap					
52183	BROS-C038(C06)--8J-38	TIP Approved	Total				\$950,000	\$950,000
Grundy County	On 110th St 0.6mi west L Ave of over a fork of Beaver Creek, S11 T89 R17		Federal Aid				\$950,000	\$950,000
	Bridge Replacement		Regional Swap					
36648	BROS-C038(C13)--8J-38	TIP Approved	Total				\$625,000	\$625,000
Grundy County	On G Ave 0.5 mi. north of 140th St over the North Fork of Beaver Creek, S19 T89 R17		Federal Aid				\$625,000	\$625,000
	Bridge Replacement-CCS		Regional Swap					



## HBP

Project ID	Project Number	Approval Level		2023	2024	2025	2026	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
45592	BRS-C010)--60-10	TIP Approved	Total				\$700,000	\$700,000
Buchanan County	On Wapsi access, Over Harter Creek, from D-16 Otterville Blvd. SE 0.9 miles to Harter Creek Bridge S27 T89N R09W		Federal Aid				\$560,000	\$560,000
			Regional					
			Swap				\$140,000	\$140,000
45587	BRS-C010)--60-10	TIP Approved	Total				\$925,000	\$925,000
Buchanan County	On W-40 0.4 miles south of 250 th St.		Federal Aid				\$740,000	\$740,000
	Bridge Replacement		Regional					
			Swap					

## ILL

Project ID	Project Number	Approval Level		2023	2024	2025	2026	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
34610	ILL-C010)--92-10	TIP Approved	Total		\$3,000,000			\$3,000,000
Buchanan County	On V62, Over WAPSIPINICON RIVER, from D-16 north 0.5 Miles to Bridge		Federal Aid					
	Bridge Replacement		Regional					
			Swap					

## NHPP

Project ID	Project Number	Approval Level		2023	2024	2025	2026	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
52489	NHSX-218)--3H-7	TIP Approved	Total	\$5,041,000	\$16,334,000	\$21,136,000	\$436,000	\$42,947,000
Iowa Department of Transportation	US218: Cedar River in Janesville to IA 116 in Waverly		Federal Aid	\$4,032,800	\$13,067,200	\$16,908,800	\$348,800	\$34,357,600
	Bridge New, Grading		Regional					
			Swap					

## PRF

Project ID	Project Number	Approval Level		2023	2024	2025	2026	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
45291	BRFN-218())--39-7	TIP Approved	Total	\$2,000	\$1,745,000			\$1,747,000
Iowa Department of Transportation	US218: Mud Creek 0.9 mi N of Co Rd D46		Federal Aid					
	Bridge Replacement, Right of Way		Regional					
			Swap					
45363	BRFN-3())--39-12	TIP Approved	Total	\$5,000	\$3,121,000			\$3,126,000
Iowa Department of Transportation	IA3: Hartgraves Creek Overflow 0.5 mi W of Co Rd T16		Federal Aid					
	Bridge New, Right of Way		Regional					
			Swap					
45360	BRFN-63())--39-9	TIP Approved	Total	\$5,000		\$2,880,000		\$2,885,000
Iowa Department of Transportation	US63: Crane Creek 1.5 mi S of IA 188 (SB)		Federal Aid					
	Culvert Replacement, Right of Way		Regional					
			Swap					
52565	NHSN-18())--2R-19	TIP Approved	Total	\$1,500,000				\$1,500,000
Iowa Department of Transportation	US18: Fredericksburg to West Union		Federal Aid					
	Patching		Regional					
			Swap					
52605	STPN-14())--2J-12	TIP Approved	Total	\$354,000				\$354,000
Iowa Department of Transportation	IA14: In Parkersburg from Bethel St to the Beaver Creek Bridge		Federal Aid					
	Pavement Rehab		Regional					
			Swap					
52621	STPN-281())--2J-10	TIP Approved	Total	\$990,000				\$990,000
Iowa Department of Transportation	IA281: In Fairbank, from Co Rd V62 to E of S. 4th and Grove		Federal Aid					
	Pave		Regional					
			Swap					
52555	STPN-57())--2J-12	TIP Approved	Total	\$100,000				\$100,000
Iowa Department of Transportation	IA57: Black Hawk, Heineman, or Smoketown Miigation Banks for Butler Co IA 57 (32)		Federal Aid					
	Wetland Mitigation		Regional					
			Swap					
45292	BRFN-20())--39-10	TIP Approved	Total		\$851,000			\$851,000
Iowa Department of Transportation	US20: Co RD W45 3.4 mi W of IA 187		Federal Aid					
	Bridge Deck Overlay		Regional					
			Swap					
45317	BRFN-20())--39-10	TIP Approved	Total		\$552,000			\$552,000
Iowa Department of Transportation	US20: IA 150 Interchange in Independence (EB & WB)		Federal Aid					
	Bridge Deck Overlay		Regional					
			Swap					

## PRF

Project ID	Project Number	Approval Level		2023	2024	2025	2026	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
45297	BRFN-20()--39-10	TIP Approved	Total		\$629,000			\$629,000
Iowa Department of Transportation	US20: Wapsipinicon River 1.5 mi E of IA 150 (EB & WB)		Federal Aid					
	Bridge Deck Overlay		Regional					
			Swap					
48569	BRFN-14()--39-12	TIP Approved	Total			\$290,000		\$290,000
Iowa Department of Transportation	IA14: Stream 1.0 mi N of Co Rd C23		Federal Aid					
	Bridge Deck Overlay		Regional					
			Swap					
48632	BRFN-14()--39-38	TIP Approved	Total			\$230,000		\$230,000
Iowa Department of Transportation	IA14: Wolf Creek 0.8 mi N fo Co Rd D67		Federal Aid					
	Bridge New, Right of Way		Regional					
			Swap					
48631	BRFN-175()--39-38	TIP Approved	Total			\$5,000	\$209,000	\$214,000
Iowa Department of Transportation	IA175: Munns Creek 0.8 mi E of Co Rd T47		Federal Aid					
	Bridge New, Right of Way		Regional					
			Swap					
48458	BRFN-18()--39-19	TIP Approved	Total			\$848,000		\$848,000
Iowa Department of Transportation	US18: Wapsipinicon River 0.1 mi E of Co Rd V14		Federal Aid					
	Bridge Deck Overlay		Regional					
			Swap					
48554	IMN-380()--0E-10	TIP Approved	Total			\$1,466,000		\$1,466,000
Iowa Department of Transportation	I380: SB Weigh Station 3.5 mi N of Co Rd D48		Federal Aid					
	Pave		Regional					
			Swap					
48556	IMN-380()--0E-10	TIP Approved	Total			\$1,206,000		\$1,206,000
Iowa Department of Transportation	I380: NB Weigh Station 1.5 mi N of Co Rd D48		Federal Aid					
	Pave		Regional					
			Swap					
52523	BRFN-US18()--39-19	TIP Approved	Total				\$5,000	\$5,000
Iowa Department of Transportation	US18: Little Cedar River 0.4 mi W of Co Rd T76		Federal Aid					
	Bridge New, Right of Way		Regional					
			Swap					

## STBG

Project ID	Project Number	Approval Level		2023	2024	2025	2026	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
1403	RGPL--PA07(RTP)--ST-00	TIP Approved	Total	\$50,000	\$50,000	\$50,000	\$50,000	\$200,000
RPA 7	Trans Planning		Federal Aid	\$40,000	\$40,000	\$40,000	\$40,000	\$160,000
			Regional Swap	\$40,000	\$40,000	\$40,000	\$40,000	\$160,000
PA Note: RPA 7 General Transportation Planning (TIP, PPP, TPWP, SRP, LRP)								
45058	RGTR-PA07)--ST-00	TIP Approved	Total	\$85,000				\$85,000
RPA 7	Replace one van (Unit #V061)		Federal Aid	\$68,000				\$68,000
	Transit Investments		Regional Swap	\$68,000				\$68,000
35024	STP-S-C009(92)--5E-09	TIP Approved	Total	\$900,000				\$900,000
Bremer County	On C50, from East Corporate Limits of Janesville E 3.5 miles to V25	3/21/2023	Federal Aid	\$600,000				\$600,000
	Pavement Rehab		Regional Swap	\$600,000				\$600,000
40124	STP-S-C010)--5E-10	TIP Approved	Total		\$4,200,000			\$4,200,000
Buchanan County	On W35, from D22 to Quasqueton		Federal Aid		\$1,721,000			\$1,721,000
	PCC Overlay - Unbonded		Regional Swap		\$1,721,000			\$1,721,000
36494	STP-S-C019)--5E-19	TIP Approved	Total		\$3,505,000			\$3,505,000
Chickasaw County	On V18, from State Highway 18 North approximately 6.2 miles to B28		Federal Aid		\$1,147,000			\$1,147,000
	PCC Overlay		Regional Swap		\$1,147,000			\$1,147,000
48385	STP-PA07)--2C-07	TIP Approved	Total			\$962,500		\$962,500
RPA 7	On US 218, from La Porte City limits N 5.7 miles to Schrock Rd		Federal Aid			\$770,000		\$770,000
	Pavement Rehab/Widen		Regional Swap			\$770,000		\$770,000
PA Note: RPA contribution to Iowa DOT project								
44769	STP-S-C012(T16 Dumont)--5E-12	TIP Approved	Total			\$1,500,000		\$1,500,000
Butler County	On T16, from Hwy 3 north 6 miles to C23		Federal Aid			\$800,000		\$800,000
	HMA Resurfacing/Cold-in-Place Recycling		Regional Swap			\$800,000		\$800,000
47063	STP-S-C038(T47)--5E-38	TIP Approved	Total			\$1,200,000		\$1,200,000
Grundy County	On T 47, from Marshall County N 3.9 miles to IA175		Federal Aid			\$800,000		\$800,000
	Pavement Rehab		Regional Swap			\$800,000		\$800,000

## STBG

Project ID	Project Number	Approval Level		2023	2024	2025	2026	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
45725	STP-S-C010()--5E-10	TIP Approved	Total				\$2,600,000	\$2,600,000
Buchanan County	On W 45, from 130th St. S 5.2 miles to 180th St. S19 T90 R07		Federal Aid				\$1,950,000	\$1,950,000
			Regional Swap				\$1,950,000	\$1,950,000

## STBG-TAP

Project ID	Project Number	Approval Level		2023	2024	2025	2026	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
52715	TAP-R-2460()--8T-10	TIP Approved	Total	\$102,431				\$102,431
Fairbank	In the city of Fairbank, On N 4th St, from Rhonda Rd NE 0.24 miles to Cedar Dr		Federal Aid	\$81,947				\$81,947
	Ped/Bike Grade & Pave		Regional Swap	\$81,947				\$81,947
52721	TAP-R-C010()--8T-10	TIP Approved	Total	\$181,417				\$181,417
Buchanan County Conservation Board	On Fontana Park Trail Loop, from existing lake shore trail E to near Fontana Blvd		Federal Aid	\$145,133				\$145,133
	Ped/Bike Grade & Pave		Regional Swap	\$145,133				\$145,133
39128	TAP-U-8190(638)--8I-09	TIP Approved	Total	\$235,000				\$235,000
Waverly	In the city of Waverly, On 10th Ave SW, from Heritage Way east 0.5 Miles to 16th St SW	11/15/2022	Federal Aid	\$184,000				\$184,000
	Ped/Bike Grade & Pave		Regional Swap	\$184,000				\$184,000
49792	TAP-R-C010()--8T-10	TIP Approved	Total		\$280,000			\$280,000
Buchanan County	Over WAPSIPINICON RIVER, S32 T88 R08		Federal Aid		\$184,000			\$184,000
			Regional Swap		\$184,000			\$184,000
52722	TAP-R-C012()--8T-12	TIP Approved	Total			\$634,617		\$634,617
Butler County Conservation Board	On Rolling Prairie Trail, from Cedar Ave NW 2.14 miles to Franklin County Line		Federal Aid			\$484,500		\$484,500
	Ped/Bike Paving		Regional Swap			\$484,500		\$484,500

SWAP-HBP

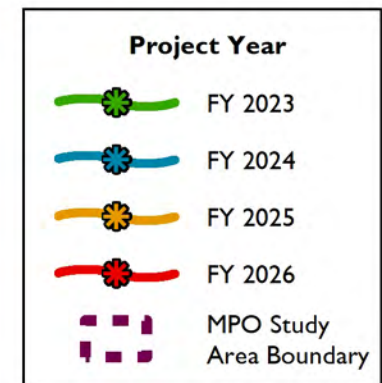
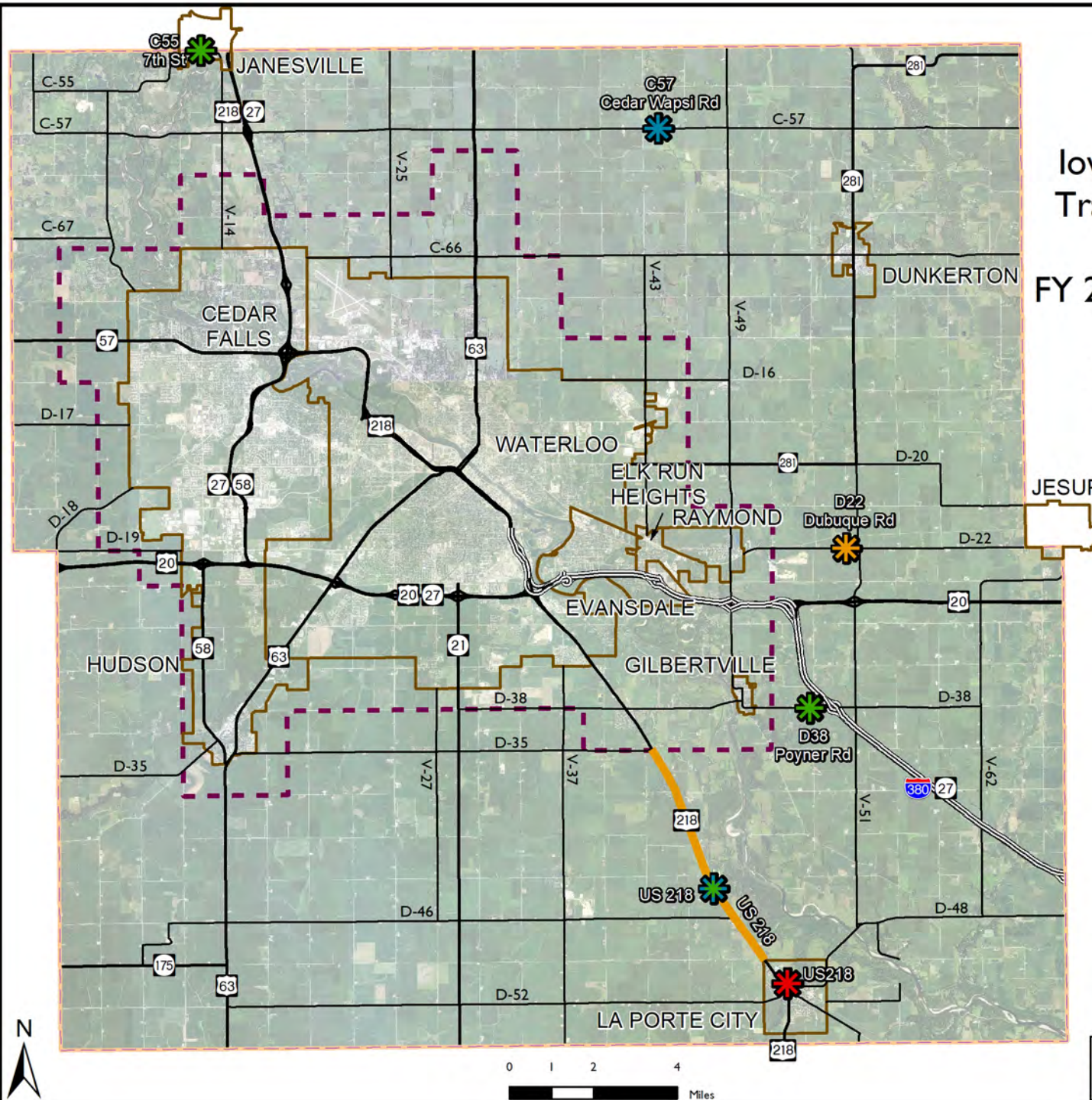
Project ID	Project Number	Approval Level		2023	2024	2025	2026	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
48694	BROS-SWAP-7490()-SE-09	TIP Approved	Total	\$1,361,000				\$1,361,000
Sumner	In the city of Sumner, On S DIVISION ST, Over LITTLE WAPSIPINICON RIVER, from IA 93 S 0.3 miles to structure	12/20/2022	Federal Aid					
	Bridge Replacement		Regional					
			Swap	\$1,000,000				\$1,000,000
PA Note: Updated funding type from BHOS to BROS								
37708	BROS-SWAP-C019(110)--SE-19	TIP Approved	Total	\$1,500,000				\$1,500,000
Chickasaw County	On Odessa Avenue, over East Wapsipinicon River, S16, T95, R12	12/20/2022	Federal Aid					
	Bridge Replacement-CCS		Regional					
			Swap	\$1,500,000				\$1,500,000
44898	BRS-SWAP-C007(XXX)--FF-07	TIP Approved	Total	\$950,000				\$950,000
Black Hawk County	On Poyner Rd (D38), Over INDIAN CREEK, S25 T88 R12	11/15/2022	Federal Aid					
	Bridge Replacement		Regional					
			Swap	\$950,000				\$950,000
30990	BRS-SWAP-C012()-FF-12	TIP Approved	Total	\$2,400,000				\$2,400,000
Butler County	On T55, Over OVERFLOW W FORK CEDAR RIV, from 280th Street South 1800 Feet to Bridge	12/20/2022	Federal Aid					
	Bridge Replacement		Regional					
			Swap	\$600,000				\$600,000

SWAP-STBG

Project ID	Project Number	Approval Level		2023	2024	2025	2026	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
39131	BRM-SWAP-3792(602)--SD-07	TIP Approved	<b>Total</b>	<b>\$6,615,364</b>				<b>\$6,615,364</b>
Janesville	In the city of Janesville, On 7th St, Over Cedar River, from Main St West 0.1 Miles to Bridge	10/18/2022	<b>Federal Aid</b>					
	Bridge Replacement		<b>Regional</b>	\$500,000				<b>\$500,000</b>
			<b>Swap</b>	\$1,500,000				<b>\$1,500,000</b>
PA Note: Project includes \$2M from the Iowa DOT as programmed in TPMS 39180								
39132	STBG-SWAP-5375(601)--SG-19	TIP Approved	<b>Total</b>	<b>\$1,301,000</b>				<b>\$1,301,000</b>
Nashua	In the city of Nashua, On Greeley St, from Panama St South 0.35 Miles to 0.1 mi S of Livingston St	12/20/2022	<b>Federal Aid</b>					
	Grade and Pave		<b>Regional</b>	\$500,000				<b>\$500,000</b>
			<b>Swap</b>	\$500,000				<b>\$500,000</b>
34855	STBG-SWAP-C038(D67)--FG-38	TIP Approved	<b>Total</b>	<b>\$1,925,000</b>				<b>\$1,925,000</b>
Grundy County	On D67, from Hardin County E 7 miles to the east Conrad Corp. limit	12/20/2022	<b>Federal Aid</b>					
	Pavement Rehab		<b>Regional</b>	\$819,000				<b>\$819,000</b>
			<b>Swap</b>	\$819,000				<b>\$819,000</b>
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</b>				\$250,000	<b>\$250,000</b>
			<b>Swap</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</b>				\$1,389,000	<b>\$1,389,000</b>
			<b>Swap</b>				\$1,389,000	<b>\$1,389,000</b>



Iowa Northland Regional  
Transportation Authority  
FY 2023 - 2026 TIP Projects  
Black Hawk County



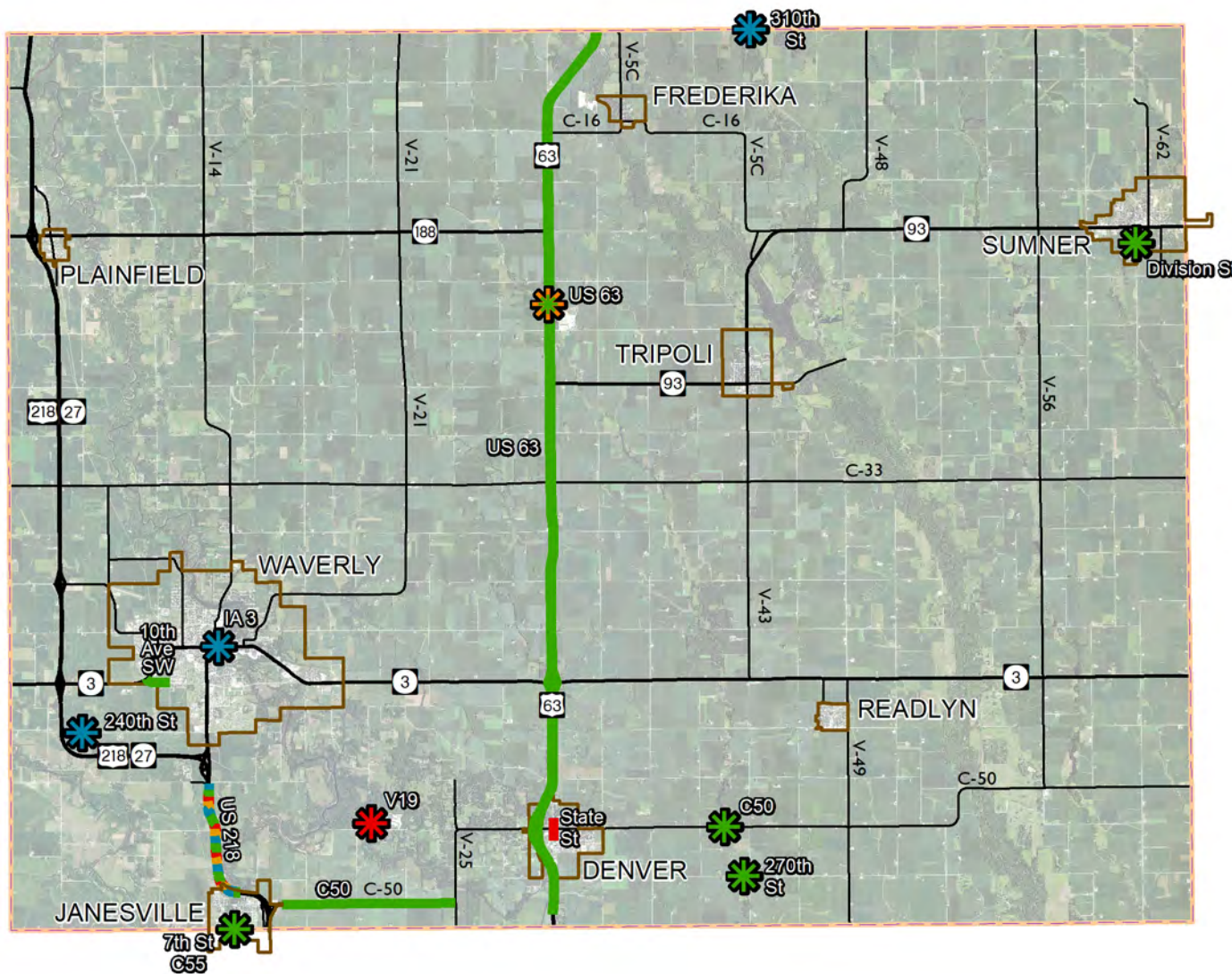
Aerial Photograph: 2021







# Iowa Northland Regional Transportation Authority

FY 2023 - 2026  
TIP Projects

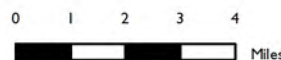
Bremer  
County



## Project Year

-  FY 2023
-  FY 2024
-  FY 2025
-  FY 2026

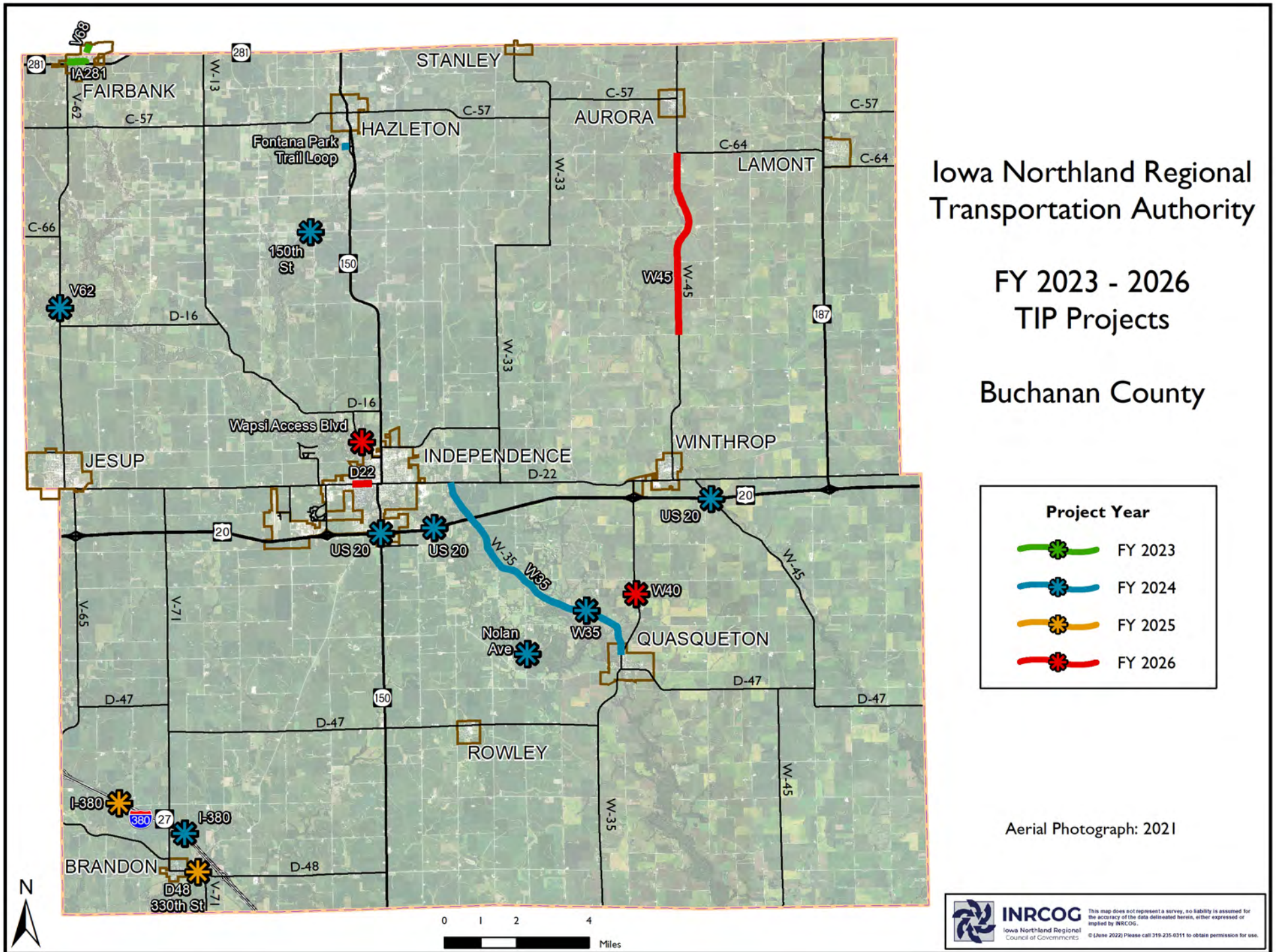
Aerial Photograph: 2021



**INRCOG**  
Iowa Northland Regional  
Council of Governments

This map does not represent a survey, so liability is assumed for the accuracy of the data delineated herein, either expressed or implied by INRCOG.  
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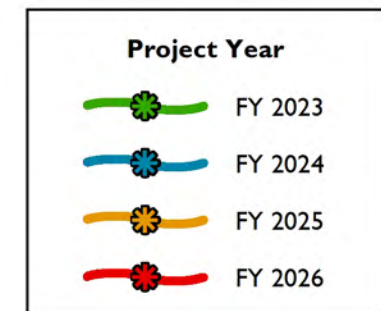




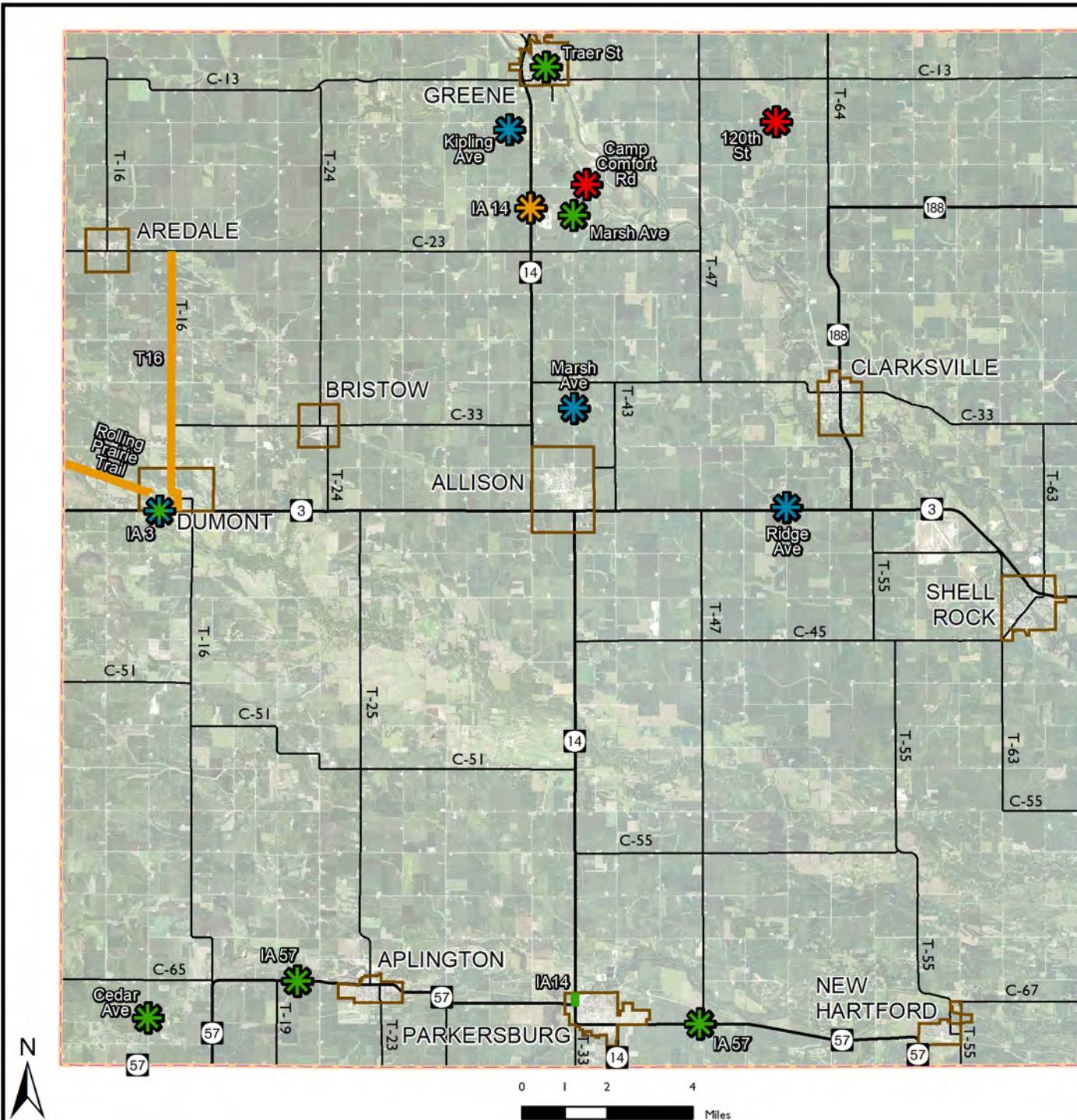
# Iowa Northland Regional Transportation Authority

## FY 2023 - 2026 TIP Projects

### Butler County



Aerial Photograph: 2021

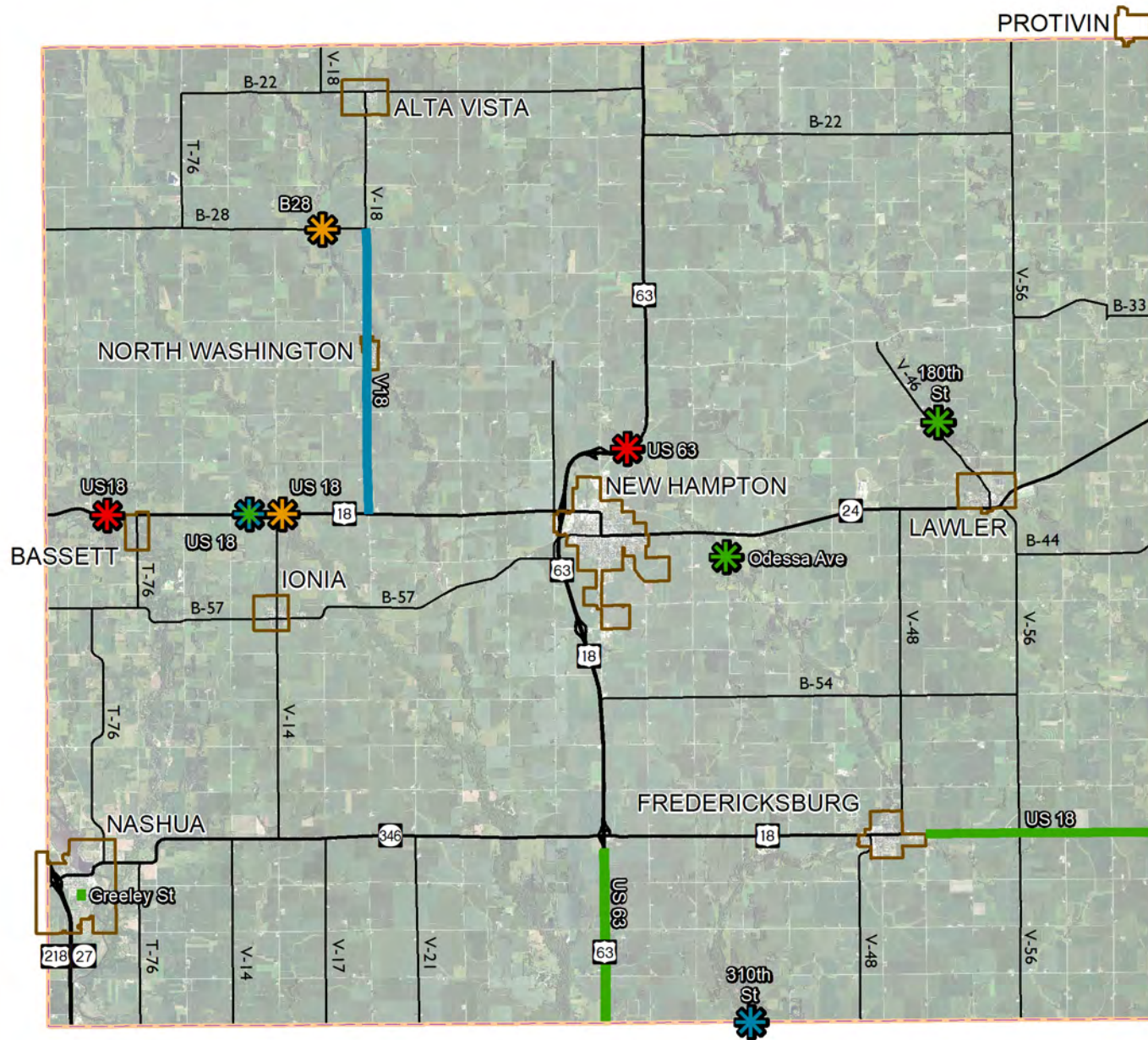




# Iowa Northland Regional Transportation Authority

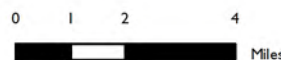
FY 2023 - 2026  
TIP Projects

Chickasaw County



Continues to  
West Union, Iowa

Aerial Photograph: 2021

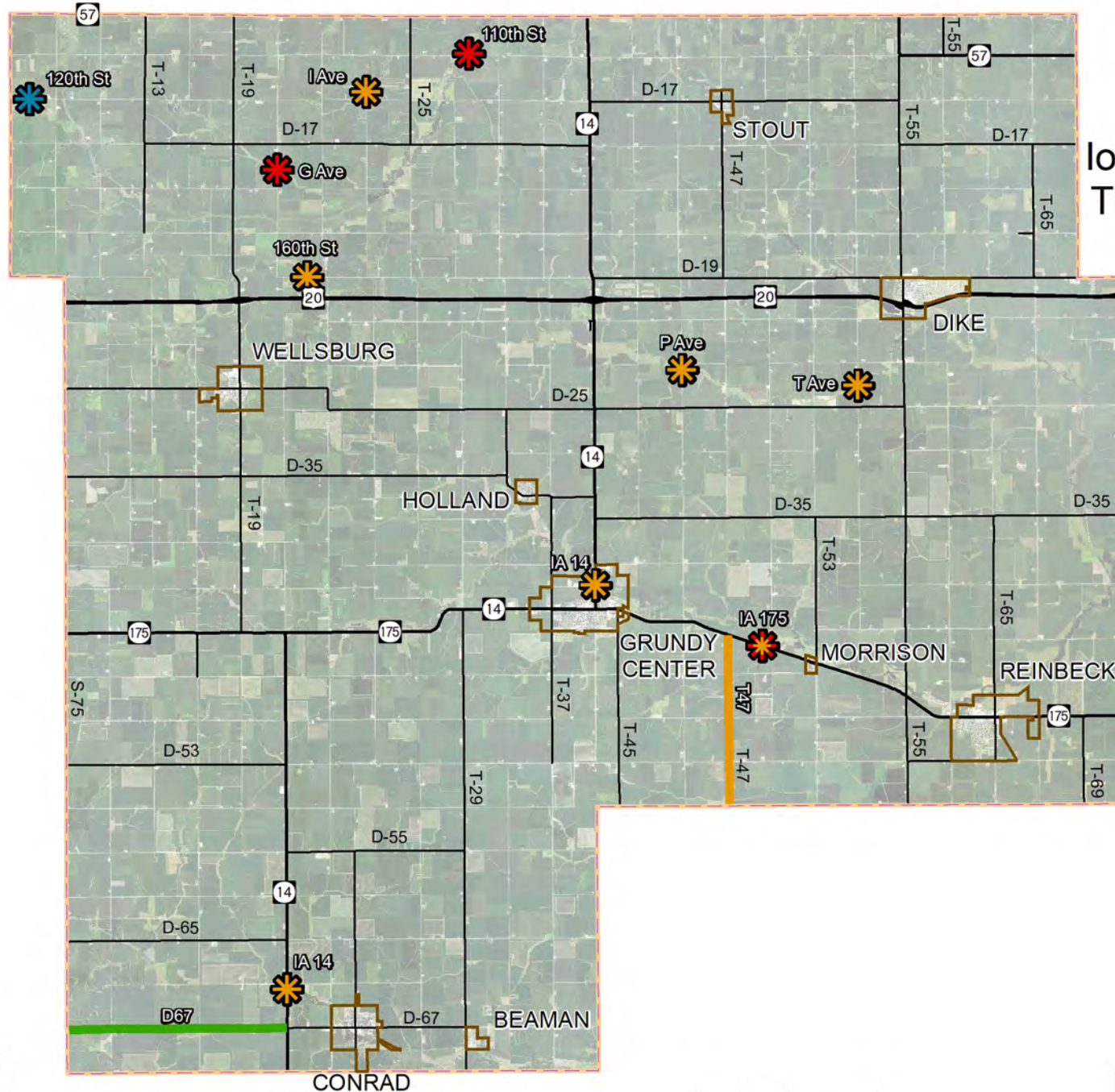








# Iowa Northland Regional Transportation Authority

FY 2023 - 2026  
TIP Projects

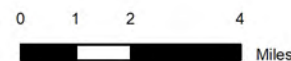
Grundy County



## Project Year

-  FY 2023
-  FY 2024
-  FY 2025
-  FY 2026

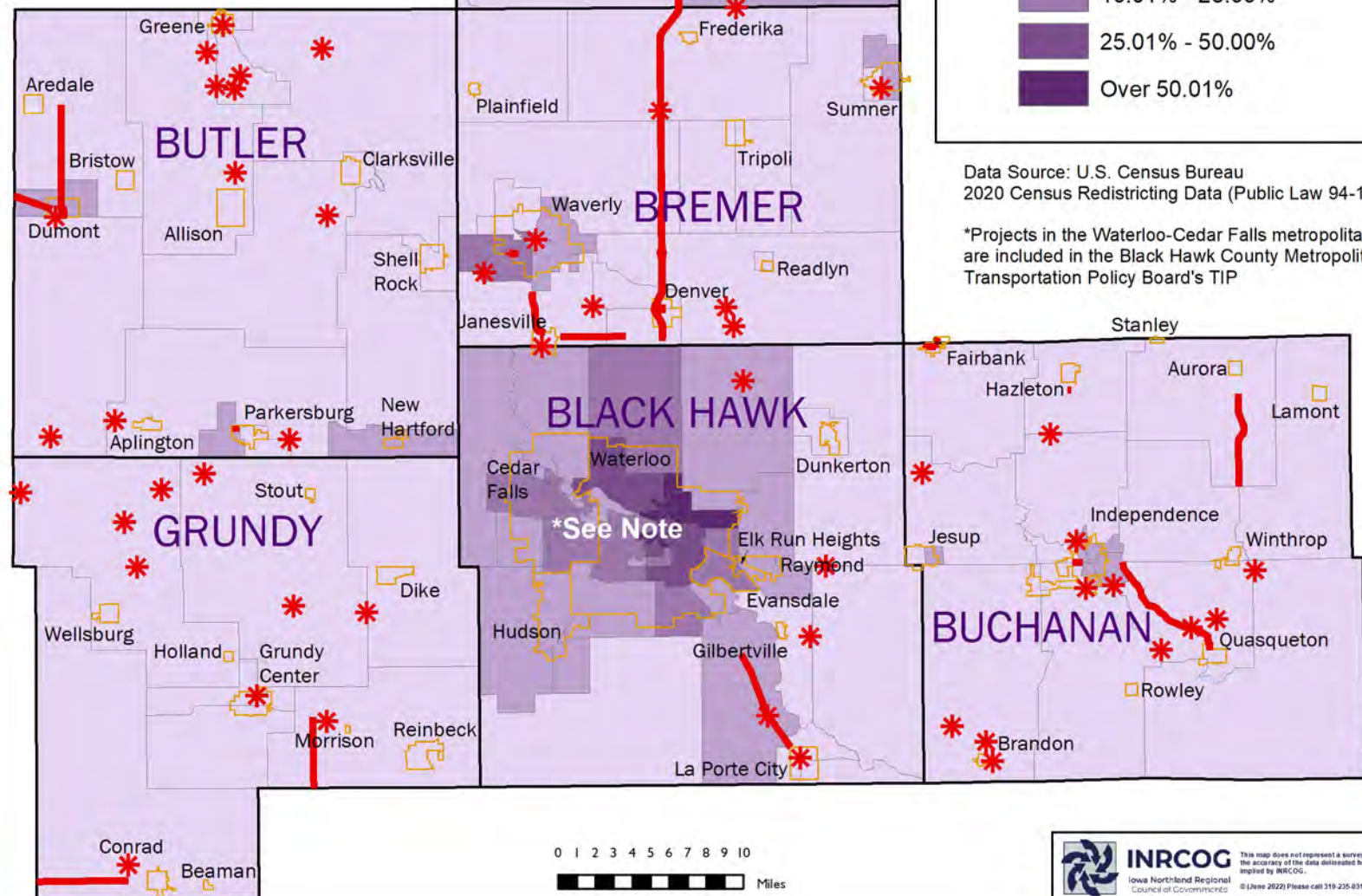
Aerial Photograph: 2021





# Iowa Northland Regional Transportation Authority

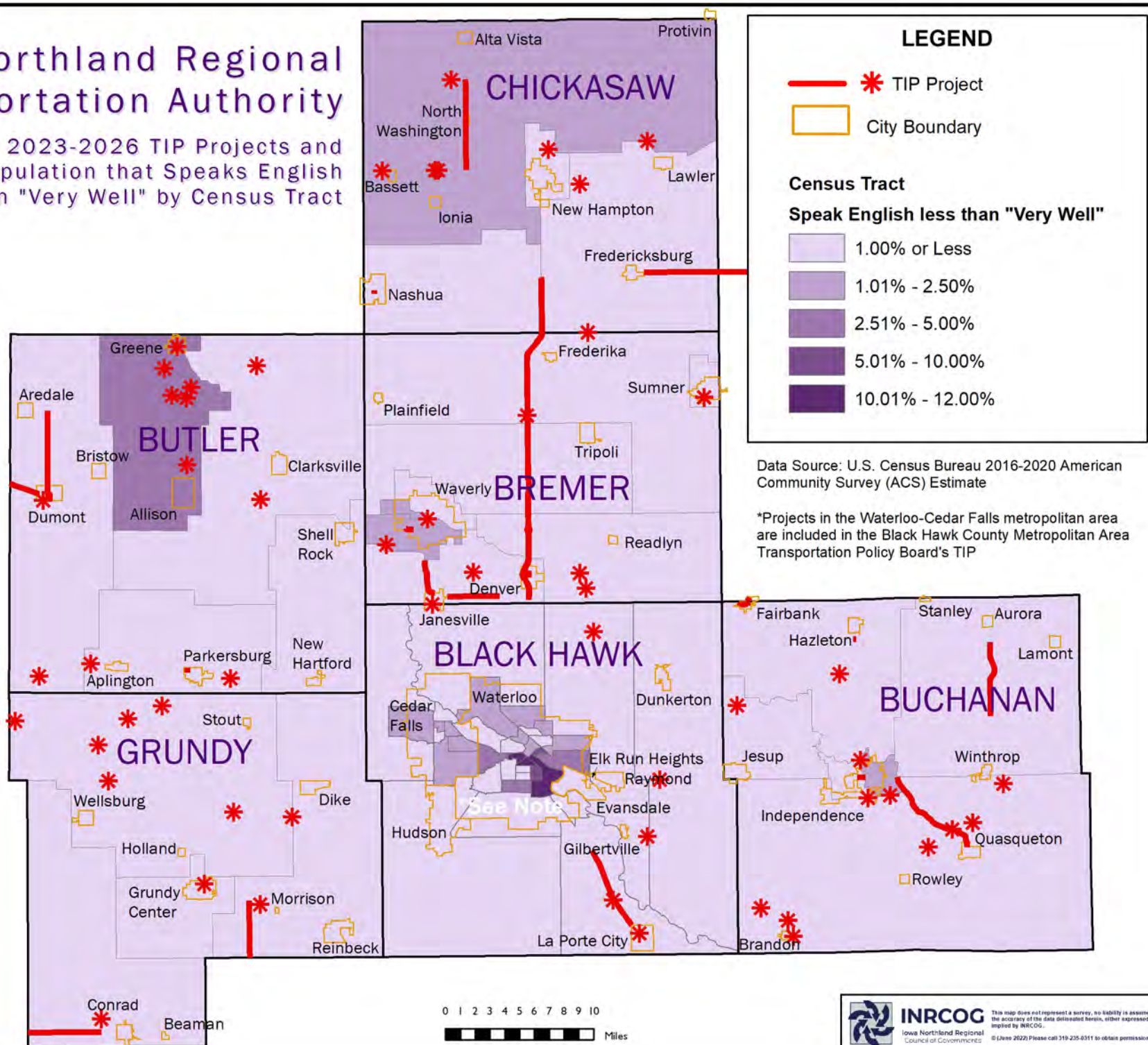
FY 2023-2026 TIP Projects and  
Percent Non-White Population  
by Census Block Group





# Iowa Northland Regional Transportation Authority

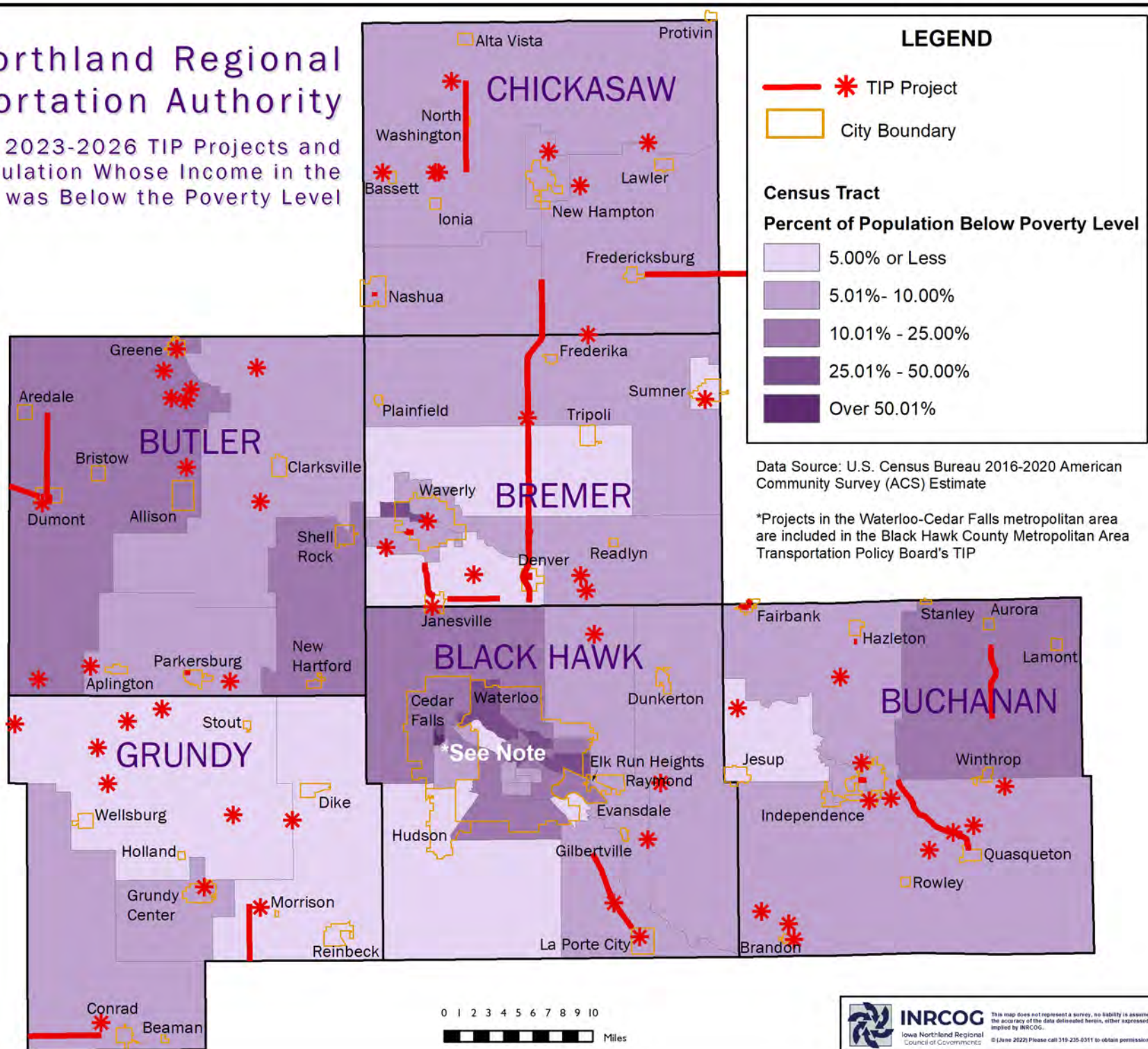
FY 2023-2026 TIP Projects and  
Percent of Population that Speaks English  
less than "Very Well" by Census Tract





# Iowa Northland Regional Transportation Authority

FY 2023-2026 TIP Projects and  
Percent of Population Whose Income in the  
Past 12 Months was Below the Poverty Level



# 2023 Transit Projects

## RPA 7

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2023	2024	2025	2026	Totals
5282 Iowa Northland Regional Transit Commission	5339 TIP Approved	Capital	Conversion Van	Total	\$67,451				\$67,451
			VSS Unit # 1601	FA	\$57,333				\$57,333
				DOT					
10025 Iowa Northland Regional Transit Commission	5339 TIP Approved	Capital	Conversion Van	Total	\$67,451				\$67,451
			VSS Unit # 1001	FA	\$57,333				\$57,333
				DOT					
10037 Iowa Northland Regional Transit Commission	STBG TIP Approved	Capital	Conversion Van	Total	\$67,451				\$67,451
			VSS Unit # V061	FA	\$57,333				\$57,333
				DOT					
1377 Iowa Northland Regional Transit Commission	5311, STA TIP Approved	Operations	General Operations/Maintenance/Administration	Total	\$1,830,789	\$1,830,789	\$1,830,789	\$1,830,789	\$7,323,156
				FA	\$398,518	\$398,518	\$398,518	\$398,518	\$1,594,072
				DOT	\$363,040	\$363,040	\$363,040	\$363,040	\$1,452,160
3500 Iowa Northland Regional Transit Commission	5304 TIP Approved	Planning	RPA Transportation Planning	Total	\$41,158	\$41,158	\$41,158	\$41,158	\$164,632
				FA	\$32,926	\$32,926	\$32,926	\$32,926	\$131,704
				DOT					
5705 Iowa Northland Regional Transit Commission	5339 TIP Approved	Capital	Minivan	Total		\$69,860			\$69,860
			VSS Unit # 1701	FA		\$59,381			\$59,381
				DOT					
5706 Iowa Northland Regional Transit Commission	5339 TIP Approved	Capital	Minivan	Total		\$69,860			\$69,860
			VSS Unit # 1702	FA		\$59,381			\$59,381
				DOT					
5283 Iowa Northland Regional Transit Commission	5339 TIP Approved	Capital	Light Duty Bus (176" wb)	Total			\$100,000		\$100,000
			Unit # 1801	FA			\$85,000		\$85,000
				DOT					
5284 Iowa Northland Regional Transit Commission	5339 TIP Approved	Capital	Light Duty Bus (176" wb)	Total			\$107,760		\$107,760
			VSS Unit # 1802	FA			\$91,596		\$91,596
				DOT					
5693 Iowa Northland Regional Transit Commission	5339 TIP Approved	Capital	Light Duty Bus (176" wb)	Total			\$107,760		\$107,760
			VSS Unit # 1901	FA			\$91,596		\$91,596
				DOT					

## Transit Justification

### FY 2023 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 Three (3) LD Buses and One (1) Conversion Van, including Surveillance Cameras

Replacement vehicles per FTA useful life thresholds; all vehicles will be ADA accessible. One bus will be replaced using RTA STBG funds.

**Funding by Year and Program  
FY 2023-2026**

Program	FY 2023				FY 2024				FY 2025				FY 2026			
	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	\$ 2,956,000	\$ -	\$ -	\$ -	\$ 6,898,000	\$ -	\$ -	\$ -	\$ 6,925,000	\$ -	\$ -	\$ -	\$ 214,000	\$ -	\$ -	\$ -
<b>FHWA Programs</b>																
NHPP	\$ 5,041,000	\$ 4,032,800	\$ -	\$ -	\$ 16,334,000	\$ 13,067,200	\$ -	\$ -	\$ 21,136,000	\$ 16,908,800	\$ -	\$ -	\$ 436,000	\$ 348,800	\$ -	\$ -
HBP	\$ 6,959,000	\$ 6,315,200	\$ -	\$ 80,000	\$ 14,287,500	\$ 12,512,500	\$ -	\$ -	\$ 9,179,625	\$ 7,823,700	\$ -	\$ -	\$ 8,202,000	\$ 7,436,600	\$ -	\$ 140,000
SWAP- HBP	\$ 6,211,000	\$ -	\$ -	\$ 5,050,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STBG	\$ 1,035,000	\$ 708,000	\$ 708,000	\$ -	\$ 7,755,000	\$ 2,908,000	\$ 2,908,000	\$ -	\$ 3,712,500	\$ 2,410,000	\$ 2,410,000	\$ -	\$ 2,650,000	\$ 1,990,000	\$ 1,990,000	\$ -
SWAP- STBG	\$ 9,841,364	\$ -	\$ -	\$ 1,819,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,452,500	\$ -	\$ -	\$ 1,639,000
STBG-TAP	\$ 518,848	\$ 411,080	\$ 411,080	\$ -	\$ 280,000	\$ 184,000	\$ 184,000	\$ -	\$ 634,617	\$ 484,500	\$ 484,500	\$ -	\$ -	\$ -	\$ -	\$ -
Illustrative	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Subtotal</b>	<b>\$ 32,562,212</b>	<b>\$ 11,467,080</b>	<b>\$ 1,119,080</b>	<b>\$ 6,949,000</b>	<b>\$ 48,554,500</b>	<b>\$ 28,671,700</b>	<b>\$ 3,092,000</b>	<b>\$ -</b>	<b>\$ 41,587,742</b>	<b>\$ 27,627,000</b>	<b>\$ 2,894,500</b>	<b>\$ -</b>	<b>\$ 14,954,500</b>	<b>\$ 9,775,400</b>	<b>\$ 1,990,000</b>	<b>\$ 1,779,000</b>
<b>FTA Programs</b>																
FTA Section 5311	\$ 1,830,789	\$ 398,518	\$ -	\$ -	\$ 1,830,789	\$ 398,518	\$ -	\$ -	\$ 1,830,789	\$ 398,518	\$ -	\$ -	\$ 1,830,789	\$ 398,518	\$ -	\$ -
FTA Section 5304 - Planning	\$ 41,158	\$ 32,926	\$ -	\$ -	\$ 41,158	\$ 32,926	\$ -	\$ -	\$ 41,158	\$ 32,926	\$ -	\$ -	\$ 41,158	\$ 32,926	\$ -	\$ -
FTA Section 5339	\$ 134,902	\$ 114,666	\$ -	\$ -	\$ 139,720	\$ 118,762	\$ -	\$ -	\$ 315,520	\$ 268,192	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Subtotal</b>	<b>\$ 2,006,849</b>	<b>\$ 546,110</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,011,667</b>	<b>\$ 550,206</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,187,467</b>	<b>\$ 699,636</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,871,947</b>	<b>\$ 431,444</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Total Cost and Funding</b>	<b>\$ 34,569,061</b>	<b>\$ 12,013,190</b>	<b>\$ 1,119,080</b>	<b>\$ 6,949,000</b>	<b>\$ 50,566,167</b>	<b>\$ 29,221,906</b>	<b>\$ 3,092,000</b>	<b>\$ -</b>	<b>\$ 43,775,209</b>	<b>\$ 28,326,636</b>	<b>\$ 2,894,500</b>	<b>\$ -</b>	<b>\$ 16,826,447</b>	<b>\$ 10,206,844</b>	<b>\$ 1,990,000</b>	<b>\$ 1,779,000</b>

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

Year	FY 2023	FY 2024	FY 2025	FY 2026
Unobligated balance (carryover)	\$580,345	\$699,120	\$488,120	\$827,120
STBG/SWAP-STBG Target	\$2,645,775	\$2,697,000	\$2,749,000	\$2,802,000
Allocation	\$2,527,000	\$2,908,000	\$2,410,000	\$3,629,000
<b>Balance</b>	<b>\$699,120</b>	<b>\$488,120</b>	<b>\$827,120</b>	<b>\$120</b>

**RTA Iowa's TAP Fiscal Constraint**

Year	FY 2023	FY 2024	FY 2025	FY 2026
Unobligated balance (carryover)	-\$24,434	-\$168,453	-\$79,453	-\$284,953
Iowa's TAP Target	\$267,061	\$273,000	\$279,000	\$285,000
Allocation	\$411,080	\$184,000	\$484,500	\$0
<b>Balance</b>	<b>-\$168,453</b>	<b>-\$79,453</b>	<b>-\$284,953</b>	<b>\$47</b>

# FY 2022 Project Status Report

As of July 21, 2022

TPMS #	Sponsor	Route/Project	Termini	Total Cost	Funding	Status
<b>Surface Transportation Block Grant Program</b>						
1403	RTA	Transportation Planning	Regional Transportation Planning	\$50,000	\$40,000	Ongoing
45058	OnBoard	Vehicle Replacement	Replace one light duty bus	\$85,000	\$68,000	Moved to FY 2023
20948	RTA	IA 150 Planning Study	I-380 north 28 miles to Oelwein city limits	\$200,000	\$100,000	Let
37826	Readlyn	Main St	4th St south 0.22 miles to 1st St	\$1,061,000	\$531,000	Let
34783	Black Hawk	D46 (Eagle Rd)	V37 (Dysart Rd) east to US 218	\$1,400,000	\$800,000	Let
34434	Butler	T47	IA 57 north 12 miles to IA 3	\$2,975,000	\$1,000,000	Let
50929	Iowa DOT	IA 57	4th St in Aplington to WCL of Parkersburg	\$2,875,000	\$2,300,000	Let
<b>Primary Road Fund</b>						
37890	Iowa DOT	IA 188	Stream 1.9 mi. N of Co Rd C33, Bridge Deck Overlay	\$235,000	\$0	Let
<b>Highway Safety Improvement Program</b>						
47019	Grundy	T55/D35 and 130th St/IA 14	Intersection safety improvements	\$84,000	\$80,000	Let
48602	Iowa DOT	US 63	2-lane to 4-lane transition N of New Hampton (SB), Lighting	\$42,000	\$37,800	Let
<b>National Highway Performance Program</b>						
52601	Iowa DOT	US 63	0.25 mi N of Bremer Co Line to S of IA 346 (SB)	\$2,600,000	\$2,080,000	Let
38159	Iowa DOT	I-380	Buchanan Co to 0.2 mi. S of E Jct US 20 (SB), Pavement Rehab	\$7,211,000	\$6,489,900	Let
48494	Iowa DOT	US 218	0.67 mi. S of Co Rd B60 to 0.3 mi. S of Co Rd B59 (SB), Pavement Rehab	\$3,502,000	\$2,801,600	Let
48490	Iowa DOT	US 218	Near 200th St to 1.2 mi. N of 270th St, Pavement Rehab	\$3,996,000	\$3,196,800	Let
<b>Iowa's Transportation Alternatives Program</b>						
39128	Waverly	Rolling Prairie Trail	10th Ave SW, from Heritage Way east 0.5 miles to 16th St SW	\$235,000	\$184,000	Moved to FY 2023, 11/15/22 Letting
<b>Surface Transportation Block Grant Program - Highway Bridge Program</b>						
33908	Sumner	3rd St	Over Drainage, from N Division St west 0.1 miles to bridge	\$773,000	\$773,000	Moved to FY 2023
20207	Butler	T55	Over West Fork Cedar River, from 280th St south 2600' to bridge	\$250,000	\$250,000	Project Removed
30990	Butler	T55	Over Overflow W Fork Cedar River, from 280th St south 1800'	\$1,250,000	\$1,250,000	11/15/22 Letting
8508	Bremer	Killdeer Ave	Over Quarter Section Run, S35 T91 R13	\$575,000	\$575,000	Let
9951	Bremer	Midway Ave	Over Crane Creek, S7 T92 R12	\$500,000	\$500,000	Let
36522	Chickasaw	Kenwood Ave	Over East Wapsipinicon River, on WLINE S24 T96 R13	\$600,000	\$600,000	Let
45072	Grundy	160th St	Over South Fork Beaver Creek, from I Ave west 0.1 miles	\$880,000	\$880,000	Let
45079	Grundy	T47	Over Mosquito Creek, from Tama Rd north 0.2 miles	\$301,000	\$300,000	Let
32326	Grundy	R Ave	Over the North Fork of Black Hawk Creek	\$500,000	\$500,000	Let

Iowa Northland Regional Transportation Authority

Forecasted Operations and Maintenance Costs on Federal Aid System						
Operations	2021	2022	2023	2024	2025	2026
Cities	\$3,680,945	\$3,828,183	\$3,981,310	\$4,140,563	\$4,306,185	\$4,478,433
Black Hawk County	\$969,693	\$1,008,480	\$1,048,819	\$1,090,772	\$1,134,403	\$1,179,779
Bremer County	\$524,283	\$545,254	\$567,064	\$589,747	\$613,337	\$637,870
Buchanan County	\$822,296	\$855,188	\$889,396	\$924,972	\$961,971	\$1,000,449
Butler County	\$697,414	\$725,311	\$754,323	\$784,496	\$815,876	\$848,511
Chickasaw County	\$414,474	\$431,052	\$448,295	\$466,226	\$484,875	\$504,270
Grundy County	\$652,215	\$678,304	\$705,436	\$733,653	\$762,999	\$793,519
<b>Total Operations</b>	<b>\$7,761,320</b>	<b>\$8,071,773</b>	<b>\$8,394,644</b>	<b>\$8,730,429</b>	<b>\$9,079,647</b>	<b>\$9,442,832</b>
Maintenance	2021	2022	2023	2024	2025	2026
Cities	\$332,548	\$345,850	\$359,684	\$374,072	\$389,035	\$404,596
Black Hawk County	\$1,615,932	\$1,680,569	\$1,747,792	\$1,817,703	\$1,890,412	\$1,966,028
Bremer County	\$996,424	\$1,036,281	\$1,077,732	\$1,120,842	\$1,165,675	\$1,212,302
Buchanan County	\$1,612,670	\$1,677,177	\$1,744,264	\$1,814,034	\$1,886,596	\$1,962,060
Butler County	\$1,357,037	\$1,411,318	\$1,467,771	\$1,526,482	\$1,587,541	\$1,651,043
Chickasaw County	\$1,129,219	\$1,174,388	\$1,221,363	\$1,270,218	\$1,321,026	\$1,373,867
Grundy County	\$1,390,803	\$1,446,435	\$1,504,292	\$1,564,464	\$1,627,043	\$1,692,124
<b>Total Maintenance</b>	<b>\$8,434,632</b>	<b>\$8,772,018</b>	<b>\$9,122,898</b>	<b>\$9,487,814</b>	<b>\$9,867,327</b>	<b>\$10,262,020</b>
<b>Total Operations &amp; Maintenance</b>	<b>\$16,195,952</b>	<b>\$16,843,790</b>	<b>\$17,517,542</b>	<b>\$18,218,244</b>	<b>\$18,946,973</b>	<b>\$19,704,852</b>

Data Source:  
Iowa DOT Office of  
Program Management  
2021 Data

2021 County Data is actual,  
2022-2026 are forecasted.

2021 Cities Data is actual,  
2022-2026 are forecasted.

Forecasted Non-Federal Aid Revenues						
	2021	2022	2023	2024	2025	2026
Farm to Market	\$6,946,264	\$7,085,189	\$7,226,893	\$7,371,431	\$7,518,860	\$7,669,237
Secondary Road Fund	\$42,161,151	\$43,004,374	\$43,864,462	\$44,741,751	\$45,636,586	\$46,549,317
City Street Fund	\$33,942,031	\$34,620,872	\$35,313,289	\$36,019,555	\$36,739,946	\$37,474,745
<b>Total Revenues</b>	<b>\$83,049,446</b>	<b>\$84,710,435</b>	<b>\$86,404,644</b>	<b>\$88,132,736</b>	<b>\$89,895,391</b>	<b>\$91,693,299</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 INRCOG's website
- Public Input Meeting Flyer
- Press Release for TIP Public Input Sessions
- Displays for the TIP Public Input Sessions
- Attendance record from public input meetings on June 21 and June 23, 2022
- Public Hearing Notice – Proof of Publication
- 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

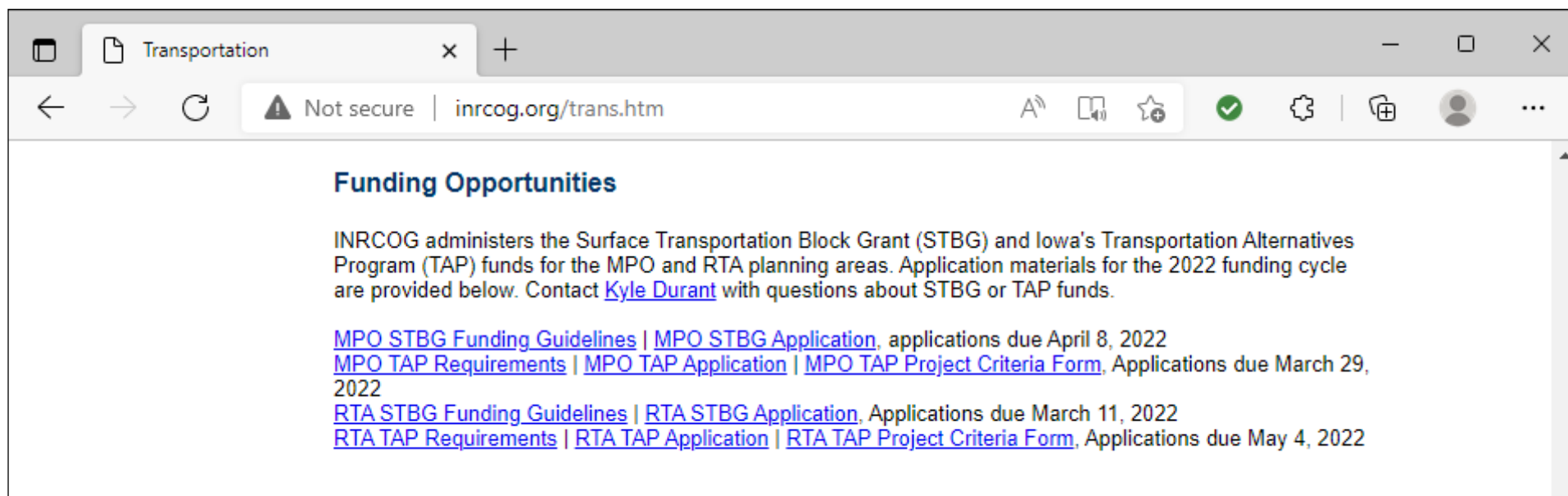
- a. Written and oral comments will be solicited during public input sessions. At least a 15-day comment period will follow the last public input session, during which comments will be accepted via letter, email, phone, or in person.
- b. A public hearing will be held at a regularly scheduled RTA meeting 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 website homepage during draft TIP availability



GENERAL INFORMATION


REGION

SERVICES

CALENDAR


PUBLICATIONS

MISCELLANEOUS





Publications



### Developing Strong Local Government Through Regional Cooperation

The Iowa Northland Regional Council of Governments is a voluntary association of local governments established by state law serving the member jurisdictions in Black Hawk, Bremer, Buchanan, Butler, Chickasaw and Grundy counties. As a service and planning organization, it is responsible for coordinating, assisting and facilitating programs in Community and Economic Development that will benefit all governmental bodies in the INRCOG region. Emphasis is placed on intergovernmental communication and cooperation, accessing of funds, and the need for continuing, comprehensive planning.

\*\*\*NEWS & UPDATES\*\*\*

#### Request For Proposals - Municipal Building Disposal and Redevelopment Project (6/15/22)

The City of Greene is seeking proposals from a development consultant or firm that will purchase, redevelop, and adaptively reuse an existing elementary school building. The City will accept written questions from prospective vendors prior to proposal submittal. Questions will be accepted by Brian Schoon via mail or [email](#) no later than 1:00 PM CST on July 1, 2022. Fifteen paper copies of the proposal and an electronic copy should be mailed to Brian Schoon at INRCOG; 229 E Park Ave.; Waterloo, Iowa, 50703. Proposals are due promptly by 1:00 PM CST on August 15, 2022.

[Greene RFP Vendor Packet](#)  
[Greene RFP Legal Notice](#)

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#### Draft Transportation Documents Available for Comment (6/2/22)

The draft FY 2023-2026 Transportation Improvement Programs (TIPs) for the MPO and RTA are available for public comment. The TIPs 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. Drafts can be viewed by clicking the links below or visiting the INRCOG office at 229 E Park Ave, Waterloo.

[Draft MPO FY 2023-2026 TIP](#)  
[Draft RTA FY 2023-2026 TIP](#)

Public input meetings for the draft TIPs will be held on June 21 from 12:00-1:00 p.m. at the INRCOG office, 229 E Park Ave, Waterloo, and June 23 from 4:00-5:00 p.m. at the Cedar Falls Community Center, 528 Main St, Cedar Falls. Comments will be accepted until the MPO and RTA hold separate public hearings and consider adoption of the final documents on July 14 at 10:00 a.m. and July 21 at 1:00 p.m. Both public hearings will be held at INRCOG.

Comments can be submitted using the [online comment form](#) or directly to Kyle Durant: [kdurant@inrcog.org](mailto:kdurant@inrcog.org) or 319-235-0311 ext. 139.

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 2023-2026**  
**Transportation Improvement Programs (TIP)**

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

**Tuesday, June 21**  
**12:00 – 1:00 p.m.**  
**INRCOG Center**  
**229 E Park Ave, Waterloo**

**Thursday, June 23**  
**4:00 – 5:00 p.m.**  
**Cedar Falls Community Ctr**  
**528 Main St, Cedar Falls**



Documents and displays can be viewed at [www.inrcog.org](http://www.inrcog.org)

Staff will be available during these hours to answer questions.

Comments can be submitted in person, online at <https://forms.gle/oAVM3sU12eiE8da99>, 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 2, 2022

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 public input sessions on June 21 from 12:00-1:00 p.m. at the INRCOG Center and June 23 from 4:00-5:00 p.m. at the Cedar Falls Community Center. The purpose of these open houses is to solicit comments on the draft FY 2023-2026 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.inrcog.org](http://www.inrcog.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)

## Displays for the Public Input Sessions

### Black Hawk County

#### Metropolitan Planning Organization (MPO)



#### Who we are...

Federal law requires the formation of metropolitan planning organizations (MPOs) for urbanized areas with a population greater than 50,000. The role of an MPO is to oversee transportation planning and policy to ensure that existing and future expenditures on transportation projects are based on a continuing, cooperative, and comprehensive planning process. There are a total of nine MPOs throughout the State of Iowa.

The Black Hawk County MPO represents the urbanized area of Black Hawk County which includes the cities of Waterloo, Cedar Falls, Elk Run Heights, Evansdale, Gilbertville, Hudson, and Raymond, and a portion of the unincorporated area of Black Hawk County. Iowa's 18 Regional Planning Affiliations (RPAs) cover all the area outside of Iowa's nine MPOs. RPA 7 is the Iowa Northland Regional Transportation Authority (RTA) and includes all of Bremer, Buchanan, Butler, Chickasaw, and Grundy Counties, as well as the areas of Black Hawk County not covered by the MPO.

The Iowa Northland Regional Council of Governments (INRCOG) provides staffing and support for both the MPO and RTA. INRCOG is a regional planning agency that also assists local governments with comprehensive, economic development, land use, and housing planning. INRCOG also operates the Regional Transit System, which provides transit service in the RTA. Furthermore, INRCOG staff often represent the MPO and RTA in transportation studies, interact regularly with State and Federal agencies, and write grant applications for various transportation-related projects in the region.

While INRCOG provides staffing and technical support, the decision making and programming authority of the MPO and RTA rests within their two branches, the Policy Board and the Technical Committee. The Policy Boards consist of local elected officials and are responsible for the adoption of the five planning documents outlined below. The Policy Boards also work with the Iowa DOT Commission to ensure continued support for the area. The Technical Committees consist of city and county planners, engineers, and interested parties. The Technical committees have extensive knowledge of the area's transportation and advise the Policy Boards, but do not vote on policy issues.

The MPO meets monthly, and meetings are open to the public. The MPO meets the second Thursday of the month at 10:00 a.m. at the INRCOG Center (229 E Park Ave, Waterloo).

The MPO meets the second Thursday of the month at 10:00 a.m. at the INRCOG Center (229 E Park Ave, Waterloo).

#### What we do...

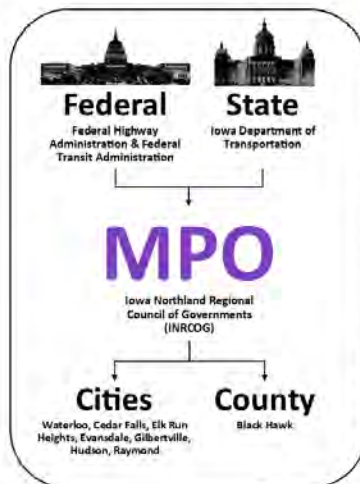
The MPO serves as a liaison for federal funding from the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Iowa Department of Transportation (DOT) that goes to local entities including cities, counties, and public transit systems. The MPO solicits projects annually for Surface Transportation Block Grant program (STBG) and Transportation Alternatives Set-aside Program (TAP) funding.

STBG funds are primarily used for major new construction or reconstruction projects on federally functionally classified roads. The MPO receives approximately \$3.7 million in STBG funds annually.

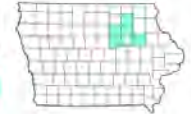
TAP funds are used for projects such as trails, bicycle and pedestrian accommodations, safe routes to school, and historic transportation-related projects. The current funding target for the MPO is approximately \$352,000 annually.

The MPO and RTA are each responsible for the development and maintenance of these five documents:

- Long Range Transportation Plan (LRTP)
- Transportation Improvement Program (TIP)
- Transportation Planning Work Program (TPWP)
- Passenger Transportation Plan (PTP)
- Public Participation Plan (PPP)



### Iowa Northland Regional Transportation Authority (RTA)



#### Who we are...

There are a total of 18 Regional Planning Affiliations (RPAs) throughout the State of Iowa. The role of an RPA is to oversee transportation planning and policy to ensure that existing and future expenditures on transportation projects are based on a continuing, cooperative, and comprehensive planning process.

RPA 7 is the Iowa Northland Regional Transportation Authority (RTA). This includes all of Bremer, Buchanan, Butler, Chickasaw, and Grundy Counties, as well as the areas of Black Hawk County not covered by the Black Hawk County Metropolitan Planning Organization (MPO). Iowa's nine MPOs are the urban counterparts to the State's RPAs.

The Iowa Northland Regional Council of Governments (INRCOG) provides staffing and support for both the MPO and RTA. INRCOG is a regional planning agency that also assists local governments with comprehensive, economic development, land use, and housing planning. INRCOG also operates the Regional Transit System, which provides transit service in the RTA. Furthermore, INRCOG staff often represent the MPO and RTA in transportation studies, interact regularly with State and Federal agencies, and write grant applications for various transportation-related projects in the region.

While INRCOG provides staffing and technical support, the decision making and programming authority of the MPO and RTA rests within their two branches, the Policy Board and the Technical Committee. The Policy Boards consist of local elected officials and are responsible for the adoption of the five planning documents outlined below. The Policy Boards also work with the Iowa DOT Commission to ensure continued support for the area. The Technical Committees consist of city and county planners, engineers, and interested parties. The Technical committees have extensive knowledge of the area's transportation and advise the Policy Boards, but do not vote on policy issues.

The RTA generally meets monthly, and meetings are open to the public. The RTA meets the third Thursday of the month at 1:00 p.m. at the INRCOG Center (229 E Park Ave, Waterloo).



#### What we do...

The RTA serves as a liaison for federal funding from the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Iowa Department of Transportation (DOT) that goes to local entities including cities, counties, and public transit systems. The RTA solicits projects annually for Surface Transportation Block Grant program (STBG) and Transportation Alternatives Set-aside Program (TAP) funding.

STBG funds are primarily used for major new construction or reconstruction projects on federally functionally classified roads. The RTA receives approximately \$2.7 million in STBG funds annually.

TAP funds are used for projects such as trails, bicycle and pedestrian accommodations, safe routes to school, and historic transportation-related projects. The current funding target for the RTA is approximately \$276,000 annually.

The MPO and RTA are each responsible for the development and maintenance of these five documents:

- Long Range Transportation Plan (LRTP)
- Transportation Improvement Program (TIP)
- Transportation Planning Work Program (TPWP)
- Passenger Transportation Plan (PTP)
- Public Participation Plan (PPP)



## Displays for the Public Input Sessions

### Surface Transportation Block Grant (STBG) and Transportation Alternatives Program (TAP) Funds FY 2023-2026

#### MPO

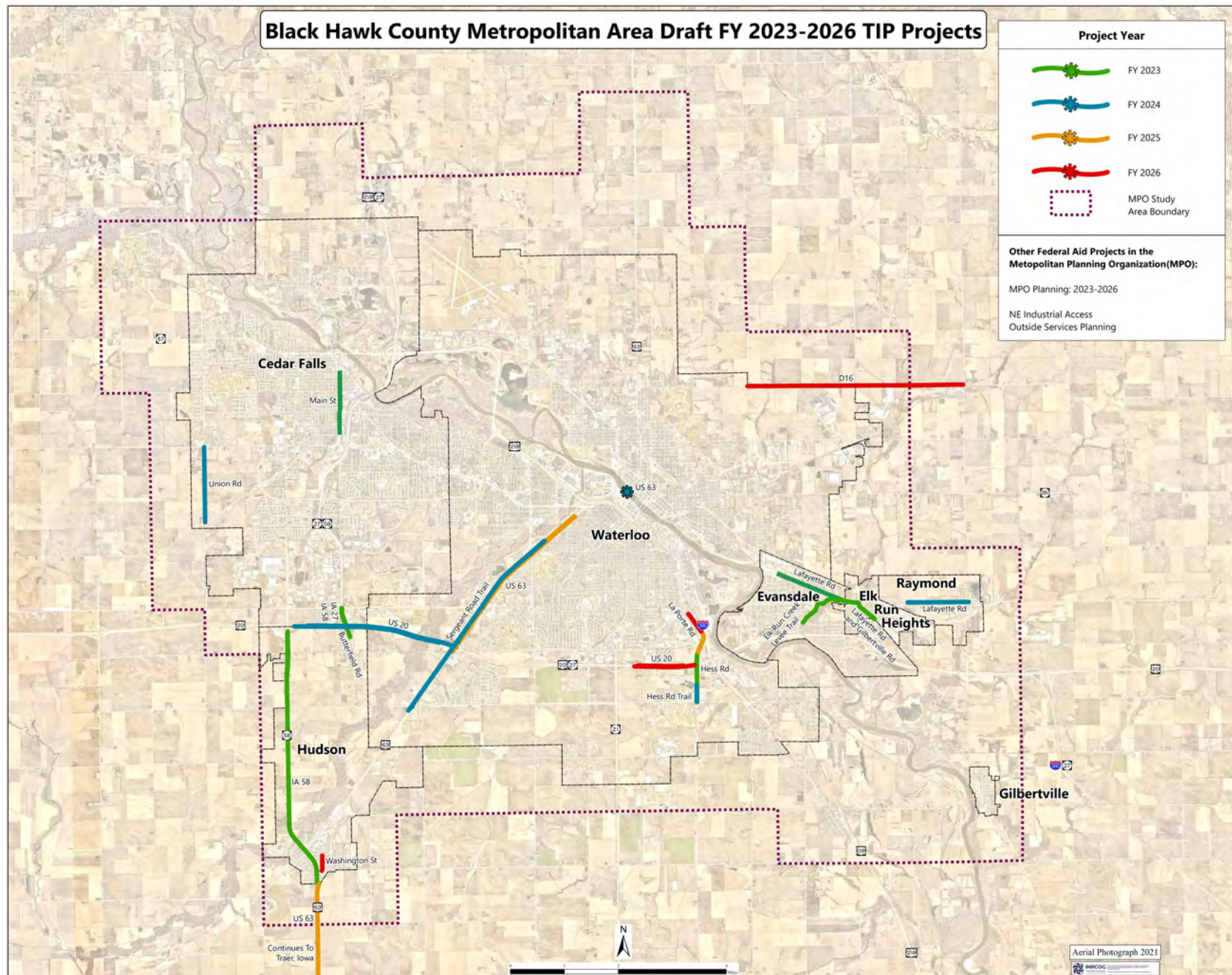
Jurisdiction	Project Area	Regional Funds
Waterloo	La Porte Rd	\$9,928,827
Cedar Falls	Main St	\$2,900,000
Evansdale	Lafayette Rd	\$1,707,000
Raymond	Lafayette Rd	\$1,230,000
Elk Run Heights	Gilbertville Rd/Lafayette Rd	\$1,200,000
Cedar Falls	Union Rd	\$1,000,000
Hudson	Washington St	\$853,600
Iowa DOT	US 63	\$700,000
MPO	NEIA Study - NEPA	\$480,000
Waterloo	Sergeant Rd Trail Bridge Replacements	\$465,233
Iowa DOT	IA-58	\$450,000
Black Hawk Co	Donald St (D16)	\$448,000
Cedar Falls	Lake Street Trail	\$302,000
Evansdale	Elk Run Creek Levee Trail	\$295,728
Waterloo	La Porte Road Trail Phase I	\$151,328
Hudson	Butterfield Rd	\$104,000

#### RTA

Jurisdiction	Project Area	Regional Funds
Buchanan Co	W45	\$1,950,000
Buchanan Co	W35 (Quasqueton Diagonal Blvd)	\$1,721,000
Independence	1st St W	\$1,389,000
Chickasaw Co	V18 (Gilmore Ave)	\$1,147,000
Grundy Co	D67	\$819,000
Grundy Co	T47	\$800,000
Butler Co	T16	\$800,000
Iowa DOT	US 218	\$770,000
Bremer Co	C50	\$600,000
Janesville	7th Street Bridge Replacement	\$500,000
Nashua	Greeley St	\$500,000
Butler CCB	Rolling Prairie Trail Expansion	\$484,500
Denver	State St Phase II	\$250,000
Waverly	Rolling Prairie Trail Extension	\$184,000
Buchanan Co	Taylor's Ford Bridge Rehab	\$184,000
RTA	Regional Planning	\$160,000
Buchanan CCB	Fontana Park Trails Loop	\$145,133
Fairbank	Walk Safe Fairbank	\$81,947
OnBoard Transit	Vehicle Replacement	\$68,000

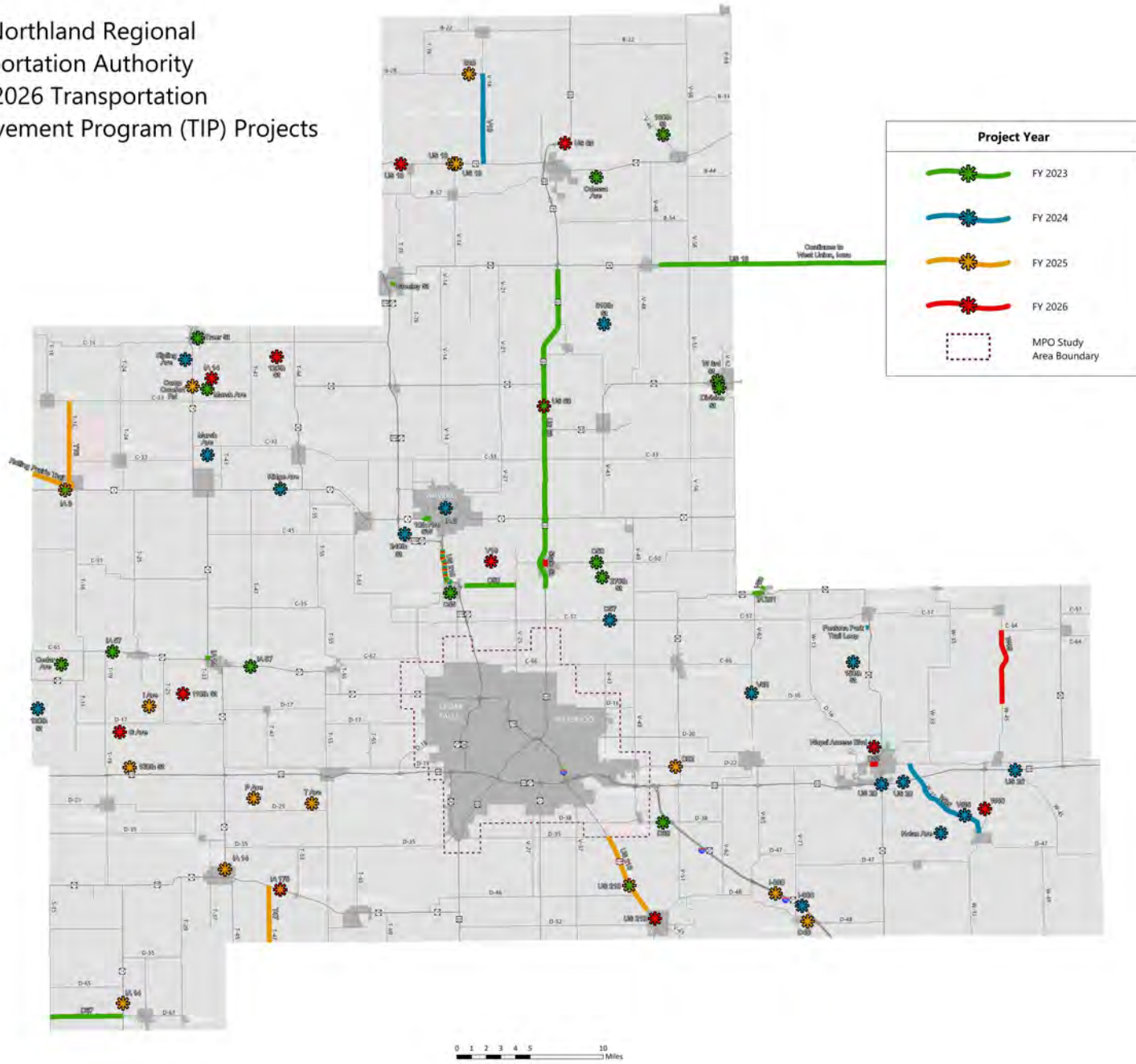


## Displays for the Public Input Sessions



## Displays for the Public Input Sessions

Iowa Northland Regional  
Transportation Authority  
2023-2026 Transportation  
Improvement Program (TIP) Projects





## 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 21, 2022 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 2023-2026. 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.inrcog.org](http://www.inrcog.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).

*Published in:*

*The Waterloo-Cedar Falls Courier – 7/5/2022*

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

**Draft FY 2023-2026 Transportation Improvement Program Open Houses Attendance Record**

**June 21, 2022  
12:00 – 1:00 p.m.  
INRCOG, Waterloo**

Attendees

Ryan Brennan  
Kyle Durant

Black Hawk County  
INRCOG

**June 23, 2022  
4:00 – 5:00 p.m.  
Cedar Falls Community Center, Cedar Falls**

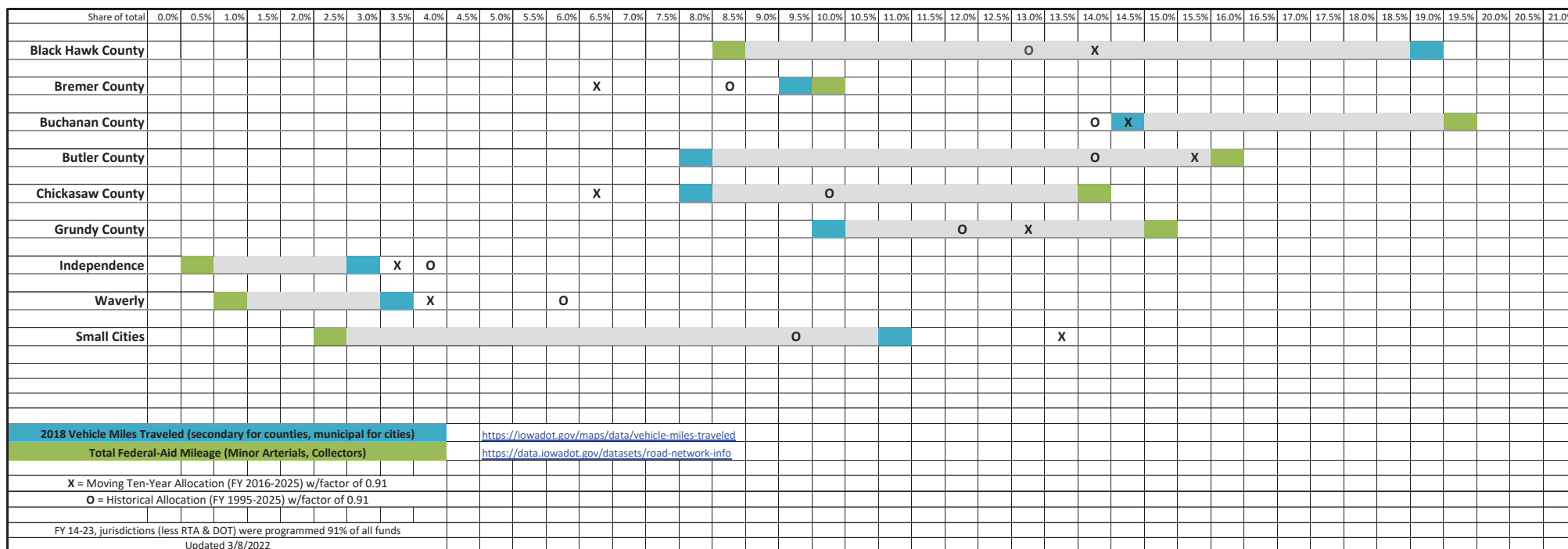
Attendees

Kyle Durant

INRCOG

## Public Comments

Historical Allocation (FY 1995-2025) and Moving Ten-Year Allocation (FY 2016-2025) w/factor of 0.91



## 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